

**IR Number:** CAPP 1.1

**Reference:** TransCanada 2018-2020 Mainline Tolls Application (Application)  
  
TransCanada Application for Approval of Mainline 2013-2030  
Settlement

**Preamble:** CAPP seeks to better understand the nature of the deferral accounts used  
in the current toll methodology.

- Request:**
- a) Please provide a description of the LTAA, and its purpose, as part of the RH-003-2011 Decision and the revenue requirement in the RH-003-2011 compliance filing.
  - b) Please provide a description of the LTAA, and its purpose, as part of the 2013-2030 Settlement and the revenue requirement in the RH-001-2014 Compliance Filing (Compliance Filing).
  - c) Please confirm that, in the Compliance Filing, the LTAA is a rate base account. If not confirmed please explain.
  - d) Please confirm that, under the Compliance Filing and the Application, the LTAA is amortized at TransCanada's composite depreciation rate over the 2015-2020 period. If not confirmed please explain.
  - e) Please confirm that, under the Compliance Filing and the Application, TransCanada/shippers earn a return on the LTAA equal to the weighted average cost of capital of the TransCanada Mainline depending on the balance of the account. If not confirmed please explain.
  - f) Please confirm that the amortization amount and return on the LTAA balance, under the Compliance Filing and the Application, is applied to the revenue requirement of each segment based on that segment's ratio of rate base to the overall system. In not confirmed please explain.

**Response:**

- a) Based on a forecast of Mainline throughput and the multi-year fixed tolls established in the RH-003-2011 Decision, the NEB approved the LTAA and TSA. The LTAA was used to defer a portion of the Mainline's revenue requirement by adding it to rate base,

and amortizing it over a number of years. The TSA would allow for a short-term deferral of costs.<sup>1</sup>

The amounts placed in the LTAA were based on the RH-003-2011 Decision. At a high level, constant annual LTAA additions over a five-year period were determined such that the TSA balance would be zero at the end of the 2017 toll year with tolls and billing determinants set at the level approved in the RH-003-2011 Decision.

- b) In its RH-001-2014 Decision, the NEB approved TransCanada’s proposed treatment of the LTAA defined in the Settlement as an adjustment account to capture all variances between the actual and forecast costs and revenues during the period 2015 to 2020, net of incentive mechanism adjustments. Also see the response to CAPP 1.3.
- c) Confirmed. Also, see the response to Centra-TCPL 1.23.
- d) Confirmed.
- e) Confirmed. Since the LTAA balance is positive, it reduces rate base, return and reduces Mainline earnings by an average of \$42 million/ year. In terms of ROE percentage, Mainline earnings result in an ROE of approximately 7.8% on a rate base excluding the LTAA balance. Table CAPP 1.1-1 provides a summary of the LTAA impact on Mainline earnings for 2018-2020.

**Table CAPP 1.1-1: Mainline 2018-2020 Return on Equity**

Year	Equity Return on Common Equity *(\$ million)	Average Rate Base including LTAA Balance (\$ million)	ROE on Rate Base including LTAA Balance (%)	Rate Base excluding LTAA Balance (\$ million)	ROE on Rate Base excluding LTAA Balance (%)
2018	147.1	3,639.9	10.10	4,730.5	7.77
2019	139.4	3,451.2	10.10	4,498.4	7.75
2020	134.4	3,327.4	10.10	4,331.5	7.76
Note *: Excluding the impact of TransCanada’s \$20 million contribution					

- f) Confirmed. The LTAA amount included in revenue requirement reflects the sum of the annual amortization amount, return on the LTAA balance and applicable taxes. This amount is then applied to the revenue requirement of each segment based on that segment’s ratio of rate base to the overall system in both the Compliance Filing and the Application.

<sup>1</sup> RH-003-2011 Decision, page 233.

**IR Number:** CAPP 1.2

**Reference:** TransCanada 2018-2020 Mainline Tolls Application, Page 1-1

“In the RH-001-2014 Decision, the Board approved components of the Mainline 2013-2030 Settlement (Settlement) reached between TransCanada and its largest three customers, Enbridge Gas Distribution, Inc. (EGDI), Énergir, L.P., formerly known as Gaz Métro Limited Partnership (Énergir), and Union Gas Limited (Union).”

TransCanada 2018-2020 Mainline Tolls Application, Appendix 2-B

**Preamble:** CAPP seeks to better understand the nature of the contractual agreement between TransCanada and the Eastern LDCs.

- Request:**
- a) Please provide a copy of the September 10, 2013 Settlement Term Sheet among TransCanada and the Eastern LDCs.
  - b) Please provide a copy of the Mainline Settlement Agreement, including schedules and amendments to that Agreement, which was before the NEB in the RH-001-2014 Mainline proceeding (the “Agreement”).
  - c) Were there any amendments, modifications, supplements, or revisions to the Agreement subsequent to its consideration in the RH-001-2014 proceeding and prior to the Supplemental Agreement that forms the basis of this 2018-2020 Mainline Tolls Application? If so please provide copies.
  - d) Did the RH-001-2014 Decision in any respect alter, modify, supplement, or amend the terms of the Agreement? If so, please provide details. Also, if there are no written amendments, modifications, supplements, or revisions to the Agreement subsequent to its consideration in the RH-001-2014 proceeding and prior to the Supplemental Agreement that forms the basis of this 2018-2020 Mainline Tolls Application, please explain how the impact of the RH-001-2014 Decision on the Agreement was handled when the parties to it came to make the determination that there had been an Acceptable Regulatory Approval in accordance with the Settlement?
  - e) Please provide copies of any correspondence or other documents (letters or emails or minutes of meetings) to or from TransCanada and other parties to the Agreement related to the administration or

interpretation of the Agreement (a) prior to the RH-001-2014 decision and (b) subsequent to the RH-001-2014 decision.

- f) Does the Supplemental Agreement that forms the basis of this 2018-2020 Mainline Tolls Application amend, alter or in any way change the Agreement or the effect of the Agreement? If the answer is 'no, then please explain in full why the changes in tolls in the present Application do not involve any amendment, alteration, or change to the Agreement or its effect. If the answer is 'yes', then please explain all amendments, alterations, or changes to the Agreement or its effect.
- g) Did TransCanada consider that it had an obligation under the Agreement to seek to arrive at an agreement with the Eastern LDCs on tolls for 2018-2020? Please explain. Please also explain how the Supplemental Agreement satisfies that obligation.
- h) Please explain the consequences or implications if the parties to the Agreement had made a good faith effort to agree on 2018-2020 tolls but ultimately failed to reach agreement.
- i) Was the Supplemental Agreement the product of negotiation? Please explain.
- j) What alternatives to the outcomes reflected in the Supplemental Agreement were considered by TransCanada and why were they rejected?

**Response:**

- a) See Attachment CAPP 1.2a).
- b) See Attachment CAPP 1.2b).
- c) No.
- d) There were no amendments to the Settlement following the RH-001-2014 Decision prior to the Supplemental Agreement. The Settlement formed the basis of the tolls proposed by TransCanada in the RH-001-2014 hearing. In accordance with the Board's direction in the RH-001-2014 Decision, TransCanada submitted the Compliance Filing to adjust the proposed tolls to reflect the actual Toll Stabilization Account balance and updated billing determinants and revenue requirements compared to what was contained in the Settlement. TransCanada received confirmation from each party to the Settlement that the RH-001-2014 Decision was an acceptable approval before submitting the Compliance Filing.

- e) The information sought relates to negotiations between the parties leading to both the Settlement and Supplemental Agreement, as well as discussions relating to the parties' common interest in this proceeding and the RH-001-2014 proceeding.

TransCanada considers that the requested information is irrelevant to the determinations to be made by the Board in respect of the Application. The Board is considering the applied-for relief, which is based upon the executed Supplemental Agreement.

Further, the requested information is considered commercially sensitive, confidential and subject to common interest litigation privilege or settlement privilege.

Finally, it would be unreasonable for TransCanada to expend the time and resources required to produce any and all written correspondence or other documents that may have been created since the parties began negotiation of the Settlement that was executed in 2013.

Therefore, TransCanada declines to provide the requested information.

- f) Yes, the Supplemental Agreement amends the Settlement. The Supplemental Agreement resulted from the review contemplated in Article 13.2(b) of the Settlement:

Prior to January 1, 2018, the billing determinants assumptions and costs for the period from January 1, 2018 to December 31, 2020, shall be reviewed and agreed to by the Parties. The fixed tolls for the period from January 1, 2018 to December 31, 2020 shall be adjusted to reflect the result of this review.

As stated in sections 1.1 and 1.2 of the Supplemental Agreement, the provisions of Supplemental Agreement are supplemental to, form part of and have the same effect as though incorporated into the Settlement for the 2018-2020 period and all amendments to the Settlement necessary to reflect the provisions of the Supplemental Agreement for the 2018-2020 period are deemed to have been made. Article 2 and the appendices to the Supplemental Agreement set out all of amendments that are being made to the Settlement for the 2018-2020 period.

- g) Yes. See Section 13.2(b) in the response to part f), which requires agreement of the parties.
- h) TransCanada understands that, absent an agreement between the parties to the Settlement, TransCanada would still have been required to file an application prior to December 31, 2017 for approval of tolls for the 2018-2020 period pursuant to the RH-001-2014 Decision.

TransCanada is not prepared to speculate as to what relief would have been proposed in such a hypothetical application or what the implications or consequences of that filing would have been.

- i) The Supplemental Agreement was the product of negotiation between the parties to the Settlement; however, TransCanada was also concurrently consulting with all interested parties individually and at the TTF in accordance with the Board's RH-001-2014 Decision and took that feedback into account during its negotiations with the parties to the Settlement.
- j) For a description of the approaches TransCanada considered prior to entering confidential consultations with the TTF and confidential negotiations with the parties to the Settlement see the response to Centra-TCPL 1.6 a) through c). TransCanada declines to provide additional information regarding the further development or assessment of alternatives that were considered during the negotiation of the Supplemental Agreement and TTF consultations for the reasons provided in the response to part e) and Centra-TCPL 1.6 a) through c).

**TRANSCANADA PIPELINES LIMITED  
MAINLINE SETTLEMENT AGREEMENT**

Among:

**TRANSCANADA PIPELINES LIMITED**

- and -

**ENBRIDGE GAS DISTRIBUTION INC.**

- and -

**UNION GAS LIMITED**

- and -

**GAZ METRO LIMITED PARTNERSHIP**

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**TRANSCANADA PIPELINES LIMITED**  
**MAINLINE SETTLEMENT AGREEMENT**

THIS AGREEMENT made as of the 31<sup>st</sup> day of October, 2013.

**AMONG:**

**TRANSCANADA PIPELINES LIMITED**, a corporation incorporated under the laws of the Province of Alberta ("**TransCanada**")

- and -

**ENBRIDGE GAS DISTRIBUTION INC.**, a corporation incorporated under the laws of the Province of Ontario ("**Enbridge**")

- and -

**UNION GAS LIMITED**, a corporation incorporated under the laws of the Province of Ontario ("**Union**")

- and -

**GAZ METRO LIMITED PARTNERSHIP**, a limited partnership formed under the laws of the Province of Quebec ("**Gaz Metro**")

**RECITALS:**

**WHEREAS** TransCanada owns and operates a natural gas pipeline system extending from a point near the Alberta/Saskatchewan border where TransCanada's facilities interconnect with the facilities of NOVA Gas Transmission Ltd. easterly to the Province of Quebec with branch lines extending to various points on the international border and including its firm transportation contracts on other pipelines ("**TBO**") such as Great Lakes Gas Transmission Limited Partnership, Trans Quebec and Maritimes Pipeline Inc., Union and Enbridge (the "**Mainline System**");

**WHEREAS** Enbridge owns and operates a natural gas distribution system in the Province of Ontario (the "**Enbridge System**");

**WHEREAS** Union owns and operates a natural gas transmission system in the Province of Ontario ("**Union's Dawn Parkway System**") and a natural gas distribution system in the Province of Ontario (collectively the "**Union System**");

**WHEREAS** Gaz Metro owns and operates a natural gas distribution system in the Province of Quebec (the "**Gaz Metro System**");

**WHEREAS** TransCanada and Enbridge terminated the MOU (as defined below) effective September 11, 2013, and the MOU is of no further force and effect;

**WHEREAS** the Ontario Energy Board has encouraged the Parties to cooperate and consult on the efficient development of natural gas infrastructure at or near Parkway; and

**WHEREAS** the Parties wish to enter into this Agreement to resolve matters related to, among other things, the efficient development of natural gas infrastructure in Canada, specifically in the Provinces of Ontario and Quebec, in accordance with the terms and conditions set out herein.

**NOW THEREFORE**, in consideration of the premises and the covenants and agreements set forth herein, the Parties agree as follows:

## **ARTICLE 1 INTERPRETATION**

### **1.1 Definitions**

The words and phrases set forth below shall have the respective meaning ascribed to them below. Any capitalized terms not defined in this Agreement will have the definitions ascribed to them in the Tariff.

- (a) "**2015 NCOS**" has the meaning as set out in subsection 11.1(a).
- (b) "**2016 NCOS**" has the meaning as set out in subsection 11.1(b).
- (c) "**Acceptable Regulatory Approval**" has the meaning as set out in Section 6.1.
- (d) "**Agreement**" means this Mainline Settlement Agreement and includes the recitals and all annexes, exhibits, appendices and schedules hereto as the same may be amended, restated or supplemented from time to time.
- (e) "**Albion Pipeline**" means the proposed gas pipeline to be owned and operated jointly by Union and Gaz Metro extending from Enbridge's Albion meter station to a new interconnect with TransCanada at or near Vaughan, Ontario and then a proposed pipeline from Vaughan to a new interconnect with TransCanada at or near Maple, Ontario.
- (f) "**Amended Union CDA**" means the amended distributor delivery area containing TransCanada's Hamilton Gate meter station and TransCanada's Nanticoke meter station located on the Mainline System.
- (g) "**Annual Bridging Amount**" means the amount to be included in the Revenue Requirement each year for that year's Bridging Contribution which includes associated income tax and return.
- (h) "**Average Unit Cost**" means the sum of the annual contract demand multiplied by the applicable FT toll for each FT Contract held by an LDC on the Mainline System divided by the sum of the annual contract demand held by such LDC on the Mainline System.
- (i) "**Bridging Amortization Account**" has the meaning as set out in subsection 12.4(a).
- (j) "**Bridging Contribution**" has the meaning as set out in subsection 13.2(c)(ii).
- (k) "**Delivery Point**" means a delivery point on the Mainline System.
- (l) "**Delivery Pressure Toll**" means the toll designed to recover on an incremental basis the average costs associated with guaranteeing minimum delivery pressures that are higher than the Mainline System's minimum pressure set out in the Tariff.

- (m) **"Discretionary Services"** means gas transportation service provided on the Mainline System pursuant to the Interruptible Transportation Service – IT Toll Schedule, Short Term Firm Transportation Services – STFT Toll Schedule and Short Term Short Notice Service – ST-SN Toll Schedule.
- (n) **"Dispute"** has the meaning as set out in subsection 16.12(a).
- (o) **"ECR Service"** means the enhanced capacity release service on the Mainline System pursuant to the Enhanced Capacity Release Toll Schedule.
- (p) **"EDGA Service"** means the energy deficient gas allowance service on the Mainline System pursuant to the Energy Deficient Gas Allowance Service Toll Schedule.
- (q) **"Election Period"** has the meaning as set out in subsection 9.1(a).
- (r) **"Enbridge"** means Enbridge Gas Distribution Inc.
- (s) **"Enbridge System"** has the meaning as set out in the 2<sup>nd</sup> recital.
- (t) **"Enhanced Market Balancing Service ("EMB")"** means TransCanada's new enhanced market balancing service as set out in **Appendix F**.
- (u) **"EOT"** means the area on the Mainline System that includes all existing or future Mainline System facilities including and east of TransCanada's St. Clair and North Bay Junction Receipt Points and includes any TBO which provides service for the EOT and is commonly referred to as the "Eastern Triangle", as illustrated in the map set out in **Appendix H**.
- (v) **"Expansion Facilities"** has the meaning as set out in subsection 9.1(a)(i).
- (w) **"Firm Service Contract"** means a transportation service contract between TransCanada and a Mainline Shipper for Firm Services.
- (x) **"Firm Services"** means firm gas transportation service provided on the Mainline System by TransCanada pursuant to the Firm Transportation Service - FT Toll Schedule, Non-Renewable Firm Transportation Service - FT-NR Toll Schedule, Firm Transportation Short Notice Service - FT-SN Toll Schedule and any applicable new firm services that are approved by the NEB during the Term, all as set out in the Tariff, and excluding, for purposes of the requested service for LH to SH Conversion, Short Term Firm Transportation Service – STFT Toll Schedule, Storage Transportation Service-Linked - STS-L Toll Schedule, Short Notice Balancing Service - SNB Toll Schedule, Short Term Short Notice Service – ST-SN Toll Schedule, Storage Transportation Service - STS Toll Schedule and Multi-Year Fixed Price Service – MFP Toll Schedule.
- (y) **"First NEB Application"** has the meaning as set out in Section 7.1.
- (z) **"Franchise Area"** means the area set out in a valid certificate or franchise agreement approved by the applicable provincial regulator, or other valid authority pursuant to which the LDC provides service to its gas distribution customers.

- (aa) "**FT Contract**" means a Firm Service Contract for firm gas transportation service on the Mainline System pursuant to the FT Toll Schedule.
- (bb) "**Gaz Metro**" means Gaz Metro Limited Partnership.
- (cc) "**Gaz Metro System**" has the meaning as set out in the 4<sup>th</sup> recital.
- (dd) "**GJ**" means gigajoules, or 1,000,000,000 joules.
- (ee) "**GLGT System**" has the meaning as set out in subsection 8.1(e).
- (ff) "**Hamilton Line**" means TransCanada's pipeline comprised primarily of NPS 20" and NPS 36" pipe that connects to its high pressure Kirkwall Niagara line at a point near Hamilton and extends between Hamilton and Enbridge's Parkway meter station near Toronto, which facilities will allow sourcing of natural gas from Niagara Falls or Chippawa and delivery of gas to Toronto at the new Parkway Enbridge CDA and the Union ECDA.
- (gg) "**Incentive Sharing Mechanism**" has the meaning as set out in Section 15.1.
- (hh) "**Industry Stakeholders**" means Mainline Shippers and members of TransCanada's Tolls Task Force.
- (ii) "**King's North Connection Pipeline**" means TransCanada's proposed pipeline originating near Enbridge's Albion meter station and terminating at a point upstream of TransCanada's Maple compressor station #130.
- (jj) "**LDCs**" means Enbridge, Union and Gaz Metro.
- (kk) "**LH Contracts**" means FT Contracts on the Mainline System from Receipt Points at Empress or in Saskatchewan, with deliveries east of Station 41
- (ll) "**LH to SH Conversion**" has the meaning as set out in Section 9.2.
- (mm) "**LMCI**" has the meaning as set out in subsection 4.2(b)(ii).
- (nn) "**Local Production**" has the meaning as set out in subsection 8.1(c)(i)(D).
- (oo) "**Long Term Adjustment Account**" has the meaning as set out in subsection 12.3(a).
- (pp) "**Mainline Shipper**" means a person or entity who has entered into or taken an assignment of a contract with TransCanada for Firm Services or Discretionary Services on the Mainline System.
- (qq) "**Mainline System**" has the meaning as set out in the 1<sup>st</sup> recital.
- (rr) "**MOU**" means the Memorandum of Understanding between Enbridge and TransCanada dated January 28, 2013, as amended April 28, 2013 and May 21, 2013.
- (ss) "**NEB**" means the National Energy Board or any successor thereof.
- (tt) "**Net Revenue**" has the meaning as set out in Section 15.1.

- (uu) "**NOL**" means the area on the Mainline System that includes all existing or future Mainline System facilities east of Station 41 to North Bay Junction and downstream of Emerson to St. Clair and includes any TBO which provides service for the NOL and is commonly referred to as the "Northern Ontario Line", as illustrated in the map set out in **Appendix H**.
- (vv) "**OEB**" means the Ontario Energy Board or any successor thereof.
- (ww) "**Parties**" means TransCanada, Enbridge, Union and Gaz Metro, and "**Party**" means any one of them.
- (xx) "**Parkway Enbridge CDA**" means a new single point distributor delivery area created by redesignating TransCanada's Parkway-Enbridge meter station from a Delivery Point within the existing Enbridge CDA to the single point in a new stand-alone delivery area.
- (yy) "**Prairies Line**" means the area on the Mainline System that includes all existing and future Mainline System facilities east of Empress to and including Station 41 and south to Emerson and is commonly referred to as the "Prairies Line", as illustrated in the map set out in **Appendix H**.
- (zz) "**Receipt Point**" means a receipt point on the Mainline System.
- (aaa) "**Regulator**" has the meaning as set out in subsection 16.12(b).
- (bbb) "**Regulatory Approval**" means any authorization, approval, consent or exemption from any regulatory or administrative body having jurisdiction that is necessary for one or more of the Parties to perform its or their obligations herein. Where reasons are required, a Regulatory Approval will not be considered complete for the purposes of this Agreement until the applicable regulatory or administrative body has issued such reasons.
- (ccc) "**Revenue Requirement**" has the meaning as set out in subsection 12.1(a).
- (ddd) "**RH-003-2011 Compliance Tolls**" has the meaning as set out in Section 13.1.
- (eee) "**ROE**" has the meaning as set out in subsection 12.1(a)(ii).
- (fff) "**Second NEB Application**" has the meaning as set out in subsection 7.3(c).
- (ggg) "**Segment A Pipeline**" means Enbridge's proposed gas pipeline from Enbridge's Parkway West meter station to Enbridge's Albion meter station.
- (hhh) "**SH Contracts**" means Firm Service Contracts on the Mainline System from Receipt Points located in the EOT and to any Delivery Point on the Mainline System.
- (iii) "**SNB Service**" means the short notice balancing service provided on the Mainline System pursuant to the Short Notice Balancing Toll Schedule.
- (jjj) "**STAR**" has the meaning as set out in subsection 11.1(c).
- (kkk) "**Stretch Revenue**" means the lower of \$120 million and the difference between the forecast revenue and the actual revenue for 2016 to a minimum of \$0. Due to the uncertainty surrounding the timing of third party pipeline projects that have the potential

to affect deliveries at Iroquois and East Hereford a higher level of revenue was included in the 2016 revenue forecast that the Parties have excluded from the incentive calculation for 2016.

- (lll) **"Summer Storage Service ("SSS")"** means TransCanada's new summer storage service as set out in **Appendix E**.
- (mmm) **"System Supply Customers"** means customers who purchase gas supply from Enbridge, Union or Gaz Metro.
- (nnn) **"TAPs"** means TransCanada Transportation Access Procedure as amended from time to time.
- (ooo) **"Tariff"** means TransCanada's Mainline Gas Transportation Tariff as amended from time to time.
- (ppp) **"TBO"** has the meaning as set out in the 1<sup>st</sup> recital.
- (qqq) **"TBO Costs"** has the meaning as set out in subsection 12.1(d).
- (rrr) **"Term"** has the meaning set out in Section 3.1.
- (sss) **"Term Sheet"** means the Settlement Term Sheet signed by the Parties on September 10, 2013.
- (ttt) **"TJ"** means terajoules, or 1,000,000,000,000 joules.
- (uuu) **"TQM System"** means the transmission system of Trans Québec and Maritimes Pipeline Inc.
- (vvv) **"TransCanada"** means TransCanada PipeLines Limited.
- (www) **"TSA"** has the meaning as set out in subsection 12.3(a)(ii).
- (xxx) **"Union"** means Union Gas Limited.
- (yyy) **"Union Dawn Receipt Point Surcharge"** means the surcharge applicable to all service on the Mainline System with a Receipt Point at Union Dawn and is determined in accordance with subsection 13.4(b).
- (zzz) **"Union ECDA"** means a new distributor delivery area containing TransCanada's Bronte and Burlington meter stations located on the Mainline System.
- (aaaa) **"Union Parkway Belt Delivery Point"** has the meaning as set out in subsection 8.1(d)(ii).
- (bbbb) **"Union System"** has the meaning in the 3<sup>rd</sup> recital.
- (cccc) **"Union's Dawn Parkway System"** has the meaning in the 3<sup>rd</sup> recital.

## 1.2 General Interpretation

Unless otherwise expressly specified herein:

- (a) terms defined in the singular will also include the plural and vice versa;
- (b) the words "hereof", "herein", "hereunder" and other similar words refer to this Agreement as a whole;
- (c) Article, Section and Appendix references in this Agreement are to Articles or Sections of or Appendices to this Agreement;
- (d) words of any gender (masculine, feminine, neuter) mean and include correlative words of the other genders;
- (e) "shall" and "will" have equal force and effect; and
- (f) the words "include," "including," or "includes" shall be read to be followed by the words "without limitation" or words having similar import.

## 1.3 Appendices

The following Appendices are attached hereto and form part of this Agreement:

- Appendix A - January 1, 2015 to December 31, 2020 Revenue Requirement
- Appendix B - January 1, 2015 to December 31, 2020 Billing Determinants and Revenues
- Appendix C - Methodology to Allocate Revenue Requirement to Segments
- Appendix D - January 1, 2015 to December 31, 2020 Tolls
- Appendix E - Summer Storage Service
- Appendix F - Enhanced Market Balancing Service
- Appendix G - Diversions
- Appendix H - Map
- Appendix I - Incentive Mechanism Illustration

## ARTICLE 2 OVERVIEW, PURPOSES AND HIGH LEVEL PRINCIPLES

### 2.1 Overview

This Agreement is the result of broad discussions and negotiations and represents a balance of interests and compromises among the Parties. Subject to Section 16.2, the Parties agree that no single component of this Agreement can be said to be acceptable independent of the entire Agreement. In the event of any ambiguity regarding the interpretation of any provision of this Agreement, such ambiguity shall be resolved in favour of the interpretation that best reflects the purposes set out in Section 2.2 and the high level principles set out in Section 2.3.

### 2.2 Purposes

The Parties have entered into the Agreement for the following purposes:

- (a) to provide greater certainty with respect to the efficient development of natural gas infrastructure in Canada, specifically in Ontario and Quebec, acknowledging that



TransCanada and the LDCs, as the largest shippers on the Mainline System, have agreed to cooperate to ensure the interests of the LDCs' customers and all other Mainline Shippers are served in an equitable manner;

- (b) to provide for the development of future infrastructure on the Mainline System, the Enbridge System, the Gaz Metro System and the Union System to meet their evolving gas market and customer needs in a coordinated, reliable and cost effective manner;
- (c) to optimize use of existing natural gas transmission infrastructure of the Mainline System, Enbridge System, the Gaz Metro System and the Union System to meet the capacity and reliability needs of current and future shippers and customers in a reliable and cost effective manner;
- (d) to provide a reasonable opportunity for TransCanada to recover its existing and future cost of service on the entire Mainline System while providing just and reasonable tolls for Mainline Shippers; and
- (e) based upon gas transportation requests from market participants, to use best efforts, subject to TransCanada determining the project is economical and not being obligated to deviate from the utilization of prudent cost management practices during project execution to facilitate the natural gas market's desire for supply diversity and the ability of such markets to access supply of natural gas located close to their markets on a timely basis while continuing to contribute to ensure reliability and the recovery of costs for existing natural gas pipeline infrastructure by the Parties.

### 2.3 High Level Principles

The Parties agree to the following high level principles:

- (a) The Mainline System will be segmented for tolling purposes so that the EOT rate base and cost of service are separated from the NOL and the Prairies Line rate base and cost of service;
- (b) Capital expansions in the EOT will be promptly pursued to meet market needs and will be added to the EOT rate base and tolled on a rolled-in basis;
- (c) TransCanada will use best efforts, subject to TransCanada determining the project is economical and not being obligated to deviate from the utilization of prudent cost management practices during project execution to accommodate the requests of Mainline Shippers for additional SH Contracts on a timely basis, subject to Section 9.2, during the Term of this Agreement;
- (d) A temporary transitional Bridging Contribution will be paid by all Mainline Shippers to support a reasonable opportunity for TransCanada to recover its Mainline System prudently incurred costs over the period January 1, 2015 to December 31, 2020 (adjusted accordingly to reflect TransCanada's contribution set out in subsection 12.1(a)(iii));
- (e) The Prairies Line and NOL will be tolled independent of the EOT after December 31, 2020 and, other than the Bridging Contribution, Mainline Shippers using the EOT will thereafter have no continuing obligation with respect to the Prairies Line and NOL unless they use those portions of the Mainline System; and

- (f) The Parties agree to file in a timely manner and support any regulatory applications required to implement the terms of this Agreement even if the Agreement is contested by third parties, including representations in front of Provincial regulators, if requested by a Party or otherwise if required.

### **ARTICLE 3 TERM AND TERMINATION**

#### **3.1 Term**

This Agreement shall commence on the date first written above and shall terminate on December 31, 2030 or earlier in accordance with Section 7.2 ("**Term**").

### **ARTICLE 4 LITIGATION MATTERS**

#### **4.1 Obligations**

The Parties acknowledge and agree that all of the obligations of Parties set out under the heading "Litigation Issues" of the Term Sheet have been satisfied except for the obligations set out in subsection 8.1(f).

#### **4.2 Future Matters**

- (a) Each of the Parties acknowledges and agrees that, in recognition of its desire to work co-operatively on behalf of its customers, any new future complaint or claim that may be filed against another Party in respect of the matters set out in this Agreement shall be based solely on actions, events and agreements that have occurred after September 10, 2013. Each of the Parties agrees that, in respect of the matters set out in this Agreement, it will not take any action or commence any proceeding against another Party with respect to any action, claim or dispute that arose prior to September 10, 2013.
- (b) Other than as set forth in subsection 4.2(a) above, nothing in this Agreement shall restrict the ability of any Party to take any action or commence any proceeding or to take any position with any governmental authority or third party at a regulatory proceeding or otherwise against another Party in respect of any action, claim or dispute irrespective of when such action, claim or dispute arose, whether prior to or after September 10, 2013, including without limitation in respect of:
- (i) TransCanada's proposed Energy East Project; and
  - (ii) the NEB's land matters consultation initiative ("**LMCI**").

### **ARTICLE 5 THE MOU**

#### **5.1 The MOU**

Notwithstanding this Agreement and irrespective of any termination of this Agreement, TransCanada and Enbridge acknowledge that, prior to the execution of this Agreement, they consented to the immediate termination of the MOU effective September 11, 2013, and they acknowledge and agree that, from and

after such date, the MOU is of no further force and effect. This acknowledgement shall survive any termination of this Agreement.

## **ARTICLE 6 REGULATORY APPROVALS**

### **6.1 Regulatory Approvals**

To the extent that any obligation to be performed by a Party pursuant to the terms of this Agreement is subject to a Regulatory Approval, the fulfillment of such obligation shall be subject to such Party obtaining such Regulatory Approval. Each Party shall proceed with due diligence, in good faith and on a best efforts basis to seek to obtain all Regulatory Approvals that such Party, acting reasonably, determines are necessary in order to perform its obligations herein. A Regulatory Approval shall only be considered acceptable for the purposes of this Agreement ("**Acceptable Regulatory Approval**") if it is entirely consistent with the terms and conditions of this Agreement or if each of the Parties accepts in its sole discretion, acting reasonably and in good faith, any terms and conditions imposed by a Regulator that are inconsistent with or beyond those expressly set forth in this Agreement and so informs the other Parties in writing within 30 days of the date of such Regulatory Approval.

### **6.2 Appeals and Review and Variance**

- (a) Each Party acknowledges and agrees that the Party seeking Regulatory Approval shall not seek to appeal or request a review and variance of any decision that any of the Parties determine is inconsistent with this Agreement, unless all Parties agree otherwise. If all Parties agree that a Party should appeal or request a review and variance of any decision, the Parties agree to support such appeal or request for review and variance.
- (b) The Party seeking Regulatory Approval may, with the consent of all Parties, which consent shall not be unreasonably withheld, file a request for review and variance or appeal of a decision that the Parties determine is an Acceptable Regulatory Approval, however such request for review and variance or appeal shall be limited to discrete findings or requirements in the Regulatory Approval decision that are either:
  - (i) inconsistent with this Agreement; or
  - (ii) relate to matters beyond the scope of this Agreement.

### **6.3 Covenant to Cooperate with Regulatory Approvals**

Provided that the Regulatory Approval being sought by a Party is consistent with the obligations contained in this Agreement, each Party agrees to:

- (a) cooperate with the other Parties to obtain the Regulatory Approvals and provide all reasonable support as may be necessary in connection with the applications, including contested applications, for the Regulatory Approvals; and
- (b) not oppose, intervene against, or seek to delay, any Party's application for Regulatory Approvals, including by initiating or participating in any proceeding that may adversely impact any application for such Regulatory Approvals.

#### 6.4 **Covenant to Obtain Industry Support**

Upon execution of this Agreement, the Parties shall jointly and on a reasonable efforts basis seek to obtain the support and approval of this Agreement from all Industry Stakeholders. No Party shall propose or submit to the Industry Stakeholders any changes or amendments to this Agreement unless such change or amendment is agreed to in advance in writing by all Parties. If the Parties fail to obtain support from Industry Stakeholders the Parties agree that TransCanada shall proceed to file a contested application with the NEB pursuant to Section 7.1.

### **ARTICLE 7 NEB APPROVAL**

#### 7.1 **NEB Approval of Tariff Changes**

TransCanada shall file with the NEB as soon as reasonably practicable, with a goal to file by December 31, 2013, but in no case later than January 31, 2014, an application (including a contested application if necessary) for Regulatory Approval of this Agreement, and of Tariff changes required to implement this Agreement (“**First NEB Application**”). The First NEB Application shall be filed in a form that is acceptable to all Parties acting reasonably.

#### 7.2 **Early Termination Dates**

Any of the following will effect an early termination of this Agreement:

- (a) If TransCanada fails to file the First NEB Application with the NEB by January 31, 2014, this Agreement shall terminate on that date or such later date as the Parties may agree, acting reasonably and in good faith;
- (b) If the NEB decision on the First NEB Application is not an Acceptable Regulatory Approval and the Parties agree to a revised settlement agreement to be filed as a Second NEB Application as provided in Section 7.3 herein, this Agreement shall terminate upon execution of the revised settlement agreement;
- (c) If the NEB decision on the Second NEB Application is not an Acceptable Regulatory Approval, the revised settlement agreement or this Agreement, whichever is in effect, shall terminate 90 days after the date of the NEB decision;
- (d) If the NEB decision on the First NEB Application is not an Acceptable Regulatory Approval and the Parties have not agreed to request a review and variance of the decision, and the Parties fail to agree to a revised settlement agreement to be filed as a Second NEB Application and either file or fail to file a joint letter to the NEB as provided in Section 7.3 herein, this Agreement shall terminate 90 days after the date of the NEB decision; and
- (e) If a decision is rendered on any request for review and variance that is pursued in accordance with subsection 7.3(c)(ii) in respect of the NEB decision on the First NEB Application, this Agreement shall terminate 90 days after the date of the decision on review and variance, unless such decision is acceptable to all Parties acting reasonably and in good faith.

### 7.3 **Second NEB Process**

- (a) In the event that the decision on the First NEB Application is not an Acceptable Regulatory Approval, during the 90 day period following a decision complete with reasons for decision on the First NEB Application, the Parties shall use best efforts to complete one of the following:
- (i) execute a revised settlement agreement amongst the Parties that addresses any NEB reasons for not approving the First NEB Application or that results in the decision not being an Acceptable Regulatory Approval;
  - (ii) file a request for review and variance of the First NEB Application decision; or
  - (iii) file a joint letter at the NEB regarding the framework necessary to allow for market access for new supplies in eastern Canada and new capacity requirements of the EOT in a manner that balances market access with cost recovery associated with new infrastructure investments.
- (b) In developing a revised settlement agreement:
- (i) each of Enbridge, Union and Gaz Metro covenants and agrees to remain consistent with the purposes and principles set out in Sections 2.2 and 2.3 of this Agreement, in which each of Enbridge, Union and Gaz Metro support TransCanada having a fair and reasonable opportunity to fully recover all costs and expenses, including any lost revenue that may occur as a result of shifts by Mainline Shippers from LH Contracts to SH Contracts during the period January 1, 2015 to December 31, 2020, over an appropriate period of time; and
  - (ii) TransCanada covenants and agrees to remain consistent with the purposes and principles set out in Sections 2.2 and 2.3 of this Agreement, in which TransCanada supports the need for market access to new supplies under a reasonable and fair tolling methodology.
- (c) TransCanada shall, as the case may be, either (either one of which shall be referred to as the "**Second NEB Application**"):
- (i) file with the NEB as soon as reasonably practicable after execution of a revised settlement agreement as provided in subsection 7.3(a)(i), an application (including a contested application if necessary) for Regulatory Approval of the revised settlement agreement, and of Tariff changes required to implement the revised settlement agreement; or
  - (ii) file a request for review and variance as provided in Section 7.3(a)(ii).

The Second NEB Application shall be filed in a form that is acceptable to all Parties acting reasonably.

## ARTICLE 8 LDC AND TRANSCANADA COMMITMENTS

### 8.1 LDC Commitments

- (a) During the Term, each LDC shall not construct, own or operate any new natural gas pipeline and/or related facilities that would result in the Enbridge System, Gaz Metro System and/or the Union System bypassing the Mainline System without the prior approval of TransCanada, except for the following:
- (i) Enbridge's GTA Project in substantively the same form and scope as currently applied for in OEB application EB 2012-0451;
  - (ii) Union's Parkway West meter station, Parkway D compressor unit and the expansion of its Union's Dawn Parkway System from Brantford to Kirkwall, all in substantively the same form and scope as currently applied for in OEB applications EB 2012-0433 and EB 2013-0074;
  - (iii) Union's proposed Burlington Oakville pipeline from Union's Dawn Parkway System to at or near Oakville, Ontario;
  - (iv) any future expansions of Union's Dawn Parkway System in response to market needs to deliver incremental gas supplies;
  - (v) any new or expanded pipeline facilities between Michigan and Dawn;
  - (vi) any new or expanded facilities related to Union's Dawn gas storage facilities;
  - (vii) any new or expanded facilities related to Enbridge's Tecumseh gas storage facilities;
  - (viii) any new or expanded pipeline facilities requested of an LDC by an individual customer within an LDC's Franchise Area whom the LDC has a legal obligation to serve; and
  - (ix) any new or expanded facilities required for biogas/biomethane customers.

Notwithstanding the above exceptions, TransCanada is not restricted from taking any position with respect to projects set out in subsections 8.1(a)(iv) to (ix), provided however TransCanada shall not take the position that this Agreement in any way restricts an LDC from constructing, owning, or operating any of the projects set out in subsections 8.1(a)(iv) to (ix).

- (b) During the period January 1, 2015 to December 31, 2020, each LDC shall at all times hold LH Contracts with a minimum contract quantity not less than:
- (i) 265 TJ/day for Enbridge;
  - (ii) 85 TJ/day for Gaz Metro; and
  - (iii) 85 TJ/day for Union.

- (c) During the Term:
- (i) the LDCs shall meet their System Supply Customers' transportation service requirements for their respective Franchise Areas (as they exist now or at any time during the Term) in areas served by the EOT by utilizing the EOT in all cases, either by contracting with TransCanada or by entering into transportation arrangements with other Mainline Shippers, provided however that each LDC may:
    - (A) utilize any existing or future pipeline facilities to transport gas between Michigan and Dawn and will not be restricted to using only TransCanada's St. Clair to Dawn;
    - (B) utilize Union's System for transportation and storage services at, from and around Dawn;
    - (C) utilize the capacity on the LDC's own system; and
    - (D) accept production gas originating in its respective Franchise Area ("**Local Production**") of up to 5% of the LDC's gas supply requirements for use by its customers in the Franchise Area, provided however that
      - (1) the LDC may accept Local Production in excess of 5%, for use by its customers in the Franchise Area if the LDC pays to TransCanada its Average Unit Cost for each GJ in excess of such 5%; and
      - (2) for certainty, any gas purchased by Union at Dawn is not Local Production unless such gas was produced in Union's Franchise Area.
  - (ii) the LDCs may enter into new Firm Service Contracts from any Receipt Point available in the EOT during the Term.
- (d) Subject to Union receiving approval to construct its Burlington Oakville pipeline with an anticipated in-service date of November 1, 2016, referred to in subsection 8.1(a)(iii):
- (i) TransCanada will amend the existing Union CDA to remove the Burlington, Bronte and Parkway-Union meter stations as Delivery Points;
  - (ii) TransCanada will seek Regulatory Approval to designate the Parkway-Union meter as a stand-alone Delivery Point ("**Union Parkway Belt Delivery Point**") and to designate the Burlington and Bronte meter stations as Delivery Points in the Union ECDA; and
  - (iii) Union shall bid into an existing or new capacity open season and enter into an FT Contract for a minimum term of 16 years for a volume of 135 TJ/day for gas transportation service between TransCanada's Kirkwall Receipt Point and the Amended Union CDA.

Mainline Shippers who hold Firm Service Contracts to the existing Union CDA shall have a one-time option to amend the Delivery Point to the Union Parkway Belt Delivery Point or the Union ECDA.

- (e) The LDCs agree that nothing in this Agreement is intended to restrict TransCanada's ability to utilize firm backhaul gas transportation contracts on the Great Lakes Gas Transmission Limited Partnership transmission system ("**GLGT System**") for up to 500,000 GJ/day from the St Clair Receipt Point at the interconnection of the Mainline System and GLGT System to the Emerson Delivery Point at the interconnection of GLGT System and the Mainline System (including deliveries to Sault Ste. Marie) during the Term of the Agreement.
- (f) Union and/or Gaz Metro shall not file an application with the OEB for leave to construct the Albion Pipeline during the Term.

## 8.2 **TransCanada Commitments**

- (a) During the Term, TransCanada shall not construct, own or operate any new natural gas pipeline and/or related facilities that would result in the Mainline System bypassing the Enbridge System, Gaz Metro System or the Union System for the sole purpose of serving LDC customers within an LDC's Franchise Area without the prior written approval of the applicable LDC.
- (b) Notwithstanding subsection 8.2(a), TransCanada may, during the Term, in its sole discretion expand the Hamilton Line capacity to deliver up to 200,000 GJ/day to the Parkway Enbridge CDA Delivery Point from TransCanada's Niagara Falls and/or Chippawa Receipt Points. During the Term, TransCanada shall utilize Union's Dawn Parkway System to accommodate other additional requests for Firm Service quantities for receipt from its Niagara Falls and/or Chippawa Receipt Points for delivery to the Parkway Enbridge CDA or locations at or north of Parkway and subject to subsection 8.1(e) for Firm Service quantities for receipt at Dawn for delivery to locations downstream of Dawn.

## **ARTICLE 9 CONTRACT TERM & CONVERSION FROM LH CONTRACTS TO SH CONTRACTS**

### 9.1 **Term for Expansion Facilities**

- (a) If at any time during the Term TransCanada determines, acting reasonably, that:
  - (i) new or additional pipeline facilities are required to expand the existing capacity or capabilities of the Mainline System ("**Expansion Facilities**"); and
  - (ii) the cost of such Expansion Facilities will exceed \$20 million,

all Mainline Shippers with Firm Service Contracts that TransCanada determines may impact the design of the Expansion Facilities shall, upon receipt of a notice of a term-up requirement from TransCanada, be permitted to elect to extend the term of their Firm Service Contract for an additional period such that the new expiration date will be at least 5 years after the in-service date of the Expansion Facilities. A Shipper's election to



term-up must be received by TransCanada in writing within 60 days ("**Election Period**") of its receipt of notice. If a Mainline Shipper does not elect to extend its Firm Service Contract within the Election Period, the Mainline Shipper shall no longer be entitled to renew such Firm Service Contract and the Firm Service Contract shall expire at the end of the existing contract term.

- (b) Any new requests for Firm Services that require Expansion Facilities shall have a minimum contract term of no more than 15 years commencing on the in-service date of the Expansion Facilities.

## 9.2 Conversion from LH Contracts to SH Contracts

Mainline Shippers with LH Contracts shall, subject to subsection 8.1(b), have the option at any time during the term of their LH Contract to convert all or a portion of the LH Contract to a SH Contract ("**LH to SH Conversion**") while maintaining the same Delivery Points, subject to the following:

- (a) Any loss of TransCanada revenues as a result of the LH to SH Conversion will not be used to assess the viability of Expansion Facilities required to provide for the LH to SH Conversion.
- (b) If existing capacity is available, TransCanada shall post either an existing capacity open season or a daily capacity open season for such capacity. If the Mainline Shipper submits a LH to SH Conversion bid and if the Mainline Shipper is a successful bidder, the Mainline Shipper shall execute the SH Contract within the time period specified in the TAPs, provided however the SH Contract shall not commence prior to 30 days after the close of the applicable open season and must commence on the 1<sup>st</sup> day of the month; or
- (c) If existing capacity is not available for LH to SH Conversion and TransCanada determines Expansion Facilities (excluding the King's North Connection Pipeline and any facilities required as a result of the 2016 NCOS) are required, Mainline Shipper must notify TransCanada at least 3 years in advance of the requested commencement date. TransCanada will then hold a new capacity open season. If such Mainline Shipper submits a LH to SH Conversion bid and if such Mainline Shipper is a successful bidder, TransCanada shall require successful bidders to such open season to execute a precedent agreement and a financial assurances agreement to support any Expansion Facilities within the time period specified in the TAPs and to execute the SH Contract in accordance with the terms of the precedent agreement that has a minimum term of no more than 15 years.

## **ARTICLE 10 DISCRETIONARY PRICING, NEW SERVICES AND DIVERSION RIGHTS**

### 10.1 Discretionary Service Pricing

Bid floors for Discretionary Services shall be determined by TransCanada in accordance with the NEB decision RH-003-2011.

### 10.2 New Services

TransCanada shall implement the Summer Storage Service and the Enhanced Market Balancing Service on or before the later of:

- (a) January 1, 2015; or
- (b) 6 months after the date of an Acceptable Regulatory Approval of the First NEB Application.

### 10.3 Diversion Rights

- (a) As part of the First NEB Application TransCanada shall request Regulatory Approval to amend the existing diversion rights as reflected in **Appendix G** to become effective as soon as reasonably practical after receipt of an Acceptable Regulatory Approval of such application.
- (b) Unless the Parties otherwise agree, except as required in subsection 10.3(a), no Party shall file for any change to the diversion rights in TransCanada's Tariff during the period January 1, 2015 to December 31, 2020 and the Parties will oppose any such application if it is brought by another party. The Parties agree that from the date of implementation referred to in subsection 10.3(a) to December 31, 2020, diversions will continue to have the priority as outlined in the Tariff in effect on July 1, 2013 and the Parties will oppose any application to the contrary brought by another party.

Section 10.3 was deleted in its entirety and replaced by subsection 2.1(a) of the Second Amending Agreement.

## ARTICLE 11 MARKET ACCESS

### 11.1 Fair and Non-Discriminatory Access

TransCanada and the LDCs are committed to ensuring the principle of fair and non-discriminatory access to short haul transportation is maintained by implementing the following:

- (a) TransCanada, Union and Gaz Metro will amend the precedent agreements dated October 2, 2012. Subject to the terms and conditions of such amended precedent agreements, TransCanada will provide to Union and Gaz Metro the transportation capacity awarded to Union and Gaz Metro pursuant to the new capacity open season that closed May 4, 2012 with an expected in-service date of November 1, 2015, provided however the term of the FT Contract shall be a minimum of 15 years ("**2015 NCOS**").
- (b) TransCanada will conduct a new capacity open season for all paths on the Mainline System with an in-service date of November 1, 2016 ("**2016 NCOS**") using tolls determined in accordance with Section 13.2.
- (c) Subject to subsection 11.1(d), Enbridge will not award the capacity on its Segment A Pipeline pursuant to its new capacity open season that closed September 6, 2013, held in accordance with the OEB's Storage and Transportation Access Rule ("**STAR**").
- (d) As soon as reasonably practicable after the Parties determine the NEB decision on either the First or Second NEB Application (including any related appeals) to be an Acceptable Regulatory Approval, Enbridge will, in accordance with STAR, issue a new open season for all available transmission capacity on Enbridge's Segment A Pipeline that is in excess of Enbridge's capacity of 800,000 GJ/day conditional upon the successful bidders having sufficient transportation capacity both downstream and upstream (in the case of TransCanada, Mainline Shippers having upstream capacity) of the Segment A Pipeline and TransCanada will bid to contract for such capacity either directly or through an

assignment of capacity from Union and Gaz Metro (or any other prospective shipper), subject to any required OEB approval.

- (e) Except as provided in subsections 11.1(c) and (d), nothing in this Agreement restricts Enbridge from awarding capacity on its Segment A Pipeline.
- (f) If the Parties determine the NEB decision on either the First or Second NEB Application not to be an Acceptable Regulatory Approval, the Parties will meet prior to the termination of this Agreement to discuss possible options to construct pipeline facilities with an in-service date of November 1, 2016. The Parties intend to continue to cooperate to ensure the efficient development of natural gas infrastructure in the EOT to provide gas transportation service to the Parties' respective customers and to enable a reasonable opportunity for the Parties to recover their costs.
- (g) Union shall conduct an open season for new service between Union's Dawn and/or Kirkwall receipt points and Union's Parkway delivery point for an in-service date of November 1, 2016 to complement TransCanada's 2016 NCOS.
- (h) TransCanada will immediately start work on the King's North Connection Pipeline, and will only complete this project subject to receiving Regulatory Approvals satisfactory to TransCanada, for an in-service date commencing November 1, 2015 or as soon as possible thereafter. It is the intention of the Parties that the King's North Connection Pipeline will be utilized to provide service pursuant to the 2015 NCOS.
- (i) TransCanada and the LDCs shall use all reasonable efforts to ensure the most efficient facilities are constructed to provide the necessary interconnects at and around TransCanada's, Union's and Enbridge's Parkway facilities.

## **ARTICLE 12 REVENUE REQUIREMENT AND ASSOCIATED ACCOUNTS**

### **12.1 Revenue Requirement**

- (a) The Mainline System's revenue requirement ("**Revenue Requirement**") for the period January 1, 2015 to December 31, 2020 used to determine the tolls during the same period shall include all prudently incurred costs, including the following:
  - (i) a deemed debt / equity ratio of 60/40;
  - (ii) a rate of return on equity ("**ROE**") of 10.1%;
  - (iii) a \$20 million after-tax contribution from TransCanada, annually, from January 1, 2015 to December 31, 2020;
  - (iv) the Annual Bridging Amount as set forth in **Appendix A**;
  - (v) a forecast of incremental capital costs; and
  - (vi) a forecast of cost of service components.

- (b) The Parties agree that:
- (i) all prudently incurred capital costs for facilities constructed in the EOT during the period from January 1, 2015 to December 31, 2030 shall be included in the EOT rate base and tolled on a rolled in basis;
  - (ii) all prudently incurred costs associated with the EOT, including costs associated with all new facilities constructed in the EOT during the period from January 1, 2015 to December 31, 2030, shall be recovered from all services on the Mainline System whose paths include Receipt Points and/or Delivery Points in the EOT during the period from January 1, 2015 to December 31, 2030; and
  - (iii) the LDCs are not restricted from taking any position with respect to the determination of whether such EOT costs are prudently incurred.
- (c) Allowance for funds used during construction shall be calculated using the Mainline System's approved ROE, actual cost of debt and a deemed debt/equity ratio of 60/40.
- (d) During the period January 1, 2014 to December 31, 2030, the Parties agree that any and all costs and expenses reasonably and prudently incurred by TransCanada as a result of its transportation contracts on the TQM System, Union System and Enbridge System, and costs and expenses reasonably and prudently incurred by TransCanada as a result of its long term firm transportation contracts on the GLGT System for up to 500,000 GJ/day from St. Clair Receipt Point at the interconnection of the Mainline System and GLGT System to the Emerson Delivery Point at the interconnection of the GLGT System and the Mainline System (including deliveries to Sault Ste. Marie) ("**TBO Costs**") shall be included in TransCanada's Revenue Requirement and each LDC shall actively support TransCanada in obtaining the inclusion of the TBO Costs into its Revenue Requirement provided that they are reasonably and prudently incurred.
- (e) Subject to subsections 12.1(b) and (d), all components of the Revenue Requirement for the years 2021 and beyond shall be determined in future regulatory applications. Provided however, the Bridging Contribution shall continue to be recovered from EOT Mainline Shippers for the period January 1, 2021 to December 31, 2030 in accordance with subsection 13.2(c)(iii).
- (f) Subject to subsection 13.2(b), the Revenue Requirement for the fixed-toll period from January 1, 2015 to December 31, 2020 is set out in **Appendix A**.
- (g) This Agreement does not preclude any other initiative by TransCanada designed to reduce the Mainline System's cost of service during the period from January 1, 2015 to December 31, 2030.

## 12.2 Adjustment Accounts and Regulatory Amortizations

The following two adjustment accounts shall be utilized during the period from January 1, 2015 to December 31, 2030:

- (a) the Long Term Adjustment Account; and
- (b) the Bridging Amortization Account.

### 12.3 Long Term Adjustment Account

- (a) The existing long term adjustment account ("**Long Term Adjustment Account**") shall be included in the Mainline System's rate base and amortized at the annual Mainline System composite depreciation rate until December 31, 2020 and at the annual EOT composite depreciation rate after December 31, 2020, and shall include the following items:
  - (i) the existing Long Term Adjustment Account balance as of December 31, 2014;
  - (ii) an adjustment to eliminate the existing toll stabilization account ("**TSA**") account balance as of December 31, 2014 net of the amounts retained by TransCanada to its account in accordance with the incentive mechanism approved in the RH-003-2011 decision; and
  - (iii) an adjustment to eliminate any and all variances between the actual and forecast Revenue Requirement and actual and forecast revenue during the period from January 1, 2015 to December 31, 2020, net of the amounts retained by TransCanada to its account in accordance with the Incentive Mechanism outlined in Section 15.1.
- (b) The Long Term Adjustment Account shall be allocated 100% to the EOT after December 31, 2020.
- (c) The amortization of the Long Term Adjustment Account shall continue after the Term until the account balance equals zero.

### 12.4 Bridging Amortization Account

- (a) A new bridging amortization account ("**Bridging Amortization Account**") shall be established and included in the Mainline System rate base to capture the forecast annual variances associated with establishing fixed tolls during the period January 1, 2015 to December 31, 2020 and to amortize the Bridging Contribution for EOT short haul service over the period January 1, 2015 to December 31, 2030.
- (b) Amounts included in the Bridging Amortization Account shall be based on the forecast Revenue Requirement and billing determinants used to initially establish the fixed tolls for the period January 1, 2015 to December 31, 2020, as provided for in **Appendix A** and **Appendix B**, subject to any adjustment necessary pursuant to subsection 13.2(b).
- (c) The Bridging Amortization Account shall have a zero balance as of December 31, 2030 and therefore will not be required after December 31, 2030.

## ARTICLE 13 TOLL DESIGN

### 13.1 Compliance Tolls

The Parties agree that the current tolls ("**RH-003-2011 Compliance Tolls**") shall remain in effect until December 31, 2014.

### 13.2 January 1, 2015 to December 31, 2020 Toll Design

- (a) Firm Services tolls shall, subject to subsection 13.2(b), be fixed for the period January 1, 2015 to December 31, 2020. The Firm Services tolls shall be based on a forecast of billing determinants and costs and shall be designed to recover the forecast Revenue Requirement during the period January 1, 2015 to December 31, 2020, adjusted to account for the amortization of the EOT's Bridging Contribution over the period January 1, 2015 to December 31, 2030.
- (b) Prior to January 1, 2018, the billing determinants assumptions and costs for the period from January 1, 2018 to December 31, 2020 shall be reviewed and agreed to by the Parties. The fixed tolls for the period from January 1, 2018 to December 31, 2020 shall be adjusted to reflect the results of this review.
- (c) The average fixed Firm Services tolls for the period from January 1, 2015 to December 31, 2020 will be calculated by adjusting the RH-003-2011 Compliance Tolls on a percentage basis in order to achieve the following:
- (i) RH-003-2011 Compliance Tolls for service in the EOT shall be adjusted such that the forecast of segmented revenues allocated to the EOT during the period January 1, 2015 to December 31, 2020 recovers the forecast cost of service in the EOT. The EOT share of total system costs will be determined using the methodology provided in **Appendix C**;
- (ii) Any remaining revenue variance on the Mainline System during the period January 1, 2015 to December 31, 2020 after applying the tolls for service in the EOT as determined in Section 13.2(c)(i) and applying RH-003-2011 Compliance Tolls to service on the remainder of the Mainline System shall be allocated based on the relative proportion of total Mainline System energy billing determinants attributable to short haul service contracts with a Receipt Point in the EOT and to all other contracts for service on the Mainline System ("**Bridging Contribution**");
- (iii) The Bridging Contribution for short haul service with a Receipt Point in the EOT will be recovered over a 16 year period from January 1, 2015 to December 31, 2030 through the Bridging Amortization Account; and
- (iv) The Bridging Contribution for all other service will be recovered over a 6 year period from January 1, 2015 to December 31, 2020.
- (d) Toll for the period from January 1, 2015 to December 31, 2020 are provided in **Appendix D**. The tolls reflect the following percentages applied to the RH-003-2011 Compliance Tolls:

Subsection 13.2(d) was deleted in its entirety and replaced by subsection 2.1(a) of the First Amending Agreement.

- |       |   |           |
|-------|---|-----------|
| (i)   | Firm Service with Receipt Points in the EOT                                     | 155%;     |
| (ii)  | Firm Service with Receipt Points outside the EOT and Delivery Points in the EOT | 119%; and |
| (iii) | All other Firm Service on the Mainline System                                   | 112%.     |

### 13.3 Toll Design for January 1, 2021 to December 31, 2030

- (a) Effective January 1, 2021, Mainline Shippers with SH Contracts in the EOT shall have no further obligation to Prairies Line or NOL costs except to the extent they hold contracts that use those portions of the system.
- (b) Effective January 1, 2021, the EOT shall be tolled on a standalone segment basis. For clarity, tolls will be based on EOT segmented costs and EOT billing determinants only.
- (c) For the period January 1, 2021 to December 31, 2030, the EOT segmented cost of service shall continue to include the amounts to be recovered from EOT shippers through the Bridging Amortization Account.
- (d) Actual tolls for the period January 1, 2021 to December 31, 2030 will not be established as a result of this Agreement, except to the extent required to adhere to subsections 13.3(a) to (c) herein.
- (e) The toll design for the NOL and Prairies Line Segments will be determined in a separate regulatory application to be filed by TransCanada prior to 2021.

### 13.4 Toll Design for Miscellaneous Services

The methodology for calculating tolls for these miscellaneous services has not changed. However, the tolls have been updated to reflect the parameters outlined in Article 12 and thus will replace the tolls established in Decision RH-003-2011. For the period January 1, 2015 to December 31, 2020, the following principles shall apply for the services listed:

#### (a) **Delivery Pressure Toll**

The Delivery Pressure Toll shall be based on the expected annual cost of service for the facilities associated with meeting incremental pressure requirements, allocated based on the forecast of deliveries to the applicable delivery pressure locations. An average fixed toll shall apply across the Mainline System from January 1, 2015 to December 31, 2020, subject to any adjustment necessary pursuant to subsection 13.2(b).

#### (b) **Union Dawn Receipt Point Surcharge**

The Union Dawn Receipt Point Surcharge shall be determined based on the expected annual costs of service for TransCanada's firm transportation contract on the Union System (Contract No. C10097) or any replacement thereof, allocated to the forecast of firm receipts from TransCanada's Union Dawn. An average fixed toll shall apply from January 1, 2015 to December 31, 2020 to all service on the Mainline System with a Receipt Point at Union Dawn, subject to any adjustment necessary pursuant to subsection 13.2(b).

#### (c) **SNB Service**

The toll for SNB Service shall be based on the NEB approved SNB tolling methodology as set out in the NEB's letter dated February 13, 2008, using the average annual cost of estimated facilities utilized by SNB Service. An average fixed toll shall apply from

January 1, 2015 to December 31, 2020, subject to any adjustment necessary pursuant to subsection 13.2(b).

(d) **EDGA Service**

The EDGA Service capacity charge for the Western Section shall be set in accordance with the NEB's RH-3-2011 decision as the effective Empress to North Bay Junction FT toll. The EDGA Service capacity charge for the Eastern Section shall be the effective Parkway to North Bay Junction FT toll.

(e) **ECR Service**

The toll for ECR Service shall be set in accordance with the NEB's RH-3-2011 decision as equivalent to the applicable energy charge component of the toll for Mainline System paths eligible for ECR Service.

## **ARTICLE 14 TOLLS**

### **14.1 Tolls**

Tolls for January 1, 2015 to December 31, 2020 reflecting the terms and conditions of this Agreement are included in **Appendix D**. These tolls are based on the revenue requirement in **Appendix A**, and the billing determinants and revenues provided in **Appendix B**.

## **ARTICLE 15 INCENTIVE SHARING MECHANISM**

### **15.1 Incentive Sharing Mechanism**

This Agreement will establish the annual Revenue Requirement for January 1, 2015 to December 31, 2020 at levels that equate to the expected annual revenues for each year. TransCanada's net revenue is the difference between the annual revenue collected and the annual Revenue Requirement excluding the impacts associated with the amounts determined in subsections 12.3(a)(ii) and 12.3(a)(iii), the Stretch Revenue (in 2016 only) and incremental revenues associated with unexpected delays of the in-service date of new short haul transportation described in subsections 11.1(a) and (b) ("**Net Revenue**"). The forecast Net Revenue balances each year during this period are zero. The incentive sharing mechanism will apply to the actual Net Revenue in each year from January 1, 2015 through December 31, 2020 as follows ("**Incentive Sharing Mechanism**"):

- (a) If there is an actual annual Net Revenue surplus:
  - (i) 100% of Net Revenue surplus equal and offsetting to TransCanada's fixed after tax contribution is first to TransCanada's account; then
  - (ii) 25% of the next \$40 million Net Revenue surplus is to TransCanada's account with 75% to the Mainline Shippers' account; then
  - (iii) 10% of any additional Net Revenue surplus is to TransCanada's account with 90% to the Mainline Shippers' account; and



- (iv) achieved ROE on 40% deemed common equity (including earnings from Incentive Sharing Mechanism) cannot exceed 11.5%.
- (b) If there is an actual annual Net Revenue deficiency:
  - (i) 25% of the first \$40 million Net Revenue deficiency is first to TransCanada's account with 75% to the Mainline Shippers' account; then
  - (ii) 10% of any additional Net Revenue deficiency is to TransCanada's account with 90% to the Mainline Shippers' account; and
  - (iii) achieved ROE on 40% deemed common equity (including losses from Incentive Sharing Mechanism and TransCanada's \$20 million after tax contribution) cannot go below 8.7%.
- (c) An illustration of the calculation of the Incentive Sharing Mechanism is set out in **Appendix I**.

## **ARTICLE 16 MISCELLANEOUS**

### **16.1 Notices**

Any and all notices between the Parties given under or in relation to this Agreement shall be in writing and shall be deemed to have been given if personally delivered, delivered and confirmed by telecopier or like instantaneous transmission device, delivered by a reputable overnight delivery service, or sent by certified mail (postage prepaid, return receipt requested), addressed as follows:

If to TransCanada:

TransCanada PipeLines Limited  
450 – 1<sup>st</sup> Street S.W.  
Calgary, Alberta T2P 5H1  
Attn: Corporate Secretary

Facsimile: (403) 920-2327

If to Enbridge:

Enbridge Gas Distribution Inc.  
500 Consumers Road  
Toronto, Ontario M2J 1P8  
Attn: VP Gas Supply  
c/o Law Department

Facsimile: (416) 495-5994

If to Union:

Union Gas Limited  
P.O. Box 2001  
50 Keil Drive North  
Chatham, Ontario N7M 5M1  
Attn: VP Business Development, Storage and Transmission

Facsimile: (519) 436-4667

If to Gaz Metro:

Gaz Metro Limited Partnership  
1717, rue du Havre  
Montreal, Quebec H2K 2X3  
Attn: Manager, Gas Supply

Facsimile: (514) 598-3678

Any Party may at any time or from time to time designate, by Notice to the other Parties, another address in lieu of the address specified above.

## 16.2 Severability

If any provision of this Agreement or the application thereof shall be found by any Regulator or court of competent jurisdiction to be invalid, illegal, or unenforceable, to any extent and for any reason, the said provision shall be deemed to have been redacted from this Agreement and the remainder continues in full force and effect, but only if all Parties acting reasonably and in good faith agree this is possible while adhering to the Overview, Purposes and High Level Principles described in Sections 2.1, 2.2 and 2.3.

## 16.3 Governing Law

This Agreement shall, in all respects, be subject to and be interpreted, construed and enforced in accordance with the laws in effect in the Province of Alberta.

## 16.4 Compliance with Laws

Each Party's performance of its obligations under this Agreement shall be subject to all applicable laws, rules and regulations imposed by any governmental authority having jurisdiction over a Party. No Party shall be obligated to take any action or omit to take any action required pursuant to the terms of this Agreement which would be in breach of any laws, rules or regulations imposed by any governmental authority having jurisdiction over a Party. Each Party shall comply with all laws, rules and regulations applicable to its performance under this Agreement.

## 16.5 Time of the Essence

Time shall be of the essence of this Agreement.

## 16.6 Binding Entire Agreement

The Parties acknowledge and agree that the terms contained in this Agreement are binding on the Parties. This Agreement constitutes the entire Agreement between the Parties with respect to the matters herein and supersedes any prior or other agreements in respect thereof, and in particular it supersedes and terminates the Term Sheet signed by the Parties on September 10, 2013.

## 16.7 Waiver

No waiver of any provision of this Agreement or of the breach of this Agreement shall be effective unless such waiver is contained in a written instrument signed by the Party granting the waiver. Such waiver shall extend only to the matter expressly identified as being waived in the written instrument granting the waiver.

## 16.8 Enurement

This Agreement shall be binding upon and shall enure to the benefit of the Parties and their respective successors and permitted assigns.

## 16.9 Assignment

This Agreement may not be assigned in whole or in part by a Party without the prior written consent of the other Parties, which consent shall not be unreasonably withheld.

## 16.10 Amendments

This Agreement may not be modified or amended in whole or in part, except by a supplemental written agreement signed by all Parties and Acceptable Regulatory Approvals have been received, as deemed necessary by the Parties.

## 16.11 Survival

Subsection 4.2(a), Section 5.1 and subsections 7.2(c), 11.1(f) and 12.3(c) shall survive the expiration or termination of this Agreement and shall remain in full force and effect. For clarity subsections 11.1(c) and (d) shall not survive.

## 16.12 Dispute Resolution

- (a) If any dispute arises out of or relating to this Agreement (a "**Dispute**"), the Parties agree to attempt in good faith to resolve any such Dispute through consultation and negotiation between executives who have authority to settle controversies and who are at a Vice-President level or higher. All negotiations pursuant to this subsection 16.12(a) shall be confidential and shall be treated as compromise and settlement negotiations for purposes of applicable rules of evidence.
- (b) If the Parties to the Dispute are not able to reach a negotiated resolution of any Dispute within thirty (30) days after the Dispute has been referred to the executives of the Parties for resolution, any Dispute that is subject to the jurisdiction of the NEB or applicable provincial regulatory authority ("**Regulator**") shall be referred to the Regulator with a request that such Dispute be dealt with on an expedited basis. Where a disagreement arises concerning whether a Dispute is subject to the jurisdiction of the Regulator, such matter shall be referred to the Regulator for resolution. If it is determined that the Regulator does not have jurisdiction to deal with the Dispute, a Party may pursue all available legal remedies.




16.13 Execution

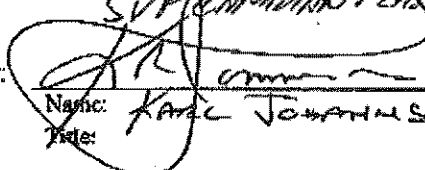
This Agreement may be executed by fax or electronically in counterparts and the executed counterparts shall in aggregate constitute one Agreement. A fax or electronic signature shall be deemed to be an original.

IN WITNESS WHEREOF, each Party has caused this Agreement to be executed by its duly authorized officers as of the date first above written.

TRANSCANADA PIPELINES LIMITED

ENBRIDGE GAS DISTRIBUTION INC.

Per:   
 Name: \_\_\_\_\_  
 Title: STEPHEN CLARK  
SUP. CANADIAN & US PIPELINES

Per:   
 Name: KARL JOHANSEN  
 Title: \_\_\_\_\_

Per: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

Per: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_



DS

UNION GAS LIMITED

GAZ METRO LIMITED PARTNERSHIP, by its general partner, GAZ METRO INC.

Per: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

Per: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

Per: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

Per: \_\_\_\_\_  
 Name: \_\_\_\_\_  
 Title: \_\_\_\_\_

**16.13 Execution**

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**IN WITNESS WHEREOF**, each Party has caused this Agreement to be executed by its duly authorized officers as of the date first above written.



**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: *James Lord*  
Name: James Lord  
Title: VP Law + IT

Per: \_\_\_\_\_  
Name:  
Title:

Per: *Jim Grant*  
Name: Jim Grant  
Title: VP strategy + Integrated Services

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

**FINAL EXECUTION**

**16.13 Execution**

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**IN WITNESS WHEREOF**, each Party has caused this Agreement to be executed by its duly authorized officers as of the date first above written.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:


Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:


Per: \_\_\_\_\_  
Name:  
Title:

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per:   
Name: *Steve Baker*  
Title: *President*

Per: \_\_\_\_\_  
Name:  
Title:

Per:   
Name: *Mark Isham*  
Title: *Vice President Business Development*

Per: \_\_\_\_\_  
Name:  
Title:

**16.13 Execution**

This Agreement may be executed by fax or electronically in counterparts and the executed counterparts shall in aggregate constitute one Agreement. A fax or electronic signature shall be deemed to be an original.

**IN WITNESS WHEREOF**, each Party has caused this Agreement to be executed by its duly authorized officers as of the date first above written.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

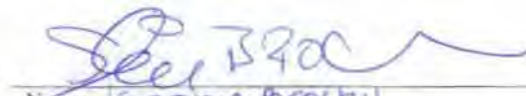
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Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:


**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per:   
Name: Sophie Brochu  
Title: President and CEO

Per: \_\_\_\_\_  
Name:  
Title:

Per:   
Name: Patrick Cabana  
Title: Vice President, Gas Supply,  
Procurement and Regulatory Affairs

**FINAL EXECUTION**

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 2**

First Amending Agreement  
to the Mainline Settlement Agreement  
(dated November 15, 2013)



**TRANSCANADA PIPELINES LIMITED**  
**FIRST AMENDING AGREEMENT**  
**TO THE**  
**MAINLINE SETTLEMENT AGREEMENT**

This **AGREEMENT** is made as of the 15<sup>th</sup> day of November, 2013.

**BETWEEN:**

**TRANSCANADA PIPELINES LIMITED**, a corporation incorporated under the laws of the Province of Alberta (“**TransCanada**”)

- and -

**ENBRIDGE GAS DISTRIBUTION INC.**, a corporation incorporated under the laws of the Province of Ontario (“**Enbridge**”)

- and -

**UNION GAS LIMITED**, a corporation incorporated under the laws of the Province of Ontario (“**Union**”)

- and -

**GAZ METRO LIMITED PARTNERSHIP**, a limited partnership formed under the laws of the Province of Quebec (“**Gaz Metro**”)

**RECITALS:**

**WHEREAS** TransCanada, Enbridge, Union and Gaz Metro (jointly, “**the Parties**” or individually a “**Party**”) are parties to the Mainline Settlement Agreement dated October 31, 2013 (the “**Agreement**”);

**AND WHEREAS** the Parties desire to adjust the estimated billing determinants and revenues utilized to establish the fixed tolls during the period January 1, 2015 to December 31, 2020 under the Agreement to reflect certain anticipated volumes to an industrial customer in the GMIT EDA;

**AND WHEREAS** the Parties have agreed to amend the Agreement as herein provided.

**ARTICLE 1**  
**INCORPORATION, DEFINITIONS AND EFFECTIVE DATE**

1.1 This First Amending Agreement and the provisions hereof are supplemental to the Agreement, and are to form part of and have the same effect as though incorporated in the Agreement.

1.2 Unless otherwise defined in this First Amending Agreement, all capitalized terms contained in this First Amending Agreement which are defined in the Agreement shall for all purposes hereof have the meaning given to them in the Agreement unless the context otherwise specifies or requires.

1.3 This First Amending Agreement shall be effective as of November 15, 2013.

## ARTICLE 2 AMENDMENTS TO THE AGREEMENT

2.1 The Agreement shall be amended as follows:

(a) by deleting subsection 13.2(d) in its entirety and replacing it with the following:

“Tolls for the period from January 1, 2015 to December 31, 2020 are provided in **First Amended Appendix D**. The tolls reflect the following percentages applied to the RH-003-2011 Compliance Tolls:

(i)	Firm Service with Receipt Points in the EOT	152%
(ii)	Firm Service with Receipt Points outside the EOT and Delivery Points in the EOT	118%
(iii)	All other Firm Service on the Mainline System	112%.”

(b) by deleting **Appendix A** and inserting in its place **First Amended Appendix A**.

(c) by deleting references to “**Appendix A**” found at subsections 1.3, 12.1(a)(iv), 12.1(f), 12.4(b) and 14.1 in the Agreement and replacing each such reference with “**First Amended Appendix A**”.

(d) by deleting **Appendix B** and inserting in its place **First Amended Appendix B**.

(e) by deleting references to “**Appendix B**” found at subsections 1.3, 12.4(b) and 14.1 in the Agreement and replacing each such reference with “**First Amended Appendix B**”.

(f) by deleting **Appendix C** and inserting in its place **First Amended Appendix C**.

(g) by deleting references to “**Appendix C**” found at subsections 1.3 and 13.2(c)(i) in the Agreement and replacing each such reference with “**First Amended Appendix C**”.

(h) by deleting **Appendix D** and inserting in its place **First Amended Appendix D**.

(i) by deleting references to “**Appendix D**” found at subsections 1.3 and 14.1 in the Agreement and replacing each such reference with “**First Amended Appendix D**”.

(j) by deleting **Appendix I** and inserting in its place **First Amended Appendix I**.

(k) by deleting references to “**Appendix I**” found at subsections 1.3 and 15.1(c) in the Agreement and replacing each such reference with “**First Amended Appendix I**”.

## ARTICLE 3 MISCELLANEOUS

3.1 This First Amending Agreement supercedes all negotiations, discussions and undertakings between the parties in relation to the subject matter hereof.

3.2 Except as specifically amended by this First Amending Agreement, the Agreement heretofore executed and delivered shall remain in full force and effect and is hereby ratified and confirmed.

3.3 This First Amending Agreement may be executed by the parties in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument.

**IN WITNESS WHEREOF** the Parties to this First Amending Agreement have caused it to be executed by their duly authorized officers as of the day and year first written above.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: [Signature]  
Name:  
Title:  
Per: [Signature]  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:  
Per: \_\_\_\_\_  
Name:  
Title:



**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:  
Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:  
Per: \_\_\_\_\_  
Name:  
Title:

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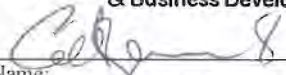
**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per:   
Name: **Malini Girdhar**  
Title: **Vice President, Gas Supply & Business Development**

Per: \_\_\_\_\_  
Name:  
Title:

Per:   
Name: **Glenn Beaumont**  
Title: **President**

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP**, by  
its general partner, **GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

FINAL EXECUTION

3.2 Except as specifically amended by this First Amending Agreement, the Agreement heretofore executed and delivered shall remain in full force and effect and is hereby ratified and confirmed.

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**IN WITNESS WHEREOF** the Parties to this First Amending Agreement have caused it to be executed by their duly authorized officers as of the day and year first written above.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

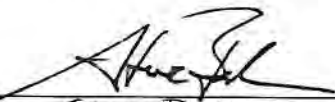
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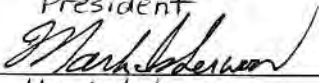
Per: \_\_\_\_\_  
Name:  
Title:

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP**, by  
its general partner, **GAZ METRO INC.**

Per:   
Name: Steve Baker  
Title: President

Per: \_\_\_\_\_  
Name:  
Title:

Per:   
Name: Mark Isherwood  
Title: Vice President Business  
Development

Per: \_\_\_\_\_  
Name:  
Title:

3.2 Except as specifically amended by this First Amending Agreement, the Agreement heretofore executed and delivered shall remain in full force and effect and is hereby ratified and confirmed.

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**IN WITNESS WHEREOF** the Parties to this First Amending Agreement have caused it to be executed by their duly authorized officers as of the day and year first written above.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name: *Sophie Brochu*  
Title: *President and CEO*

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name: *P. Cabana*  
Title: **Patrick Cabana  
Vice President, Gas Supply,  
Procurement and Regulatory Affairs**

FINAL EXECUTION

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 3**

Second Amending Agreement  
to the Mainline Settlement Agreement  
(dated December 13, 2013)

**TRANSCANADA PIPELINES LIMITED**  
**SECOND AMENDING AGREEMENT**  
**TO THE**  
**MAINLINE SETTLEMENT AGREEMENT**

This **AGREEMENT** is made as of the 13<sup>th</sup> day of December, 2013.

**BETWEEN:**

**TRANSCANADA PIPELINES LIMITED**, a corporation incorporated under the laws of the Province of Alberta (“**TransCanada**”)

- and -

**ENBRIDGE GAS DISTRIBUTION INC.**, a corporation incorporated under the laws of the Province of Ontario (“**Enbridge**”)

- and -

**UNION GAS LIMITED**, a corporation incorporated under the laws of the Province of Ontario (“**Union**”)

- and -

**GAZ METRO LIMITED PARTNERSHIP**, a limited partnership formed under the laws of the Province of Quebec (“**Gaz Metro**”)

**RECITALS:**

**WHEREAS** TransCanada, Enbridge, Union and Gaz Metro (jointly, “**the Parties**” or individually a “**Party**”) are parties to the Mainline Settlement Agreement dated October 31, 2013 as amended by the First Amending Agreement dated November 15, 2013 (collectively, the “**Agreement**”);

**AND WHEREAS** the Parties desire to amend:

1. Section 10.3 and Appendix G of the Agreement to provide a new matrix of diversions and alternate receipt points that will apply until December 31, 2020;
2. Appendix C by deleting the words “and valid diversion points in **Appendix G**” on lines 21-22 of the explanatory on page 1 of 3;
3. Appendix D on page 21 to reflect corrections to the monthly and daily equivalent tolls for the following 2 paths:
  - (a) Sainte Genevieve to Union CDA; and
  - (b) Sainte Genevieve to Union CDA (Amended).

**AND WHEREAS** the Parties have agreed to amend the Agreement as herein provided.

**FINAL EXECUTION**



## ARTICLE 1 INCORPORATION, DEFINITIONS AND EFFECTIVE DATE

1.1 This Second Amending Agreement and the provisions hereof are supplemental to the Agreement, and are to form part of and have the same effect as though incorporated in the Agreement.

1.2 Unless otherwise defined in this Second Amending Agreement, all capitalized terms contained in this Second Amending Agreement which are defined in the Agreement shall for all purposes hereof have the meaning given to them in the Agreement unless the context otherwise specifies or requires.

1.3 This Second Amending Agreement shall be effective as of December 13, 2013.

## ARTICLE 2 AMENDMENTS TO THE AGREEMENT

2.1 The Agreement shall be amended as follows:

(a) by deleting Section 10.3 in its entirety and replacing it with the following:

**“10.3 Diversion Rights**

(a) As part of the First NEB Application TransCanada shall seek to implement the diversion and alternative receipt points as set out in **First Amended Appendix G** to become effective as soon as reasonably practical after receipt of an Acceptable Regulatory Approval of such application.

(b) Except as provided in the Tariff or unless the Parties otherwise agree, TransCanada shall not make any changes to the diversion and/or alternative receipt points as set out in **First Amended Appendix G** during the period January 1, 2015 to December 31, 2020 and the Parties will oppose any such application if it is brought by another party. The Parties agree that from the date of implementation referred to in Section 10.3 to December 31, 2020, diversions will continue to have the priority as outlined in the Tariff in effect on July 1, 2013 and the Parties will oppose any application to the contrary brought by another party.”

(b) by deleting **First Amended Appendix C** and inserting in its place **Second Amended Appendix C**;

(c) by deleting references to **“First Amended Appendix C”** found at Sections 1.3 and 13.2(c)(i) and replacing each such reference with **“Second Amended Appendix C”**;

(d) by deleting **First Amended Appendix D** and inserting in its place **Second Amended Appendix D**;

(e) by deleting references to **“First Amended Appendix D”** found at Sections 1.3, 13.2(d) and 14.1 in the Agreement and replacing each such reference with **“Second Amended Appendix D”**;

(f) by deleting **Appendix G** and inserting in its place **First Amended Appendix G**; and

### FINAL EXECUTION

(g) by deleting reference to "Appendix G" found at Section 1.3 and replacing such reference with "First Amended Appendix G".

**ARTICLE 3  
MISCELLANEOUS**

3.1 This Second Amending Agreement supercedes all negotiations, discussions and undertakings between the parties in relation to the subject matter hereof.

3.2 Except as specifically amended by this Second Amending Agreement, the Agreement heretofore executed and delivered shall remain in full force and effect and is hereby ratified and confirmed.

3.3 This Second Amending Agreement may be executed by the parties in separate counterparts, each of which when so executed and delivered shall be an original, but all such counterparts shall together constitute one and the same instrument.

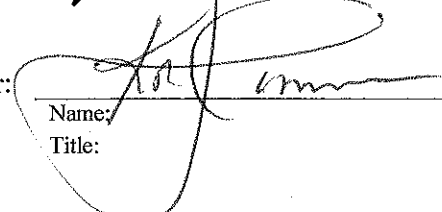
**IN WITNESS WHEREOF** the Parties to this Second Amending Agreement have caused it to be executed by their duly authorized officers as of the day and year first written above.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per:  \_\_\_\_\_  
Name: **Stephen M. V. Clark**  
Title: **Senior Vice President  
Canadian & Eastern U.S. Natural Gas Pipelines**

Per: \_\_\_\_\_  
Name:  
Title:

Per:  \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

**FINAL EXECUTION**

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- (g) by deleting reference to “**Appendix G**” found at Section 1.3 and replacing such reference with “**First Amended Appendix G**” .

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MISCELLANEOUS**

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**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**



Per: \_\_\_\_\_  
Name:  
Title:

Per: Mahmud Ghouse  
Name: **Mahmud Ghouse**  
Title: **Vice President, Gas Supply**

Per: \_\_\_\_\_  
Name:  
Title:

Per: Allison Ferrier  
Name: **Allison Ferrier**  
Title: **Associate General Counsel & Corporate Secretary**

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP**, by its general partner, **GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

**FINAL EXECUTION**

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MISCELLANEOUS**

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**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

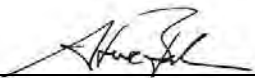
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Per: \_\_\_\_\_  
Name:  
Title:


Per: \_\_\_\_\_  
Name:  
Title:

**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per:  \_\_\_\_\_  
Name: Steve Baker  
Title: President

Per: \_\_\_\_\_  
Name:  
Title:

Per:  \_\_\_\_\_  
Name: Mark Isherwood  
Title: Vice President, Business Development

Per: \_\_\_\_\_  
Name:  
Title:

**FINAL EXECUTION**

- (g) by deleting reference to “**Appendix G**” found at Section 1.3 and replacing such reference with “**First Amended Appendix G**” .

**ARTICLE 3  
MISCELLANEOUS**

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**IN WITNESS WHEREOF** the Parties to this Second Amending Agreement have caused it to be executed by their duly authorized officers as of the day and year first written above.

**TRANSCANADA PIPELINES LIMITED**

**ENBRIDGE GAS DISTRIBUTION INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

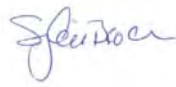
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Per: \_\_\_\_\_  
Name:  
Title:


**UNION GAS LIMITED**

**GAZ METRO LIMITED PARTNERSHIP, by  
its general partner, GAZ METRO INC.**

Per: \_\_\_\_\_  
Name:  
Title:

Per:  \_\_\_\_\_  
Name:  
Title:

Per: \_\_\_\_\_  
Name:  
Title:

Per:  \_\_\_\_\_  
Name:  
Title:

**FINAL EXECUTION**

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 4**  
**First Amended Appendix A**

January 1, 2015 to December 31, 2020  
Revenue Requirement  
*(appended to the First Amending Agreement)*

**FIRST AMENDED APPENDIX A**

to a Mainline Settlement Agreement  
made effective as of the 31<sup>st</sup> day of October, 2013 among  
TransCanada PipeLines Limited, Enbridge Gas Distribution Inc.,  
Union Gas Limited and Gaz Metro Limited Partnership

**JANUARY 1, 2015 TO DECEMBER 31, 2020  
REVENUE REQUIREMENT**

(See Attached)

Mainline Revenue Requirement  
For the Period of 2015 - 2020  
(\$000's)

Line No.	Particulars (a)	2015 (b)	2016 (c)	2017 (d)	2018 (e)	2019 (f)	2020 (g)
1	Transportation by Others	120,583	140,983	140,883	140,683	140,483	140,383
2	Storage Operating Costs	16,444	16,773	17,109	17,451	17,800	18,156
3	Pipeline Integrity and Insurance Deductible Costs	100,000	100,000	100,000	100,000	100,000	100,000
4	NEB Cost Recovery	7,136	7,279	7,424	7,573	7,724	7,879
5	Return	460,277	445,062	430,813	397,572	370,326	337,686
6	Income Taxes	156,194	150,345	148,170	146,240	144,268	142,526
7	Depreciation	411,407	414,140	418,038	417,071	416,103	416,560
8	Regulatory Proceedings Costs and Collaborative (TTF) Costs	916	934	953	972	991	1,011
9	Electric Costs and Tax on Fuel	23,000	23,460	23,929	24,408	24,896	25,394
10	Municipal and Provincial Capital taxes	132,714	137,139	142,270	146,538	150,935	155,463
11	Operations, Maintenance and Administrative	179,539	183,130	186,793	190,529	194,339	198,226
12	TransCanada Contribution	(27,000)	(27,000)	(27,000)	(27,000)	(27,000)	(27,000)
13	Long Term Adjustment Account	15,814	15,722	15,636	15,603	15,570	15,585
14	Revenue Requirement (without Annual Bridging Amount)	1,597,024	1,607,966	1,605,018	1,577,639	1,556,435	1,531,869
15	Annual Bridging Amount	519,773	(95,181)	(360,197)	(340,964)	(331,733)	(307,433)
16	<b>Revenue Requirement</b>	<b>2,116,797</b>	<b>1,512,785</b>	<b>1,244,822</b>	<b>1,236,675</b>	<b>1,224,702</b>	<b>1,224,436</b>



Mainline Rate Base  
For the Period of 2015 - 2020  
(\$000's)

Line No.	Particulars (a)	2015 (b)	2016 (c)	2017 (d)	2018 (e)	2019 (f)	2020 (g)
<b>Utility Investment</b>							
1	Gross Plant	12,993,656	13,156,469	13,353,448	13,350,427	13,347,406	13,349,051
2	Accumulated Depreciation	(8,181,008)	(8,520,613)	(8,864,014)	(9,208,547)	(9,552,113)	(9,900,090)
3	Net Plant	4,812,648	4,635,855	4,489,434	4,141,880	3,795,293	3,448,961
4	Contribution in Aid of Construction	(35,496)	(34,996)	(34,496)	(33,996)	(33,496)	(32,996)
5	<b>Total Plant</b>	<b>4,777,152</b>	<b>4,600,859</b>	<b>4,454,938</b>	<b>4,107,884</b>	<b>3,761,797</b>	<b>3,415,965</b>
<b>Working Capital</b>							
6	Cash	22,121	22,412	22,709	23,012	23,322	23,637
7	Goods & Services Tax/Harmonized Sales Tax, Net	(12,204)	(12,204)	(12,204)	(12,204)	(12,204)	(12,204)
8	Materials and Supplies	22,716	22,716	22,716	22,716	22,716	22,716
9	Linepack	41,097	41,097	41,097	41,097	41,097	41,097
10	Storage Gas	15,473	15,473	15,473	15,473	15,473	15,473
11	Prepayments and Deposits	1,147	1,147	1,147	1,147	1,147	1,147
12	<b>Total Working Capital</b>	<b>90,350</b>	<b>90,641</b>	<b>90,938</b>	<b>91,241</b>	<b>91,551</b>	<b>91,866</b>
<b>Miscellaneous Deferred Items</b>							
13	Debt, Discount, and Expense	15,979	14,274	12,589	10,862	9,027	7,134
14	Prefunded / (Unfunded) Pension and Post Employment Benefits Liability	80,101	75,651	71,201	66,751	62,301	57,851
15	Long Term Adjustment Account	464,213	448,445	432,767	417,148	401,561	385,983
16	<b>Total Deferred Costs</b>	<b>560,293</b>	<b>538,370</b>	<b>516,557</b>	<b>494,761</b>	<b>472,889</b>	<b>450,968</b>
17	<b>Rate Base (excluding Bridging Amortization Account)</b>	<b>5,427,795</b>	<b>5,229,871</b>	<b>5,062,433</b>	<b>4,693,885</b>	<b>4,326,237</b>	<b>3,958,799</b>
<b>Bridging Amortization Account</b>							
18	Average Balance	(199,801)	(378,257)	(232,054)	19,792	279,968	547,152
19	<b>Total Rate Base</b>	<b>5,227,994</b>	<b>4,851,614</b>	<b>4,830,379</b>	<b>4,713,677</b>	<b>4,606,204</b>	<b>4,505,951</b>

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 5**  
**First Amended Appendix B**

January 1, 2015 to December 31, 2020  
Billing Determinants and Revenues  
*(appended to the First Amending Agreement)*

**FIRST AMENDED APPENDIX B**

to a Mainline Settlement Agreement  
made effective as the 31<sup>st</sup> day of October, 2013 among  
TransCanada PipeLines Limited, Enbridge Gas Distribution Inc.,  
Union Gas Limited and Gaz Metro Limited Partnership

**JANUARY 1, 2015 TO DECEMBER 31, 2020  
BILLING DETERMINANTS and REVENUES**

(See Attached)



Firm Transportation - Non Renewable

Line No.	Receipt	Delivery	Compliance Toll (\$/GJ)	% of Compliance	Toll (\$/GJ)	Energy (GJ/d)						Revenue (\$Millions)					
						2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
1	Empress	Cornwall	1.6429	118%	1.9422	294	-	-	-	-	-	0.2	-	-	-	-	-
2	Empress	East Hereford	1.8251	118%	2.1576	22,859	-	-	-	-	-	18.0	-	-	-	-	-
3	Empress	Enbridge EDA	1.6154	118%	1.9097	93,125	-	-	-	-	-	64.9	-	-	-	-	-
4	Empress	GMIT EDA	1.7294	118%	2.0444	128,664	-	-	-	-	-	96.0	-	-	-	-	-
5	Empress	Iroquois	1.6259	118%	1.9221	23,299	-	-	-	-	-	16.3	-	-	-	-	-
6	Empress	Union EDA	1.6504	118%	1.9511	1,052	-	-	-	-	-	0.7	-	-	-	-	-
7	<b>Total Firm Transportation - Non Renewable</b>					<b>269,293</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>196.2</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Firm Transportation - Short Notice & Enhanced Market Balancing<sup>1</sup>

Line No.	Receipt	Delivery	Compliance Toll (\$/GJ)	% of Compliance	Toll (\$/GJ)	Energy (GJ/d)						Revenue (\$Millions)					
						2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
8	FT-SN Kirkwall	Thorold CDA	0.1476	152%	0.2250	49,500	49,500	49,500	49,500	49,500	49,500	4.1	4.1	4.1	4.1	4.1	4.1
9	FT-SN Union Parkway Belt	Goreway CDA	0.1099	152%	0.1675	140,000	140,000	140,000	140,000	140,000	140,000	8.6	8.6	8.6	8.6	8.6	8.6
10	FT-SN Union Parkway Belt	Schomberg #2 CDA	0.1285	152%	0.1959	87,654	87,654	87,654	87,654	87,654	87,654	6.3	6.3	6.3	6.3	6.3	6.3
11	FT-SN Union Parkway Belt	Victoria Square #2 CDA	0.1298	152%	0.1978	185,000	185,000	185,000	185,000	185,000	185,000	13.4	13.4	13.4	13.4	13.4	13.4
12	EMB Union Parkway Belt	Union EDA	0.2755	152%	0.4198	4,167	25,000	25,000	25,000	25,000	25,000	0.6	3.8	3.8	3.8	3.8	3.8
13	<b>Total Firm Transportation - Short Notice &amp; Enhanced Market Balancing</b>					<b>466,321</b>	<b>487,154</b>	<b>487,154</b>	<b>487,154</b>	<b>487,154</b>	<b>487,154</b>	<b>32.9</b>	<b>36.1</b>	<b>36.1</b>	<b>36.1</b>	<b>36.1</b>	<b>36.1</b>

Storage Transportation Service

Line No.	Receipt	Delivery	Compliance Toll (\$/GJ)	% of Compliance	Toll (\$/GJ)	Energy (GJ/d)						Revenue (\$Millions)					
						2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
14	STS Centram MDA		0.1586	112%	0.1774	54,000	54,000	54,000	54,000	54,000	54,000	3.5	3.5	3.5	3.5	3.5	3.5
15	STS Union NDA		0.3580	152%	0.5456	47,429	37,667	31,000	31,000	31,000	31,000	9.4	7.5	6.2	6.2	6.2	6.2
16	STS Cornwall		0.3255	152%	0.4960	10,300	10,300	10,300	10,300	10,300	10,300	1.9	1.9	1.9	1.9	1.9	1.9
17	STS Enbridge CDA		0.1245	152%	0.1897	236,577	-	-	-	-	-	16.4	-	-	-	-	-
18	STS Enbridge CDA (Amended)		0.1281	152%	0.1953	47,315	283,892	283,892	283,892	283,892	283,892	3.4	20.2	20.2	20.2	20.2	20.2
19	STS Enbridge EDA		0.3207	152%	0.4888	80,611	80,611	80,611	80,611	80,611	80,611	14.4	14.4	14.4	14.4	14.4	14.4
20	STS GMIT EDA		0.4119	152%	0.6277	216,174	216,174	216,174	216,174	216,174	216,174	49.5	49.5	49.5	49.5	49.5	49.5
21	STS KPUC EDA		0.2409	152%	0.3671	13,342	13,342	13,342	13,342	13,342	13,342	1.8	1.8	1.8	1.8	1.8	1.8
22	STS Phillipsburg		0.4130	152%	0.6293	20,279	20,279	20,279	20,279	20,279	20,279	4.7	4.7	4.7	4.7	4.7	4.7
23	STS Union EDA		0.2505	152%	0.3817	61,600	27,000	27,000	27,000	27,000	27,000	8.6	3.8	3.8	3.8	3.8	3.8
24	STS Union WDA		0.8400	152%	1.2801	3,150	3,150	3,150	3,150	3,150	3,150	1.5	1.5	1.5	1.5	1.5	1.5
25	<b>Total Storage Transportation Service</b>					<b>790,777</b>	<b>746,415</b>	<b>739,748</b>	<b>739,748</b>	<b>739,748</b>	<b>739,748</b>	<b>115.0</b>	<b>108.7</b>	<b>107.4</b>	<b>107.4</b>	<b>107.4</b>	<b>107.4</b>

26 Total Firm Revenues

<b>6,007,828</b>	<b>5,445,105</b>	<b>5,561,060</b>	<b>5,498,294</b>	<b>5,381,430</b>	<b>5,378,798</b>	<b>1,905.3</b>	<b>1,308.6</b>	<b>1,161.7</b>	<b>1,154.4</b>	<b>1,144.9</b>	<b>1,144.7</b>
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Non Discretionary Miscellaneous Revenue (NDMR)

27 Delivery Pressure Surcharge	30.1	22.8	21.7	20.9	18.4	18.4
28 Union Dawn Receipt Point Surcharge	1.3	1.3	1.3	1.3	1.3	1.3
29 Sales Meter Station Surcharge	0.1	0.1	0.1	0.1	0.1	0.1
30 <b>Total NDMR</b>	<b>31.5</b>	<b>24.2</b>	<b>23.1</b>	<b>22.3</b>	<b>19.8</b>	<b>19.8</b>

31 Discretionary Miscellaneous Revenue (DMR)<sup>2</sup>

<b>180.0</b>	<b>180.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>	<b>60.0</b>
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32 Total System Revenues

<b>2,116.8</b>	<b>1,512.8</b>	<b>1,244.8</b>	<b>1,236.7</b>	<b>1,224.7</b>	<b>1,224.4</b>
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<sup>1</sup> Firm Transportation - Short Notice (FT-SN) & Enhanced Market Balancing (EMB) service revenues include a 10% Toll Premium

<sup>2</sup> DMR includes IT, STFT, and Diversion revenues

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 6**  
**Second Amended Appendix C**

Methodology to Allocate Revenue Requirement to Segments  
*(appended to the Second Amending Agreement)*

**SECOND AMENDED**

**APPENDIX C**

(See Attached)

1    **METHODOLOGY TO ALLOCATE REVENUE REQUIREMENT TO SEGMENTS**

2    The following methodology outlines the manner in which the annual Mainline Revenue  
3    Requirement has been determined for the various system segments for purposes of Settlement  
4    Toll determination.

5    This is a two-step process. The first step is to determine the Revenue Requirement associated  
6    with each segment before taking into account the Bridging Contribution. As part of the  
7    Settlement, the recovery of the EOT portion of the overall Revenue Requirement has been  
8    extended to a 16 year period whereas the recovery of the Prairies and NOL portion of the  
9    overall Revenue Requirement is completed during the initial six year period. The second step  
10   determines what the EOT Revenue Requirement is, taking into account the amortization of  
11   the Bridging Contribution over the 16 year period.

12   First Step – Determine the Revenue Requirement associated with each segment.

13   As an integrated system, TransCanada does not calculate the annual Mainline Revenue  
14   Requirement by segments or other geographical delineations. However, estimates have been  
15   determined for three segments, Prairies, NOL and EOT.

16   The Prairies Segment represents the Mainline facilities from Empress to Station 41 including  
17   the extension to Emerson. The NOL Segment represents the Mainline facilities east of  
18   Station 41 up to and including Station 116 at North Bay, plus Line 900 for Sault-Ste-Marie.

19   The EOT Segment represents the Mainline facilities east of Station 116 at North Bay and east  
20   of St. Clair. The delineation point between the NOL and EOT segments is North Bay  
21   Junction and St. Clair. For purposes of toll determination in Appendix D, long-haul  
22   deliveries to St. Clair and North Bay Junction are part of the NOL segment, and receipts from  
23   St. Clair and North Bay Junction are part of the EOT segment. Transportation By Other  
24   (TBO) contracts on other pipelines are also included within each segment, generally  
25   following geographical location, as further discussed below.



1 Segmented costs, by individual cost item, were derived for each year of 2015 through 2020  
2 using the following methods:

- 3 1. **Geographical** – costs are allocated to segments based on known geographical  
4 location. Costs allocated by this method are: Municipal Taxes, Pipeline Integrity,  
5 Electric Costs and Tax on Fuel, and Transportation by Other (TBO) for Union,  
6 Enbridge, GLGT and TQM. The Union, Enbridge and TQM systems geographically  
7 reside within the EOT and are allocated to this segment. The portion of GLGT TBO  
8 from Emerson to St. Clair is a functional loop of the NOL and therefore is allocated to  
9 the NOL segment. The portion of GLGT TBO originating from St. Clair (the GLGT  
10 backhaul TBO), does not geographically reside within the EOT but is used to  
11 facilitate transportation into the EOT and therefore, these costs have been allocated to  
12 the EOT.
- 13 2. **Ratio of Rate Base** – costs are allocated to segments based on the ratio of segmented  
14 rate base to total rate base. Costs allocated by this method are: Return, Income Tax,  
15 Long Term Adjustment Account (LTAA), and TransCanada’s Contribution.
- 16 3. **Gas Plant in Service** – Depreciation Expense is allocated to segments based on the  
17 appropriate segment depreciation rate<sup>1</sup> applied to the segment Gas Plant in Service  
18 (GPIS). Depreciation of general plant is allocated to the segments based on the  
19 respective segment share of transmission system GPIS.
- 20 4. **50% Energy and 50% Energy-Distance** – costs are allocated to segments with 50%  
21 of the cost allocated based on the energy split across the segments, and 50% of the cost  
22 allocated based on the energy-distance split across segments. Costs allocated by this  
23 method are: Operations, Maintenance and Administrative (OMA), Storage Operating  
24 Costs, NEB Cost Recovery, and Regulatory Proceedings Costs and Collaborative  
25 (TTF) Costs.

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<sup>1</sup> Depreciation rates used are based on the Board approved methodology from RH-003-2011 Decision.

1 Second Step – Determine the annual adjustment to the EOT Revenue Requirement to include  
2 the amortization of the Bridging Contribution.

3 The remaining system revenue imbalance (i.e. the Bridging Contribution) is recovered from  
4 all system users and is allocated to short haul EOT shippers and all other shippers based on  
5 their relative proportion of energy billing determinants. The Bridging Contribution recovered  
6 from EOT short haul shippers is amortized over a 16 year period. This amortization amount  
7 plus the annual variances due to tolls being averaged and fixed for six years, results in the  
8 Annual Bridging Amount included in the annual Revenue Requirement.

Revenue Requirement and Asset Values Allocated by Segment  
For the Period of 2015 - 2020  
(\$'000's)

Line No.	Revenue Requirement	2015			2016			2017					
		Prairies (b)	NOL (c)	Eastern (d)	Total (e)	Prairies (f)	NOL (g)	Eastern (h)	Total (i)	Prairies (j)	NOL (k)	Eastern (l)	Total (m)
1	Transmission By Others	-	8,204	15,693	23,897	-	8,204	15,693	23,897	-	8,204	15,693	23,897
2	- GLGT	-	-	20,686	20,686	-	-	41,086	41,086	-	-	40,986	40,986
3	- Union/Bridge	-	-	76,000	76,000	-	-	76,000	76,000	-	-	76,000	76,000
4	- TOM	-	-	76,000	76,000	-	-	76,000	76,000	-	-	76,000	76,000
5	Storage Operating Costs	4,737	4,989	6,718	16,444	4,195	3,918	8,661	16,773	3,695	3,262	10,152	17,109
6	Pipeline Integrity	25,000	50,000	25,000	100,000	25,000	50,000	25,000	100,000	25,000	50,000	25,000	100,000
7	NEB Cost Recovery & Collaborative Costs	2,320	2,443	3,289	8,052	2,054	1,918	4,241	8,213	1,809	1,597	4,971	8,377
8	Return	138,890	129,325	192,062	460,277	132,718	108,986	203,358	445,062	125,873	88,252	216,688	430,813
9	Income Taxes	47,132	43,886	65,176	156,194	44,833	36,816	68,696	150,345	43,292	30,353	74,526	148,170
10	Depreciation	87,727	244,469	79,211	411,407	88,184	242,515	83,441	414,140	88,632	240,537	88,869	418,038
11	Fuel Gas Tax <sup>2</sup>	2,454	-	606	3,060	2,503	-	618	3,121	2,553	-	631	3,184
12	Electrical Costs <sup>3</sup>	15,816	45	4,078	19,940	16,133	46	4,160	20,339	16,455	47	4,243	20,746
13	Municipal and Provincial Capital Taxes <sup>1</sup>	44,867	52,548	35,299	132,714	46,213	54,124	36,801	137,130	47,599	55,748	38,923	142,270
14	Operations, Maintenance and Administrative	51,722	54,471	73,346	179,539	45,797	42,777	94,557	183,130	40,345	35,613	110,835	186,793
15	TransCanada Contribution	(8,147)	(7,586)	(11,266)	(27,000)	(8,051)	(6,612)	(12,337)	(27,000)	(7,889)	(5,531)	(13,580)	(27,000)
16	Long Term Adjustment Account	4,772	4,443	6,599	15,814	4,688	3,850	7,184	15,722	4,568	3,203	7,864	15,656
17	Revenue Requirement	417,289	587,237	592,498	1,597,024	404,265	546,544	657,158	1,607,966	391,933	511,285	701,800	1,605,018
18	Annual Bridging Amount				519,773				(95,181)				(360,197)
	Revenue Requirement				2,116,797				1,512,785				1,244,822
19	Asset Split												
20	Prairies	30%	30%	25%	33%	30%	30%	20%	30%	30%	30%	16%	27%
21	NOL	41%	28%	21%	40%	41%	24%	16%	31%	40%	20%	14%	24%
22	Eastern	29%	42%	54%	27%	30%	46%	64%	39%	21%	50%	70%	48%

Footnotes:

<sup>1</sup> Municipal taxes are allocated as follows: Alberta 1%, Sask Border to Sin 41 33%, Sin 41 to NBJ 40%, NBJ to Quebec 26%, Quebec (TQM) 1%

<sup>2</sup> Sales tax on fuel is allocated as follows: Saskatchewan 78%, Manitoba 2% and Quebec 20%

<sup>3</sup> Electric costs are allocated as follows: Electric Energy Aftercoolers 5%, Montreal Line Electric Units 18%, Sin. 9E & 17E 40%, Sin. 41F & 41G 34%, Sin. 52C 0.2%, Sin. 123C 3%

**Revenue Requirement and Asset Values Allocated by Segment  
For the Period of 2015 - 2020  
(\$'000's)**

Line No.	Revenue Requirement	2018			2019			2020					
		Prairies (b)	NOL (c)	Eastern (d)	Total (e)	Prairies (f)	NOL (g)	Eastern (h)	Total (i)	Prairies (j)	NOL (k)	Eastern (l)	Total (m)
1	Transmission By Others	-	8,204	15,693	23,897	-	8,204	15,693	23,897	-	8,204	15,693	23,897
2	- GLGT	-	-	40,786	40,786	-	-	40,586	40,586	-	-	40,486	40,486
3	- Union/Enbridge	-	-	76,000	76,000	-	-	76,000	76,000	-	-	76,000	76,000
4	- TOM	-	-	10,372	17,451	3,846	3,438	10,516	17,800	3,924	3,507	10,725	18,156
5	Storage Operating Costs	3,738	3,341	10,372	17,451	3,846	3,438	10,516	17,800	3,924	3,507	10,725	18,156
6	Pipeline Integrity	25,000	50,000	25,000	100,000	25,000	50,000	25,000	100,000	25,000	50,000	25,000	100,000
7	NEB Cost Recovery & Collaborative Costs	1,830	1,636	5,078	8,545	1,883	1,683	5,149	8,716	1,921	1,717	5,251	8,890
8	Return	119,305	67,893	210,375	397,572	114,533	48,410	207,383	370,326	108,648	27,410	201,628	337,686
9	Income Taxes	43,884	24,973	77,383	146,240	44,619	18,859	80,790	144,268	45,857	11,569	85,100	142,526
10	Depreciation	89,110	238,633	89,328	417,071	89,589	236,726	89,788	416,103	90,060	236,259	90,240	416,560
11	Fuel Gas Tax <sup>2</sup>	2,604	-	643	3,247	2,656	-	656	3,312	2,709	-	669	3,378
12	Electrical Costs <sup>3</sup>	16,784	-	4,328	21,160	17,120	49	4,415	21,584	17,462	50	4,503	22,015
13	Municipal and Provincial Capital Taxes <sup>1</sup>	49,027	57,421	40,091	146,538	50,498	59,143	41,294	150,935	52,012	60,917	42,533	155,463
14	Operations, Maintenance and Administrative	40,811	36,481	113,237	190,529	41,994	37,534	114,811	194,339	42,842	38,292	117,091	198,226
15	TransCanada Contribution	(8,102)	(4,611)	(14,287)	(27,000)	(8,350)	(3,530)	(15,120)	(27,000)	(8,687)	(2,192)	(16,121)	(27,000)
16	Long Term Adjustment Account	4,682	2,664	8,256	15,603	4,816	2,035	8,719	15,570	5,014	1,265	9,306	15,585
17	Revenue Requirement	388,672	486,684	702,283	1,577,639	388,203	462,553	705,679	1,556,435	386,764	437,000	708,105	1,531,869
18	Annual Bridging Amount				(340,964)				(331,733)				(307,433)
	Revenue Requirement				1,236,675				1,224,702				1,224,436
19	Asset Split												
20	Prairies												
21	NOL												
	Eastern												
	GPIS												
	Dep Rate												
	Rate Base												
	GJ's												
	GJ-KMls												

Footnotes:

<sup>1</sup> Municipal taxes are allocated as follows: Alberta 1%, Sask Border to Stn 41 33%, Stn 41 to NBJ 40%, NBJ to Quebec 26%, Quebec (TCQM) 1%

<sup>2</sup> Sales tax on fuel is allocated as follows: Saskatchewan 78%, Manitoba 2% and Quebec 20%

<sup>3</sup> Electric costs are allocated as follows: Electric Energy Aftercoolers 5%, Montreal Line Electric Units 18%, Stn. 9E & 17E 40%, Stn. 41F & 41G 34%, Stn. 52C 0.2%, Stn. 123C 3%

Annual Bridging Amount  
For the Period of 2015 - 2030  
(\$'000's)

Page 1, 2  
Table B

Particulars (a)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
	(b)	(c)	(d)	(e)	(f)	(g)										
1 Annual Bridging Amount	519,773	(95,181)	(360,197)	(340,964)	(331,733)	(307,433)										
2 Annual Bridging Amount	150,304	143,874	138,074	132,502	126,753	120,827										

Note: For the years 2021 - 2030, the Annual Bridging Amount is allocated only to the EOT segment.

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 7**  
**Second Amended Appendix D**

January 1, 2015 to December 31, 2020 Tolls  
*(appended to the Second Amending Agreement)*

**SECOND AMENDED**

**APPENDIX D**

(See Attached)

**FINAL EXECUTION**

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May 1, 2018

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Mainline Transportation Tolls  
Effective January 1, 2015 through December 31, 2020

**Storage Transportation Service**

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
	(a)	(b)	(c)
1	Centram MDA	5.39470	0.17736
2	Union WDA	38.93577	1.28008
3	Union NDA	16.59381	0.54555
4	Union EDA	11.60883	0.38166
5	KPUC EDA	11.16596	0.36710
6	GMIT EDA	19.09133	0.62766
7	Enbridge CDA	5.76943	0.18968
8	Enbridge CDA (Amended)	5.93916	0.19526
9	Enbridge EDA	14.86645	0.48876
10	Cornwall	15.08515	0.49595
11	Philipsburg	19.14090	0.62929

**Firm Transportation - Short Notice**

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
	(a)	(b)	(c)
12	Kirkwall to Thorold CDA	6.84345	0.22499
13	Union Parkway Belt to Goreway CDA	5.09510	0.16751
14	Union Parkway Belt to Victoria Square #2 CDA	6.01733	0.19783
15	Union Parkway Belt to Schomberg #2 CDA	5.95710	0.19585

**Enhanced Market Balancing Service**

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
	(a)	(b)	(c)
16	Union Parkway Belt to Union EDA	12.76983	0.41983

**Delivery Pressure**

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
	(a)	(b)	(c)
17	Average Delivery Pressure Toll	0.93744	0.03082

Note: Delivery Pressure toll applies to the following locations: Emerson 1, Emerson 2, Union SWDA, Enbridge SWDA, Dawn Export, Niagara Falls, Iroquois, Chippawa and East Hereford.  
The Daily Equivalent Toll is only applicable to STS Injections, IT, Diversions, STFT and SSS.

**Union Dawn Receipt Point Surcharge**

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
	(a)	(b)	(c)
18	Union Dawn Receipt Point Surcharge	0.18079	0.00594

**Short Notice Balancing (SNB) Service**

Line No.	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
	(a)	(b)	(c)
19	SNB Toll	3.75220	0.12336

Note: This SNB Toll is a representative toll for the Eastern Region.

**Energy Deficient Gas Allowance (EDGA) Service**

Line No	Particulars	Capacity Charge (\$/GJ/D)
	(a)	(b)
20	Western Section	1.57224
21	Eastern Section	0.41040

Note: The EDGA Service capacity charge for the Western Section is the effective Empress to North Bay Junction FT Toll and the capacity charge for the Eastern Section is the effective Parkway to North Bay Junction FT Toll.  
The EDGA Service fuel charge for the Western Section includes the effective Empress to North Bay Junction monthly fuel ratio and the fuel charge for the Eastern Section includes the effective Parkway to North Bay Junction monthly fuel ratio.

**Enhanced Capacity Release (ECR) Service**

Line No	Particulars	Toll (\$/GJ/D)
	(a)	(b)
22	ECR Surcharge	0.10106



Mainline Transportation Tolls  
Effective January 1, 2015 through December 31, 2020

- Notes: (i) Any transportation with a Union Dawn receipt point is subject to a Union Dawn Receipt Point Surcharge. Transport under FT, FT-NR, FT-SN and EMB service is subject to the monthly surcharge toll, and other transportation services are subject to the daily equivalent toll. Refer to page 1 for the Union Dawn Receipt Point Surcharge tolls.
- (ii) Transportation with receipt points from delivery areas or Spruce is for STFT and IT service only.
- (iii) The following delivery points are subject to an additional charge for delivery pressure: Emerson 1 & 2, Union SWDA, Enbridge SWDA, Dawn Export, Niagara Falls, Iroquois, Chippawa, and East Hereford. Refer to page 1 for the delivery pressure toll.
- (iv) Effective November 1, 2015, the Enbridge CDA is modified such that the Enbridge Parkway meter is removed from the Enbridge CDA and put within a new delivery area called the Enbridge Parkway CDA. The remaining Enbridge CDA meters continue to reside within the Enbridge CDA. Effective November 1, 2016, the Union CDA is modified such that the Union Parkway Belt, Bronte and Burlington meters are removed from the Union CDA. The Bronte and Burlington meters are put within a new delivery area called the Union ECDA, and the Parkway-Union meter will become a new standalone delivery location called Union Parkway Belt. The remaining Union CDA meters, Nanticoke and Hamilton Gate, continue to reside in the Union CDA.

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Empress	Empress	2.90844	0.0956
2	Empress	TransGas SSSDA	10.45603	0.3438
3	Empress	Centram SSSDA	13.54819	0.4454
4	Empress	Centram MDA	18.24270	0.5998
5	Empress	Centrat MDA	20.34449	0.6689
6	Empress	Union WDA	29.12883	0.9577
7	Empress	Nipigon WDA	31.71546	1.0427
8	Empress	Union NDA	44.80497	1.4730
9	Empress	Calstock NDA	37.46999	1.2319
10	Empress	Tunis NDA	42.00025	1.3808
11	Empress	GMIT NDA	45.72872	1.5034
12	Empress	Union SSMDA	40.63849	1.3361
13	Empress	Union NCDA	53.76845	1.7677
14	Empress	Union CDA	55.39331	1.8212
15	Empress	Enbridge CDA	56.30429	1.8511
16	Empress	Union EDA	59.34596	1.9511
17	Empress	Enbridge EDA	58.08701	1.9097
18	Empress	KPUC EDA	60.55654	1.9909
19	Empress	GMIT EDA	62.18353	2.0444
20	Empress	Enbridge SWDA	51.12585	1.6809
21	Empress	Union SWDA	51.05985	1.6787
22	Empress	Chippawa	56.68724	1.8637
23	Empress	Cornwall	59.07616	1.9422
24	Empress	East Hereford	65.62578	2.1576
25	Empress	Emerson 1	20.71162	0.6809
26	Empress	Emerson 2	20.71162	0.6809
27	Empress	Iroquois	58.46479	1.9221
28	Empress	Kirkwall	54.59518	1.7949
29	Empress	Napierville	61.90126	2.0351
30	Empress	Niagara Falls	56.64313	1.8622
31	Empress	North Bay Junction	47.82230	1.5722
32	Empress	Phillipsburg	62.22216	2.0457
33	Empress	Spruce	20.34449	0.6689
34	Empress	St. Clair	47.95978	1.5768
35	Empress	Welwyn	13.54819	0.4454
36	Empress	Dawn Export	51.12585	1.6809
37	Empress	Union Parkway Belt	55.29780	1.8180
38	Empress	Union CDA (Amended)	55.19834	1.8147
39	Empress	Union ECDA	55.50920	1.8250
40	Empress	Enbridge Parkway CDA	55.29780	1.8180
41	Empress	Enbridge CDA (Amended)	56.39798	1.8542
42	Bayhurst 1	Empress	3.43617	0.1130
43	Bayhurst 1	TransGas SSSDA	9.92952	0.3265
44	Bayhurst 1	Centram SSSDA	13.02046	0.4281
45	Bayhurst 1	Centram MDA	17.71497	0.5824
46	Bayhurst 1	Centrat MDA	19.81646	0.6515
47	Bayhurst 1	Union WDA	28.60110	0.9403
48	Bayhurst 1	Nipigon WDA	31.18773	1.0254
49	Bayhurst 1	Union NDA	44.27693	1.4557

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Bayhurst 1	Calstock NDA	36.94195	1.2145
2	Bayhurst 1	Tunis NDA	41.47252	1.3635
3	Bayhurst 1	GMIT NDA	45.20099	1.4861
4	Bayhurst 1	Union SSMDA	40.11076	1.3187
5	Bayhurst 1	Union NCDA	53.21000	1.7494
6	Bayhurst 1	Union CDA	54.83578	1.8028
7	Bayhurst 1	Enbridge CDA	55.74615	1.8328
8	Bayhurst 1	Union EDA	58.78781	1.9328
9	Bayhurst 1	Enbridge EDA	57.52887	1.8914
10	Bayhurst 1	KPUC EDA	59.99840	1.9726
11	Bayhurst 1	GMIT EDA	61.62569	2.0261
12	Bayhurst 1	Enbridge SWDA	50.56832	1.6625
13	Bayhurst 1	Union SWDA	50.50201	1.6603
14	Bayhurst 1	Chippawa	56.12909	1.8453
15	Bayhurst 1	Cornwall	58.51832	1.9239
16	Bayhurst 1	East Hereford	65.06825	2.1392
17	Bayhurst 1	Emerson 1	20.18389	0.6636
18	Bayhurst 1	Emerson 2	20.18389	0.6636
19	Bayhurst 1	Iroquois	57.90725	1.9038
20	Bayhurst 1	Kirkwall	54.03734	1.7766
21	Bayhurst 1	Napierville	61.34342	2.0168
22	Bayhurst 1	Niagara Falls	56.08529	1.8439
23	Bayhurst 1	North Bay Junction	47.29427	1.5549
24	Bayhurst 1	Philipsburg	61.66432	2.0273
25	Bayhurst 1	Spruce	19.81646	0.6515
26	Bayhurst 1	St. Clair	47.43175	1.5594
27	Bayhurst 1	Welwyn	13.02046	0.4281
28	Bayhurst 1	Dawn Export	50.56832	1.6625
29	Bayhurst 1	Union Parkway Belt	54.73996	1.7997
30	Bayhurst 1	Union CDA (Amended)	54.64080	1.7964
31	Bayhurst 1	Union ECDA	54.95136	1.8066
32	Bayhurst 1	Enbridge Parkway CDA	54.73996	1.7997
33	Bayhurst 1	Enbridge CDA (Amended)	55.84074	1.8359
34	Calstock NDA	Empress	-	1.2319
35	Calstock NDA	TransGas SSSDA	-	0.9838
36	Calstock NDA	Centram SSSDA	-	0.8821
37	Calstock NDA	Centram MDA	-	0.7292
38	Calstock NDA	Centrat MDA	-	0.6586
39	Calstock NDA	Union WDA	-	0.3936
40	Calstock NDA	Nipigon WDA	-	0.2848
41	Calstock NDA	Union NDA	-	0.3368
42	Calstock NDA	Calstock NDA	-	0.0956
43	Calstock NDA	Tunis NDA	-	0.2446
44	Calstock NDA	GMIT NDA	-	0.3671
45	Calstock NDA	Union SSMDA	-	1.1194
46	Calstock NDA	Union NCDA	-	0.5668
47	Calstock NDA	Union CDA	-	0.6962
48	Calstock NDA	Enbridge CDA	-	0.6743
49	Calstock NDA	Union EDA	-	0.7524
50	Calstock NDA	Enbridge EDA	-	0.7092
51	Calstock NDA	KPUC EDA	-	0.7900
52	Calstock NDA	GMIT EDA	-	0.8435
53	Calstock NDA	Enbridge SWDA	-	0.8152
54	Calstock NDA	Union SWDA	-	0.8174
55	Calstock NDA	Chippawa	-	0.7598
56	Calstock NDA	Cornwall	-	0.7413
57	Calstock NDA	East Hereford	-	0.9567
58	Calstock NDA	Emerson 1	-	0.7398
59	Calstock NDA	Emerson 2	-	0.7398
60	Calstock NDA	Iroquois	-	0.7212
61	Calstock NDA	Kirkwall	-	0.7012
62	Calstock NDA	Napierville	-	0.8342
63	Calstock NDA	Niagara Falls	-	0.7583
64	Calstock NDA	North Bay Junction	-	0.4360

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Calstock NDA	Phillipsburg	-	0.8448
2	Calstock NDA	Spruce	-	0.6586
3	Calstock NDA	St. Clair	-	0.7850
4	Calstock NDA	Welwyn	-	0.8821
5	Calstock NDA	Dawn Export	-	0.8152
6	Calstock NDA	Union Parkway Belt	-	0.6781
7	Calstock NDA	Union CDA (Amended)	-	0.7150
8	Calstock NDA	Union ECDA	-	0.6851
9	Calstock NDA	Enbridge Parkway CDA	-	0.6781
10	Calstock NDA	Enbridge CDA (Amended)	-	0.6739
11	Centram MDA	Empress	-	0.5998
12	Centram MDA	TransGas SSDA	-	0.3516
13	Centram MDA	Centram SSDA	-	0.2500
14	Centram MDA	Centram MDA	-	0.0956
15	Centram MDA	Centrat MDA	-	0.1662
16	Centram MDA	Union WDA	-	0.4549
17	Centram MDA	Nipigon WDA	-	0.5401
18	Centram MDA	Union NDA	-	0.9702
19	Centram MDA	Calstock NDA	-	0.7292
20	Centram MDA	Tunis NDA	-	0.8782
21	Centram MDA	GMIT NDA	-	1.0008
22	Centram MDA	Union SSMDA	-	0.8325
23	Centram MDA	Union NCDA	-	1.2364
24	Centram MDA	Union CDA	-	1.2889
25	Centram MDA	Enbridge CDA	-	1.3185
26	Centram MDA	Union EDA	-	1.4189
27	Centram MDA	Enbridge EDA	-	1.3782
28	Centram MDA	KPUC EDA	-	1.4584
29	Centram MDA	GMIT EDA	-	1.5130
30	Centram MDA	Enbridge SWDA	-	1.1486
31	Centram MDA	Union SWDA	-	1.1465
32	Centram MDA	Chippawa	-	1.3315
33	Centram MDA	Cornwall	-	1.4110
34	Centram MDA	East Hereford	-	1.6263
35	Centram MDA	Emerson 1	-	0.1774
36	Centram MDA	Emerson 2	-	0.1774
37	Centram MDA	Iroquois	-	1.3909
38	Centram MDA	Kirkwall	-	1.2627
39	Centram MDA	Napierville	-	1.5039
40	Centram MDA	Niagara Falls	-	1.3300
41	Centram MDA	North Bay Junction	-	1.0696
42	Centram MDA	Phillipsburg	-	1.5144
43	Centram MDA	Spruce	-	0.1662
44	Centram MDA	St. Clair	-	1.0732
45	Centram MDA	Welwyn	-	0.2500
46	Centram MDA	Dawn Export	-	1.1486
47	Centram MDA	Union Parkway Belt	-	1.2858
48	Centram MDA	Union CDA (Amended)	-	1.2825
49	Centram MDA	Union ECDA	-	1.2927
50	Centram MDA	Enbridge Parkway CDA	-	1.2858
51	Centram MDA	Enbridge CDA (Amended)	-	1.3217
52	Centram SSDA	Empress	-	0.4454
53	Centram SSDA	TransGas SSDA	-	0.1973
54	Centram SSDA	Centram SSDA	-	0.0956
55	Centram SSDA	Centram MDA	-	0.2500
56	Centram SSDA	Centrat MDA	-	0.3191
57	Centram SSDA	Union WDA	-	0.6079
58	Centram SSDA	Nipigon WDA	-	0.6929
59	Centram SSDA	Union NDA	-	1.1232
60	Centram SSDA	Calstock NDA	-	0.8821
61	Centram SSDA	Tunis NDA	-	1.0310
62	Centram SSDA	GMIT NDA	-	1.1536
63	Centram SSDA	Union SSMDA	-	0.9863
64	Centram SSDA	Union NCDA	-	1.3980

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Centram SSDA	Union CDA	-	1.4515
2	Centram SSDA	Enbridge CDA	-	1.4814
3	Centram SSDA	Union EDA	-	1.5814
4	Centram SSDA	Enbridge EDA	-	1.5400
5	Centram SSDA	KPUC EDA	-	1.6212
6	Centram SSDA	GMIT EDA	-	1.6747
7	Centram SSDA	Enbridge SWDA	-	1.3112
8	Centram SSDA	Union SWDA	-	1.3090
9	Centram SSDA	Chippawa	-	1.4940
10	Centram SSDA	Cornwall	-	1.5725
11	Centram SSDA	East Hereford	-	1.7879
12	Centram SSDA	Emerson 1	-	0.3311
13	Centram SSDA	Emerson 2	-	0.3311
14	Centram SSDA	Iroquois	-	1.5524
15	Centram SSDA	Kirkwall	-	1.4252
16	Centram SSDA	Napierville	-	1.6654
17	Centram SSDA	Niagara Falls	-	1.4926
18	Centram SSDA	North Bay Junction	-	1.2224
19	Centram SSDA	Philipsburg	-	1.6760
20	Centram SSDA	Spruce	-	0.3191
21	Centram SSDA	St. Clair	-	1.2270
22	Centram SSDA	Welwyn	-	0.0956
23	Centram SSDA	Dawn Export	-	1.3112
24	Centram SSDA	Union Parkway Belt	-	1.4483
25	Centram SSDA	Union CDA (Amended)	-	1.4451
26	Centram SSDA	Union ECDA	-	1.4553
27	Centram SSDA	Enbridge Parkway CDA	-	1.4483
28	Centram SSDA	Enbridge CDA (Amended)	-	1.4845
29	Centrat MDA	Empress	-	0.6689
30	Centrat MDA	TransGas SSDA	-	0.4207
31	Centrat MDA	Centram SSDA	-	0.3191
32	Centrat MDA	Centram MDA	-	0.1662
33	Centrat MDA	Centrat MDA	-	0.0956
34	Centrat MDA	Union WDA	-	0.3844
35	Centrat MDA	Nipigon WDA	-	0.4695
36	Centrat MDA	Union NDA	-	0.8998
37	Centrat MDA	Calstock NDA	-	0.6586
38	Centrat MDA	Tunis NDA	-	0.8076
39	Centrat MDA	GMIT NDA	-	0.9302
40	Centrat MDA	Union SSMDA	-	0.8319
41	Centrat MDA	Union NCDA	-	1.1619
42	Centrat MDA	Union CDA	-	1.2808
43	Centrat MDA	Enbridge CDA	-	1.2655
44	Centrat MDA	Union EDA	-	1.3474
45	Centrat MDA	Enbridge EDA	-	1.3043
46	Centrat MDA	KPUC EDA	-	1.3851
47	Centrat MDA	GMIT EDA	-	1.4385
48	Centrat MDA	Enbridge SWDA	-	1.1480
49	Centrat MDA	Union SWDA	-	1.1459
50	Centrat MDA	Chippawa	-	1.3309
51	Centrat MDA	Cornwall	-	1.3364
52	Centrat MDA	East Hereford	-	1.5517
53	Centrat MDA	Emerson 1	-	0.1768
54	Centrat MDA	Emerson 2	-	0.1768
55	Centrat MDA	Iroquois	-	1.3163
56	Centrat MDA	Kirkwall	-	1.2621
57	Centrat MDA	Napierville	-	1.4293
58	Centrat MDA	Niagara Falls	-	1.3294
59	Centrat MDA	North Bay Junction	-	0.9990
60	Centrat MDA	Philipsburg	-	1.4398
61	Centrat MDA	Spruce	-	0.0956
62	Centrat MDA	St. Clair	-	1.0726
63	Centrat MDA	Welwyn	-	0.3191
64	Centrat MDA	Dawn Export	-	1.1480

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Centrat MDA	Union Parkway Belt	-	1.2731
2	Centrat MDA	Union CDA (Amended)	-	1.2819
3	Centrat MDA	Union ECDA	-	1.2801
4	Centrat MDA	Enbridge Parkway CDA	-	1.2731
5	Centrat MDA	Enbridge CDA (Amended)	-	1.2648
6	Chippawa	Empress	73.07330	2.4024
7	Chippawa	TransGas SSSDA	62.79034	2.0643
8	Chippawa	Centram SSSDA	58.57794	1.9259
9	Chippawa	Centram MDA	52.20504	1.7163
10	Chippawa	Centrat MDA	52.18162	1.7156
11	Chippawa	Union WDA	42.13773	1.3854
12	Chippawa	Nipigon WDA	37.62876	1.2371
13	Chippawa	Union NDA	19.79578	0.6508
14	Chippawa	Calstock NDA	29.78917	0.9794
15	Chippawa	Tunis NDA	23.61702	0.7765
16	Chippawa	GMIT NDA	19.03049	0.6257
17	Chippawa	Union SSMDA	25.55426	0.8401
18	Chippawa	Union NCDA	11.52731	0.3790
19	Chippawa	Union CDA	6.51525	0.2142
20	Chippawa	Enbridge CDA	8.12855	0.2672
21	Chippawa	Union EDA	14.81079	0.4869
22	Chippawa	Enbridge EDA	18.06780	0.5940
23	Chippawa	KPUC EDA	14.36823	0.4724
24	Chippawa	GMIT EDA	22.29268	0.7329
25	Chippawa	Enbridge SWDA	11.13098	0.3660
26	Chippawa	Union SWDA	11.21615	0.3688
27	Chippawa	Chippawa	3.96268	0.1303
28	Chippawa	Cornwall	18.28772	0.6012
29	Chippawa	East Hereford	26.73047	0.8788
30	Chippawa	Emerson 1	48.81845	1.6050
31	Chippawa	Emerson 2	48.81845	1.6050
32	Chippawa	Iroquois	17.28366	0.5682
33	Chippawa	Kirkwall	6.65943	0.2189
34	Chippawa	Napierville	21.92890	0.7210
35	Chippawa	Niagara Falls	4.87883	0.1604
36	Chippawa	North Bay Junction	15.68527	0.5157
37	Chippawa	Philipsburg	22.34287	0.7346
38	Chippawa	Spruce	52.18162	1.7156
39	Chippawa	St. Clair	11.69582	0.3845
40	Chippawa	Welwyn	58.57794	1.9259
41	Chippawa	Dawn Export	11.13098	0.3660
42	Chippawa	Union Parkway Belt	7.16465	0.2356
43	Chippawa	Union CDA (Amended)	5.88106	0.1934
44	Chippawa	Union ECDA	6.89150	0.2266
45	Chippawa	Enbridge Parkway CDA	7.16465	0.2356
46	Chippawa	Enbridge CDA (Amended)	8.21919	0.2702
47	Cornwall	Empress	76.15299	2.5037
48	Cornwall	TransGas SSSDA	65.87033	2.1656
49	Cornwall	Centram SSSDA	61.65732	2.0271
50	Cornwall	Centram MDA	55.32214	1.8188
51	Cornwall	Centrat MDA	52.39818	1.7227
52	Cornwall	Union WDA	41.41473	1.3616
53	Cornwall	Nipigon WDA	36.90606	1.2134
54	Cornwall	Union NDA	19.09133	0.6277
55	Cornwall	Calstock NDA	29.06708	0.9556
56	Cornwall	Tunis NDA	22.89493	0.7527
57	Cornwall	GMIT NDA	18.30840	0.6019
58	Cornwall	Union SSMDA	34.88609	1.1469
59	Cornwall	Union NCDA	16.94908	0.5572
60	Cornwall	Union CDA	15.79568	0.5193
61	Cornwall	Enbridge CDA	14.44366	0.4749
62	Cornwall	Union EDA	7.47915	0.2459
63	Cornwall	Enbridge EDA	6.94169	0.2282
64	Cornwall	KPUC EDA	7.88218	0.2591

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Cornwall	GMIT EDA	7.96825	0.2620
2	Cornwall	Enbridge SWDA	20.46281	0.6728
3	Cornwall	Union SWDA	20.54828	0.6756
4	Cornwall	Chippawa	18.28772	0.6012
5	Cornwall	Cornwall	3.96268	0.1303
6	Cornwall	East Hereford	12.40544	0.4079
7	Cornwall	Emerson 1	55.76196	1.8333
8	Cornwall	Emerson 2	55.76196	1.8333
9	Cornwall	Iroquois	5.18574	0.1705
10	Cornwall	Kirkwall	15.99095	0.5257
11	Cornwall	Napierville	7.60386	0.2500
12	Cornwall	Niagara Falls	18.23114	0.5994
13	Cornwall	North Bay Junction	14.96287	0.4919
14	Cornwall	Philipsburg	8.01783	0.2636
15	Cornwall	Spruce	52.39818	1.7227
16	Cornwall	St. Clair	21.02795	0.6913
17	Cornwall	Welwyn	61.65732	2.0271
18	Cornwall	Dawn Export	20.46281	0.6728
19	Cornwall	Union Parkway Belt	15.08515	0.4960
20	Cornwall	Union CDA (Amended)	16.53176	0.5435
21	Cornwall	Union ECDA	15.35829	0.5049
22	Cornwall	Enbridge Parkway CDA	15.08515	0.4960
23	Cornwall	Enbridge CDA (Amended)	14.38374	0.4729
24	East Hereford	Empress	84.59575	2.7812
25	East Hereford	TransGas SSSDA	74.31278	2.4432
26	East Hereford	Centram SSSDA	70.10068	2.3047
27	East Hereford	Centram MDA	63.76550	2.0964
28	East Hereford	Centrat MDA	60.84124	2.0003
29	East Hereford	Union WDA	49.85809	1.6392
30	East Hereford	Nipigon WDA	45.34912	1.4909
31	East Hereford	Union NDA	27.53378	0.9052
32	East Hereford	Calstock NDA	37.51014	1.2332
33	East Hereford	Tunis NDA	31.33799	1.0303
34	East Hereford	GMIT NDA	26.75146	0.8795
35	East Hereford	Union SSMDA	43.32915	1.4245
36	East Hereford	Union NCDA	25.39183	0.8348
37	East Hereford	Union CDA	24.23874	0.7969
38	East Hereford	Enbridge CDA	22.88702	0.7525
39	East Hereford	Union EDA	15.92282	0.5235
40	East Hereford	Enbridge EDA	15.35494	0.5048
41	East Hereford	KPUC EDA	16.32493	0.5367
42	East Hereford	GMIT EDA	11.06467	0.3638
43	East Hereford	Enbridge SWDA	28.90587	0.9503
44	East Hereford	Union SWDA	28.99104	0.9531
45	East Hereford	Chippawa	26.73047	0.8788
46	East Hereford	Cornwall	12.40544	0.4079
47	East Hereford	East Hereford	3.96268	0.1303
48	East Hereford	Emerson 1	64.20502	2.1109
49	East Hereford	Emerson 2	64.20502	2.1109
50	East Hereford	Iroquois	13.62880	0.4481
51	East Hereford	Kirkwall	24.43371	0.8033
52	East Hereford	Napierville	13.18289	0.4334
53	East Hereford	Niagara Falls	26.67390	0.8770
54	East Hereford	North Bay Junction	23.40623	0.7695
55	East Hereford	Philipsburg	13.59625	0.4470
56	East Hereford	Spruce	60.84124	2.0003
57	East Hereford	St. Clair	29.47071	0.9689
58	East Hereford	Welwyn	70.10068	2.3047
59	East Hereford	Dawn Export	28.90587	0.9503
60	East Hereford	Union Parkway Belt	23.52820	0.7735
61	East Hereford	Union CDA (Amended)	24.97482	0.8211
62	East Hereford	Union ECDA	23.80104	0.7825
63	East Hereford	Enbridge Parkway CDA	23.52820	0.7735
64	East Hereford	Enbridge CDA (Amended)	22.82710	0.7505

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Emerson 1	Empress	20.71162	0.6809
2	Emerson 1	TransGas SSSA	13.16433	0.4328
3	Emerson 1	Centram SSSA	10.07187	0.3311
4	Emerson 1	Centram MDA	5.39470	0.1774
5	Emerson 1	Centrat MDA	5.37767	0.1768
6	Emerson 1	Union WDA	14.16200	0.4656
7	Emerson 1	Nipigon WDA	16.74833	0.5506
8	Emerson 1	Union NDA	29.83784	0.9810
9	Emerson 1	Calstock NDA	22.50255	0.7398
10	Emerson 1	Tunis NDA	27.03312	0.8888
11	Emerson 1	GMIT NDA	30.76159	1.0113
12	Emerson 1	Union SSMDA	22.83531	0.7508
13	Emerson 1	Union NCDA	37.94662	1.2476
14	Emerson 1	Union CDA	36.57756	1.2026
15	Emerson 1	Enbridge CDA	37.70420	1.2396
16	Emerson 1	Union EDA	41.87432	1.3767
17	Emerson 1	Enbridge EDA	41.98382	1.3803
18	Emerson 1	KPUC EDA	42.06990	1.3831
19	Emerson 1	GMIT EDA	46.36595	1.5244
20	Emerson 1	Enbridge SWDA	32.31010	1.0623
21	Emerson 1	Union SWDA	32.24380	1.0601
22	Emerson 1	Chippawa	37.87118	1.2451
23	Emerson 1	Cornwall	43.25767	1.4222
24	Emerson 1	East Hereford	49.80729	1.6375
25	Emerson 1	Emerson 1	2.90844	0.0956
26	Emerson 1	Emerson 2	2.90844	0.0956
27	Emerson 1	Iroquois	42.64630	1.4021
28	Emerson 1	Kirkwall	35.77913	1.1763
29	Emerson 1	Napierville	46.08247	1.5150
30	Emerson 1	Niagara Falls	37.82708	1.2436
31	Emerson 1	North Bay Junction	32.85517	1.0802
32	Emerson 1	Phillipsburg	46.40367	1.5256
33	Emerson 1	Spruce	5.37767	0.1768
34	Emerson 1	St. Clair	30.15660	0.9915
35	Emerson 1	Welwyn	10.07187	0.3311
36	Emerson 1	Dawn Export	32.31010	1.0623
37	Emerson 1	Union Parkway Belt	36.48175	1.1994
38	Emerson 1	Union CDA (Amended)	36.38259	1.1961
39	Emerson 1	Union ECDA	36.69315	1.2064
40	Emerson 1	Enbridge Parkway CDA	36.48175	1.1994
41	Emerson 1	Enbridge CDA (Amended)	37.81826	1.2433
42	Emerson 2	Empress	20.71162	0.6809
43	Emerson 2	TransGas SSSA	13.16433	0.4328
44	Emerson 2	Centram SSSA	10.07187	0.3311
45	Emerson 2	Centram MDA	5.39470	0.1774
46	Emerson 2	Centrat MDA	5.37767	0.1768
47	Emerson 2	Union WDA	14.16200	0.4656
48	Emerson 2	Nipigon WDA	16.74833	0.5506
49	Emerson 2	Union NDA	29.83784	0.9810
50	Emerson 2	Calstock NDA	22.50255	0.7398
51	Emerson 2	Tunis NDA	27.03312	0.8888
52	Emerson 2	GMIT NDA	30.76159	1.0113
53	Emerson 2	Union SSMDA	22.83531	0.7508
54	Emerson 2	Union NCDA	37.94662	1.2476
55	Emerson 2	Union CDA	36.57756	1.2026
56	Emerson 2	Enbridge CDA	37.70420	1.2396
57	Emerson 2	Union EDA	41.87432	1.3767
58	Emerson 2	Enbridge EDA	41.98382	1.3803
59	Emerson 2	KPUC EDA	42.06990	1.3831
60	Emerson 2	GMIT EDA	46.36595	1.5244
61	Emerson 2	Enbridge SWDA	32.31010	1.0623
62	Emerson 2	Union SWDA	32.24380	1.0601
63	Emerson 2	Chippawa	37.87118	1.2451
64	Emerson 2	Cornwall	43.25767	1.4222

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Emerson 2	East Hereford	49.80729	1.6375
2	Emerson 2	Emerson 1	2.90844	0.0956
3	Emerson 2	Emerson 2	2.90844	0.0956
4	Emerson 2	Iroquois	42.64630	1.4021
5	Emerson 2	Kirkwall	35.77913	1.1763
6	Emerson 2	Napierville	46.08247	1.5150
7	Emerson 2	Niagara Falls	37.82708	1.2436
8	Emerson 2	North Bay Junction	32.85517	1.0802
9	Emerson 2	Philipsburg	46.40367	1.5256
10	Emerson 2	Spruce	5.37767	0.1768
11	Emerson 2	St. Clair	30.15660	0.9915
12	Emerson 2	Welwyn	10.07187	0.3311
13	Emerson 2	Dawn Export	32.31010	1.0623
14	Emerson 2	Union Parkway Belt	36.48175	1.1994
15	Emerson 2	Union CDA (Amended)	36.38259	1.1961
16	Emerson 2	Union ECDA	36.69315	1.2064
17	Emerson 2	Enbridge Parkway CDA	36.48175	1.1994
18	Emerson 2	Enbridge CDA (Amended)	37.81826	1.2433
19	Enbridge CDA	Empress	-	2.3862
20	Enbridge CDA	TransGas SSSDA	-	2.0480
21	Enbridge CDA	Centram SSSDA	-	1.9096
22	Enbridge CDA	Centram MDA	-	1.6996
23	Enbridge CDA	Centrat MDA	-	1.6313
24	Enbridge CDA	Union WDA	-	1.2751
25	Enbridge CDA	Nipigon WDA	-	1.1269
26	Enbridge CDA	Union NDA	-	0.5405
27	Enbridge CDA	Calstock NDA	-	0.8692
28	Enbridge CDA	Tunis NDA	-	0.6663
29	Enbridge CDA	GMIT NDA	-	0.5155
30	Enbridge CDA	Union SSMDA	-	0.8331
31	Enbridge CDA	Union NCDA	-	0.2688
32	Enbridge CDA	Union CDA	-	0.2057
33	Enbridge CDA	Enbridge CDA	-	0.1303
34	Enbridge CDA	Union EDA	-	0.3605
35	Enbridge CDA	Enbridge EDA	-	0.4675
36	Enbridge CDA	KPUC EDA	-	0.3460
37	Enbridge CDA	GMIT EDA	-	0.6063
38	Enbridge CDA	Enbridge SWDA	-	0.3589
39	Enbridge CDA	Union SWDA	-	0.3617
40	Enbridge CDA	Chippawa	-	0.2672
41	Enbridge CDA	Cornwall	-	0.4749
42	Enbridge CDA	East Hereford	-	0.7525
43	Enbridge CDA	Emerson 1	-	1.5979
44	Enbridge CDA	Emerson 2	-	1.5979
45	Enbridge CDA	Iroquois	-	0.4419
46	Enbridge CDA	Kirkwall	-	0.2119
47	Enbridge CDA	Napierville	-	0.5946
48	Enbridge CDA	Niagara Falls	-	0.2648
49	Enbridge CDA	North Bay Junction	-	0.4056
50	Enbridge CDA	Philipsburg	-	0.6082
51	Enbridge CDA	Spruce	-	1.6313
52	Enbridge CDA	St. Clair	-	0.3775
53	Enbridge CDA	Welwyn	-	1.9096
54	Enbridge CDA	Dawn Export	-	0.3590
55	Enbridge CDA	Union Parkway Belt	-	0.1896
56	Enbridge CDA	Union CDA (Amended)	-	0.2226
57	Enbridge CDA	Union ECDA	-	0.1957
58	Enbridge CDA	Enbridge Parkway CDA	-	0.1896
59	Enbridge CDA	Enbridge CDA (Amended)	-	0.1923
60	Enbridge Parkway CDA	Empress	-	2.3435
61	Enbridge Parkway CDA	TransGas SSSDA	-	2.0055
62	Enbridge Parkway CDA	Centram SSSDA	-	1.8670
63	Enbridge Parkway CDA	Centram MDA	-	1.6574
64	Enbridge Parkway CDA	Centrat MDA	-	1.6412



Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Enbridge Parkway CDA	Union WDA	-	1.2801
2	Enbridge Parkway CDA	Nipigon WDA	-	1.1318
3	Enbridge Parkway CDA	Union NDA	-	0.5456
4	Enbridge Parkway CDA	Calstock NDA	-	0.8741
5	Enbridge Parkway CDA	Tunis NDA	-	0.6712
6	Enbridge Parkway CDA	GMIT NDA	-	0.5204
7	Enbridge Parkway CDA	Union SSMDA	-	0.7813
8	Enbridge Parkway CDA	Union NCDA	-	0.2737
9	Enbridge Parkway CDA	Union CDA	-	0.1536
10	Enbridge Parkway CDA	Enbridge CDA	-	0.1896
11	Enbridge Parkway CDA	Union EDA	-	0.3817
12	Enbridge Parkway CDA	Enbridge EDA	-	0.4888
13	Enbridge Parkway CDA	KPUC EDA	-	0.3671
14	Enbridge Parkway CDA	GMIT EDA	-	0.6277
15	Enbridge Parkway CDA	Enbridge SWDA	-	0.3071
16	Enbridge Parkway CDA	Union SWDA	-	0.3099
17	Enbridge Parkway CDA	Chippawa	-	0.2356
18	Enbridge Parkway CDA	Cornwall	-	0.4960
19	Enbridge Parkway CDA	East Hereford	-	0.7735
20	Enbridge Parkway CDA	Emerson 1	-	1.5461
21	Enbridge Parkway CDA	Emerson 2	-	1.5461
22	Enbridge Parkway CDA	Iroquois	-	0.4629
23	Enbridge Parkway CDA	Kirkwall	-	0.1601
24	Enbridge Parkway CDA	Napierville	-	0.6157
25	Enbridge Parkway CDA	Niagara Falls	-	0.2337
26	Enbridge Parkway CDA	North Bay Junction	-	0.4104
27	Enbridge Parkway CDA	Philipsburg	-	0.6293
28	Enbridge Parkway CDA	Spruce	-	1.6412
29	Enbridge Parkway CDA	St. Clair	-	0.3256
30	Enbridge Parkway CDA	Welwyn	-	1.8670
31	Enbridge Parkway CDA	Dawn Export	-	0.3071
32	Enbridge Parkway CDA	Union Parkway Belt	-	0.1303
33	Enbridge Parkway CDA	Union CDA (Amended)	-	0.1778
34	Enbridge Parkway CDA	Union ECDA	-	0.1393
35	Enbridge Parkway CDA	Enbridge Parkway CDA	-	0.1303
36	Enbridge Parkway CDA	Enbridge CDA (Amended)	-	0.1952
37	Enbridge CDA (Amended)	Empress	-	2.3902
38	Enbridge CDA (Amended)	TransGas SSSDA	-	2.0520
39	Enbridge CDA (Amended)	Centram SSSDA	-	1.9136
40	Enbridge CDA (Amended)	Centram MDA	-	1.7038
41	Enbridge CDA (Amended)	Centrat MDA	-	1.6304
42	Enbridge CDA (Amended)	Union WDA	-	1.2747
43	Enbridge CDA (Amended)	Nipigon WDA	-	1.1265
44	Enbridge CDA (Amended)	Union NDA	-	0.5401
45	Enbridge CDA (Amended)	Calstock NDA	-	0.8688
46	Enbridge CDA (Amended)	Tunis NDA	-	0.6658
47	Enbridge CDA (Amended)	GMIT NDA	-	0.5150
48	Enbridge CDA (Amended)	Union SSMDA	-	0.8379
49	Enbridge CDA (Amended)	Union NCDA	-	0.2683
50	Enbridge CDA (Amended)	Union CDA	-	0.2105
51	Enbridge CDA (Amended)	Enbridge CDA	-	0.1923
52	Enbridge CDA (Amended)	Union EDA	-	0.3584
53	Enbridge CDA (Amended)	Enbridge EDA	-	0.4656
54	Enbridge CDA (Amended)	KPUC EDA	-	0.3441
55	Enbridge CDA (Amended)	GMIT EDA	-	0.6044
56	Enbridge CDA (Amended)	Enbridge SWDA	-	0.3637
57	Enbridge CDA (Amended)	Union SWDA	-	0.3665
58	Enbridge CDA (Amended)	Chippawa	-	0.2702
59	Enbridge CDA (Amended)	Cornwall	-	0.4729
60	Enbridge CDA (Amended)	East Hereford	-	0.7505
61	Enbridge CDA (Amended)	Emerson 1	-	1.6028
62	Enbridge CDA (Amended)	Emerson 2	-	1.6028
63	Enbridge CDA (Amended)	Iroquois	-	0.4399
64	Enbridge CDA (Amended)	Kirkwall	-	0.2168

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Enbridge CDA (Amended)	Napierville	-	0.5926
2	Enbridge CDA (Amended)	Niagara Falls	-	0.2677
3	Enbridge CDA (Amended)	North Bay Junction	-	0.4051
4	Enbridge CDA (Amended)	Philipsburg	-	0.6062
5	Enbridge CDA (Amended)	Spruce	-	1.6304
6	Enbridge CDA (Amended)	St. Clair	-	0.3824
7	Enbridge CDA (Amended)	Welwyn	-	1.9136
8	Enbridge CDA (Amended)	Dawn Export	-	0.3638
9	Enbridge CDA (Amended)	Union Parkway Belt	-	0.1952
10	Enbridge CDA (Amended)	Union CDA (Amended)	-	0.2268
11	Enbridge CDA (Amended)	Union ECDA	-	0.2009
12	Enbridge CDA (Amended)	Enbridge Parkway CDA	-	0.1952
13	Enbridge CDA (Amended)	Enbridge CDA (Amended)	-	0.1303
14	Enbridge EDA	Empress	-	2.4617
15	Enbridge EDA	TransGas SSSDA	-	2.1236
16	Enbridge EDA	Centram SSSDA	-	1.9851
17	Enbridge EDA	Centram MDA	-	1.7766
18	Enbridge EDA	Centrat MDA	-	1.6813
19	Enbridge EDA	Union WDA	-	1.3202
20	Enbridge EDA	Nipigon WDA	-	1.1720
21	Enbridge EDA	Union NDA	-	0.5861
22	Enbridge EDA	Calstock NDA	-	0.9142
23	Enbridge EDA	Tunis NDA	-	0.7113
24	Enbridge EDA	GMIT NDA	-	0.5606
25	Enbridge EDA	Union SSMDA	-	1.1397
26	Enbridge EDA	Union NCDA	-	0.5238
27	Enbridge EDA	Union CDA	-	0.5121
28	Enbridge EDA	Enbridge CDA	-	0.4675
29	Enbridge EDA	Union EDA	-	0.2679
30	Enbridge EDA	Enbridge EDA	-	0.1303
31	Enbridge EDA	KPUC EDA	-	0.2746
32	Enbridge EDA	GMIT EDA	-	0.3588
33	Enbridge EDA	Enbridge SWDA	-	0.6655
34	Enbridge EDA	Union SWDA	-	0.6684
35	Enbridge EDA	Chippawa	-	0.5940
36	Enbridge EDA	Cornwall	-	0.2282
37	Enbridge EDA	East Hereford	-	0.5048
38	Enbridge EDA	Emerson 1	-	1.7793
39	Enbridge EDA	Emerson 2	-	1.7793
40	Enbridge EDA	Iroquois	-	0.2071
41	Enbridge EDA	Kirkwall	-	0.5185
42	Enbridge EDA	Napierville	-	0.3470
43	Enbridge EDA	Niagara Falls	-	0.5922
44	Enbridge EDA	North Bay Junction	-	0.4506
45	Enbridge EDA	Philipsburg	-	0.3606
46	Enbridge EDA	Spruce	-	1.6813
47	Enbridge EDA	St. Clair	-	0.6841
48	Enbridge EDA	Welwyn	-	1.9851
49	Enbridge EDA	Dawn Export	-	0.6655
50	Enbridge EDA	Union Parkway Belt	-	0.4888
51	Enbridge EDA	Union CDA (Amended)	-	0.5363
52	Enbridge EDA	Union ECDA	-	0.4977
53	Enbridge EDA	Enbridge Parkway CDA	-	0.4888
54	Enbridge EDA	Enbridge CDA (Amended)	-	0.4656
55	GMIT EDA	Empress	-	2.6354
56	GMIT EDA	TransGas SSSDA	-	2.2972
57	GMIT EDA	Centram SSSDA	-	2.1588
58	GMIT EDA	Centram MDA	-	1.9504
59	GMIT EDA	Centrat MDA	-	1.8544
60	GMIT EDA	Union WDA	-	1.4933
61	GMIT EDA	Nipigon WDA	-	1.3451
62	GMIT EDA	Union NDA	-	0.7589
63	GMIT EDA	Calstock NDA	-	1.0873
64	GMIT EDA	Tunis NDA	-	0.8844

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	GMIT EDA	GMIT NDA	-	0.7336
2	GMIT EDA	Union SSMDA	-	1.2786
3	GMIT EDA	Union NCDA	-	0.6888
4	GMIT EDA	Union CDA	-	0.6510
5	GMIT EDA	Enbridge CDA	-	0.6063
6	GMIT EDA	Union EDA	-	0.3772
7	GMIT EDA	Enbridge EDA	-	0.3588
8	GMIT EDA	KPUC EDA	-	0.3909
9	GMIT EDA	GMIT EDA	-	0.1303
10	GMIT EDA	Enbridge SWDA	-	0.8045
11	GMIT EDA	Union SWDA	-	0.8073
12	GMIT EDA	Chippawa	-	0.7329
13	GMIT EDA	Cornwall	-	0.2620
14	GMIT EDA	East Hereford	-	0.3638
15	GMIT EDA	Emerson 1	-	1.9650
16	GMIT EDA	Emerson 2	-	1.9650
17	GMIT EDA	Iroquois	-	0.3022
18	GMIT EDA	Kirkwall	-	0.6574
19	GMIT EDA	Napierville	-	0.2708
20	GMIT EDA	Niagara Falls	-	0.7311
21	GMIT EDA	North Bay Junction	-	0.6237
22	GMIT EDA	Philipsburg	-	0.2824
23	GMIT EDA	Spruce	-	1.8544
24	GMIT EDA	St. Clair	-	0.8230
25	GMIT EDA	Welwyn	-	2.1588
26	GMIT EDA	Dawn Export	-	0.8045
27	GMIT EDA	Union Parkway Belt	-	0.6277
28	GMIT EDA	Union CDA (Amended)	-	0.6752
29	GMIT EDA	Union ECDA	-	0.6366
30	GMIT EDA	Enbridge Parkway CDA	-	0.6277
31	GMIT EDA	Enbridge CDA (Amended)	-	0.6044
32	GMIT NDA	Empress	-	1.5034
33	GMIT NDA	TransGas SSSDA	-	1.2553
34	GMIT NDA	Centram SSSDA	-	1.1536
35	GMIT NDA	Centram MDA	-	1.0008
36	GMIT NDA	Centrat MDA	-	0.9302
37	GMIT NDA	Union WDA	-	0.6651
38	GMIT NDA	Nipigon WDA	-	0.5563
39	GMIT NDA	Union NDA	-	0.1905
40	GMIT NDA	Calstock NDA	-	0.3671
41	GMIT NDA	Tunis NDA	-	0.2182
42	GMIT NDA	GMIT NDA	-	0.0956
43	GMIT NDA	Union SSMDA	-	0.8598
44	GMIT NDA	Union NCDA	-	0.2924
45	GMIT NDA	Union CDA	-	0.4218
46	GMIT NDA	Enbridge CDA	-	0.3999
47	GMIT NDA	Union EDA	-	0.4780
48	GMIT NDA	Enbridge EDA	-	0.4349
49	GMIT NDA	KPUC EDA	-	0.5156
50	GMIT NDA	GMIT EDA	-	0.5691
51	GMIT NDA	Enbridge SWDA	-	0.5409
52	GMIT NDA	Union SWDA	-	0.5430
53	GMIT NDA	Chippawa	-	0.4854
54	GMIT NDA	Cornwall	-	0.4669
55	GMIT NDA	East Hereford	-	0.6823
56	GMIT NDA	Emerson 1	-	1.0113
57	GMIT NDA	Emerson 2	-	1.0113
58	GMIT NDA	Iroquois	-	0.4469
59	GMIT NDA	Kirkwall	-	0.4268
60	GMIT NDA	Napierville	-	0.5598
61	GMIT NDA	Niagara Falls	-	0.4839
62	GMIT NDA	North Bay Junction	-	0.1764
63	GMIT NDA	Philipsburg	-	0.5704
64	GMIT NDA	Spruce	-	0.9302

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	GMIT NDA	St. Clair	-	0.5254
2	GMIT NDA	Welwyn	-	1.1536
3	GMIT NDA	Dawn Export	-	0.5409
4	GMIT NDA	Union Parkway Belt	-	0.4037
5	GMIT NDA	Union CDA (Amended)	-	0.4406
6	GMIT NDA	Union ECDA	-	0.4107
7	GMIT NDA	Enbridge Parkway CDA	-	0.4037
8	GMIT NDA	Enbridge CDA (Amended)	-	0.3995
9	Grand Coulee	Empress	9.41700	0.3096
10	Grand Coulee	TransGas SSSA	4.13606	0.1360
11	Grand Coulee	Centram SSSA	7.03994	0.2315
12	Grand Coulee	Centram MDA	11.73475	0.3858
13	Grand Coulee	Centrat MDA	13.83624	0.4549
14	Grand Coulee	Union WDA	22.62057	0.7437
15	Grand Coulee	Nipigon WDA	25.20751	0.8287
16	Grand Coulee	Union NDA	38.29671	1.2591
17	Grand Coulee	Calstock NDA	30.96173	1.0179
18	Grand Coulee	Tunis NDA	35.49169	1.1669
19	Grand Coulee	GMIT NDA	39.22016	1.2894
20	Grand Coulee	Union SSMDA	34.13024	1.1221
21	Grand Coulee	Union NCDA	46.88942	1.5416
22	Grand Coulee	Union CDA	48.51458	1.5950
23	Grand Coulee	Enbridge CDA	49.42556	1.6250
24	Grand Coulee	Union EDA	52.46723	1.7250
25	Grand Coulee	Enbridge EDA	51.20828	1.6836
26	Grand Coulee	KPUC EDA	53.67781	1.7648
27	Grand Coulee	GMIT EDA	55.30480	1.8182
28	Grand Coulee	Enbridge SWDA	44.24773	1.4547
29	Grand Coulee	Union SWDA	44.18112	1.4525
30	Grand Coulee	Chippawa	49.80851	1.6375
31	Grand Coulee	Cornwall	52.19743	1.7161
32	Grand Coulee	East Hereford	58.74736	1.9314
33	Grand Coulee	Emerson 1	14.20337	0.4670
34	Grand Coulee	Emerson 2	14.20337	0.4670
35	Grand Coulee	Iroquois	51.58606	1.6960
36	Grand Coulee	Kirkwall	47.71645	1.5688
37	Grand Coulee	Napierville	55.02253	1.8090
38	Grand Coulee	Niagara Falls	49.76471	1.6361
39	Grand Coulee	North Bay Junction	41.31374	1.3583
40	Grand Coulee	Philipsburg	55.34343	1.8195
41	Grand Coulee	Spruce	13.83624	0.4549
42	Grand Coulee	St. Clair	41.45123	1.3628
43	Grand Coulee	Welwyn	7.03994	0.2315
44	Grand Coulee	Dawn Export	44.24773	1.4547
45	Grand Coulee	Union Parkway Belt	48.41908	1.5919
46	Grand Coulee	Union CDA (Amended)	48.32022	1.5886
47	Grand Coulee	Union ECDA	48.63078	1.5988
48	Grand Coulee	Enbridge Parkway CDA	48.41908	1.5919
49	Grand Coulee	Enbridge CDA (Amended)	49.51985	1.6281
50	Herbert	Empress	6.26158	0.2059
51	Herbert	TransGas SSSA	7.18320	0.2362
52	Herbert	Centram SSSA	10.19536	0.3352
53	Herbert	Centram MDA	14.88957	0.4895
54	Herbert	Centrat MDA	16.99166	0.5586
55	Herbert	Union WDA	25.77630	0.8474
56	Herbert	Nipigon WDA	28.36293	0.9325
57	Herbert	Union NDA	41.45214	1.3628
58	Herbert	Calstock NDA	34.11685	1.1217
59	Herbert	Tunis NDA	38.64711	1.2706
60	Herbert	GMIT NDA	42.37559	1.3932
61	Herbert	Union SSMDA	37.28566	1.2258
62	Herbert	Union NCDA	50.22461	1.6512
63	Herbert	Union CDA	51.84977	1.7047
64	Herbert	Enbridge CDA	52.76045	1.7346

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Herbert	Union EDA	55.80181	1.8346
2	Herbert	Enbridge EDA	54.54347	1.7932
3	Herbert	KPUC EDA	57.01300	1.8744
4	Herbert	GMIT EDA	58.64029	1.9279
5	Herbert	Enbridge SWDA	47.58231	1.5644
6	Herbert	Union SWDA	47.51600	1.5622
7	Herbert	Chippawa	53.14339	1.7472
8	Herbert	Cornwall	55.53262	1.8257
9	Herbert	East Hereford	62.08224	2.0411
10	Herbert	Emerson 1	17.35879	0.5707
11	Herbert	Emerson 2	17.35879	0.5707
12	Herbert	Iroquois	54.92125	1.8056
13	Herbert	Kirkwall	51.05164	1.6784
14	Herbert	Napierville	58.35772	1.9186
15	Herbert	Niagara Falls	53.09959	1.7457
16	Herbert	North Bay Junction	44.46947	1.4620
17	Herbert	Philipsburg	58.67831	1.9292
18	Herbert	Spruce	16.99166	0.5586
19	Herbert	St. Clair	44.60665	1.4665
20	Herbert	Welwyn	10.19536	0.3352
21	Herbert	Dawn Export	47.58231	1.5644
22	Herbert	Union Parkway Belt	51.75426	1.7015
23	Herbert	Union CDA (Amended)	51.65480	1.6982
24	Herbert	Union ECDA	51.96566	1.7085
25	Herbert	Enbridge Parkway CDA	51.75426	1.7015
26	Herbert	Enbridge CDA (Amended)	52.85474	1.7377
27	Iroquois	Empress	75.36490	2.4778
28	Iroquois	TransGas SSDA	65.08285	2.1397
29	Iroquois	Centram SSDA	60.86953	2.0012
30	Iroquois	Centram MDA	54.53495	1.7929
31	Iroquois	Centrat MDA	51.61070	1.6968
32	Iroquois	Union WDA	40.62754	1.3357
33	Iroquois	Nipigon WDA	36.11858	1.1875
34	Iroquois	Union NDA	18.30323	0.6018
35	Iroquois	Calstock NDA	28.27898	0.9297
36	Iroquois	Tunis NDA	22.10683	0.7268
37	Iroquois	GMIT NDA	17.52091	0.5760
38	Iroquois	Union SSMDA	33.88173	1.1139
39	Iroquois	Union NCDA	15.99886	0.5260
40	Iroquois	Union CDA	14.79163	0.4863
41	Iroquois	Enbridge CDA	13.44021	0.4419
42	Iroquois	Union EDA	6.62658	0.2179
43	Iroquois	Enbridge EDA	6.30020	0.2071
44	Iroquois	KPUC EDA	6.87812	0.2261
45	Iroquois	GMIT EDA	9.19192	0.3022
46	Iroquois	Enbridge SWDA	19.45876	0.6397
47	Iroquois	Union SWDA	19.54423	0.6426
48	Iroquois	Chippawa	17.28366	0.5682
49	Iroquois	Cornwall	5.18574	0.1705
50	Iroquois	East Hereford	13.62880	0.4481
51	Iroquois	Emerson 1	54.97387	1.8074
52	Iroquois	Emerson 2	54.97387	1.8074
53	Iroquois	Iroquois	3.96268	0.1303
54	Iroquois	Kirkwall	14.98690	0.4927
55	Iroquois	Napierville	8.82722	0.2902
56	Iroquois	Niagara Falls	17.22648	0.5664
57	Iroquois	North Bay Junction	14.17478	0.4660
58	Iroquois	Philipsburg	9.24119	0.3038
59	Iroquois	Spruce	51.61070	1.6968
60	Iroquois	St. Clair	20.02329	0.6583
61	Iroquois	Welwyn	60.86953	2.0012
62	Iroquois	Dawn Export	19.45876	0.6397
63	Iroquois	Union Parkway Belt	14.08109	0.4629
64	Iroquois	Union CDA (Amended)	15.52771	0.5105

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT
				for IT / STFT (\$/GJ)
1	Iroquois	Union ECDA	14.35423	0.4719
2	Iroquois	Enbridge Parkway CDA	14.08109	0.4629
3	Iroquois	Enbridge CDA (Amended)	13.37999	0.4399
4	Kirkwall	Empress	70.37656	2.3138
5	Kirkwall	TransGas SSSA	60.09360	1.9757
6	Kirkwall	Centram SSSA	55.88120	1.8372
7	Kirkwall	Centram MDA	49.50830	1.6277
8	Kirkwall	Centrat MDA	49.48548	1.6269
9	Kirkwall	Union WDA	39.84097	1.3098
10	Kirkwall	Nipigon WDA	35.33200	1.1616
11	Kirkwall	Union NDA	17.49993	0.5753
12	Kirkwall	Calstock NDA	27.49241	0.9039
13	Kirkwall	Tunis NDA	21.32087	0.7010
14	Kirkwall	GMIT NDA	16.73373	0.5502
15	Kirkwall	Union SSMDA	22.85782	0.7515
16	Kirkwall	Union NCDA	9.23085	0.3035
17	Kirkwall	Union CDA	4.99168	0.1641
18	Kirkwall	Enbridge CDA	6.44529	0.2119
19	Kirkwall	Union EDA	12.51403	0.4114
20	Kirkwall	Enbridge EDA	15.77195	0.5185
21	Kirkwall	KPUC EDA	12.07146	0.3969
22	Kirkwall	GMIT EDA	19.99622	0.6574
23	Kirkwall	Enbridge SWDA	8.43454	0.2773
24	Kirkwall	Union SWDA	8.52001	0.2801
25	Kirkwall	Chippawa	6.65943	0.2189
26	Kirkwall	Cornwall	15.99095	0.5257
27	Kirkwall	East Hereford	24.43371	0.8033
28	Kirkwall	Emerson 1	46.12170	1.5163
29	Kirkwall	Emerson 2	46.12170	1.5163
30	Kirkwall	Iroquois	14.98690	0.4927
31	Kirkwall	Kirkwall	3.96268	0.1303
32	Kirkwall	Napierville	19.63274	0.6455
33	Kirkwall	Niagara Falls	6.60224	0.2171
34	Kirkwall	North Bay Junction	13.38881	0.4402
35	Kirkwall	Philipsburg	20.04671	0.6591
36	Kirkwall	Spruce	49.48548	1.6269
37	Kirkwall	St. Clair	8.99908	0.2959
38	Kirkwall	Welwyn	55.88120	1.8372
39	Kirkwall	Dawn Export	8.43454	0.2773
40	Kirkwall	Union Parkway Belt	4.86819	0.1601
41	Kirkwall	Union CDA (Amended)	4.74044	0.1559
42	Kirkwall	Union ECDA	5.14133	0.1690
43	Kirkwall	Enbridge Parkway CDA	4.86819	0.1601
44	Kirkwall	Enbridge CDA (Amended)	6.59403	0.2168
45	KPUC EDA	Empress	-	2.5664
46	KPUC EDA	TransGas SSSA	-	2.2283
47	KPUC EDA	Centram SSSA	-	2.0898
48	KPUC EDA	Centram MDA	-	1.8799
49	KPUC EDA	Centrat MDA	-	1.7854
50	KPUC EDA	Union WDA	-	1.4243
51	KPUC EDA	Nipigon WDA	-	1.2761
52	KPUC EDA	Union NDA	-	0.6904
53	KPUC EDA	Calstock NDA	-	1.0184
54	KPUC EDA	Tunis NDA	-	0.8154
55	KPUC EDA	GMIT NDA	-	0.6646
56	KPUC EDA	Union SSMDA	-	1.0181
57	KPUC EDA	Union NCDA	-	0.4380
58	KPUC EDA	Union CDA	-	0.3905
59	KPUC EDA	Enbridge CDA	-	0.3460
60	KPUC EDA	Union EDA	-	0.1933
61	KPUC EDA	Enbridge EDA	-	0.2746
62	KPUC EDA	KPUC EDA	-	0.1303
63	KPUC EDA	GMIT EDA	-	0.3909
64	KPUC EDA	Enbridge SWDA	-	0.5439

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	KPUC EDA	Union SWDA	-	0.5467
2	KPUC EDA	Chippawa	-	0.4724
3	KPUC EDA	Cornwall	-	0.2591
4	KPUC EDA	East Hereford	-	0.5367
5	KPUC EDA	Emerson 1	-	1.7829
6	KPUC EDA	Emerson 2	-	1.7829
7	KPUC EDA	Iroquois	-	0.2261
8	KPUC EDA	Kirkwall	-	0.3969
9	KPUC EDA	Napierville	-	0.3789
10	KPUC EDA	Niagara Falls	-	0.4705
11	KPUC EDA	North Bay Junction	-	0.5547
12	KPUC EDA	Philipsburg	-	0.3925
13	KPUC EDA	Spruce	-	1.7854
14	KPUC EDA	St. Clair	-	0.5625
15	KPUC EDA	Welwyn	-	2.0898
16	KPUC EDA	Dawn Export	-	0.5439
17	KPUC EDA	Union Parkway Belt	-	0.3671
18	KPUC EDA	Union CDA (Amended)	-	0.4147
19	KPUC EDA	Union ECDA	-	0.3761
20	KPUC EDA	Enbridge Parkway CDA	-	0.3671
21	KPUC EDA	Enbridge CDA (Amended)	-	0.3441
22	Liebenthal	Empress	3.66703	0.1206
23	Liebenthal	TransGas SSSA	9.70353	0.3190
24	Liebenthal	Centram SSSA	12.78960	0.4205
25	Liebenthal	Centram MDA	17.48411	0.5748
26	Liebenthal	Centrat MDA	19.58620	0.6439
27	Liebenthal	Union WDA	28.37054	0.9327
28	Liebenthal	Nipigon WDA	30.95717	1.0178
29	Liebenthal	Union NDA	44.04668	1.4481
30	Liebenthal	Calstock NDA	36.71140	1.2070
31	Liebenthal	Tunis NDA	41.24165	1.3559
32	Liebenthal	GMIT NDA	44.97013	1.4785
33	Liebenthal	Union SSMDA	39.88020	1.3111
34	Liebenthal	Union NCDA	52.96698	1.7414
35	Liebenthal	Union CDA	54.59183	1.7948
36	Liebenthal	Enbridge CDA	55.50312	1.8248
37	Liebenthal	Union EDA	58.54387	1.9247
38	Liebenthal	Enbridge EDA	57.28432	1.8833
39	Liebenthal	KPUC EDA	59.75476	1.9645
40	Liebenthal	GMIT EDA	61.38175	2.0180
41	Liebenthal	Enbridge SWDA	50.32438	1.6545
42	Liebenthal	Union SWDA	50.25837	1.6523
43	Liebenthal	Chippawa	55.88515	1.8373
44	Liebenthal	Cornwall	58.27438	1.9159
45	Liebenthal	East Hereford	64.82430	2.1312
46	Liebenthal	Emerson 1	19.95333	0.6560
47	Liebenthal	Emerson 2	19.95333	0.6560
48	Liebenthal	Iroquois	57.66331	1.8958
49	Liebenthal	Kirkwall	53.79370	1.7686
50	Liebenthal	Napierville	61.09948	2.0088
51	Liebenthal	Niagara Falls	55.84135	1.8359
52	Liebenthal	North Bay Junction	47.06371	1.5473
53	Liebenthal	Philipsburg	61.42068	2.0193
54	Liebenthal	Spruce	19.58620	0.6439
55	Liebenthal	St. Clair	47.20119	1.5518
56	Liebenthal	Welwyn	12.78960	0.4205
57	Liebenthal	Dawn Export	50.32438	1.6545
58	Liebenthal	Union Parkway Belt	54.49633	1.7917
59	Liebenthal	Union CDA (Amended)	54.39656	1.7884
60	Liebenthal	Union ECDA	54.70772	1.7986
61	Liebenthal	Enbridge Parkway CDA	54.49633	1.7917
62	Liebenthal	Enbridge CDA (Amended)	55.59650	1.8278
63	Napierville	Empress	79.79478	2.6234
64	Napierville	TransGas SSSA	69.51182	2.2853

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Napierville	Centram SSSDA	65.29880	2.1468
2	Napierville	Centram MDA	58.96423	1.9386
3	Napierville	Centrat MDA	56.03997	1.8424
4	Napierville	Union WDA	45.05712	1.4813
5	Napierville	Nipigon WDA	40.54785	1.3331
6	Napierville	Union NDA	22.73281	0.7474
7	Napierville	Calstock NDA	32.70856	1.0754
8	Napierville	Tunis NDA	26.53641	0.8724
9	Napierville	GMIT NDA	21.95019	0.7217
10	Napierville	Union SSMDA	38.52758	1.2667
11	Napierville	Union NCDA	20.58995	0.6769
12	Napierville	Union CDA	19.43716	0.6390
13	Napierville	Enbridge CDA	18.08545	0.5946
14	Napierville	Union EDA	11.12064	0.3656
15	Napierville	Enbridge EDA	10.55367	0.3470
16	Napierville	KPUC EDA	11.52335	0.3789
17	Napierville	GMIT EDA	8.23714	0.2708
18	Napierville	Enbridge SWDA	24.10430	0.7925
19	Napierville	Union SWDA	24.19007	0.7953
20	Napierville	Chippawa	21.92890	0.7210
21	Napierville	Cornwall	7.60386	0.2500
22	Napierville	East Hereford	13.18289	0.4334
23	Napierville	Emerson 1	59.40345	1.9530
24	Napierville	Emerson 2	59.40345	1.9530
25	Napierville	Iroquois	8.82722	0.2902
26	Napierville	Kirkwall	19.63274	0.6455
27	Napierville	Napierville	3.96268	0.1303
28	Napierville	Niagara Falls	21.87232	0.7191
29	Napierville	North Bay Junction	18.60405	0.6116
30	Napierville	Philipsburg	6.14021	0.2019
31	Napierville	Spruce	56.03997	1.8424
32	Napierville	St. Clair	24.66913	0.8110
33	Napierville	Welwyn	65.29880	2.1468
34	Napierville	Dawn Export	24.10430	0.7925
35	Napierville	Union Parkway Belt	18.72693	0.6157
36	Napierville	Union CDA (Amended)	20.17325	0.6632
37	Napierville	Union ECDA	18.99947	0.6246
38	Napierville	Enbridge Parkway CDA	18.72693	0.6157
39	Napierville	Enbridge CDA (Amended)	18.02613	0.5926
40	Niagara Falls	Empress	73.01673	2.4006
41	Niagara Falls	TransGas SSSDA	62.73407	2.0625
42	Niagara Falls	Centram SSSDA	58.52136	1.9240
43	Niagara Falls	Centram MDA	52.14785	1.7145
44	Niagara Falls	Centrat MDA	52.12504	1.7137
45	Niagara Falls	Union WDA	42.08085	1.3835
46	Niagara Falls	Nipigon WDA	37.57219	1.2353
47	Niagara Falls	Union NDA	19.73920	0.6490
48	Niagara Falls	Calstock NDA	29.73260	0.9775
49	Niagara Falls	Tunis NDA	23.56045	0.7746
50	Niagara Falls	GMIT NDA	18.97392	0.6238
51	Niagara Falls	Union SSMDA	25.49768	0.8383
52	Niagara Falls	Union NCDA	11.47073	0.3771
53	Niagara Falls	Union CDA	6.45807	0.2123
54	Niagara Falls	Enbridge CDA	8.05403	0.2648
55	Niagara Falls	Union EDA	14.75360	0.4851
56	Niagara Falls	Enbridge EDA	18.01184	0.5922
57	Niagara Falls	KPUC EDA	14.31165	0.4705
58	Niagara Falls	GMIT EDA	22.23732	0.7311
59	Niagara Falls	Enbridge SWDA	11.07440	0.3641
60	Niagara Falls	Union SWDA	11.15957	0.3669
61	Niagara Falls	Chippawa	4.87883	0.1604
62	Niagara Falls	Cornwall	18.23114	0.5994
63	Niagara Falls	East Hereford	26.67390	0.8770
64	Niagara Falls	Emerson 1	48.76157	1.6031



Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Niagara Falls	Emerson 2	48.76157	1.6031
2	Niagara Falls	Iroquois	17.22648	0.5664
3	Niagara Falls	Kirkwall	6.60224	0.2171
4	Niagara Falls	Napierville	21.87232	0.7191
5	Niagara Falls	Niagara Falls	3.96268	0.1303
6	Niagara Falls	North Bay Junction	15.62839	0.5138
7	Niagara Falls	Phillipsburg	22.28629	0.7327
8	Niagara Falls	Spruce	52.12504	1.7137
9	Niagara Falls	St. Clair	11.63924	0.3827
10	Niagara Falls	Welwyn	58.52136	1.9240
11	Niagara Falls	Dawn Export	11.07440	0.3641
12	Niagara Falls	Union Parkway Belt	7.10807	0.2337
13	Niagara Falls	Union CDA (Amended)	5.82510	0.1915
14	Niagara Falls	Union ECDA	6.83493	0.2247
15	Niagara Falls	Enbridge Parkway CDA	7.10807	0.2337
16	Niagara Falls	Enbridge CDA (Amended)	8.14345	0.2677
17	Nipigon WDA	Empress	-	1.0427
18	Nipigon WDA	TransGas SSSA	-	0.7946
19	Nipigon WDA	Centram SSSA	-	0.6929
20	Nipigon WDA	Centram MDA	-	0.5401
21	Nipigon WDA	Centrat MDA	-	0.4695
22	Nipigon WDA	Union WDA	-	0.2085
23	Nipigon WDA	Nipigon WDA	-	0.0956
24	Nipigon WDA	Union NDA	-	0.5260
25	Nipigon WDA	Calstock NDA	-	0.2848
26	Nipigon WDA	Tunis NDA	-	0.4338
27	Nipigon WDA	GMIT NDA	-	0.5563
28	Nipigon WDA	Union SSMDA	-	1.2058
29	Nipigon WDA	Union NCDA	-	0.7668
30	Nipigon WDA	Union CDA	-	0.8962
31	Nipigon WDA	Enbridge CDA	-	0.8742
32	Nipigon WDA	Union EDA	-	0.9523
33	Nipigon WDA	Enbridge EDA	-	0.9092
34	Nipigon WDA	KPUC EDA	-	0.9899
35	Nipigon WDA	GMIT EDA	-	1.0434
36	Nipigon WDA	Enbridge SWDA	-	1.0152
37	Nipigon WDA	Union SWDA	-	1.0174
38	Nipigon WDA	Chippawa	-	0.9597
39	Nipigon WDA	Cornwall	-	0.9413
40	Nipigon WDA	East Hereford	-	1.1566
41	Nipigon WDA	Emerson 1	-	0.5506
42	Nipigon WDA	Emerson 2	-	0.5506
43	Nipigon WDA	Iroquois	-	0.9212
44	Nipigon WDA	Kirkwall	-	0.9011
45	Nipigon WDA	Napierville	-	1.0342
46	Nipigon WDA	Niagara Falls	-	0.9583
47	Nipigon WDA	North Bay Junction	-	0.6252
48	Nipigon WDA	Phillipsburg	-	1.0447
49	Nipigon WDA	Spruce	-	0.4695
50	Nipigon WDA	St. Clair	-	0.9742
51	Nipigon WDA	Welwyn	-	0.6929
52	Nipigon WDA	Dawn Export	-	1.0152
53	Nipigon WDA	Union Parkway Belt	-	0.8780
54	Nipigon WDA	Union CDA (Amended)	-	0.9149
55	Nipigon WDA	Union ECDA	-	0.8850
56	Nipigon WDA	Enbridge Parkway CDA	-	0.8780
57	Nipigon WDA	Enbridge CDA (Amended)	-	0.8739
58	North Bay Junction	Empress	65.15280	2.1420
59	North Bay Junction	TransGas SSSA	54.86954	1.8039
60	North Bay Junction	Centram SSSA	50.65713	1.6654
61	North Bay Junction	Centram MDA	44.32286	1.4572
62	North Bay Junction	Centrat MDA	41.39800	1.3610
63	North Bay Junction	Union WDA	30.41515	1.0000
64	North Bay Junction	Nipigon WDA	25.90588	0.8517

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	North Bay Junction	Union NDA	8.09023	0.2660
2	North Bay Junction	Calstock NDA	18.06659	0.5940
3	North Bay Junction	Tunis NDA	11.89444	0.3911
4	North Bay Junction	GMIT NDA	7.30821	0.2403
5	North Bay Junction	Union SSMDA	32.28334	1.0614
6	North Bay Junction	Union NCDA	8.12095	0.2670
7	North Bay Junction	Union CDA	13.19353	0.4338
8	North Bay Junction	Enbridge CDA	12.33609	0.4056
9	North Bay Junction	Union EDA	15.39479	0.5061
10	North Bay Junction	Enbridge EDA	13.70423	0.4506
11	North Bay Junction	KPUC EDA	16.87121	0.5547
12	North Bay Junction	GMIT EDA	18.96935	0.6237
13	North Bay Junction	Enbridge SWDA	17.86067	0.5872
14	North Bay Junction	Union SWDA	17.94553	0.5900
15	North Bay Junction	Chippawa	15.68527	0.5157
16	North Bay Junction	Cornwall	14.96287	0.4919
17	North Bay Junction	East Hereford	23.40623	0.7695
18	North Bay Junction	Emerson 1	44.76178	1.4716
19	North Bay Junction	Emerson 2	44.76178	1.4716
20	North Bay Junction	Iroquois	14.17478	0.4660
21	North Bay Junction	Kirkwall	13.38881	0.4402
22	North Bay Junction	Napierville	18.60405	0.6116
23	North Bay Junction	Niagara Falls	15.62839	0.5138
24	North Bay Junction	North Bay Junction	3.96268	0.1303
25	North Bay Junction	Philipsburg	19.01802	0.6253
26	North Bay Junction	Spruce	41.39800	1.3610
27	North Bay Junction	St. Clair	18.42520	0.6058
28	North Bay Junction	Welwyn	50.65713	1.6654
29	North Bay Junction	Dawn Export	17.86067	0.5872
30	North Bay Junction	Union Parkway Belt	12.48300	0.4104
31	North Bay Junction	Union CDA (Amended)	13.92901	0.4579
32	North Bay Junction	Union ECDA	12.75584	0.4194
33	North Bay Junction	Enbridge Parkway CDA	12.48300	0.4104
34	North Bay Junction	Enbridge CDA (Amended)	12.32270	0.4051
35	Philipsburg	Empress	80.20814	2.6370
36	Philipsburg	TransGas SSDA	69.92548	2.2989
37	Philipsburg	Centram SSDA	65.71278	2.1604
38	Philipsburg	Centram MDA	59.37790	1.9522
39	Philipsburg	Centrat MDA	56.45394	1.8560
40	Philipsburg	Union WDA	45.47109	1.4949
41	Philipsburg	Nipigon WDA	40.96182	1.3467
42	Philipsburg	Union NDA	23.14648	0.7610
43	Philipsburg	Calstock NDA	33.12253	1.0890
44	Philipsburg	Tunis NDA	26.95008	0.8860
45	Philipsburg	GMIT NDA	22.36416	0.7353
46	Philipsburg	Union SSMDA	38.94124	1.2803
47	Philipsburg	Union NCDA	21.00393	0.6905
48	Philipsburg	Union CDA	19.85113	0.6526
49	Philipsburg	Enbridge CDA	18.49881	0.6082
50	Philipsburg	Union EDA	11.53461	0.3792
51	Philipsburg	Enbridge EDA	10.96764	0.3606
52	Philipsburg	KPUC EDA	11.93733	0.3925
53	Philipsburg	GMIT EDA	8.58906	0.2824
54	Philipsburg	Enbridge SWDA	24.51827	0.8061
55	Philipsburg	Union SWDA	24.60343	0.8089
56	Philipsburg	Chippawa	22.34287	0.7346
57	Philipsburg	Cornwall	8.01783	0.2636
58	Philipsburg	East Hereford	13.59625	0.4470
59	Philipsburg	Emerson 1	59.81711	1.9666
60	Philipsburg	Emerson 2	59.81711	1.9666
61	Philipsburg	Iroquois	9.24119	0.3038
62	Philipsburg	Kirkwall	20.04671	0.6591
63	Philipsburg	Napierville	6.14021	0.2019
64	Philipsburg	Niagara Falls	22.28629	0.7327

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Philipsburg	North Bay Junction	19.01802	0.6253
2	Philipsburg	Philipsburg	3.96268	0.1303
3	Philipsburg	Spruce	56.45394	1.8560
4	Philipsburg	St. Clair	25.08310	0.8247
5	Philipsburg	Welwyn	65.71278	2.1604
6	Philipsburg	Dawn Export	24.51827	0.8061
7	Philipsburg	Union Parkway Belt	19.14090	0.6293
8	Philipsburg	Union CDA (Amended)	20.58722	0.6768
9	Philipsburg	Union ECDA	19.41344	0.6383
10	Philipsburg	Enbridge Parkway CDA	19.14090	0.6293
11	Philipsburg	Enbridge CDA (Amended)	18.43950	0.6062
12	Richmond	Empress	2.94707	0.0969
13	Richmond	TransGas SSSA	10.41801	0.3425
14	Richmond	Centram SSSA	13.50956	0.4442
15	Richmond	Centram MDA	18.20346	0.5985
16	Richmond	Centrat MDA	20.30586	0.6676
17	Richmond	Union WDA	29.09050	0.9564
18	Richmond	Nipigon WDA	31.67713	1.0414
19	Richmond	Union NDA	44.76603	1.4718
20	Richmond	Calstock NDA	37.43136	1.2306
21	Richmond	Tunis NDA	41.96162	1.3796
22	Richmond	GMIT NDA	45.68979	1.5021
23	Richmond	Union SSMDA	40.59986	1.3348
24	Richmond	Union NCDA	53.72739	1.7664
25	Richmond	Union CDA	55.35225	1.8198
26	Richmond	Enbridge CDA	56.26353	1.8498
27	Richmond	Union EDA	59.30550	1.9498
28	Richmond	Enbridge EDA	58.04595	1.9084
29	Richmond	KPUC EDA	60.51548	1.9896
30	Richmond	GMIT EDA	62.14338	2.0431
31	Richmond	Enbridge SWDA	51.08540	1.6795
32	Richmond	Union SWDA	51.01909	1.6773
33	Richmond	Chippawa	56.64618	1.8623
34	Richmond	Cornwall	59.03510	1.9409
35	Richmond	East Hereford	65.58533	2.1562
36	Richmond	Emerson 1	20.67330	0.6797
37	Richmond	Emerson 2	20.67330	0.6797
38	Richmond	Iroquois	58.42433	1.9208
39	Richmond	Kirkwall	54.55442	1.7936
40	Richmond	Napierville	61.86020	2.0338
41	Richmond	Niagara Falls	56.60238	1.8609
42	Richmond	North Bay Junction	47.78367	1.5710
43	Richmond	Philipsburg	62.18140	2.0443
44	Richmond	Spruce	20.30586	0.6676
45	Richmond	St. Clair	47.92115	1.5755
46	Richmond	Welwyn	13.50956	0.4442
47	Richmond	Dawn Export	51.08540	1.6795
48	Richmond	Union Parkway Belt	55.25705	1.8167
49	Richmond	Union CDA (Amended)	55.15789	1.8134
50	Richmond	Union ECDA	55.46844	1.8236
51	Richmond	Enbridge Parkway CDA	55.25705	1.8167
52	Richmond	Enbridge CDA (Amended)	56.35783	1.8529
53	Sainte-Genevieve-de-Berthier	Empress	80.57132	2.6489
54	Sainte-Genevieve-de-Berthier	TransGas SSSA	70.28896	2.3109
55	Sainte-Genevieve-de-Berthier	Centram SSSA	66.07565	2.1724
56	Sainte-Genevieve-de-Berthier	Centram MDA	59.73985	1.9641
57	Sainte-Genevieve-de-Berthier	Centrat MDA	56.81651	1.8679
58	Sainte-Genevieve-de-Berthier	Union WDA	45.83335	1.5069
59	Sainte-Genevieve-de-Berthier	Nipigon WDA	41.32439	1.3586
60	Sainte-Genevieve-de-Berthier	Union NDA	23.50904	0.7729
61	Sainte-Genevieve-de-Berthier	Calstock NDA	33.48480	1.1009
62	Sainte-Genevieve-de-Berthier	Tunis NDA	27.31325	0.8980
63	Sainte-Genevieve-de-Berthier	GMIT NDA	22.72612	0.7472
64	Sainte-Genevieve-de-Berthier	Union SSMDA	39.30442	1.2922

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Sainte-Genevieve-de-Berthier	Union NCDA	21.36680	0.7025
2	Sainte-Genevieve-de-Berthier	Union CDA	20.21400	0.6646
3	Sainte-Genevieve-de-Berthier	Enbridge CDA	18.86198	0.6201
4	Sainte-Genevieve-de-Berthier	Union EDA	11.89809	0.3912
5	Sainte-Genevieve-de-Berthier	Enbridge EDA	11.32960	0.3725
6	Sainte-Genevieve-de-Berthier	KPUC EDA	12.29989	0.4044
7	Sainte-Genevieve-de-Berthier	GMIT EDA	6.96998	0.2292
8	Sainte-Genevieve-de-Berthier	Enbridge SWDA	24.88114	0.8180
9	Sainte-Genevieve-de-Berthier	Union SWDA	24.96600	0.8208
10	Sainte-Genevieve-de-Berthier	Chippawa	22.70543	0.7465
11	Sainte-Genevieve-de-Berthier	Cornwall	8.38070	0.2755
12	Sainte-Genevieve-de-Berthier	East Hereford	10.22882	0.3363
13	Sainte-Genevieve-de-Berthier	Emerson 1	60.18029	1.9785
14	Sainte-Genevieve-de-Berthier	Emerson 2	60.18029	1.9785
15	Sainte-Genevieve-de-Berthier	Iroquois	9.60406	0.3158
16	Sainte-Genevieve-de-Berthier	Kirkwall	20.40898	0.6710
17	Sainte-Genevieve-de-Berthier	Napierville	9.15755	0.3011
18	Sainte-Genevieve-de-Berthier	Niagara Falls	22.64886	0.7446
19	Sainte-Genevieve-de-Berthier	North Bay Junction	19.38089	0.6372
20	Sainte-Genevieve-de-Berthier	Philipsburg	9.57152	0.3147
21	Sainte-Genevieve-de-Berthier	Spruce	56.81651	1.8679
22	Sainte-Genevieve-de-Berthier	St. Clair	25.44567	0.8366
23	Sainte-Genevieve-de-Berthier	Welwyn	66.07565	2.1724
24	Sainte-Genevieve-de-Berthier	Dawn Export	24.88114	0.8180
25	Sainte-Genevieve-de-Berthier	Union Parkway Belt	19.50347	0.6412
26	Sainte-Genevieve-de-Berthier	Union CDA (Amended)	20.94948	0.6888
27	Sainte-Genevieve-de-Berthier	Union ECDA	19.77631	0.6502
28	Sainte-Genevieve-de-Berthier	Enbridge Parkway CDA	19.50347	0.6412
29	Sainte-Genevieve-de-Berthier	Enbridge CDA (Amended)	18.80206	0.6182
30	Shackleton	Empress	4.51992	0.1486
31	Shackleton	TransGas SSDA	8.86859	0.2916
32	Shackleton	Centram SSDA	11.93702	0.3925
33	Shackleton	Centram MDA	16.63214	0.5468
34	Shackleton	Centrat MDA	18.73302	0.6159
35	Shackleton	Union WDA	27.51765	0.9047
36	Shackleton	Nipigon WDA	30.10429	0.9897
37	Shackleton	Union NDA	43.19349	1.4201
38	Shackleton	Calstock NDA	35.85851	1.1789
39	Shackleton	Tunis NDA	40.38877	1.3279
40	Shackleton	GMIT NDA	44.11725	1.4504
41	Shackleton	Union SSMDA	39.02732	1.2831
42	Shackleton	Union NCDA	52.06512	1.7117
43	Shackleton	Union CDA	53.68998	1.7652
44	Shackleton	Enbridge CDA	54.60126	1.7951
45	Shackleton	Union EDA	57.64202	1.8951
46	Shackleton	Enbridge EDA	56.38338	1.8537
47	Shackleton	KPUC EDA	58.85351	1.9349
48	Shackleton	GMIT EDA	60.48080	1.9884
49	Shackleton	Enbridge SWDA	49.42313	1.6249
50	Shackleton	Union SWDA	49.35682	1.6227
51	Shackleton	Chippawa	54.98421	1.8077
52	Shackleton	Cornwall	57.37313	1.8862
53	Shackleton	East Hereford	63.92275	2.1016
54	Shackleton	Emerson 1	19.10045	0.6280
55	Shackleton	Emerson 2	19.10045	0.6280
56	Shackleton	Iroquois	56.76206	1.8662
57	Shackleton	Kirkwall	52.89215	1.7389
58	Shackleton	Napierville	60.19793	1.9791
59	Shackleton	Niagara Falls	54.94041	1.8063
60	Shackleton	North Bay Junction	46.21113	1.5193
61	Shackleton	Philipsburg	60.51913	1.9897
62	Shackleton	Spruce	18.73302	0.6159
63	Shackleton	St. Clair	46.34861	1.5238
64	Shackleton	Welwyn	11.93702	0.3925

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT
				for IT / STFT (\$/GJ)
1	Shackleton	Dawn Export	49.42313	1.6249
2	Shackleton	Union Parkway Belt	53.59478	1.7620
3	Shackleton	Union CDA (Amended)	53.49562	1.7588
4	Shackleton	Union ECDA	53.80617	1.7690
5	Shackleton	Enbridge Parkway CDA	53.59478	1.7620
6	Shackleton	Enbridge CDA (Amended)	54.69555	1.7982
7	Spruce	Empress	-	0.6689
8	Spruce	TransGas SSSDA	-	0.4207
9	Spruce	Centram SSSDA	-	0.3191
10	Spruce	Centram MDA	-	0.1662
11	Spruce	Centrat MDA	-	0.0956
12	Spruce	Union WDA	-	0.3844
13	Spruce	Nipigon WDA	-	0.4695
14	Spruce	Union NDA	-	0.8998
15	Spruce	Calstock NDA	-	0.6586
16	Spruce	Tunis NDA	-	0.8076
17	Spruce	GMIT NDA	-	0.9302
18	Spruce	Union SSMDA	-	0.8319
19	Spruce	Union NCDA	-	1.1619
20	Spruce	Union CDA	-	1.2808
21	Spruce	Enbridge CDA	-	1.2655
22	Spruce	Union EDA	-	1.3474
23	Spruce	Enbridge EDA	-	1.3043
24	Spruce	KPUC EDA	-	1.3851
25	Spruce	GMIT EDA	-	1.4385
26	Spruce	Enbridge SWDA	-	1.1480
27	Spruce	Union SWDA	-	1.1459
28	Spruce	Chippawa	-	1.3309
29	Spruce	Cornwall	-	1.3364
30	Spruce	East Hereford	-	1.5517
31	Spruce	Emerson 1	-	0.1768
32	Spruce	Emerson 2	-	0.1768
33	Spruce	Iroquois	-	1.3163
34	Spruce	Kirkwall	-	1.2621
35	Spruce	Napierville	-	1.4293
36	Spruce	Niagara Falls	-	1.3294
37	Spruce	North Bay Junction	-	0.9990
38	Spruce	Philipsburg	-	1.4398
39	Spruce	Spruce	-	0.0956
40	Spruce	St. Clair	-	1.0726
41	Spruce	Welwyn	-	0.3191
42	Spruce	Dawn Export	-	1.1480
43	Spruce	Union Parkway Belt	-	1.2731
44	Spruce	Union CDA (Amended)	-	1.2819
45	Spruce	Union ECDA	-	1.2801
46	Spruce	Enbridge Parkway CDA	-	1.2731
47	Spruce	Enbridge CDA (Amended)	-	1.2648
48	SS. Marie	Empress	40.45082	1.3299
49	SS. Marie	TransGas SSSDA	32.90293	1.0817
50	SS. Marie	Centram SSSDA	29.81107	0.9801
51	SS. Marie	Centram MDA	25.13329	0.8263
52	SS. Marie	Centrat MDA	25.11626	0.8257
53	SS. Marie	Union WDA	33.86166	1.1133
54	SS. Marie	Nipigon WDA	36.48753	1.1996
55	SS. Marie	Union NDA	26.52546	0.8721
56	SS. Marie	Calstock NDA	33.86075	1.1132
57	SS. Marie	Tunis NDA	29.33049	0.9643
58	SS. Marie	GMIT NDA	25.96397	0.8536
59	SS. Marie	Union SSMDA	3.09642	0.1018
60	SS. Marie	Union NCDA	21.62017	0.7108
61	SS. Marie	Union CDA	18.33152	0.6027
62	SS. Marie	Enbridge CDA	19.45967	0.6398
63	SS. Marie	Union EDA	24.16695	0.7945
64	SS. Marie	Enbridge EDA	26.69488	0.8776

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	SS. Marie	KPUC EDA	23.82416	0.7833
2	SS. Marie	GMIT EDA	29.97198	0.9854
3	SS. Marie	Enbridge SWDA	14.06406	0.4624
4	SS. Marie	Union SWDA	13.99836	0.4602
5	SS. Marie	Chippawa	19.62544	0.6452
6	SS. Marie	Cornwall	26.86430	0.8832
7	SS. Marie	East Hereford	33.41393	1.0985
8	SS. Marie	Emerson 1	22.64734	0.7446
9	SS. Marie	Emerson 2	22.64734	0.7446
10	SS. Marie	Iroquois	26.28426	0.8641
11	SS. Marie	Kirkwall	17.53338	0.5764
12	SS. Marie	Napierville	29.68910	0.9761
13	SS. Marie	Niagara Falls	19.58103	0.6438
14	SS. Marie	North Bay Junction	23.50843	0.7729
15	SS. Marie	Philipsburg	30.01030	0.9866
16	SS. Marie	Spruce	25.11626	0.8257
17	SS. Marie	St. Clair	12.89271	0.4239
18	SS. Marie	Welwyn	29.81107	0.9801
19	SS. Marie	Dawn Export	14.06406	0.4624
20	SS. Marie	Union Parkway Belt	18.23601	0.5995
21	SS. Marie	Union CDA (Amended)	18.13655	0.5963
22	SS. Marie	Union ECDA	18.44740	0.6065
23	SS. Marie	Enbridge Parkway CDA	18.23601	0.5995
24	SS. Marie	Enbridge CDA (Amended)	19.57465	0.6436
25	St. Clair	Empress	65.34017	2.1482
26	St. Clair	TransGas SSSDA	55.05660	1.8101
27	St. Clair	Centram SSSDA	50.84450	1.6716
28	St. Clair	Centram MDA	44.47099	1.4621
29	St. Clair	Centrat MDA	44.44848	1.4613
30	St. Clair	Union WDA	44.45122	1.4614
31	St. Clair	Nipigon WDA	40.36900	1.3272
32	St. Clair	Union NDA	22.53601	0.7409
33	St. Clair	Calstock NDA	32.52971	1.0695
34	St. Clair	Tunis NDA	26.35726	0.8665
35	St. Clair	GMIT NDA	21.77103	0.7158
36	St. Clair	Union SSMDA	17.82082	0.5859
37	St. Clair	Union NCDA	14.26755	0.4691
38	St. Clair	Union CDA	10.02868	0.3297
39	St. Clair	Enbridge CDA	11.48260	0.3775
40	St. Clair	Union EDA	17.55072	0.5770
41	St. Clair	Enbridge EDA	20.80865	0.6841
42	St. Clair	KPUC EDA	17.10846	0.5625
43	St. Clair	GMIT EDA	25.03353	0.8230
44	St. Clair	Enbridge SWDA	4.52722	0.1488
45	St. Clair	Union SWDA	4.44175	0.1460
46	St. Clair	Chippawa	11.69582	0.3845
47	St. Clair	Cornwall	21.02795	0.6913
48	St. Clair	East Hereford	29.47071	0.9689
49	St. Clair	Emerson 1	41.08501	1.3507
50	St. Clair	Emerson 2	41.08501	1.3507
51	St. Clair	Iroquois	20.02329	0.6583
52	St. Clair	Kirkwall	8.99908	0.2959
53	St. Clair	Napierville	24.66913	0.8110
54	St. Clair	Niagara Falls	11.63924	0.3827
55	St. Clair	North Bay Junction	18.42520	0.6058
56	St. Clair	Philipsburg	25.08310	0.8247
57	St. Clair	Spruce	44.44848	1.4613
58	St. Clair	St. Clair	3.96268	0.1303
59	St. Clair	Welwyn	50.84450	1.6716
60	St. Clair	Dawn Export	4.52722	0.1488
61	St. Clair	Union Parkway Belt	9.90488	0.3256
62	St. Clair	Union CDA (Amended)	9.77683	0.3214
63	St. Clair	Union ECDA	10.17803	0.3346
64	St. Clair	Enbridge Parkway CDA	9.90488	0.3256

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	St. Clair	Enbridge CDA (Amended)	11.63042	0.3824
2	Steelman	Empress	9.58794	0.3152
3	Steelman	TransGas SSDA	3.97150	0.1306
4	Steelman	Centram SSDA	6.86869	0.2258
5	Steelman	Centram MDA	11.56381	0.3802
6	Steelman	Centrat MDA	13.66530	0.4493
7	Steelman	Union WDA	22.44963	0.7381
8	Steelman	Nipigon WDA	25.03626	0.8231
9	Steelman	Union NDA	38.12608	1.2535
10	Steelman	Calstock NDA	30.79049	1.0123
11	Steelman	Tunis NDA	35.32075	1.1612
12	Steelman	GMIT NDA	39.04922	1.2838
13	Steelman	Union SSMDA	33.95930	1.1165
14	Steelman	Union NCDA	46.70905	1.5356
15	Steelman	Union CDA	48.33421	1.5891
16	Steelman	Enbridge CDA	49.24489	1.6190
17	Steelman	Union EDA	52.28655	1.7190
18	Steelman	Enbridge EDA	51.02700	1.6776
19	Steelman	KPUC EDA	53.49683	1.7588
20	Steelman	GMIT EDA	55.12443	1.8123
21	Steelman	Enbridge SWDA	44.06675	1.4488
22	Steelman	Union SWDA	44.00045	1.4466
23	Steelman	Chippawa	49.62753	1.6316
24	Steelman	Cornwall	52.01645	1.7101
25	Steelman	East Hereford	58.56668	1.9255
26	Steelman	Emerson 1	14.03243	0.4613
27	Steelman	Emerson 2	14.03243	0.4613
28	Steelman	Iroquois	51.40569	1.6901
29	Steelman	Kirkwall	47.53608	1.5628
30	Steelman	Napierville	54.84186	1.8030
31	Steelman	Niagara Falls	49.58373	1.6302
32	Steelman	North Bay Junction	41.14280	1.3526
33	Steelman	Philipsburg	55.16275	1.8136
34	Steelman	Spruce	13.66530	0.4493
35	Steelman	St. Clair	41.28028	1.3572
36	Steelman	Welwyn	6.86869	0.2258
37	Steelman	Dawn Export	44.06675	1.4488
38	Steelman	Union Parkway Belt	48.23840	1.5859
39	Steelman	Union CDA (Amended)	48.13894	1.5827
40	Steelman	Union ECDA	48.45040	1.5929
41	Steelman	Enbridge Parkway CDA	48.23840	1.5859
42	Steelman	Enbridge CDA (Amended)	49.33918	1.6221
43	Success	Empress	5.26604	0.1731
44	Success	TransGas SSDA	8.14437	0.2678
45	Success	Centram SSDA	11.19090	0.3679
46	Success	Centram MDA	15.88541	0.5223
47	Success	Centrat MDA	17.98720	0.5914
48	Success	Union WDA	26.77184	0.8802
49	Success	Nipigon WDA	29.35847	0.9652
50	Success	Union NDA	42.44798	1.3956
51	Success	Calstock NDA	35.11239	1.1544
52	Success	Tunis NDA	39.64265	1.3033
53	Success	GMIT NDA	43.37113	1.4259
54	Success	Union SSMDA	38.28120	1.2586
55	Success	Union NCDA	51.27672	1.6858
56	Success	Union CDA	52.90188	1.7392
57	Success	Enbridge CDA	53.81256	1.7692
58	Success	Union EDA	56.85362	1.8692
59	Success	Enbridge EDA	55.59498	1.8278
60	Success	KPUC EDA	58.06511	1.9090
61	Success	GMIT EDA	59.69180	1.9625
62	Success	Enbridge SWDA	48.63443	1.5989
63	Success	Union SWDA	48.56842	1.5968
64	Success	Chippawa	54.19550	1.7818

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Success	Cornwall	56.58473	1.8603
2	Success	East Hereford	63.13435	2.0757
3	Success	Emerson 1	18.35433	0.6034
4	Success	Emerson 2	18.35433	0.6034
5	Success	Iroquois	55.97336	1.8402
6	Success	Kirkwall	52.10375	1.7130
7	Success	Napierville	59.40983	1.9532
8	Success	Niagara Falls	54.15170	1.7803
9	Success	North Bay Junction	45.46501	1.4947
10	Success	Philipsburg	59.73073	1.9638
11	Success	Spruce	17.98720	0.5914
12	Success	St. Clair	45.60249	1.4993
13	Success	Welwyn	11.19090	0.3679
14	Success	Dawn Export	48.63443	1.5989
15	Success	Union Parkway Belt	52.80638	1.7361
16	Success	Union CDA (Amended)	52.70691	1.7328
17	Success	Union ECDA	53.01777	1.7431
18	Success	Enbridge Parkway CDA	52.80638	1.7361
19	Success	Enbridge CDA (Amended)	53.90685	1.7723
20	Suffield 2	Empress	2.94403	0.0968
21	Suffield 2	TransGas SSSA	10.42105	0.3426
22	Suffield 2	Centram SSSA	13.51291	0.4443
23	Suffield 2	Centram MDA	18.20711	0.5986
24	Suffield 2	Centrat MDA	20.30921	0.6677
25	Suffield 2	Union WDA	29.09385	0.9565
26	Suffield 2	Nipigon WDA	31.68048	1.0416
27	Suffield 2	Union NDA	44.76999	1.4719
28	Suffield 2	Calstock NDA	37.43440	1.2307
29	Suffield 2	Tunis NDA	41.96466	1.3797
30	Suffield 2	GMIT NDA	45.69313	1.5022
31	Suffield 2	Union SSMDA	40.60321	1.3349
32	Suffield 2	Union NCDA	53.73104	1.7665
33	Suffield 2	Union CDA	55.35590	1.8199
34	Suffield 2	Enbridge CDA	56.26658	1.8499
35	Suffield 2	Union EDA	59.30855	1.9499
36	Suffield 2	Enbridge EDA	58.04960	1.9085
37	Suffield 2	KPUC EDA	60.51913	1.9897
38	Suffield 2	GMIT EDA	62.14673	2.0432
39	Suffield 2	Enbridge SWDA	51.08844	1.6796
40	Suffield 2	Union SWDA	51.02274	1.6775
41	Suffield 2	Chippawa	56.64983	1.8625
42	Suffield 2	Cornwall	59.03875	1.9410
43	Suffield 2	East Hereford	65.58837	2.1563
44	Suffield 2	Emerson 1	20.67634	0.6798
45	Suffield 2	Emerson 2	20.67634	0.6798
46	Suffield 2	Iroquois	58.42738	1.9209
47	Suffield 2	Kirkwall	54.55777	1.7937
48	Suffield 2	Napierville	61.86385	2.0339
49	Suffield 2	Niagara Falls	56.60572	1.8610
50	Suffield 2	North Bay Junction	47.78702	1.5711
51	Suffield 2	Philipsburg	62.18505	2.0444
52	Suffield 2	Spruce	20.30921	0.6677
53	Suffield 2	St. Clair	47.92450	1.5756
54	Suffield 2	Welwyn	13.51291	0.4443
55	Suffield 2	Dawn Export	51.08844	1.6796
56	Suffield 2	Union Parkway Belt	55.26039	1.8168
57	Suffield 2	Union CDA (Amended)	55.16123	1.8135
58	Suffield 2	Union ECDA	55.47179	1.8237
59	Suffield 2	Enbridge Parkway CDA	55.26039	1.8168
60	Suffield 2	Enbridge CDA (Amended)	56.36087	1.8530
61	TransGas SSSA	Empress	-	0.3438
62	TransGas SSSA	TransGas SSSA	-	0.0956
63	TransGas SSSA	Centram SSSA	-	0.1973
64	TransGas SSSA	Centram MDA	-	0.3516



Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	TransGas SSSA	Centrat MDA	-	0.4207
2	TransGas SSSA	Union WDA	-	0.7095
3	TransGas SSSA	Nipigon WDA	-	0.7946
4	TransGas SSSA	Union NDA	-	1.2248
5	TransGas SSSA	Calstock NDA	-	0.9838
6	TransGas SSSA	Tunis NDA	-	1.1327
7	TransGas SSSA	GMIT NDA	-	1.2553
8	TransGas SSSA	Union SSMDA	-	1.0879
9	TransGas SSSA	Union NCDA	-	1.5055
10	TransGas SSSA	Union CDA	-	1.5589
11	TransGas SSSA	Enbridge CDA	-	1.5888
12	TransGas SSSA	Union EDA	-	1.6889
13	TransGas SSSA	Enbridge EDA	-	1.6474
14	TransGas SSSA	KPUC EDA	-	1.7286
15	TransGas SSSA	GMIT EDA	-	1.7821
16	TransGas SSSA	Enbridge SWDA	-	1.4186
17	TransGas SSSA	Union SWDA	-	1.4164
18	TransGas SSSA	Chippawa	-	1.6014
19	TransGas SSSA	Cornwall	-	1.6800
20	TransGas SSSA	East Hereford	-	1.8953
21	TransGas SSSA	Emerson 1	-	0.4328
22	TransGas SSSA	Emerson 2	-	0.4328
23	TransGas SSSA	Iroquois	-	1.6599
24	TransGas SSSA	Kirkwall	-	1.5326
25	TransGas SSSA	Napierville	-	1.7729
26	TransGas SSSA	Niagara Falls	-	1.6000
27	TransGas SSSA	North Bay Junction	-	1.3241
28	TransGas SSSA	Philipsburg	-	1.7834
29	TransGas SSSA	Spruce	-	0.4207
30	TransGas SSSA	St. Clair	-	1.3286
31	TransGas SSSA	Welwyn	-	0.1973
32	TransGas SSSA	Dawn Export	-	1.4186
33	TransGas SSSA	Union Parkway Belt	-	1.5558
34	TransGas SSSA	Union CDA (Amended)	-	1.5525
35	TransGas SSSA	Union ECDA	-	1.5627
36	TransGas SSSA	Enbridge Parkway CDA	-	1.5558
37	TransGas SSSA	Enbridge CDA (Amended)	-	1.5919
38	Tunis NDA	Empress	-	1.3808
39	Tunis NDA	TransGas SSSA	-	1.1327
40	Tunis NDA	Centram SSSA	-	1.0310
41	Tunis NDA	Centram MDA	-	0.8782
42	Tunis NDA	Centrat MDA	-	0.8076
43	Tunis NDA	Union WDA	-	0.5426
44	Tunis NDA	Nipigon WDA	-	0.4338
45	Tunis NDA	Union NDA	-	0.2051
46	Tunis NDA	Calstock NDA	-	0.2446
47	Tunis NDA	Tunis NDA	-	0.0956
48	Tunis NDA	GMIT NDA	-	0.2182
49	Tunis NDA	Union SSMDA	-	0.9705
50	Tunis NDA	Union NCDA	-	0.4094
51	Tunis NDA	Union CDA	-	0.5388
52	Tunis NDA	Enbridge CDA	-	0.5169
53	Tunis NDA	Union EDA	-	0.5949
54	Tunis NDA	Enbridge EDA	-	0.5518
55	Tunis NDA	KPUC EDA	-	0.6326
56	Tunis NDA	GMIT EDA	-	0.6861
57	Tunis NDA	Enbridge SWDA	-	0.6578
58	Tunis NDA	Union SWDA	-	0.6600
59	Tunis NDA	Chippawa	-	0.6023
60	Tunis NDA	Cornwall	-	0.5839
61	Tunis NDA	East Hereford	-	0.7993
62	Tunis NDA	Emerson 1	-	0.8888
63	Tunis NDA	Emerson 2	-	0.8888
64	Tunis NDA	Iroquois	-	0.5638

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Tunis NDA	Kirkwall	-	0.5438
2	Tunis NDA	Napierville	-	0.6768
3	Tunis NDA	Niagara Falls	-	0.6009
4	Tunis NDA	North Bay Junction	-	0.2870
5	Tunis NDA	Phillipsburg	-	0.6874
6	Tunis NDA	Spruce	-	0.8076
7	Tunis NDA	St. Clair	-	0.6361
8	Tunis NDA	Welwyn	-	1.0310
9	Tunis NDA	Dawn Export	-	0.6578
10	Tunis NDA	Union Parkway Belt	-	0.5207
11	Tunis NDA	Union CDA (Amended)	-	0.5576
12	Tunis NDA	Union ECDA	-	0.5276
13	Tunis NDA	Enbridge Parkway CDA	-	0.5207
14	Tunis NDA	Enbridge CDA (Amended)	-	0.5165
15	Union CDA	Empress	-	2.3476
16	Union CDA	TransGas SSSDA	-	2.0095
17	Union CDA	Centram SSSDA	-	1.8710
18	Union CDA	Centram MDA	-	1.6615
19	Union CDA	Centrat MDA	-	1.6510
20	Union CDA	Union WDA	-	1.3034
21	Union CDA	Nipigon WDA	-	1.1552
22	Union CDA	Union NDA	-	0.5689
23	Union CDA	Calstock NDA	-	0.8975
24	Union CDA	Tunis NDA	-	0.6945
25	Union CDA	GMIT NDA	-	0.5438
26	Union CDA	Union SSMDA	-	0.7853
27	Union CDA	Union NCDA	-	0.2971
28	Union CDA	Union CDA	-	0.1303
29	Union CDA	Enbridge CDA	-	0.2057
30	Union CDA	Union EDA	-	0.4050
31	Union CDA	Enbridge EDA	-	0.5121
32	Union CDA	KPUC EDA	-	0.3905
33	Union CDA	GMIT EDA	-	0.6510
34	Union CDA	Enbridge SWDA	-	0.3111
35	Union CDA	Union SWDA	-	0.3139
36	Union CDA	Chippawa	-	0.2142
37	Union CDA	Cornwall	-	0.5193
38	Union CDA	East Hereford	-	0.7969
39	Union CDA	Emerson 1	-	1.5502
40	Union CDA	Emerson 2	-	1.5502
41	Union CDA	Iroquois	-	0.4863
42	Union CDA	Kirkwall	-	0.1641
43	Union CDA	Napierville	-	0.6390
44	Union CDA	Niagara Falls	-	0.2123
45	Union CDA	North Bay Junction	-	0.4338
46	Union CDA	Phillipsburg	-	0.6526
47	Union CDA	Spruce	-	1.6510
48	Union CDA	St. Clair	-	0.3297
49	Union CDA	Welwyn	-	1.8710
50	Union CDA	Dawn Export	-	0.3111
51	Union CDA	Union Parkway Belt	-	0.1536
52	Union CDA	Union CDA (Amended)	-	0.1582
53	Union CDA	Union ECDA	-	0.1459
54	Union CDA	Enbridge Parkway CDA	-	0.1536
55	Union CDA	Enbridge CDA (Amended)	-	0.2105
56	Union CDA (Amended)	Empress	-	2.3393
57	Union CDA (Amended)	TransGas SSSDA	-	2.0013
58	Union CDA (Amended)	Centram SSSDA	-	1.8628
59	Union CDA (Amended)	Centram MDA	-	1.6532
60	Union CDA (Amended)	Centrat MDA	-	1.6525
61	Union CDA (Amended)	Union WDA	-	1.3276
62	Union CDA (Amended)	Nipigon WDA	-	1.1794
63	Union CDA (Amended)	Union NDA	-	0.5932
64	Union CDA (Amended)	Calstock NDA	-	0.9217

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union CDA (Amended)	Tunis NDA	-	0.7187
2	Union CDA (Amended)	GMIT NDA	-	0.5679
3	Union CDA (Amended)	Union SSMDA	-	0.7771
4	Union CDA (Amended)	Union NCDA	-	0.3213
5	Union CDA (Amended)	Union CDA	-	0.1582
6	Union CDA (Amended)	Enbridge CDA	-	0.2226
7	Union CDA (Amended)	Union EDA	-	0.4292
8	Union CDA (Amended)	Enbridge EDA	-	0.5363
9	Union CDA (Amended)	KPUC EDA	-	0.4147
10	Union CDA (Amended)	GMIT EDA	-	0.6752
11	Union CDA (Amended)	Enbridge SWDA	-	0.3029
12	Union CDA (Amended)	Union SWDA	-	0.3057
13	Union CDA (Amended)	Chippawa	-	0.1934
14	Union CDA (Amended)	Cornwall	-	0.5435
15	Union CDA (Amended)	East Hereford	-	0.8211
16	Union CDA (Amended)	Emerson 1	-	1.5419
17	Union CDA (Amended)	Emerson 2	-	1.5419
18	Union CDA (Amended)	Iroquois	-	0.5105
19	Union CDA (Amended)	Kirkwall	-	0.1559
20	Union CDA (Amended)	Napierville	-	0.6632
21	Union CDA (Amended)	Niagara Falls	-	0.1915
22	Union CDA (Amended)	North Bay Junction	-	0.4579
23	Union CDA (Amended)	Philipsburg	-	0.6768
24	Union CDA (Amended)	Spruce	-	1.6525
25	Union CDA (Amended)	St. Clair	-	0.3214
26	Union CDA (Amended)	Welwyn	-	1.8628
27	Union CDA (Amended)	Dawn Export	-	0.3029
28	Union CDA (Amended)	Union Parkway Belt	-	0.1778
29	Union CDA (Amended)	Union CDA (Amended)	-	0.1303
30	Union CDA (Amended)	Union ECDA	-	0.1719
31	Union CDA (Amended)	Enbridge Parkway CDA	-	0.1778
32	Union CDA (Amended)	Enbridge CDA (Amended)	-	0.2268
33	Union ECDA	Empress	-	2.3525
34	Union ECDA	TransGas SSSA	-	2.0144
35	Union ECDA	Centram SSSA	-	1.8759
36	Union ECDA	Centram MDA	-	1.6664
37	Union ECDA	Centrat MDA	-	1.6501
38	Union ECDA	Union WDA	-	1.2891
39	Union ECDA	Nipigon WDA	-	1.1408
40	Union ECDA	Union NDA	-	0.5545
41	Union ECDA	Calstock NDA	-	0.8831
42	Union ECDA	Tunis NDA	-	0.6802
43	Union ECDA	GMIT NDA	-	0.5294
44	Union ECDA	Union SSMDA	-	0.7902
45	Union ECDA	Union NCDA	-	0.2827
46	Union ECDA	Union CDA	-	0.1459
47	Union ECDA	Enbridge CDA	-	0.1957
48	Union ECDA	Union EDA	-	0.3907
49	Union ECDA	Enbridge EDA	-	0.4977
50	Union ECDA	KPUC EDA	-	0.3761
51	Union ECDA	GMIT EDA	-	0.6366
52	Union ECDA	Enbridge SWDA	-	0.3161
53	Union ECDA	Union SWDA	-	0.3188
54	Union ECDA	Chippawa	-	0.2266
55	Union ECDA	Cornwall	-	0.5049
56	Union ECDA	East Hereford	-	0.7825
57	Union ECDA	Emerson 1	-	1.5551
58	Union ECDA	Emerson 2	-	1.5551
59	Union ECDA	Iroquois	-	0.4719
60	Union ECDA	Kirkwall	-	0.1690
61	Union ECDA	Napierville	-	0.6246
62	Union ECDA	Niagara Falls	-	0.2247
63	Union ECDA	North Bay Junction	-	0.4194
64	Union ECDA	Philipsburg	-	0.6383

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union ECDA	Spruce	-	1.6501
2	Union ECDA	St. Clair	-	0.3346
3	Union ECDA	Welwyn	-	1.8759
4	Union ECDA	Dawn Export	-	0.3161
5	Union ECDA	Union Parkway Belt	-	0.1393
6	Union ECDA	Union CDA (Amended)	-	0.1719
7	Union ECDA	Union ECDA	-	0.1303
8	Union ECDA	Enbridge Parkway CDA	-	0.1393
9	Union ECDA	Enbridge CDA (Amended)	-	0.2009
10	Union Dawn	Empress	65.90470	2.1667
11	Union Dawn	TransGas SSSDA	55.62205	1.8287
12	Union Dawn	Centram SSSDA	51.40903	1.6902
13	Union Dawn	Centram MDA	45.03613	1.4806
14	Union Dawn	Centrat MDA	45.01332	1.4799
15	Union Dawn	Union WDA	43.98311	1.4460
16	Union Dawn	Nipigon WDA	39.80386	1.3086
17	Union Dawn	Union NDA	21.97209	0.7224
18	Union Dawn	Calstock NDA	31.96457	1.0509
19	Union Dawn	Tunis NDA	25.79242	0.8480
20	Union Dawn	GMIT NDA	21.20620	0.6972
21	Union Dawn	Union SSMDA	18.38596	0.6045
22	Union Dawn	Union NCDA	13.70301	0.4505
23	Union Dawn	Union CDA	9.46323	0.3111
24	Union Dawn	Enbridge CDA	10.91806	0.3590
25	Union Dawn	Union EDA	16.98558	0.5584
26	Union Dawn	Enbridge EDA	20.24351	0.6655
27	Union Dawn	KPUC EDA	16.54332	0.5439
28	Union Dawn	GMIT EDA	24.46899	0.8045
29	Union Dawn	Enbridge SWDA	3.96268	0.1303
30	Union Dawn	Union SWDA	4.04755	0.1331
31	Union Dawn	Chippawa	11.13098	0.3660
32	Union Dawn	Cornwall	20.46281	0.6728
33	Union Dawn	East Hereford	28.90587	0.9503
34	Union Dawn	Emerson 1	41.64985	1.3693
35	Union Dawn	Emerson 2	41.64985	1.3693
36	Union Dawn	Iroquois	19.45876	0.6397
37	Union Dawn	Kirkwall	8.43454	0.2773
38	Union Dawn	Napierville	24.10430	0.7925
39	Union Dawn	Niagara Falls	11.07440	0.3641
40	Union Dawn	North Bay Junction	17.86067	0.5872
41	Union Dawn	Philipsburg	24.51827	0.8061
42	Union Dawn	Spruce	45.01332	1.4799
43	Union Dawn	St. Clair	4.52722	0.1488
44	Union Dawn	Welwyn	51.40903	1.6902
45	Union Dawn	Dawn Export	3.96268	0.1303
46	Union Dawn	Union Parkway Belt	9.34035	0.3071
47	Union Dawn	Union CDA (Amended)	9.21230	0.3029
48	Union Dawn	Union ECDA	9.61319	0.3161
49	Union Dawn	Enbridge Parkway CDA	9.34035	0.3071
50	Union Dawn	Enbridge CDA (Amended)	11.06558	0.3638
51	Union EDA	Empress	-	2.5151
52	Union EDA	TransGas SSSDA	-	2.1770
53	Union EDA	Centram SSSDA	-	2.0385
54	Union EDA	Centram MDA	-	1.8291
55	Union EDA	Centrat MDA	-	1.7369
56	Union EDA	Union WDA	-	1.3757
57	Union EDA	Nipigon WDA	-	1.2276
58	Union EDA	Union NDA	-	0.6413
59	Union EDA	Calstock NDA	-	0.9698
60	Union EDA	Tunis NDA	-	0.7669
61	Union EDA	GMIT NDA	-	0.6161
62	Union EDA	Union SSMDA	-	1.0326
63	Union EDA	Union NCDA	-	0.4492
64	Union EDA	Union CDA	-	0.4050

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union EDA	Enbridge CDA	-	0.3605
2	Union EDA	Union EDA	-	0.1303
3	Union EDA	Enbridge EDA	-	0.2679
4	Union EDA	KPUC EDA	-	0.1933
5	Union EDA	GMIT EDA	-	0.3772
6	Union EDA	Enbridge SWDA	-	0.5584
7	Union EDA	Union SWDA	-	0.5613
8	Union EDA	Chippawa	-	0.4869
9	Union EDA	Cornwall	-	0.2459
10	Union EDA	East Hereford	-	0.5235
11	Union EDA	Emerson 1	-	1.7746
12	Union EDA	Emerson 2	-	1.7746
13	Union EDA	Iroquois	-	0.2179
14	Union EDA	Kirkwall	-	0.4114
15	Union EDA	Napierville	-	0.3656
16	Union EDA	Niagara Falls	-	0.4851
17	Union EDA	North Bay Junction	-	0.5061
18	Union EDA	Philipsburg	-	0.3792
19	Union EDA	Spruce	-	1.7369
20	Union EDA	St. Clair	-	0.5770
21	Union EDA	Welwyn	-	2.0385
22	Union EDA	Dawn Export	-	0.5584
23	Union EDA	Union Parkway Belt	-	0.3817
24	Union EDA	Union CDA (Amended)	-	0.4292
25	Union EDA	Union ECDA	-	0.3907
26	Union EDA	Enbridge Parkway CDA	-	0.3817
27	Union EDA	Enbridge CDA (Amended)	-	0.3584
28	Union NCDA	Empress	-	2.2787
29	Union NCDA	TransGas SSSDA	-	1.9407
30	Union NCDA	Centram SSSDA	-	1.8022
31	Union NCDA	Centram MDA	-	1.5938
32	Union NCDA	Centrat MDA	-	1.4977
33	Union NCDA	Union WDA	-	1.1367
34	Union NCDA	Nipigon WDA	-	0.9884
35	Union NCDA	Union NDA	-	0.4020
36	Union NCDA	Calstock NDA	-	0.7307
37	Union NCDA	Tunis NDA	-	0.5278
38	Union NCDA	GMIT NDA	-	0.3769
39	Union NCDA	Union SSMDA	-	0.9247
40	Union NCDA	Union NCDA	-	0.1303
41	Union NCDA	Union CDA	-	0.2971
42	Union NCDA	Enbridge CDA	-	0.2688
43	Union NCDA	Union EDA	-	0.4492
44	Union NCDA	Enbridge EDA	-	0.5238
45	Union NCDA	KPUC EDA	-	0.4380
46	Union NCDA	GMIT EDA	-	0.6888
47	Union NCDA	Enbridge SWDA	-	0.4505
48	Union NCDA	Union SWDA	-	0.4533
49	Union NCDA	Chippawa	-	0.3790
50	Union NCDA	Cornwall	-	0.5572
51	Union NCDA	East Hereford	-	0.8348
52	Union NCDA	Emerson 1	-	1.6082
53	Union NCDA	Emerson 2	-	1.6082
54	Union NCDA	Iroquois	-	0.5260
55	Union NCDA	Kirkwall	-	0.3035
56	Union NCDA	Napierville	-	0.6769
57	Union NCDA	Niagara Falls	-	0.3771
58	Union NCDA	North Bay Junction	-	0.2670
59	Union NCDA	Philipsburg	-	0.6905
60	Union NCDA	Spruce	-	1.4977
61	Union NCDA	St. Clair	-	0.4691
62	Union NCDA	Welwyn	-	1.8022
63	Union NCDA	Dawn Export	-	0.4505
64	Union NCDA	Union Parkway Belt	-	0.2737

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union NCDA	Union CDA (Amended)	-	0.3213
2	Union NCDA	Union ECDA	-	0.2827
3	Union NCDA	Enbridge Parkway CDA	-	0.2737
4	Union NCDA	Enbridge CDA (Amended)	-	0.2683
5	Union NDA	Empress	-	1.4730
6	Union NDA	TransGas SSSDA	-	1.2248
7	Union NDA	Centram SSSDA	-	1.1232
8	Union NDA	Centram MDA	-	0.9702
9	Union NDA	Centrat MDA	-	0.8998
10	Union NDA	Union WDA	-	0.6346
11	Union NDA	Nipigon WDA	-	0.5260
12	Union NDA	Union NDA	-	0.0956
13	Union NDA	Calstock NDA	-	0.3368
14	Union NDA	Tunis NDA	-	0.2051
15	Union NDA	GMIT NDA	-	0.1905
16	Union NDA	Union SSMDA	-	0.8783
17	Union NDA	Union NCDA	-	0.3118
18	Union NDA	Union CDA	-	0.4413
19	Union NDA	Enbridge CDA	-	0.4193
20	Union NDA	Union EDA	-	0.4975
21	Union NDA	Enbridge EDA	-	0.4547
22	Union NDA	KPUC EDA	-	0.5356
23	Union NDA	GMIT EDA	-	0.5888
24	Union NDA	Enbridge SWDA	-	0.5604
25	Union NDA	Union SWDA	-	0.5626
26	Union NDA	Chippawa	-	0.5049
27	Union NDA	Cornwall	-	0.4869
28	Union NDA	East Hereford	-	0.7022
29	Union NDA	Emerson 1	-	0.9810
30	Union NDA	Emerson 2	-	0.9810
31	Union NDA	Iroquois	-	0.4668
32	Union NDA	Kirkwall	-	0.4463
33	Union NDA	Napierville	-	0.5798
34	Union NDA	Niagara Falls	-	0.5034
35	Union NDA	North Bay Junction	-	0.1952
36	Union NDA	Phillipsburg	-	0.5903
37	Union NDA	Spruce	-	0.8998
38	Union NDA	St. Clair	-	0.5438
39	Union NDA	Welwyn	-	1.1232
40	Union NDA	Dawn Export	-	0.5604
41	Union NDA	Union Parkway Belt	-	0.4232
42	Union NDA	Union CDA (Amended)	-	0.4602
43	Union NDA	Union ECDA	-	0.4302
44	Union NDA	Enbridge Parkway CDA	-	0.4232
45	Union NDA	Enbridge CDA (Amended)	-	0.4190
46	Union Parkway Belt	Empress	71.28237	2.3435
47	Union Parkway Belt	TransGas SSSDA	60.99971	2.0055
48	Union Parkway Belt	Centram SSSDA	56.78670	1.8670
49	Union Parkway Belt	Centram MDA	50.41380	1.6574
50	Union Parkway Belt	Centrat MDA	49.91831	1.6412
51	Union Parkway Belt	Union WDA	38.93577	1.2801
52	Union Parkway Belt	Nipigon WDA	34.42680	1.1318
53	Union Parkway Belt	Union NDA	16.59381	0.5456
54	Union Parkway Belt	Calstock NDA	26.58690	0.8741
55	Union Parkway Belt	Tunis NDA	20.41506	0.6712
56	Union Parkway Belt	GMIT NDA	15.82823	0.5204
57	Union Parkway Belt	Union SSMDA	23.76363	0.7813
58	Union Parkway Belt	Union NCDA	8.32535	0.2737
59	Union Parkway Belt	Union CDA	4.67322	0.1536
60	Union Parkway Belt	Enbridge CDA	5.76943	0.1897
61	Union Parkway Belt	Union EDA	11.60883	0.3817
62	Union Parkway Belt	Enbridge EDA	14.86645	0.4888
63	Union Parkway Belt	KPUC EDA	11.16596	0.3671
64	Union Parkway Belt	GMIT EDA	19.09133	0.6277

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union Parkway Belt	Enbridge SWDA	9.34035	0.3071
2	Union Parkway Belt	Union SWDA	9.42552	0.3099
3	Union Parkway Belt	Chippawa	7.16465	0.2356
4	Union Parkway Belt	Cornwall	15.08515	0.4960
5	Union Parkway Belt	East Hereford	23.52820	0.7735
6	Union Parkway Belt	Emerson 1	47.02751	1.5461
7	Union Parkway Belt	Emerson 2	47.02751	1.5461
8	Union Parkway Belt	Iroquois	14.08109	0.4629
9	Union Parkway Belt	Kirkwall	4.86819	0.1601
10	Union Parkway Belt	Napierville	18.72693	0.6157
11	Union Parkway Belt	Niagara Falls	7.10807	0.2337
12	Union Parkway Belt	North Bay Junction	12.48300	0.4104
13	Union Parkway Belt	Philipsburg	19.14090	0.6293
14	Union Parkway Belt	Spruce	49.91831	1.6412
15	Union Parkway Belt	St. Clair	9.90488	0.3256
16	Union Parkway Belt	Welwyn	56.78670	1.8670
17	Union Parkway Belt	Dawn Export	9.34035	0.3071
18	Union Parkway Belt	Union Parkway Belt	3.96268	0.1303
19	Union Parkway Belt	Union CDA (Amended)	5.40869	0.1778
20	Union Parkway Belt	Union ECDA	4.23552	0.1393
21	Union Parkway Belt	Enbridge Parkway CDA	3.96268	0.1303
22	Union Parkway Belt	Enbridge CDA (Amended)	5.93916	0.1953
23	Union SSMDA	Empress	-	1.3361
24	Union SSMDA	TransGas SSDA	-	1.0879
25	Union SSMDA	Centram SSDA	-	0.9863
26	Union SSMDA	Centram MDA	-	0.8325
27	Union SSMDA	Centrat MDA	-	0.8319
28	Union SSMDA	Union WDA	-	1.1194
29	Union SSMDA	Nipigon WDA	-	1.2058
30	Union SSMDA	Union NDA	-	0.8783
31	Union SSMDA	Calstock NDA	-	1.1194
32	Union SSMDA	Tunis NDA	-	0.9705
33	Union SSMDA	GMIT NDA	-	0.8598
34	Union SSMDA	Union SSMDA	-	0.0956
35	Union SSMDA	Union NCDA	-	0.7173
36	Union SSMDA	Union CDA	-	0.6092
37	Union SSMDA	Enbridge CDA	-	0.6463
38	Union SSMDA	Union EDA	-	0.8011
39	Union SSMDA	Enbridge EDA	-	0.8842
40	Union SSMDA	KPUC EDA	-	0.7898
41	Union SSMDA	GMIT EDA	-	0.9919
42	Union SSMDA	Enbridge SWDA	-	0.4689
43	Union SSMDA	Union SWDA	-	0.4667
44	Union SSMDA	Chippawa	-	0.6517
45	Union SSMDA	Cornwall	-	0.8898
46	Union SSMDA	East Hereford	-	1.1051
47	Union SSMDA	Emerson 1	-	0.7508
48	Union SSMDA	Emerson 2	-	0.7508
49	Union SSMDA	Iroquois	-	0.8641
50	Union SSMDA	Kirkwall	-	0.5830
51	Union SSMDA	Napierville	-	0.9826
52	Union SSMDA	Niagara Falls	-	0.6503
53	Union SSMDA	North Bay Junction	-	0.7791
54	Union SSMDA	Philipsburg	-	0.9932
55	Union SSMDA	Spruce	-	0.8319
56	Union SSMDA	St. Clair	-	0.4300
57	Union SSMDA	Welwyn	-	0.9863
58	Union SSMDA	Dawn Export	-	0.4689
59	Union SSMDA	Union Parkway Belt	-	0.6061
60	Union SSMDA	Union CDA (Amended)	-	0.6028
61	Union SSMDA	Union ECDA	-	0.6130
62	Union SSMDA	Enbridge Parkway CDA	-	0.6061
63	Union SSMDA	Enbridge CDA (Amended)	-	0.6500
64	Union WDA	Empress	-	0.9577

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union WDA	TransGas SSSA	-	0.7095
2	Union WDA	Centram SSSA	-	0.6079
3	Union WDA	Centram MDA	-	0.4549
4	Union WDA	Centrat MDA	-	0.3844
5	Union WDA	Union WDA	-	0.0956
6	Union WDA	Nipigon WDA	-	0.2085
7	Union WDA	Union NDA	-	0.6346
8	Union WDA	Calstock NDA	-	0.3936
9	Union WDA	Tunis NDA	-	0.5426
10	Union WDA	GMIT NDA	-	0.6651
11	Union WDA	Union SSMDA	-	1.1194
12	Union WDA	Union NCDA	-	0.8818
13	Union WDA	Union CDA	-	1.0111
14	Union WDA	Enbridge CDA	-	0.9892
15	Union WDA	Union EDA	-	1.0672
16	Union WDA	Enbridge EDA	-	1.0242
17	Union WDA	KPUC EDA	-	1.1049
18	Union WDA	GMIT EDA	-	1.1584
19	Union WDA	Enbridge SWDA	-	1.1218
20	Union WDA	Union SWDA	-	1.1236
21	Union WDA	Chippawa	-	1.0747
22	Union WDA	Cornwall	-	1.0563
23	Union WDA	East Hereford	-	1.2716
24	Union WDA	Emerson 1	-	0.4656
25	Union WDA	Emerson 2	-	0.4656
26	Union WDA	Iroquois	-	1.0362
27	Union WDA	Kirkwall	-	1.0161
28	Union WDA	Napierville	-	1.1492
29	Union WDA	Niagara Falls	-	1.0732
30	Union WDA	North Bay Junction	-	0.7340
31	Union WDA	Philipsburg	-	1.1597
32	Union WDA	Spruce	-	0.3844
33	Union WDA	St. Clair	-	1.0727
34	Union WDA	Welwyn	-	0.6079
35	Union WDA	Dawn Export	-	1.1218
36	Union WDA	Union Parkway Belt	-	0.9930
37	Union WDA	Union CDA (Amended)	-	1.0299
38	Union WDA	Union ECDA	-	1.0000
39	Union WDA	Enbridge Parkway CDA	-	0.9930
40	Union WDA	Enbridge CDA (Amended)	-	0.9889
41	Welwyn	Empress	13.54819	0.4454
42	Welwyn	TransGas SSSA	6.00090	0.1973
43	Welwyn	Centram SSSA	2.90844	0.0956
44	Welwyn	Centram MDA	7.60295	0.2500
45	Welwyn	Centrat MDA	9.70474	0.3191
46	Welwyn	Union WDA	18.48877	0.6079
47	Welwyn	Nipigon WDA	21.07571	0.6929
48	Welwyn	Union NDA	34.16491	1.1232
49	Welwyn	Calstock NDA	26.82993	0.8821
50	Welwyn	Tunis NDA	31.36019	1.0310
51	Welwyn	GMIT NDA	35.08897	1.1536
52	Welwyn	Union SSMDA	29.99874	0.9863
53	Welwyn	Union NCDA	42.52341	1.3980
54	Welwyn	Union CDA	44.14827	1.4515
55	Welwyn	Enbridge CDA	45.05895	1.4814
56	Welwyn	Union EDA	48.10092	1.5814
57	Welwyn	Enbridge EDA	46.84136	1.5400
58	Welwyn	KPUC EDA	49.31150	1.6212
59	Welwyn	GMIT EDA	50.93910	1.6747
60	Welwyn	Enbridge SWDA	39.88081	1.3112
61	Welwyn	Union SWDA	39.81481	1.3090
62	Welwyn	Chippawa	45.44220	1.4940
63	Welwyn	Cornwall	47.83112	1.5725
64	Welwyn	East Hereford	54.38105	1.7879



Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Welwyn	Emerson 1	10.07187	0.3311
2	Welwyn	Emerson 2	10.07187	0.3311
3	Welwyn	Iroquois	47.21975	1.5524
4	Welwyn	Kirkwall	43.35014	1.4252
5	Welwyn	Napierville	50.65592	1.6654
6	Welwyn	Niagara Falls	45.39840	1.4926
7	Welwyn	North Bay Junction	37.18255	1.2224
8	Welwyn	Philipsburg	50.97712	1.6760
9	Welwyn	Spruce	9.70474	0.3191
10	Welwyn	St. Clair	37.32003	1.2270
11	Welwyn	Welwyn	2.90844	0.0956
12	Welwyn	Dawn Export	39.88081	1.3112
13	Welwyn	Union Parkway Belt	44.05276	1.4483
14	Welwyn	Union CDA (Amended)	43.95360	1.4451
15	Welwyn	Union ECDA	44.26446	1.4553
16	Welwyn	Enbridge Parkway CDA	44.05276	1.4483
17	Welwyn	Enbridge CDA (Amended)	45.15324	1.4845

Notes: (i) Any transportation with a Union Dawn receipt point is subject to a Union Dawn Receipt Point Surcharge. Transport under FT, FT-NR, FT-SN and EMB service is subject to the monthly surcharge toll, and other transportation services are subject to the daily equivalent toll. Refer to page 1 for the Union Dawn Receipt Point Surcharge tolls.

(ii) Transportation with receipt points from delivery areas or Spruce is for STFT and IT service only.

(iii) The following delivery points are subject to an additional charge for delivery pressure: Emerson 1 & 2, Union SWDA, Enbridge SWDA, Dawn Export, Niagara Falls, Iroquois, Chippawa, and East Hereford. Refer to page 1 for the delivery pressure toll.

(iv) Effective November 1, 2015, the Enbridge CDA is modified such that the Enbridge Parkway meter is removed from the Enbridge CDA and put within a new delivery area called the Enbridge Parkway CDA. The remaining Enbridge CDA meters continue to reside within the Enbridge CDA. Effective November 1, 2016, the Union CDA is modified such that the Union Parkway Belt, Bronte and Burlington meters are removed from the Union CDA. The Bronte and Burlington meters are put within a new delivery area called the Union ECDA, and the Parkway-Union meter will become a new standalone delivery location called Union Parkway Belt. The remaining Union CDA meters, Nanticoke and Hamilton Gate, continue to reside in the Union CDA.

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 8**  
**Appendix E**

Summer Storage Service  
*(appended to the Original Settlement Agreement)*

## **APPENDIX E**

to a Mainline Settlement Agreement  
made effective as of the 31<sup>st</sup> day of October, 2013 among  
TransCanada PipeLines Limited, Enbridge Gas Distribution Inc.,  
Union Gas Limited and Gaz Metro Limited Partnership

### **SUMMER STORAGE SERVICE**

(See Attached)

## **Summer Storage Service (SSS) - Term Sheet**

### **Service Overview**

A new discretionary service (the “Summer Storage Service” or (SSS)) is designed to allow for the flow of gas from Empress to eastern storage locations in the summer period. This service will be available from the later of April 1, 2015, or six months after NEB approval of this Agreement, until October 31, 2020. Many of the characteristics of this service are similar to IT service, however the maximum bid floor for the service can be set no greater than 100% of the daily equivalent FT toll for the path.

### **Service Attributes, Terms and Conditions**

The attributes, terms and conditions for this new service are outlined below:

#### **Priority of Service**

- Same priority level as IT service

#### **Service Access / Nominations / Allocations**

- Shippers will nominate for service for the day (similar to IT service)
- No contractual Maximum Daily Quantity (MDQ)
- Capacity will be allocated based on price (i.e. from highest to lowest toll - similar to IT service)

#### **Eligible Receipt Point**

- Empress

#### **Eligible Delivery Points**

- Union SWDA or Enbridge SWDA

#### **Term**

- Service is nominated for the day
- Service can only be used during the 7 month summer period (April 1<sup>st</sup> to October 31<sup>st</sup> inclusive)

#### **Toll**

- Biddable
- TransCanada will have the discretion to set the bid floors for SSS, however the maximum bid floor that can be set by TransCanada can be no greater than 100% of the daily equivalent FT toll for the applicable path

#### **Renewal Rights**

- Blanket contract (similar to IT service)

#### **Daily Nomination Windows**

- 4 (NAESB)

**Fuel**

- In-kind; applicable monthly fuel ratio

**Pressure Charges**

- Yes, if applicable at the delivery location

**Union Dawn Receipt Point Surcharge**

- Not applicable

**Assignments**

- No

**Alternate Receipt Points (ARPs) & Diversions**

- No

**Temporary Receipt and Delivery Points (Shifts)**

- No

**Facility Build**

- TransCanada will not build facilities for this service

**Credit**

- Same as IT service

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 9**  
**Appendix F**

Enhanced Market Balancing Service  
*(appended to the Original Settlement Agreement)*

**APPENDIX F**

to a Mainline Settlement Agreement  
made effective as of the 31<sup>st</sup> day of October, 2013 among  
TransCanada PipeLines Limited, Enbridge Gas Distribution Inc.,  
Union Gas Limited and Gaz Metro Limited Partnership

**ENHANCED MARKET BALANCING SERVICE**

(See Attached)

## **Enhanced Market Balancing (EMB) Service - Term Sheet**

### **Service Overview**

A new annual service (the “Enhanced Market Balancing” service or (EMB)) is designed to allow shippers to effectively balance their market requirements through the use of 8 nomination windows on the day. This service will be available the later of January 1, 2015, or six months after NEB approval of this Agreement. The toll for the service will be equal to 110% of the FT toll for the applicable path.

### **Service Attributes, Terms and Conditions**

The attributes, terms and conditions for this new service are outlined below:

#### **Priority of Service**

- Firm priority in the winter period (November 1<sup>st</sup> to March 31<sup>st</sup> inclusive)
- The priority in the summer period (April 1<sup>st</sup> to October 31<sup>st</sup> inclusive) will be below firm but above non-firm diversions (i.e. equal in priority to STS in the non-firm season)

#### **Service Access / Open Seasons**

- Existing capacity, daily existing capacity and new capacity open seasons
- Capacity is allocated in the open season based on term x toll
- For open season capacity allocation purposes only, the EMB service toll will be made equal to the applicable FT toll (similar to how the FT-SN toll is normalized to the FT toll for capacity allocation)
- Shippers can also access EMB service via a conversion election as discussed below

#### **Eligible Receipt Points**

- Any valid FT receipt points

#### **Eligible Delivery Points**

- Available to all domestic DDAs for which FT deliveries are permitted

#### **Term**

- As per FT service

#### **Toll**

- Monthly demand toll equal to 110% of the FT toll for the applicable path
- Non-biddable

#### **Renewal Rights**

- As per FT service

#### **Conversion Rights**

- Shippers with EMB service will not be allowed to convert to any other Mainline service



TransCanada Pipelines Limited  
Mainline Settlement Agreement  
Appendix F: Enhanced Market Balancing Service

- Shippers with FT service can convert to EMB service if TransCanada determines it is able to accommodate such conversion, and provided that:
  - Shipper submits a written request to TransCanada for conversion of all or a portion of a specified FT contract to EMB service
  - The conversion is for the same receipt and delivery points specified in such FT contract provided such points are eligible receipt and delivery points for EMB service
- Shippers with STS or STS-L can convert to EMB service if TransCanada determines it is able to accommodate such conversion, and provided that:
  - Shipper submits a written request to TransCanada for conversion of all or a portion of a specified STS or STS-L contract's withdrawal quantity to EMB service
    - If shipper's STS or STS-L Contract Demand and associated toll is based on the STS or STS-L withdrawal quantity<sup>1</sup>, shipper's STS or STS-L Contract Demand, Daily Injection Quantity and Daily Withdrawal Quantity specified in the STS or STS-L contract will be reduced by an amount equal to the Daily Withdrawal Quantity converted to EMB service
    - If shipper's STS or STS-L Contract Demand and associated toll is based on the STS or STS-L injection quantity<sup>2</sup>, shipper's STS or STS-L Daily Withdrawal Quantity specified in the STS or STS-L contract will be reduced by an amount equal to the Daily Withdrawal Quantity converted to EMB service provided however, shipper's Daily Injection Quantity and Contract Demand specified in the STS or STS-L contract will not be reduced as a result of such conversion
  - The conversion is for the same receipt and delivery points used for STS or STS-L withdrawal specified in such STS or STS-L contract (i.e. one receipt point and one delivery point) provided such points are eligible receipt and delivery points for EMB service

### **Daily Nomination Windows**

- 8 windows (4 NAESB windows plus the 4 STS windows<sup>3</sup>)
- Ability to use the 8 nomination windows to / from interconnecting pipelines will be subject to the ability of the downstream / upstream operator to confirm such nominations during each of the 8 windows

### **Overrun Rights**

- No

### **Fuel**

---

<sup>1</sup> Such STS contracts would be those for which the market is deemed downstream of storage (e.g. Enbridge and GMI's STS contracts, and Union's STS withdrawal CD to the Union EDA).

<sup>2</sup> Such STS contracts would be those for which the market is deemed upstream of storage (e.g. Centra Manitoba's STS contract and Union's STS injection CD from the Union WDA and NDA).

<sup>3</sup> For the extra 4 STS nomination windows only, shippers will not be able to nominate to or from a Multiple Title Transfer (MTT) Account in order to minimize administrative complexity.

- In-kind; applicable monthly fuel ratio

**Pressure Charges**

- Yes, if applicable at the delivery location

**Union Dawn Receipt Point Surcharge**

- Yes, if applicable at the receipt location

**Assignments**

- Yes, same as FT

**Alternate Receipt Points (ARPs) & Diversions**

- No, same as STS

**Temporary Receipt and Delivery Points (Shifts)**

- No, same as STS

**Facility Build**

- TransCanada will build facilities for this service to the extent appropriate contractual underpinnings are in place

**Credit**

- Same as FT

**Linkage to Other Mainline Services**

- EMB service is not linked to any other Mainline service

**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 10**  
**First Amended Appendix G**

Diversions  
*(appended to the Second Amending Agreement)*

**FIRST AMENDED**

**APPENDIX G**

(See Attached)



**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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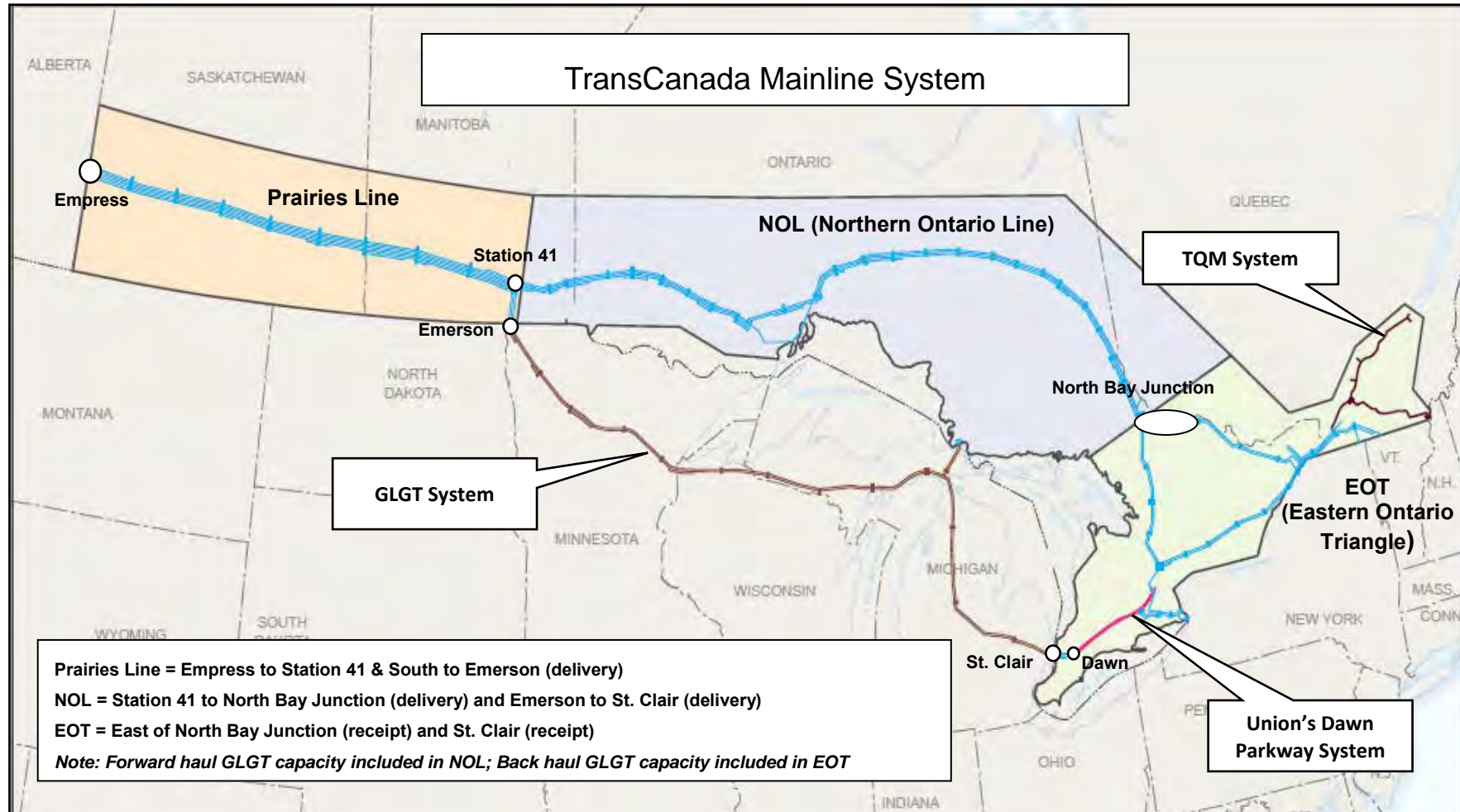
**Attachment 1(a) Tab 11**  
**Appendix H**  
Map  
*(appended to the Original Settlement Agreement)*

## **APPENDIX H**

to a Mainline Settlement Agreement  
made effective as of the 31<sup>st</sup> day of October, 2013 among  
TransCanada PipeLines Limited, Enbridge Gas Distribution Inc.,  
Union Gas Limited and Gaz Metro Limited Partnership

### **MAP**

(See Attached)





**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(a) Tab 12**  
**First Amended Appendix I**  
Incentive Mechanism Illustration  
*(appended to the First Amending Agreement)*

## **FIRST AMENDED APPENDIX I**

to a Mainline Settlement Agreement  
made effective as the 31<sup>st</sup> day of October, 2013 among  
TransCanada PipeLines Limited, Enbridge Gas Distribution Inc.,  
Union Gas Limited and Gaz Metro Limited Partnership

## **INCENTIVE MECHANISM ILLUSTRATION**

(See Attached)

### Illustrative Calculation of Incentive Sharing Mechanism (\$,000)

Line No.		<b>2015 Forecast</b>	<b>2015 Actual</b>	<b>Difference</b>
	<b><u>Scenario 1:</u></b>			
1	Annual Revenue Requirement ( <i>including Annual Bridging Amount</i> )	2,116,797	2,106,797	10,000
2	Annual Revenue	2,116,797	2,156,797	40,000
3	<b>Net Revenue Surplus (NRS):</b>	-	50,000	50,000
		<b>TransCanada</b>	<b>Shippers</b>	<b>Total</b>
4	100% TransCanada after tax contribution [ $\$20M/(1-25.94\%)$ ]	27,000	-	27,000
5	25% of next \$40M to TransCanada / 75% to Shippers	5,750	17,250	23,000
6	10% additional NRS to TransCanada / 90% to Shippers	-	-	-
7	Total Incentive Earnings (pre-tax)	32,750	17,250	50,000
8	Income Tax @ 25.94% tax rate	(8,495)		
9	Total Incentive Earnings (after-tax)	24,255		
		<b>TransCanada</b>	<b>Shippers</b>	<b>Total</b>
	<b><u>Scenario 2:</u></b>			
10	Annual Revenue Requirement ( <i>including Annual Bridging Amount</i> )	2,116,797	2,126,797	(10,000)
11	Annual Revenue	2,116,797	2,076,797	(40,000)
12	<b>Net Revenue Deficiency (NRD):</b>	-	(50,000)	(50,000)
		<b>TransCanada</b>	<b>Shippers</b>	<b>Total</b>
13	25% of first \$40M to TransCanada / 75% to Shippers	(10,000)	(30,000)	(40,000)
14	10% additional NRD to TransCanada / 90% to Shippers	(1,000)	(9,000)	(10,000)
15	Total Incentive Earnings (pre-tax)	(11,000)	(39,000)	(50,000)
16	Income Tax @ 25.94%	2,853		
17	Total Incentive Earnings (after-tax)	(8,147)		

### Illustrative Calculation of Incentive Sharing Mechanism (\$,000)

Line No.		2016 Forecast	2016 Actual	Difference																																							
<b>Scenario 3:</b>																																											
1	Annual Revenue Requirement (including Annual Bridging Amount)	1,512,785	1,512,785	-																																							
2	Annual Revenue	1,512,785	1,462,785	(50,000)																																							
3	<b>Net Revenue Deficiency (NRD):</b>	-	(50,000)	(50,000)																																							
4	<b>Stretch Revenue:</b> the lessor of \$120 Million or 2016 forecast versus actual revenue			(50,000)																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>TransCanada</th> <th>Shippers</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>5</td> <td>100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)</td> <td>-</td> <td>(50,000)</td> <td>(50,000)</td> </tr> <tr> <td>6</td> <td>25% of additional \$40M to TransCanada / 75% to Shippers</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>7</td> <td>10% additional NRD to TransCanada / 90% to Shippers</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>8</td> <td>Total Incentive Earnings (pre-tax)</td> <td>0</td> <td>(50,000)</td> <td>(50,000)</td> </tr> <tr> <td>9</td> <td>Income Tax @ 25.94%</td> <td>0</td> <td></td> <td></td> </tr> <tr> <td>10</td> <td>Total Incentive Earnings (after-tax)</td> <td>0</td> <td></td> <td></td> </tr> </tbody> </table>						TransCanada	Shippers	Total	5	100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)	-	(50,000)	(50,000)	6	25% of additional \$40M to TransCanada / 75% to Shippers	0	0	0	7	10% additional NRD to TransCanada / 90% to Shippers	0	0	0	8	Total Incentive Earnings (pre-tax)	0	(50,000)	(50,000)	9	Income Tax @ 25.94%	0			10	Total Incentive Earnings (after-tax)	0							
	TransCanada	Shippers	Total																																								
5	100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)	-	(50,000)	(50,000)																																							
6	25% of additional \$40M to TransCanada / 75% to Shippers	0	0	0																																							
7	10% additional NRD to TransCanada / 90% to Shippers	0	0	0																																							
8	Total Incentive Earnings (pre-tax)	0	(50,000)	(50,000)																																							
9	Income Tax @ 25.94%	0																																									
10	Total Incentive Earnings (after-tax)	0																																									
<b>Scenario 4:</b>																																											
11	Annual Revenue Requirement (including Annual Bridging Amount)	1,512,785	1,512,785	-																																							
12	Annual Revenue	1,512,785	1,362,785	(150,000)																																							
13	<b>Net Revenue Deficiency (NRD):</b>	-	(150,000)	(150,000)																																							
14	<b>Stretch Revenue:</b> the lessor of \$120 Million or 2016 forecast versus actual revenue			(120,000)																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>TransCanada</th> <th>Shippers</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>15</td> <td>100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)</td> <td>-</td> <td>(120,000)</td> <td>(120,000)</td> </tr> <tr> <td>16</td> <td>25% of additional \$40M to TransCanada / 75% to Shippers</td> <td>(7,500)</td> <td>(22,500)</td> <td>(30,000)</td> </tr> <tr> <td>17</td> <td>10% additional NRD to TransCanada / 90% to Shippers</td> <td>0</td> <td>0</td> <td>0</td> </tr> <tr> <td>18</td> <td>Total Incentive Earnings (pre-tax)</td> <td>(7,500)</td> <td>(142,500)</td> <td>(150,000)</td> </tr> <tr> <td>19</td> <td>Income Tax @ 25.94%</td> <td>1,946</td> <td></td> <td></td> </tr> <tr> <td>20</td> <td>Total Incentive Earnings (after-tax)</td> <td>(5,555)</td> <td></td> <td></td> </tr> </tbody> </table>						TransCanada	Shippers	Total	15	100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)	-	(120,000)	(120,000)	16	25% of additional \$40M to TransCanada / 75% to Shippers	(7,500)	(22,500)	(30,000)	17	10% additional NRD to TransCanada / 90% to Shippers	0	0	0	18	Total Incentive Earnings (pre-tax)	(7,500)	(142,500)	(150,000)	19	Income Tax @ 25.94%	1,946			20	Total Incentive Earnings (after-tax)	(5,555)							
	TransCanada	Shippers	Total																																								
15	100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)	-	(120,000)	(120,000)																																							
16	25% of additional \$40M to TransCanada / 75% to Shippers	(7,500)	(22,500)	(30,000)																																							
17	10% additional NRD to TransCanada / 90% to Shippers	0	0	0																																							
18	Total Incentive Earnings (pre-tax)	(7,500)	(142,500)	(150,000)																																							
19	Income Tax @ 25.94%	1,946																																									
20	Total Incentive Earnings (after-tax)	(5,555)																																									
<b>Scenario 5:</b>																																											
21	Annual Revenue Requirement (including Annual Bridging Amount)	1,512,785	1,512,785	-																																							
22	Annual Revenue	1,512,785	1,572,785	60,000																																							
23	<b>Net Revenue Surplus (NRS):</b>	-	60,000	60,000																																							
24	<b>Stretch Revenue:</b> the lessor of \$120 Million or 2016 forecast versus actual revenue			0																																							
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>TransCanada</th> <th>Shippers</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>25</td> <td>100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>26</td> <td>100% TransCanada after tax contribution [\$20M/(1-25.94%)]</td> <td>27,000</td> <td>-</td> <td>27,000</td> </tr> <tr> <td>27</td> <td>25% of additional \$40M to TransCanada / 75% to Shippers</td> <td>8,250</td> <td>24,750</td> <td>33,000</td> </tr> <tr> <td>28</td> <td>10% additional NRS to TransCanada / 90% to Shippers</td> <td>-</td> <td>-</td> <td>-</td> </tr> <tr> <td>29</td> <td>Total Incentive Earnings (pre-tax)</td> <td>35,250</td> <td>24,750</td> <td>60,000</td> </tr> <tr> <td>30</td> <td>Income Tax @ 25.94%</td> <td>(9,144)</td> <td></td> <td></td> </tr> <tr> <td>31</td> <td>Total Incentive Earnings (after-tax)</td> <td>26,106</td> <td></td> <td></td> </tr> </tbody> </table>						TransCanada	Shippers	Total	25	100% of Stretch Revenue shortfall to Shippers (up to \$120 Million)	-	-	-	26	100% TransCanada after tax contribution [\$20M/(1-25.94%)]	27,000	-	27,000	27	25% of additional \$40M to TransCanada / 75% to Shippers	8,250	24,750	33,000	28	10% additional NRS to TransCanada / 90% to Shippers	-	-	-	29	Total Incentive Earnings (pre-tax)	35,250	24,750	60,000	30	Income Tax @ 25.94%	(9,144)			31	Total Incentive Earnings (after-tax)	26,106		
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**TransCanada PipeLines Limited**  
Mainline 2013-2030 Settlement Agreement Application

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**Attachment 1(c)**  
**Settlement Term Sheet**

## **SETTLEMENT TERM SHEET**

This Term Sheet sets out all of the material terms of settlement among Gaz Metro, Union Gas Limited (Union), Enbridge Gas Distribution Inc. (Enbridge or EGD) (jointly, “the LDCs”) and TransCanada PipeLines Limited (TransCanada or Mainline) (all four settlement participants may be referred to jointly as “the Parties”) and is legally binding on the Parties upon execution of this Term Sheet and until such time as the Parties have entered into a Settlement Agreement that by its terms supersedes this Term Sheet.

### **High Level Principles**

- The Mainline will be segmented so that the Eastern Ontario Triangle (EOT) rate base is separated from the Northern Ontario Line (NOL), and the Prairies;
- Capital expansions in the EOT will be promptly pursued to meet market needs and will be added to EOT rate base. TransCanada agrees to accommodate the requests of EOT shippers that request additional short haul capacity during the term of the settlement and reasonably thereafter according to industry practice;
- A temporary transitional bridging contribution that ensures the Mainline recovers all of its annual costs (adjusted accordingly to reflect TransCanada’s contribution) is made by shippers;
- After the end date of this agreement, the Prairies and NOL will be tolled independent of the EOT;
- This Term Sheet will supersede the prior Memorandum of Understanding made between TransCanada and EGD dated January 28, 2013, and amended on April 26, 2013 and May 21, 2013 (the MOU). On execution of this Term Sheet, the MOU is revoked in its entirety;
- Parties supporting this settlement agree to file in a timely manner and support any regulatory applications required to implement the terms of this proposal, even if the settlement is contested by other third parties, including representations in front of Provincial regulators if a party requests it; and
- The Parties will by September 10, 2013 obtain internal approvals obligating each to execute an agreement (Settlement Agreement) pursuant to the terms and principles set forth herein.

### **Term of the Settlement Proposal on Tolls Aspects**

- The term related to the toll segmentation agreement within this settlement will be from January 1<sup>st</sup>, 2015 to December 31, 2020 (with the exception of the bridging contribution for supply flexibility addressed below and the tolling methodology which will have no specified expiry date); and
- Compliance tolls remain in effect until December 31<sup>st</sup>, 2014.

### **Rate of Return and Sharing Mechanism**

- TransCanada ROE of 10.1%, less a fixed post-tax contribution from TransCanada of \$20M annually for the period 2015 to 2020;
- If there is a positive net revenue:
  - 100% of excess net revenue equivalent to TransCanada's fixed post tax contribution goes to TransCanada;
  - 25% of next \$40 M of excess net revenues is to TransCanada's account with 75% to shippers;
  - 10% of excess net revenues above \$40 M is to TransCanada's account with 90% to shippers;
  - ROE capped at 11.5%; and
- If there is a negative net revenue:
  - 25% of first \$40M of deficiency in net revenue is to TransCanada's account, with 75% to shippers;
  - 10% of deficiency in net revenue over \$40M is to TransCanada's account, with 90% to shippers; and
  - ROE floor of 8.7% (inclusive of TransCanada's \$20 million contribution).

### **Commitments**

- Subject to LDC constructed facilities currently applied for (*i.e.* EGD's GTA project as currently proposed and Union's Parkway West, Parkway D, and the Brantford to Kirkwall loop) as well as Union's proposed Burlington-Oakville pipeline project, the LDCs agree to not construct bypass facilities<sup>1</sup> and to commit to use the EOT for at least the next 16 years;
- Union agrees to replace existing firm service from Dawn and Parkway to the Union CDA with service from Kirkwall to the Union CDA that produces a similar or higher level of revenues for at least the next 16 years. Details to be negotiated;
- During the next 16 years, the LDCs might change their paths to supply from different sources within the EOT (after the end of a existing contract or as part of a new contract) but will continue to use the EOT in all cases, whether by contracting with TransCanada or by entering into an arrangement with another party holding capacity on the EOT;

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<sup>1</sup> The term bypass facilities in this Term Sheet means an alternate transportation path.

- This commitment does not preclude the LDCs accepting direct supply within their own franchise on a marginal basis (less than 5% of their needs / example : possible bio-methane projects promoted or supported by a government in the future);
- TransCanada agrees that beyond a total flow from Kirkwall to Parkway on the Domestic Line of approximately 200,000 GJ/d plus local deliveries off the line, TransCanada will commit to using Union's Dawn to Parkway system for any current or future flow requirements between either Dawn or Kirkwall to Parkway for at least the next 16 years;
- TransCanada agrees not to initiate bypass facilities to serve end users within the LDCs' franchise areas for the 16 year term;
- Nothing in this agreement will impede TransCanada's ability to utilize GLGT backhaul up to currently contracted for quantities;
- Roll-in of TQM and Union TBOs in the EOT segment will be actively supported by all the parties to this agreement for at least the next 16 years; and
- All LDCs will commit to maintain a minimum of 13% of their system supply transportation portfolio in long haul paths until at least the end of 2020. The system supply transportation portfolio of each LDC is the overall capacities needed to serve the franchise not including their direct purchase customers.

#### **Contracts Duration and Renewal Notice**

- Renewal notice for all firm contracts on the Mainline to be set to 2 years;
- In the case that new facilities are needed on the Mainline, all existing contracts with termination dates past the proposed build date, that can affect the design of the new facilities, will be required to be extended by five years commencing on the date the new facilities are placed in service. Shippers requesting new service requiring incremental facilities will be required to agree to a 15 year term commencing on the date the new facilities are placed into service;
- A shipper with a long haul contract will have the option and full flexibility of converting to short haul within the term of their contract subject to existing capacity being available (and the 13% of portfolio long haul minimum noted above), or if new capacity is required, a 3 years notice (to allow for construction) and a 15 year term commitment per the above. However, the 3 years notice will not be applicable to the King's North project or the 2016 Expansion described in "Parkway to Maple Issues" below; and
- Loss of revenues on long haul paths will not be used to assess the viability of a new build to serve the market via short haul.



### **Tolling Methodology**

- Average fixed tolls for the period of the settlement (2015 to 2020). After the first 3 years the billing determinants for the next 3 years will be reviewed and adjusted accordingly, which adjustment will result in updated tolls for the next 3 year period;
- Methodology based on a segmented cost of service (COS) approach (endures past 2020);
- Tolls of all the users (long haul and short haul) of the EOT segment will be based on EOT cost of service (endures past 2020);
- EOT toll design is the current methodology with fixed energy and distance based allocations but specific to the EOT until the end of 2020 at a minimum; and
- New EOT capital is treated on a rolled in basis and rates are set accordingly. Expected amounts of capital additions during the term of the fixed rate period will be forecast and included in the cost of service calculations used to set the rates. Variances will accrue in a deferral account and will bear interest at TransCanada's weighted average cost of capital.

### **Bridging Contribution for Supply Flexibility**

Parties agree that a Bridging Contribution for Supply Flexibility is appropriate and will be payable for the 16 years term of this settlement by all shippers. The contribution will be structured as:

- A fixed surcharge applied to all TransCanada rates on a percentage basis to recover the revenue shortfall expected before January 1<sup>st</sup> 2021 as compared to the current framework and compliance tolls;
  - a. Tolls for deliveries within the Prairies segment will be adjusted to recover their share of the revenue shortfall on the Prairies segment;
  - b. Tolls for service in the NOL will be adjusted to recover their share of the revenues shortfall on the Prairies and NOL segments; and
  - c. Tolls for service in the EOT will be adjusted to ensure recovery of the forecast EOT cost of service plus their share of the revenues shortfall generated before January 1<sup>st</sup> 2021 on the Prairies and NOL segments. TransCanada will spread the resulting surcharge for the EOT over a period of 16 years in order to minimize the impact of the surcharge on tolls. The deferral accounts will bear interest at TransCanada's weighted average cost of capital.
- Effective January 1, 2021, short haul EOT shippers have no further obligation to Prairies or NOL costs if they no longer use those portions of the Mainline;

- Effective January 1, 2021, the Prairies and NOL will be tolled separately and on a segmented basis and EOT tolls will be based upon EOT segmented costs and EOT billing determinants only; and
- As an illustration, prior to January 1, 2021, a shipper using the long haul path from Empress to GMi EDA would pay a toll based upon the compliance toll from Empress to North Bay, plus the full COS toll from North Bay to GMi EDA, plus the surcharge on the EOT segment, plus the surcharge on the Prairies segment, plus the surcharge on the NOL segment. The intent here is to ensure the toll spread between short haul and long haul reflects the proper costs.

### **Discretionary Pricing**

- Discretionary pricing will remain in place per the RH-3-2011 Decision; and
- TransCanada will develop a new discretionary service (the Summer Dawn Storage service) that will provide a price cap for summer Eastern Canada storage flows. This service will be a non-firm service, but will be used to facilitate the flow of natural gas to Dawn storage from Empress in the summer and the toll will be capped at 100% of the FT rate on that path.

### **Diversions Rights**

- In addition to in path diversions as provided in the Mainline's pending tariff amendment application in NEB RH-001-2013, for the term January 1, 2015 to December 31, 2020, out of path diversions will be permitted within a segment in a manner that is consistent with the principle of segmentation at FT tolls;
- Diversions will continue to maintain the same priority they have today; and
- TransCanada will seek, as part of the NEB approval of the Settlement Agreement, to implement the diversion rights changes as soon as reasonably possible after the approval is granted, *i.e.* prior to January 1, 2015.

### **Other Items**

- TransCanada agrees to offer a firm short haul service that offers 8 nomination windows. This service will be priced at 110% of the FT toll. The intent of the service is to replace STS that is attached to long haul only and eliminates the need to keep track of STS injections (that will no longer be happening) and STS withdrawals. Shippers will use the new service in place of some of the STS currently contracted; and
- The costs associated with LMCI and how they will be recovered is not part of this settlement and will be dealt with separately.

### **Parkway to Maple Issues**

TransCanada and the LDCs commit to ensure that the principle of fair and non-discriminatory access is maintained by doing the following:

- TransCanada will work with the LDCs to reinstate the volumes from the 2012 new capacity open season (NCOS) awarded to Union and Gaz Metro for an in-service date of November 1, 2015, subject to approval of the settlement by the NEB. If an acceptable method to accomplish this can not be established, a new NCOS will be conducted to allow GMi and Union to acquire the transportation service;
- TransCanada will provide the opportunity for all existing FT-NR contract holders to extend the duration of their Non Renewable Firm contracts expiring on November 1, 2015 for one year until November 1, 2016;
- TransCanada will conduct as soon as reasonably possible a NCOS using indicative settlement tolls, offering all paths for an in-service date of November 1, 2016, based on the settlement tolls (2016 Expansion);
- Enbridge will continue with its open season and will receive bids pursuant to STAR rules but will not award any transmission capacity on Segment A until one of the following three conditions is fulfilled :
  - ✓ the settlement is approved by the NEB; or
  - ✓ a mutually acceptable alternative solution is adopted by all parties to this settlement and is approved by the NEB, or
  - ✓ the NEB delivers an alternative ruling on market access and the associated terms and conditions that all parties agree is inconsistent with the principles of this settlement and the Parties agree that this settlement should therefore be terminated.

If the Settlement Agreement contemplated by this Term Sheet is approved, TransCanada will access all of the transmission capacity on Segment A through an assignment from Union and GMi and/or through a new open season in a manner consistent with the OEB's STAR requirements.

- If the Settlement Agreement is not accepted by the NEB, the Parties will meet to discuss possible options for a build for service commencing in 2016. The intent of the Parties will be to continue to cooperate in ensuring the efficient development of natural gas infrastructure to service our respective customers; and
- Union will conduct an open season for new service between Dawn and/or Kirkwall and Parkway for an in-service date of November 1, 2016 to complement the open seasons of EGD and TransCanada.

- Facilities downstream of Albion will be built as follows:
  - TransCanada agrees to immediately begin work on the King's North project for service commencing in 2015;
  - If the Settlement Agreement is accepted by the NEB, the King's North project for service commencing in 2015 will fulfill the 2012 NCOS that awarded capacity to Gaz Metro and Union;
  - TransCanada agrees to work with LDCs to ensure the most efficient facilities are constructed to provide the necessary interconnects at and around Parkway.

### **Energy East Project**

Parties agree that the Energy East Project and the proposed capacity to be transferred to the oil project will be dealt with through an NEB process and/or further discussions in the future.

Each party remains free to make its own representation until then.

### **Access to Financial Information**

TransCanada will provide all the financial information and the related assumptions to the LDCs to allow them to review it to assess final results before final sign off of the settlement. All Parties agree that this settlement is based on the overall principles contained within this Term Sheet, without having the final toll impacts known. The Parties however agree that the collective objective in concluding the discussions and to determine the tolls that would be filed as part of the Settlement Agreement will be to use reasonable efforts to find ways to arrive at short haul tolls within the EOT that increase all EOT tolls less than 50% (relative to the current RH-003-2011 Compliance tolls), for the first 3 year fixed toll period. The expectation is that, of the up to 50% increase in tolls, 30% to 35% will be attributable to recovery of EOT cost of service and the remaining will be attributable to the bridging contribution. Parties to this settlement acknowledge and agree that the final increase in tolls may exceed the targets listed above.

Definitive volumes to consider for setting the resulting tolls from that Term Sheet will be adjusted to reflect the result of the TransCanada open season based on this agreement to be issued shortly. Reasonable assumptions will also be used to ultimately reflect the most probable scenario for years to come.

### Litigation Issues

A number of proceedings are in progress at the NEB, OEB and the Ontario Superior Court of Justice, in which TransCanada and the LDCs are in an adversarial mode. All parties agree to withdraw from litigation upon the receipt by all parties by no later than September 10, 2013 of their respective Board of Director approvals or other internal approvals as required, pursuant to the terms set forth in this Term Sheet:

- Enbridge, Gaz Metro and Union will withdraw their Complaint filed at the NEB against TransCanada;
- Union and Gaz Metro will withdraw their Section 71 application at the NEB;
- Union and Gaz Metro will not file an application at the OEB for a leave to construct a jointly owned pipeline originating at Albion, until an NEB decision is rendered on the Settlement Agreement;
- EGD and TransCanada will execute a full and final release of any and all claims arising out of the MOU, in a form approved by EGD in its sole discretion, of TransCanada's claim issued in the Ontario Superior Court of Justice bearing Court File No. 13-58570 (the "Claim"), commenced in Ottawa on August 16, 2013. TransCanada and EGD will consent to an order dismissing the Claim against EGD on a without costs basis; and
- TransCanada will support the immediate build of Parkway West, Parkway D, Brantford to Kirkwall and the GTA project as currently proposed (42 inches from Parkway). TransCanada will withdraw its intervention in the OEB proceeding and will send a letter to the OEB indicating that as a result of the settlement, it now supports the projects.

TransCanada will continue with its Tariffs and Services Modifications application (RH-001-2013) with the NEB, however, upon regulatory approval of the Settlement Agreement, will amend its tariff to effect the relevant terms and conditions of this settlement.

In recognition of the Parties' desire to work co-operatively on behalf of their customers, any new future complaint or claim to be filed against one of the parties to this agreement would have to be solely based on actions, events and agreements that have occurred after the execution of this Term Sheet. All previous disputes will be considered as closed for good.

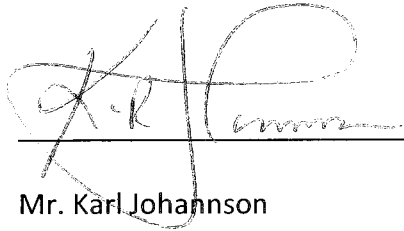
### **Settlement Agreement Term**

This Term Sheet, if executed by all parties, shall be transposed onto a Settlement Agreement with all necessary terms and conditions including terms and conditions regarding the impact of a decision by NEB which would not approve the Settlement Agreement in its entirety.

The term of this settlement will commence upon Board of Director approvals or other internal approvals as required, received by September 10<sup>th</sup>, 2013 by the Parties and will terminate as follows:

- In the event that the Settlement Agreement is approved by the NEB, it will terminate upon the completion of the last action, contract or approval that is necessary to effect the settlement matters contained herein;
- In the event that the Settlement Agreement is not approved by the NEB, the Settlement Agreement will terminate 3 months following the NEB's Decision. The parties would follow one of the 2 paths described below during the 90 days following the Decision :
  - File a mutually acceptable revised settlement proposal that considers the NEB's reasons for non- approval of the first settlement proposal; or
  - File a joint letter at the NEB regarding the framework necessary to allow for market access for new supplies in eastern Canada and new capacity requirements on the eastern TransCanada Mainline (EOT) in a manner that balances market access with cost recovery associated with new infrastructure investments. The LDCs commit to remain consistent with the principles of this Term Sheet, in which the LDCs support TransCanada having a fair opportunity to recover its costs, including lost revenue associated with shifts from long haul to short haul service, over an appropriate period of time. TransCanada commits to remain consistent with the principles of this Term Sheet, in which TransCanada supports the need for market access to new supplies under a reasonable and fair tolling framework.
- Provided however, that the obligation of Enbridge to not award any transmission capacity on Segment A will survive until one of the conditions described in the Parkway to Maple Issues section is fulfilled.

This Settlement Term Sheet is hereby executed this 10<sup>th</sup> day of September, 2013, by:



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Mr. Karl Johannson  
President  
TransCanada PipeLines Limited

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Mrs. Sophie Brochu  
President & CEO  
Gaz Metro

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Mr. Steve Baker  
President  
Union Gas Limited

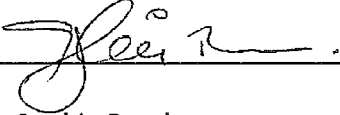
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Mr. Guy Jarvis  
President  
Enbridge Gas Distribution Inc.

This Settlement Term Sheet is hereby executed this 10<sup>th</sup> day of September, 2013, by:

---

Mr. Karl Johansson  
President  
TransCanada PipeLines Limited



---

Mrs. Sophie Brochu  
President & CEO  
Gaz Metro

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Mr. Steve Baker  
President  
Union Gas Limited

---

Mr. Guy Jarvis  
President  
Enbridge Gas Distribution Inc.



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Mr. Karl Johansson  
President  
TransCanada PipeLines Limited

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Union Gas Limited

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Enbridge Gas Distribution Inc.

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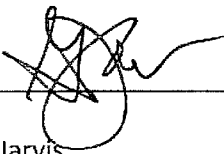
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President & CEO  
Gaz Metro

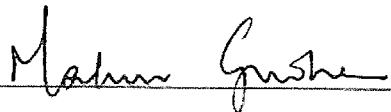
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Mr. Steve Baker  
President  
Union Gas Limited



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Mr. Guy Jarvis  
President  
Enbridge Gas Distribution Inc.



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Ms. Malini Gaudhkar  
VP Gas Supply & Business Development  
Enbridge Gas Distribution Inc.

**IR Number:** CAPP 1.3

**Reference:** TransCanada 2018-2020 Mainline Tolls Application, Page 1-2

“The Board also directed TransCanada to consult with all interested parties and to file an application prior to December 31, 2017 for approval of tolls for 2018-2020 that addresses:

- a review of the revenue requirements, including return, income taxes, ABA and the LTAA balance, for the 2018 to 2020 period;”

TransCanada 2018-2020 Mainline Tolls Application, Appendix 2-B

**Preamble:** CAPP seeks to better understand the relationship between the Board’s direction to TransCanada in the RH-001-2014 as it pertains to the LTAA and TransCanada’s commitments as part of the Agreement and Supplemental Agreement.

- Request:**
- a) Is TransCanada obligated to leave any amount positive or negative in the LTAA at the end of 2020?
  - b) In TransCanada’s view, does anything in the Agreement expressly preclude additions to or withdrawals from the LTAA, other than those associated with annual net revenue variances, as part of the 2018-2020 toll review? Please explain.
  - c) In TransCanada’s view, does anything in the RH-001-2014 Decision expressly preclude additions to or withdrawals from the LTAA, other than those associated with annual net revenue variances, as part of the 2018-2020 toll review? Please explain.
  - d) In TransCanada’s view, does anything in the Supplemental Agreement expressly preclude additions to or withdrawals from the LTAA, other than those associated with annual net revenue variances, as part of the 2018-2020 toll review? Please explain.

**Response:**

a) through d)

The LTAA is part of the Mainline Rate Base and TransCanada can only make additions and withdrawals in accordance with the treatment for which the LTAA was approved. TransCanada is not required to leave any particular dollar amount in the

LTAA at the end of 2020, other than that which results from increases and decreases caused by net revenue variances and amortization.

TransCanada is of the view that inclusion to or withdrawals from the LTAA other than those specified in Section 12.3 of the Settlement would be inconsistent with the Settlement and the Supplemental Agreement. Section 12.3 states:

***12.3 Long Term Adjustment Account***

- (a) *The existing long term adjustment account ("**Long Term Adjustment Account**") shall be included in the Mainline System's rate base and amortized at the annual Mainline System composite depreciation rate until December 31, 2020 and at the annual EOT composite depreciation rate after December 31, 2020, and shall include the following items:*
- (i) *the existing Long Term Adjustment Account balance as of December 31, 2014;*
  - (ii) *an adjustment to eliminate the existing toll stabilization account ("**TSA**") account balance as of December 31, 2014 net of the amounts retained by TransCanada to its account in accordance with the incentive mechanism approved in the RH-003-2011 decision; and*
  - (iii) *an adjustment to eliminate any and all variances between the actual and forecast Revenue Requirement and actual and forecast revenue during the period from January 1, 2015 to December 31, 2020, net of the amounts retained by TransCanada to its account in accordance with the Incentive Mechanism outlined in Section 15.1.*
- (b) *The Long Term Adjustment Account shall be allocated 100% to the EOT after December 31, 2020.*
- (c) *The amortization of the Long Term Adjustment Account shall continue after the **Term** until the account balance equals zero.*

TransCanada is also of the view that inclusion to or withdrawals from the LTAA other than those specified in Section 12.3 of the Settlement or explicitly contemplated in Sections 5.1.1 and 5.2.1 of the RH-001-2014 Decision would be inconsistent with the RH-001-2014 Decision.

**IR Number:** CAPP 1.4

**Reference:** TransCanada Application for Approval of Mainline 2013-2030 Settlement, Response to NEB IR 1.3f

**Preamble:** CAPP seeks to better understand the expected magnitude of the LTAA in 2020 when the Agreement was struck in 2013.

**Request:**

- a) Please confirm that the expected closing LTAA balance in 2017 was \$57.998M. If not confirmed please provide the closing balance expected at the time of the RH-001-2014 Application.
- b) Please confirm that the expected closing LTAA balance in 2020 was \$104.746M. If not confirmed please provide the closing balance expected at the time of the RH-001-2014 Application.

**Response:**

a) and b)

Not confirmed. The cited amounts were the illustrative forecast LTAA balances at the end of 2017 and 2020 based on the specific assumptions cited in the referenced response to NEB 1.3f, which also noted that “[b]ecause the LTAA will capture all revenue and cost variances over this six-year period, its actual level by the end of 2020 is unknown but could be either positive or negative”. See the response to Centra-TCPL 1.12a.

**IR Number:** CAPP 1.5

**Reference:** NEB – Hearing Order RH-001-2018 Appendix 1 – List of Issues

“The Board has identified but does not limit itself to the following issues for discussion in the proceeding:

1. The appropriateness of the proposed revenue requirements, including return, income taxes, Transportation by Others costs, the Annual Bridging Amount and the Long Term Adjustment Account balance, for the 2018-2020 period.”

**Preamble:** CAPP seeks to understand the toll impacts of repaying the some or all of the LTAA during the 2018-2020 period.

- Request:**
- a) Using the three-step toll methodology used in calculating the 2018-2020 Mainline Tolls Application, please calculate tolls for Eastern Triangle Short Haul, Eastern Triangle Long Haul and Other (as defined in the Application) under a scenario where the revenue requirement is reduced by the entire LTAA balance, such that the LTAA balance in 2020 is \$0. Please reproduce Tables 1-2 and 2-2 and the tables on page 6 and 8 of 10 in Attachment 3: 2018-2020 Revenue Requirement Schedules under this scenario.
  - b) Using the three-step toll methodology used in calculating the 2018-2020 Mainline Tolls Application, please calculate tolls for Eastern Triangle Short Haul, Eastern Triangle Long Haul and Other (as defined in the Application) under a scenario where the revenue requirement is reduced by 75% of the LTAA balance, such that the LTAA balance in 2020 is \$275. Please reproduce Tables 1-2 and 2-2 and the tables on page 6 and 8 of 10 in Attachment 3: 2018-2020 Revenue Requirement Schedules under this scenario.
  - c) Using the three-step toll methodology used in calculating the 2018-2020 Mainline Tolls Application, please calculate tolls for Eastern Triangle Short Haul, Eastern Triangle Long Haul and Other (as defined in the Application) under a scenario where the revenue requirement is reduced by 50% of the LTAA balance, such that the LTAA balance in 2020 is \$550M. Please reproduce Tables 1-2 and 2-2 and the tables on page 6 and 8 of 10 in Attachment 3: 2018-2020 Revenue Requirement Schedules under this scenario

- d) Using the three-step toll methodology used in calculating the 2018-2020 Mainline Tolls Application, please calculate tolls for Eastern Triangle Short Haul, Eastern Triangle Long Haul and Other (as defined in the Application) under a scenario where the revenue requirement is reduced by 25% of the LTAA balance, such that the LTAA balance in 2020 is \$825M. Please reproduce Tables 1-2 and 2-2 and the tables on page 6 and 8 of 10 in Attachment 3: 2018-2020 Revenue Requirement Schedules under this scenario.

**Response:**

- a) Please refer to Table CAPP 1.5-1 and Table CAPP 1.5-2 for the equivalent of Tables 1-2 and 2-2 under the requested scenario. Refer to Attachment CAPP 1.5a for the recreation of schedules related to Annual Bridging Amount and LTAA Amount on pages 5-8 in Attachment 3: 2018-2020 Revenue Requirement Schedules for this scenario. Also see the response to NEB 1.2 a) through e). Also see the response to NEB 1.2.

**Table CAPP 1.5-1: Re-Created Table 1-2: 2018-2020 Tolls Adjustment Factors with the LTAA Balance Amortized to Zero by the End of 2020**

Haul Type	Tolls in Relation to RH-003-2011	Toll Change from 2015 – 2017 Tolls
Eastern Triangle Short-Haul	78%	-50%
Eastern Triangle Long-Haul	95%	-19%
Other *	98%	-10%
Note *: "Other" includes Prairies and NOL deliveries with receipt points west of North Bay Junction and/or St. Clair.		

**Table CAPP 1.5-2: Re-Created Table 2-2: Revenue Requirement (2018-2020) with the LTAA Balance Amortized to Zero by The End of 2020<sup>1</sup>**

\$ Millions	Compliance				100% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Transportation By Others	202.8	202.8	202.8	608.5	305.3	305.3	305.3	916.0	307.5
Storage Operation Costs	4.1	4.2	4.3	12.6	4.3	4.4	4.5	13.3	0.7
Pipeline Integrity and Insurance Deductible Costs	100.0	100.0	100.0	300.0	111.0	111.0	111.0	333.1	33.1
NEB Cost Recovery	7.9	8.0	8.2	24.0	10.3	10.5	10.7	31.5	7.5
Return <sup>2</sup>	392.5	362.5	329.2	1,084.3	436.3	396.7	363.8	1,196.7	112.5
Income Taxes <sup>2</sup>	131.5	130.7	129.8	391.9	173.6	164.9	163.3	501.8	109.9
Depreciation	434.9	434.1	434.7	1,303.7	559.5	560.0	565.5	1,685.0	381.3

\$ Millions	Compliance				100% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Regulatory Proceeding and Collaborative (TTF) Costs	0.2	0.2	0.2	0.6	2.2	2.2	2.3	6.7	6.1
Electric Costs and Tax on Fuel	9.6	9.8	10.0	29.4	15.5	15.8	16.1	47.4	18.0
Municipal and Provincial Capital Taxes	141.5	145.7	150.1	437.2	137.3	141.4	145.7	424.4	(12.8)
Emissions Compliance Costs	0.9	0.9	0.9	2.7	18.9	23.5	31.4	73.8	71.1
Operations, Maintenance and Administration	198.1	202.0	206.1	606.2	178.9	182.5	186.1	547.5	(58.7)
TransCanada Contribution	(27.0)	(27.0)	(27.0)	(81.0)	(27.3)	(27.3)	(27.3)	(81.9)	(0.9)
Revenue Requirement excluding ABA and LTAA	1,597.0	1,574.0	1,549.2	4,720.2	1,925.9	1,891.0	1,878.5	5,695.3	975.1
Annual Bridging Amount (ABA)	(345.4)	(334.9)	(310.7)	(991.1)	38.5	(33.0)	(81.6)	(76.1)	915.0
LTAA Amount	(9.8)	(9.6)	(9.5)	(28.9)	(602.5)	(562.2)	(524.0)	(1,688.8)	(1,659.9)
Revenue Requirement	1,241.7	1,229.4	1,229.1	3,700.2	1,361.9	1,295.8	1,272.8	3,930.5	230.2

Note:

- Totals may not add due to rounding.
- Return and Income Taxes associated with LTAA are reported in the LTAA Amount.

- b) Please refer to Table CAPP 1.5-3 and Table CAPP 1.5-4 for the equivalent of Tables 1-2 and 2-2 under the requested scenario. Refer to Attachment CAPP 1.5b for the recreation of schedules related to Annual Bridging Amount and LTAA Amount on pages 5-8 in Attachment 3: 2018-2020 Revenue Requirement Schedules for this scenario. Also see the response to NEB 1.2 a) through e).

**Table CAPP 1.5-3: Re-Created Table 1-2: 2018-2020 Tolls Adjustment Factors with the LTAA Balance Reduced by 75% by the End of 2020**

Haul Type	Tolls in Relation to RH-003-2011	Toll Change from 2015 – 2017 Tolls
Eastern Triangle Short-Haul	94%	-40%
Eastern Triangle Long-Haul	99%	-15%
Other *	100%	-8%

Note \*: "Other" includes Prairies and NOL deliveries with receipt points west of North Bay Junction and/or St. Clair.



**Table CAPP 1.5-4: Re-Created Table 2-2: Revenue Requirement (2018-2020) with the LTAA Balance Reduced by 75% by The End of 2020<sup>1</sup>**

\$ Millions	Compliance				75% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Transportation By Others	202.8	202.8	202.8	608.5	305.3	305.3	305.3	916.0	307.5
Storage Operation Costs	4.1	4.2	4.3	12.6	4.3	4.4	4.5	13.3	0.7
Pipeline Integrity and Insurance Deductible Costs	100.0	100.0	100.0	300.0	111.0	111.0	111.0	333.1	33.1
NEB Cost Recovery	7.9	8.0	8.2	24.0	10.3	10.5	10.7	31.5	7.5
Return <sup>2</sup>	392.5	362.5	329.2	1,084.3	438.1	400.7	369.7	1,208.5	124.2
Income Taxes <sup>2</sup>	131.5	130.7	129.8	391.9	173.6	164.9	163.2	501.7	109.8
Depreciation	434.9	434.1	434.7	1,303.7	559.5	560.0	565.5	1,685.0	381.3
Regulatory Proceeding and Collaborative (TTF) Costs	0.2	0.2	0.2	0.6	2.2	2.2	2.3	6.7	6.1
Electric Costs and Tax on Fuel	9.6	9.8	10.0	29.4	15.5	15.8	16.1	47.4	18.0
Municipal and Provincial Capital Taxes	141.5	145.7	150.1	437.2	137.3	141.4	145.7	424.4	(12.8)
Emissions Compliance Costs	0.9	0.9	0.9	2.7	18.9	23.5	31.4	73.8	71.1
Operations, Maintenance and Administration	198.1	202.0	206.1	606.2	178.9	182.5	186.1	547.5	(58.7)
TransCanada Contribution	(27.0)	(27.0)	(27.0)	(81.0)	(27.3)	(27.3)	(27.3)	(81.9)	(0.9)
Revenue Requirement excluding ABA and LTAA	1,597.0	1,574.0	1,549.2	4,720.2	1,927.7	1,895.0	1,884.3	5,707.0	986.8
Annual Bridging Amount (ABA)	(345.4)	(334.9)	(310.7)	(991.1)	11.0	(57.8)	(97.0)	(143.9)	847.2
LTAA Amount	(9.8)	(9.6)	(9.5)	(28.9)	(482.3)	(451.3)	(422.2)	(1,355.8)	(1,326.9)
Revenue Requirement	1,241.7	1,229.4	1,229.1	3,700.2	1,456.4	1,385.8	1,365.1	4,207.3	507.1
Note:									
1. Totals may not add due to rounding.									
2. Return and Income Taxes associated with LTAA are reported in the LTAA Amount.									

c) Please refer to Table CAPP 1.5-5 and Table CAPP 1.5-6 for the equivalent of Tables 1-2 and 2-2 under the requested scenario. Refer to Attachment CAPP 1.5c for the

recreation of schedules related to Annual Bridging Amount and LTAA Amount on pages 5-8 in Attachment 3: 2018-2020 Revenue Requirement Schedules for this scenario. Also see the response to NEB 1.2 a) through e).

**Table CAPP 1.5-5: Re-Created Table 1-2: 2018-2020 Tolls Adjustment Factors with the LTAA Balance Reduced by 50% by the End of 2020**

Haul Type	Tolls in Relation to RH 003-2011	Toll Change from 2015 – 2017 Tolls
Eastern Triangle Short-Haul	110%	-29%
Eastern Triangle Long-Haul	104%	-11%
Other *	103%	-5%
Note *: "Other" includes Prairies and NOL deliveries with receipt points west of North Bay Junction and/or St. Clair.		

**Table CAPP 1.5-6: Re-Created Table 2-2: Revenue Requirement (2018-2020) with the LTAA Balance Reduced by 50% by The End of 2020<sup>1</sup>**

\$ Millions	Compliance				50% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Transportation By Others	202.8	202.8	202.8	608.5	305.3	305.3	305.3	916.0	307.5
Storage Operation Costs	4.1	4.2	4.3	12.6	4.3	4.4	4.5	13.3	0.7
Pipeline Integrity and Insurance Deductible Costs	100.0	100.0	100.0	300.0	111.0	111.0	111.0	333.1	33.1
NEB Cost Recovery	7.9	8.0	8.2	24.0	10.3	10.5	10.7	31.5	7.5
Return <sup>2</sup>	392.5	362.5	329.2	1,084.3	439.9	405.0	376.1	1,221.0	136.8
Income Taxes <sup>2</sup>	131.5	130.7	129.8	391.9	173.6	164.9	163.1	501.7	109.7
Depreciation	434.9	434.1	434.7	1,303.7	559.5	560.0	565.5	1,685.0	381.3
Regulatory Proceeding and Collaborative (TTF) Costs	0.2	0.2	0.2	0.6	2.2	2.2	2.3	6.7	6.1
Electric Costs and Tax on Fuel	9.6	9.8	10.0	29.4	15.5	15.8	16.1	47.4	18.0
Municipal and Provincial Capital Taxes	141.5	145.7	150.1	437.2	137.3	141.4	145.7	424.4	(12.8)
Emissions Compliance Costs	0.9	0.9	0.9	2.7	18.9	23.5	31.4	73.8	71.1
Operations, Maintenance and Administration	198.1	202.0	206.1	606.2	178.9	182.5	186.1	547.5	(58.7)

\$ Millions	Compliance				50% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
TransCanada Contribution	(27.0)	(27.0)	(27.0)	(81.0)	(27.3)	(27.3)	(27.3)	(81.9)	(0.9)
Revenue Requirement excluding ABA and LTAA	1,597.0	1,574.0	1,549.2	4,720.2	1,929.5	1,899.3	1,890.7	5,719.5	999.3
Annual Bridging Amount (ABA)	(345.4)	(334.9)	(310.7)	(991.1)	(16.5)	(82.5)	(112.5)	(211.5)	779.5
LTAA Amount	(9.8)	(9.6)	(9.5)	(28.9)	(362.1)	(340.8)	(320.6)	(1,023.5)	(994.7)
Revenue Requirement	1,241.7	1,229.4	1,229.1	3,700.2	1,550.9	1,476.0	1,457.5	4,484.4	784.2

Note:  
1. Totals may not add due to rounding.  
2. Return and Income Taxes associated with LTAA are reported in the LTAA Amount.

- d) Please refer to Table CAPP 1.5-7 and Table CAPP 1.5-8 for the equivalent of Tables 1-2 and 2-2 under the requested scenario. Refer to Attachment CAPP 1.5d for the recreation of schedules related to Annual Bridging Amount and LTAA Amount on pages 5-8 in Attachment 3: 2018-2020 Revenue Requirement Schedules for this scenario. Also see the response to NEB 1.2 a) through e).

**Table CAPP 1.5-7: Re-Created Table 1-2: 2018-2020 Tolls Adjustment Factors with the LTAA Balance Reduced by 25% by the End of 2020**

Haul Type	Tolls in Relation to RH-003-2011	Toll Change from 2015 – 2017 Tolls
Eastern Triangle Short-Haul	126%	-19%
Eastern Triangle Long-Haul	109%	-7%
Other *	105%	-3%

Note \*: "Other" includes Prairies and NOL deliveries with receipt points west of North Bay Junction and/or St. Clair.

**Table CAPP 1.5-8: Re-Created Table 2-2: Revenue Requirement (2018-2020) with the LTAA Balance Reduced By 25% by The End of 2020<sup>1</sup>**

\$ Millions	Compliance				25% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Transportation By Others	202.8	202.8	202.8	608.5	305.3	305.3	305.3	916.0	307.5
Storage Operation Costs	4.1	4.2	4.3	12.6	4.3	4.4	4.5	13.3	0.7
Pipeline Integrity and Insurance Deductible Costs	100.0	100.0	100.0	300.0	111.0	111.0	111.0	333.1	33.1
NEB Cost Recovery	7.9	8.0	8.2	24.0	10.3	10.5	10.7	31.5	7.5
Return <sup>2</sup>	392.5	362.5	329.2	1,084.3	441.8	409.5	383.2	1,234.5	150.3

\$ Millions	Compliance				25% LTAA Amortization (2018-2020)				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Income Taxes <sup>2</sup>	131.5	130.7	129.8	391.9	173.6	164.9	163.1	501.6	109.7
Depreciation	434.9	434.1	434.7	1,303.7	559.5	560.0	565.5	1,685.0	381.3
Regulatory Proceeding and Collaborative (TTF) Costs	0.2	0.2	0.2	0.6	2.2	2.2	2.3	6.7	6.1
Electric Costs and Tax on Fuel	9.6	9.8	10.0	29.4	15.5	15.8	16.1	47.4	18.0
Municipal and Provincial Capital Taxes	141.5	145.7	150.1	437.2	137.3	141.4	145.7	424.4	(12.8)
Emissions Compliance Costs	0.9	0.9	0.9	2.7	18.9	23.5	31.4	73.8	71.1
Operations, Maintenance and Administration	198.1	202.0	206.1	606.2	178.9	182.5	186.1	547.5	(58.7)
TransCanada Contribution	(27.0)	(27.0)	(27.0)	(81.0)	(27.3)	(27.3)	(27.3)	(81.9)	(0.9)
Revenue Requirement excluding ABA and LTAA	1,597.0	1,574.0	1,549.2	4,720.2	1,931.4	1,903.8	1,897.7	5,732.9	1,012.8
Annual Bridging Amount (ABA)	(345.4)	(334.9)	(310.7)	(991.1)	(43.9)	(107.1)	(127.9)	(278.9)	712.2
LTAA Amount	(9.8)	(9.6)	(9.5)	(28.9)	(242.2)	(230.7)	(220.1)	(693.0)	(664.1)
Revenue Requirement	1,241.7	1,229.4	1,229.1	3,700.2	1,645.3	1,566.0	1,549.7	4,761.0	1,060.8
Note:									
1. Totals may not add due to rounding.									
2. Return and Income Taxes associated with LTAA are reported in the LTAA Amount.									

Annual Bridging Amount - 100% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Bridging Adjustment <sup>(1)</sup>	45,256	(6,194)	(44,078)
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on Bridging Adjustment	16,552	(2,262)	(16,097)
5	Return on Bridging Amortization Account	(19,946)	(20,924)	(18,216)
6	Income Tax on Equity Return	(3,323)	(3,606)	(3,235)
7	Total Annual Bridging Amount (Lines 1, 4, 5 and 6)	<u>38,540</u>	<u>(32,986)</u>	<u>(81,625)</u>

Note

- (1) Bridging Adjustment amounts were determined using a similar methodology as outlined by the Board in the RH-003-2011 Decision for calculating LTAA additions. The Bridging Adjustment is the rate base adjustment that eliminates the forecast revenue surplus or shortfall in each year of the fixed toll period.

Bridging Amortization Account, Return and Income Tax - 100% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Bridging Amortization Account (BAA)</u></b>				
1	Opening Balance	(202,233)	(247,489)	(241,295)
2	Bridging Adjustment	(45,256)	6,194	44,078
3	Closing Balance	<u>(247,489)</u>	<u>(241,295)</u>	<u>(197,217)</u>
4	Average Balance	<u>(224,861)</u>	<u>(244,392)</u>	<u>(219,256)</u>
5	Total Debt	4.83%	4.52%	4.27%
6	Common Equity	4.04%	4.04%	4.04%
7	Rate of Return	<u>8.87%</u>	<u>8.56%</u>	<u>8.31%</u>
<b><u>Return</u></b>				
8	Debt Return on BAA	(10,861)	(11,051)	(9,358)
9	Equity Return on BAA	(9,084)	(9,873)	(8,858)
10	<b>Total Return on BAA</b>	<b><u>(19,946)</u></b>	<b><u>(20,924)</u></b>	<b><u>(18,216)</u></b>
<b><u>Income Tax on Equity Return</u></b>				
11	Equity Return on BAA	(9,084)	(9,873)	(8,858)
12	Tax Rate (%)	26.780%	26.750%	26.750%
13	1 - Tax Rate (%)	73.220%	73.250%	73.250%
14	<b>Income Tax on Equity Return</b>	<b><u>(3,323)</u></b>	<b><u>(3,606)</u></b>	<b><u>(3,235)</u></b>

Long Term Adjustment Account - 100% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Long Term Adjustment Account (LTAA) Additions	-	-	-
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on LTAA Additions	-	-	-
5	Return on LTAA	(82,226)	(47,607)	(15,394)
6	LTAA Amortization	(370,939)	(370,939)	(370,579)
7	Income Tax on Equity Return & Amortization	(149,367)	(143,666)	(138,065)
8	Total LTAA Amount (Lines 1, 4, 5, 6 and 7)	<u>(602,531)</u>	<u>(562,212)</u>	<u>(524,038)</u>

Long Term Adjustment Account, Return and Income Tax - 100% LTAA Amortization (2018 - 2020)

(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Long Term Adjustment Account (LTAA)</u></b>				
1	Opening Balance	(638,462)	(741,517)	(370,579)
2	LTAA Additions (Jan 1)	(473,994)	-	-
3	LTAA Amortization (Jan - Dec)	370,939	370,939	370,579
4	Closing Balance	<u>(741,517)</u>	<u>(370,579)</u>	<u>(0)</u>
5	Average Balance	<u>(926,987)</u>	<u>(556,048)</u>	<u>(185,289)</u>
6	Total Debt	4.83%	4.52%	4.27%
7	Common Equity	4.04%	4.04%	4.04%
8	Rate of Return	<u>8.87%</u>	<u>8.56%</u>	<u>8.31%</u>
<b><u>Return</u></b>				
9	Debt Return on LTAA	(44,775)	(25,143)	(7,908)
10	Equity Return on LTAA	(37,450)	(22,464)	(7,486)
11	<b>Total Return on LTAA</b>	<b><u>(82,226)</u></b>	<b><u>(47,607)</u></b>	<b><u>(15,394)</u></b>
<b><u>Income Tax on Equity Return and Amortization</u></b>				
12	Equity Return on LTAA	(37,450)	(22,464)	(7,486)
13	LTAA Amortization	(370,939)	(370,939)	(370,579)
14	Tax Rate (%)	26.780%	26.750%	26.750%
15	1 - Tax Rate (%)	73.220%	73.250%	73.250%
16	<b>Income Tax on Equity Return and Amortization</b>	<b><u>(149,367)</u></b>	<b><u>(143,666)</u></b>	<b><u>(138,065)</u></b>



Annual Bridging Amount - 75% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Bridging Adjustment <sup>(1)</sup>	24,320	(26,557)	(58,624)
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on Bridging Adjustment	8,895	(9,698)	(21,409)
5	Return on Bridging Amortization Account	(19,096)	(18,446)	(14,409)
6	Income Tax on Equity Return	(3,168)	(3,147)	(2,518)
7	Total Annual Bridging Amount (Lines 1, 4, 5 and 6)	<u>10,951</u>	<u>(57,849)</u>	<u>(96,960)</u>

Note

- (1) Bridging Adjustment amounts were determined using a similar methodology as outlined by the Board in the RH-003-2011 Decision for calculating LTAA additions. The Bridging Adjustment is the rate base adjustment that eliminates the forecast revenue surplus or shortfall in each year of the fixed toll period.

Bridging Amortization Account, Return and Income Tax - 75% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Bridging Amortization Account (BAA)</u></b>				
1	Opening Balance	(202,233)	(226,553)	(199,996)
2	Bridging Adjustment	(24,320)	26,557	58,624
3	Closing Balance	<u>(226,553)</u>	<u>(199,996)</u>	<u>(141,372)</u>
4	Average Balance	<u>(214,393)</u>	<u>(213,275)</u>	<u>(170,684)</u>
5	Total Debt	4.87%	4.61%	4.40%
6	Common Equity	4.04%	4.04%	4.04%
7	Rate of Return	<u>8.91%</u>	<u>8.65%</u>	<u>8.44%</u>
<b><u>Return</u></b>				
8	Debt Return on BAA	(10,435)	(9,830)	(7,514)
9	Equity Return on BAA	(8,661)	(8,616)	(6,896)
10	<b>Total Return on BAA</b>	<b><u>(19,096)</u></b>	<b><u>(18,446)</u></b>	<b><u>(14,409)</u></b>
<b><u>Income Tax on Equity Return</u></b>				
11	Equity Return on BAA	(8,661)	(8,616)	(6,896)
12	Tax Rate (%)	26.780%	26.750%	26.750%
13	1 - Tax Rate (%)	73.220%	73.250%	73.250%
14	<b>Income Tax on Equity Return</b>	<b><u>(3,168)</u></b>	<b><u>(3,147)</u></b>	<b><u>(2,518)</u></b>

Long Term Adjustment Account - 75% LTAA Amortization (2018 - 2020)  
 (\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Long Term Adjustment Account (LTAA) Additions	-	-	-
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on LTAA Additions	-	-	-
5	Return on LTAA	(86,655)	(60,002)	(34,999)
6	LTAA Amortization	(279,150)	(279,150)	(279,150)
7	Income Tax on Equity Return & Amortization	(116,474)	(112,177)	(108,059)
8	Total LTAA Amount (Lines 1, 4, 5, 6 and 7)	<u>(482,279)</u>	<u>(451,329)</u>	<u>(422,208)</u>

Long Term Adjustment Account, Return and Income Tax - 75% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Long Term Adjustment Account (LTAA)</u></b>				
1	Opening Balance	(638,462)	(833,306)	(554,156)
2	LTAA Additions (Jan 1)	(473,994)	-	-
3	LTAA Amortization (Jan - Dec)	279,150	279,150	279,150
4	Closing Balance	<u>(833,306)</u>	<u>(554,156)</u>	<u>(275,006)</u>
5	Average Balance	<u>(972,881)</u>	<u>(693,731)</u>	<u>(414,581)</u>
6	Total Debt	4.87%	4.61%	4.40%
7	Common Equity	4.04%	4.04%	4.04%
8	Rate of Return	<u>8.91%</u>	<u>8.65%</u>	<u>8.44%</u>
<b><u>Return</u></b>				
9	Debt Return on LTAA	(47,351)	(31,975)	(18,250)
10	Equity Return on LTAA	(39,304)	(28,027)	(16,749)
11	<b>Total Return on LTAA</b>	<b><u>(86,655)</u></b>	<b><u>(60,002)</u></b>	<b><u>(34,999)</u></b>
<b><u>Income Tax on Equity Return and Amortization</u></b>				
12	Equity Return on LTAA	(39,304)	(28,027)	(16,749)
13	LTAA Amortization	(279,150)	(279,150)	(279,150)
14	Tax Rate (%)	26.780%	26.750%	26.750%
15	1 - Tax Rate (%)	73.220%	73.250%	73.250%
16	<b>Income Tax on Equity Return and Amortization</b>	<b><u>(116,474)</u></b>	<b><u>(112,177)</u></b>	<b><u>(108,059)</u></b>

Annual Bridging Amount - 50% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Bridging Adjustment <sup>(1)</sup>	3,486	(46,793)	(73,418)
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on Bridging Adjustment	1,275	(17,088)	(26,811)
5	Return on Bridging Amortization Account	(18,245)	(15,938)	(10,497)
6	Income Tax on Equity Return	(3,014)	(2,690)	(1,803)
7	Total Annual Bridging Amount (Lines 1, 4, 5 and 6)	<u>(16,497)</u>	<u>(82,509)</u>	<u>(112,529)</u>

Note

- (1) Bridging Adjustment amounts were determined using a similar methodology as outlined by the Board in the RH-003-2011 Decision for calculating LTAA additions. The Bridging Adjustment is the rate base adjustment that eliminates the forecast revenue surplus or shortfall in each year of the fixed toll period.

Bridging Amortization Account, Return and Income Tax - 50% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Bridging Amortization Account (BAA)</u></b>				
1	Opening Balance	(202,233)	(205,719)	(158,926)
2	Bridging Adjustment	(3,486)	46,793	73,418
3	Closing Balance	<u>(205,719)</u>	<u>(158,926)</u>	<u>(85,508)</u>
4	Average Balance	<u>(203,976)</u>	<u>(182,323)</u>	<u>(122,217)</u>
5	Total Debt	4.90%	4.70%	4.55%
6	Common Equity	4.04%	4.04%	4.04%
7	Rate of Return	<u>8.94%</u>	<u>8.74%</u>	<u>8.59%</u>
<b><u>Return</u></b>				
8	Debt Return on BAA	(10,004)	(8,572)	(5,560)
9	Equity Return on BAA	(8,241)	(7,366)	(4,938)
10	<b>Total Return on BAA</b>	<b><u>(18,245)</u></b>	<b><u>(15,938)</u></b>	<b><u>(10,497)</u></b>
<b><u>Income Tax on Equity Return</u></b>				
11	Equity Return on BAA	(8,241)	(7,366)	(4,938)
12	Tax Rate (%)	26.780%	26.750%	26.750%
13	1 - Tax Rate (%)	73.220%	73.250%	73.250%
14	<b>Income Tax on Equity Return</b>	<b><u>(3,014)</u></b>	<b><u>(2,690)</u></b>	<b><u>(1,803)</u></b>

Long Term Adjustment Account - 50% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Long Term Adjustment Account (LTAA) Additions	-	-	-
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on LTAA Additions	-	-	-
5	Return on LTAA	(91,125)	(72,674)	(55,311)
6	LTAA Amortization	(187,398)	(187,398)	(187,398)
7	Income Tax on Equity Return & Amortization	(83,594)	(80,701)	(77,936)
8	Total LTAA Amount (Lines 1, 4, 5, 6 and 7)	<u>(362,117)</u>	<u>(340,774)</u>	<u>(320,645)</u>

Long Term Adjustment Account, Return and Income Tax - 50% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Long Term Adjustment Account (LTAA)</u></b>				
1	Opening Balance	(638,462)	(925,058)	(737,660)
2	LTAA Additions (Jan 1)	(473,994)	-	-
3	LTAA Amortization (Jan - Dec)	187,398	187,398	187,398
4	Closing Balance	<u>(925,058)</u>	<u>(737,660)</u>	<u>(550,261)</u>
5	Average Balance	<u>(1,018,757)</u>	<u>(831,359)</u>	<u>(643,960)</u>
6	Total Debt	4.90%	4.70%	4.55%
7	Common Equity	4.04%	4.04%	4.04%
8	Rate of Return	<u>8.94%</u>	<u>8.74%</u>	<u>8.59%</u>
<b><u>Return</u></b>				
9	Debt Return on LTAA	(49,967)	(39,088)	(29,295)
10	Equity Return on LTAA	(41,158)	(33,587)	(26,016)
11	<b>Total Return on LTAA</b>	<b><u>(91,125)</u></b>	<b><u>(72,674)</u></b>	<b><u>(55,311)</u></b>
<b><u>Income Tax on Equity Return and Amortization</u></b>				
12	Equity Return on LTAA	(41,158)	(33,587)	(26,016)
13	LTAA Amortization	(187,398)	(187,398)	(187,398)
14	Tax Rate (%)	26.780%	26.750%	26.750%
15	1 - Tax Rate (%)	73.220%	73.250%	73.250%
16	<b>Income Tax on Equity Return and Amortization</b>	<b><u>(83,594)</u></b>	<b><u>(80,701)</u></b>	<b><u>(77,936)</u></b>



Annual Bridging Amount - 25% LTAA Amortization (2018 - 2020)  
 (\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Bridging Adjustment <sup>(1)</sup>	(17,320)	(66,974)	(88,161)
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on Bridging Adjustment	(6,335)	(24,458)	(32,195)
5	Return on Bridging Amortization Account	(17,389)	(13,385)	(6,463)
6	Income Tax on Equity Return	(2,860)	(2,234)	(1,090)
7	Total Annual Bridging Amount (Lines 1, 4, 5 and 6)	(43,903)	(107,051)	(127,909)

Note

- (1) Bridging Adjustment amounts were determined using a similar methodology as outlined by the Board in the RH-003-2011 Decision for calculating LTAA additions. The Bridging Adjustment is the rate base adjustment that eliminates the forecast revenue surplus or shortfall in each year of the fixed toll period.

Bridging Amortization Account, Return and Income Tax - 25% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Bridging Amortization Account (BAA)</u></b>				
1	Opening Balance	(202,233)	(184,913)	(117,939)
2	Bridging Adjustment	17,320	66,974	88,161
3	Closing Balance	<u>(184,913)</u>	<u>(117,939)</u>	<u>(29,778)</u>
4	Average Balance	<u>(193,573)</u>	<u>(151,426)</u>	<u>(73,859)</u>
5	Total Debt	4.94%	4.80%	4.71%
6	Common Equity	4.04%	4.04%	4.04%
7	Rate of Return	<u>8.98%</u>	<u>8.84%</u>	<u>8.75%</u>
<b><u>Return</u></b>				
8	Debt Return on BAA	(9,568)	(7,268)	(3,479)
9	Equity Return on BAA	(7,820)	(6,118)	(2,984)
10	<b>Total Return on BAA</b>	<b><u>(17,389)</u></b>	<b><u>(13,385)</u></b>	<b><u>(6,463)</u></b>
<b><u>Income Tax on Equity Return</u></b>				
11	Equity Return on BAA	(7,820)	(6,118)	(2,984)
12	Tax Rate (%)	26.780%	26.750%	26.750%
13	1 - Tax Rate (%)	73.220%	73.250%	73.250%
14	<b>Income Tax on Equity Return</b>	<b><u>(2,860)</u></b>	<b><u>(2,234)</u></b>	<b><u>(1,090)</u></b>

Long Term Adjustment Account - 25% LTAA Amortization (2018 - 2020)  
 (\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Long Term Adjustment Account (LTAA) Additions	-	-	-
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on LTAA Additions	-	-	-
5	Return on LTAA	(95,628)	(85,630)	(76,389)
6	LTAA Amortization	(95,813)	(95,813)	(95,813)
7	Income Tax on Equity Return & Amortization	(50,773)	(49,282)	(47,869)
8	Total LTAA Amount (Lines 1, 4, 5, 6 and 7)	<u>(242,214)</u>	<u>(230,726)</u>	<u>(220,072)</u>

Long Term Adjustment Account, Return and Income Tax - 25% LTAA Amortization (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Long Term Adjustment Account (LTAA)</u></b>				
1	Opening Balance	(638,462)	(1,016,643)	(920,829)
2	LTAA Additions (Jan 1)	(473,994)	-	-
3	LTAA Amortization (Jan - Dec)	95,813	95,813	95,813
4	Closing Balance	<u>(1,016,643)</u>	<u>(920,829)</u>	<u>(825,016)</u>
5	Average Balance	<u>(1,064,549)</u>	<u>(968,736)</u>	<u>(872,922)</u>
6	Total Debt	4.94%	4.80%	4.71%
7	Common Equity	4.04%	4.04%	4.04%
8	Rate of Return	<u>8.98%</u>	<u>8.84%</u>	<u>8.75%</u>
<b><u>Return</u></b>				
9	Debt Return on LTAA	(52,620)	(46,493)	(41,123)
10	Equity Return on LTAA	(43,008)	(39,137)	(35,266)
11	<b>Total Return on LTAA</b>	<b><u>(95,628)</u></b>	<b><u>(85,630)</u></b>	<b><u>(76,389)</u></b>
<b><u>Income Tax on Equity Return and Amortization</u></b>				
12	Equity Return on LTAA	(43,008)	(39,137)	(35,266)
13	LTAA Amortization	(95,813)	(95,813)	(95,813)
14	Tax Rate (%)	26.780%	26.750%	26.750%
15	1 - Tax Rate (%)	73.220%	73.250%	73.250%
16	<b>Income Tax on Equity Return and Amortization</b>	<b><u>(50,773)</u></b>	<b><u>(49,282)</u></b>	<b><u>(47,869)</u></b>

**IR Number:** CAPP 1.6

**Reference:** TransCanada 2018-2020 Mainline Tolls Application, Page 3-1

“Overall, BDs for 2015-2017 were approximately 28% higher than expected. Table 3-1 below summarizes the BDs for this period for both the Compliance Filing and actual quantities.”

**Preamble:** CAPP seeks to better understand the variances in billing determinants and revenues for the 2015-2017 period.

**Request:**

- a) Please provide the actual, Compliance Filing (as referred above) and variance billing determinants by path and by year for the 2015-2017 period.
- b) Please provide the actual, Compliance Filing (as referred above) and variance revenues by path and by year for the 2015-2017 period.

**Response:**

a) and b)

Refer to Attachments CAPP 1.6-1, CAPP 1.6-2, and CAPP 1.6-3.

Attachment CAPP 1.6-1 provides the actual billing determinants and revenues, by path and year, for the 2015-2017 period.

Attachment CAPP 1.6-2 provides the RH-001-2014 Compliance Filing billing determinants and revenues, by path and year, for the 2015-2017 period.

Attachment CAPP 1.6-3 provides the variance between the actual and RH-001-2014 Compliance Filing billing determinants and revenues, by path and year, for the 2015-2017 period.

### 2015-2017 Volumes and Revenues - Actual

#### Firm Transportation

Line No.	Path	RH-003-2011		Energy (GJ/d)			Revenue (\$Millions)		
		Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	2015	2016	2017	2015	2016	2017
1	Bayhurst 1 to Centram MDA	0.5207	0.5648	1,012	2,111	-	0.2	0.4	-
2	Bayhurst 1 to Centram SSDA	0.3827	0.4152	113	563	-	0.0	0.1	-
3	Chippawa to Enbridge Parkway CDA	0.1546	0.2403	-	123,441	123,441	-	10.8	10.8
4	Chippawa to Kirkwall	0.1437	0.2233	-	-	-	-	-	-
5	Emerson 2 to Centram MDA	0.1586	0.1720	69,750	69,750	69,750	4.4	4.4	4.4
6	Empress to Calstock NDA	1.1013	1.1947	1,000	1,000	1,000	0.4	0.4	0.4
7	Empress to Centram MDA	0.5362	0.5817	145,269	157,919	166,617	31.3	33.5	35.4
8	Empress to Centram SSDA	0.3982	0.4320	5,540	4,820	5,270	0.9	0.8	0.8
9	Empress to Centrat MDA	0.5980	0.6487	4,946	5,565	5,580	1.1	1.3	1.3
10	Empress to Cornwall	1.6429	1.9137	12,156	12,156	12,367	8.6	8.5	8.6
11	Empress to Emerson 1	0.6088	0.6604	109,425	226,362	486,753	26.8	54.6	117.3
12	Empress to Emerson 2	0.6088	0.6604	408,157	405,224	496,833	100.0	97.7	119.8
13	Empress to Enbridge CDA	1.5685	1.8239	424,112	199,459	131,323	284.5	133.0	87.4
14	Empress to Enbridge EDA	1.6154	1.8817	197,421	197,421	191,692	136.6	135.6	131.7
15	Empress to GMIT EDA	1.7294	2.0144	181,250	169,987	93,667	134.3	124.8	68.9
16	Empress to GMIT NDA	1.3441	1.4581	19,739	16,997	14,417	10.7	9.0	7.7
17	Empress to Iroquois	1.6259	1.8939	26,956	26,956	37,858	18.8	18.6	26.2
18	Empress to KPUC EDA	1.6841	1.9617	4,000	4,000	3,850	2.9	2.9	2.8
19	Empress to Napierville	1.7215	2.0053	8,580	8,580	8,580	6.3	6.3	6.3
20	Empress to Nipigon WDA	0.9322	1.0112	7,900	7,900	7,900	3.0	2.9	2.9
21	Empress to Philipsburg	1.7304	2.0156	18,500	18,500	-	13.7	13.6	-
22	Empress to Spruce	0.5980	0.6487	8,704	9,583	7,666	2.1	2.3	1.8
23	Empress to Transgas SSDA	0.3073	0.3334	106,067	135,791	275,205	13.1	16.5	33.5
24	Empress to Union CDA	1.5351	1.7944	42,925	44,356	-	44.4	36.7	-
25	Empress to Union ECDA	1.5437	1.7982	-	1,533	9,667	-	6.5	6.3
26	Empress to Union EDA	1.6504	1.9225	82,796	73,518	9,169	58.5	51.6	6.4
27	Empress to Union NCDA	1.4953	1.7418	11,556	11,538	10,614	7.4	7.3	6.7
28	Empress to Union NDA	1.3169	1.4286	171,180	164,453	75,098	79.4	75.2	39.2
29	Empress to Union SSM DA	1.1945	1.2958	15,111	25,778	25,778	7.2	12.2	12.2
30	Empress to Union WDA	0.8562	0.9288	55,843	62,298	62,241	18.2	21.1	21.1
31	Empress to Welwyn	0.3982	0.4320	1,332	1,332	1,332	0.2	0.2	0.2
32	Iroquois to Cornwall	0.1119	0.1739	-	-	-	-	-	-
33	Iroquois to GMIT EDA	0.1983	0.3083	26,952	26,952	26,952	3.0	3.0	3.0
34	Iroquois to KPUC EDA	0.1484	0.2307	-	-	-	-	-	-
35	Iroquois to Napierville	0.1904	0.2960	-	-	-	-	-	-
36	Kirkwall to Chippawa	0.1437	0.2233	198,226	163,650	161,867	16.0	13.3	13.2
37	Kirkwall to Niagara Falls	0.1424	0.2214	31,651	31,651	26,376	2.5	2.6	2.1
38	Kirkwall to Union CDA	0.1023	0.1590	-	22,500	135,000	-	1.3	7.8
39	Lachenaie to Iroquois	0.1830	0.2845	6,900	6,900	6,900	0.7	0.7	0.7
40	Niagara Falls to Enbridge CDA	0.1757	0.2701	255,618	255,618	255,618	25.0	25.5	25.2
41	Niagara Falls to Enbridge Parkway CDA	0.1534	0.2384	12,760	76,559	76,559	1.1	6.7	6.7
42	Niagara Falls to GMIT EDA	0.4798	0.7458	82,000	82,000	82,000	22.1	22.3	22.3
43	Niagara Falls to Kirkwall	0.1424	0.2214	97,680	223,935	241,594	7.8	18.1	19.5
44	Niagara Falls to KPUC EDA	0.3088	0.4800	2,000	2,000	2,000	0.3	0.4	0.4
45	SS. Marie to Union SSM DA	0.0910	0.0987	49,843	49,843	49,843	1.8	1.8	1.8
46	St. Clair to Chippawa	0.2523	0.3922	210,993	97,870	49,513	29.9	14.0	7.1
47	St. Clair to Union SWDA	0.0958	0.1490	460,974	116,802	391,793	24.8	6.4	21.3
48	Ste. Genevieve to Iroquois	0.2072	0.3221	-	200	2,398	-	0.0	0.3
49	Union Dawn to East Hereford	0.6236	0.9694	52,753	57,269	75,332	18.5	18.7	26.7
50	Union Dawn to Enbridge CDA	0.2387	0.3662	164,416	164,416	163,449	21.8	22.3	21.8
51	Union Dawn to Enbridge EDA	0.4367	0.6789	114,000	114,000	114,000	28.0	28.2	28.2
52	Union Dawn to GMIT EDA	0.5279	0.8206	210,000	205,484	182,929	62.3	63.1	54.8
53	Union Dawn to Iroquois	0.4198	0.6526	40,000	40,000	40,000	9.4	9.5	9.5
54	Union Dawn to Niagara Falls	0.2389	0.3714	10,265	10,265	10,265	1.4	1.4	1.4
55	Union Dawn to Union CDA	0.1988	0.3174	147,129	111,468	-	16.9	12.9	-
56	Union Dawn to Union ECDA	0.2074	0.3224	-	1,333	8,000	-	0.2	0.9
57	Union Dawn to Union EDA	0.3665	0.5696	1,510	1,510	1,510	0.3	0.3	0.3
58	Union Dawn to Union Parkway Belt	0.2015	0.3132	-	10,006	54,573	-	1.1	6.2
59	Union Parkway Belt to Cornwall	0.3255	0.5059	-	-	1,667	-	-	0.3
60	Union Parkway Belt to East Hereford	0.5076	0.7891	-	-	3,313	-	-	1.0
61	Union Parkway Belt to Enbridge CDA	0.1281	0.1935	8,072	8,072	22,731	0.6	0.6	1.6
62	Union Parkway Belt to Enbridge EDA	0.3207	0.4986	-	5,484	183,852	-	1.0	33.5
63	Union Parkway Belt to GMIT EDA	0.4119	0.6403	65,000	99,523	453,681	15.0	23.5	106.0
64	Union Parkway Belt to GMIT NDA	0.3415	0.5308	-	1,916	15,327	-	0.4	3.0
65	Union Parkway Belt to Iroquois	0.3038	0.4723	483,905	483,905	482,861	82.6	83.4	83.2
66	Union Parkway Belt to KPUC EDA	0.2409	0.3745	-	-	1,167	-	-	0.2
67	Union Parkway Belt to Philipsburg	0.4130	0.6419	30,000	30,161	58,380	7.0	7.1	13.7
68	Union Parkway Belt to Union CDA	0.1167	0.1567	26,315	64,907	-	1.5	3.7	-
69	Union Parkway Belt to Union EDA	0.2505	0.3893	37,000	46,267	124,211	5.2	6.6	17.6
70	Union Parkway Belt to Union NCDA	0.1796	0.2792	-	30	1,581	-	0.0	0.2
71	Union Parkway Belt to Union NDA	0.3580	0.5565	-	4,330	126,629	-	0.9	25.7
72	Welwyn to Centram MDA	0.2235	0.2424	1,332	1,332	1,332	0.1	0.1	0.1
73	Suffield 2 to Empress	0.0865	0.0939	7,500	-	-	0.3	-	-
74	Empress to Tunis NDA	1.2345	1.3392	-	-	-	-	-	-
75	<b>Total Firm Transportation</b>			<b>4,976,134</b>	<b>4,807,049</b>	<b>5,968,871</b>	<b>1,421</b>	<b>1,290</b>	<b>1,328</b>

**Firm Transportation - Non Renewable**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
76	Empress to Centram MDA	0.5362	0.5817	68,383	64,258	58,671	14.8	13.6	12.5
77	Empress to Centrat MDA	0.5980	0.6487	90	90	75	0.0	0.0	0.0
78	Empress to Cornwall	1.6429	1.9137	6,505	7,690	8,179	4.6	5.4	5.7
79	Empress to East Hereford	1.8251	2.1259	156,898	155,631	154,009	122.7	120.8	119.5
80	Empress to Emerson 1	0.6088	0.6604	5,275	58,747	69,354	1.3	14.2	16.7
81	Empress to Emerson 2	0.6088	0.6604	51,614	105,534	168,502	12.6	25.4	40.6
82	Empress to Enbridge EDA	1.6154	1.8817	138,283	162,195	667	95.7	111.4	0.5
83	Empress to GMIT EDA	1.7294	2.0144	210,986	232,350	2,198	156.3	170.8	1.6
84	Empress to GMIT NDA	1.3441	1.4581	3,100	2,713	-	1.7	1.4	-
85	Empress to Iroquois	1.6259	1.8939	409,909	177,366	58,205	285.5	122.6	40.2
86	Empress to KPUC EDA	1.6841	1.9617	2,000	2,000	1,667	1.4	1.4	1.2
87	Empress to Napierville	1.7215	2.0053	6,303	4,220	4,278	4.7	3.1	3.1
88	Empress to Philipsburg	1.7304	2.0156	-	2	8	-	0.0	0.0
89	Empress to Spruce	0.5980	0.6487	-	176	879	-	0.0	0.2
90	Empress to Transgas SSSA	0.3073	0.3334	11,304	17,836	63,941	1.4	2.2	7.8
91	Empress to Union EDA	1.6504	1.9225	7,618	6,080	1,909	5.4	4.3	1.3
92	Empress to Union NDA	1.3169	1.4286	4,500	3,750	-	2.4	2.0	-
93	Empress to Union WDA	0.8562	0.9288	1,917	2,992	3,480	0.7	1.0	1.2
94	St. Clair to Union SWDA	0.0958	0.1490	-	8,254	61,984	-	0.4	3.4
95	Empress to Union NCDA	1.4953	1.7418	167	-	-	0.1	-	-
96	Empress to Enbridge CDA	1.5685	1.8239	19,374	-	-	13.0	-	-
97	<b>Total Firm Transportation - Non Renewable</b>			<b>1,104,226</b>	<b>1,011,884</b>	<b>658,006</b>	<b>724</b>	<b>600</b>	<b>256</b>

**Firm Transportation - Short Notice & Enhanced Market Balancing**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
98	FT-SN Kirkwall to Thorold CDA	0.1476	0.2296	49,500	49,500	49,500	4.1	4.1	4.1
99	FT-SN Union Parkway Belt to Goreway CDA	0.1099	0.1709	140,000	140,000	140,000	8.6	8.7	8.7
100	FT-SN Union Parkway Belt to Napanee #2 EDA	0.2479	0.3795	-	-	4,333	-	-	0.6
101	FT-SN Union Parkway Belt to Schomberg #2 CDA	0.1285	0.1998	87,654	87,654	87,654	6.3	6.4	6.4
102	FT-SN Union Parkway Belt to Victoria Square #2 CDA	0.1298	0.2018	185,000	185,000	185,000	13.5	13.6	13.6
103	EMB Union Parkway Belt to Union EDA	0.2755	0.4283	-	2,986	25,000	-	0.5	3.9
104	<b>Total Firm Transportation - Short Notice &amp; Enhanced Market Balancing</b>			<b>462,154</b>	<b>465,140</b>	<b>491,487</b>	<b>33</b>	<b>33</b>	<b>37</b>

**Storage Transportation Service**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
1	Centram MDA to Emerson 2	0.1586	0.1720	54,000	54,000	54,000	3.4	3.4	3.4
2	Union NDA to Union Parkway Belt	0.3580	0.5600	49,100	49,100	49,100	9.9	10.0	10.0
3	Union Parkway Belt to Cornwall	0.3255	0.5059	10,300	10,300	10,300	1.9	1.9	1.9
4	Union Parkway Belt to Enbridge CDA	0.1281	0.1935	283,892	283,892	283,892	20.0	20.6	20.1
5	Union Parkway Belt to Enbridge EDA	0.3207	0.4986	80,611	80,611	80,611	14.5	14.7	14.7
6	Union Parkway Belt to GMIT EDA	0.4119	0.6403	216,174	216,174	216,174	50.0	50.5	50.5
7	Union Parkway Belt to KPUC EDA	0.2409	0.3745	13,342	13,342	13,342	1.8	1.8	1.8
8	Union Parkway Belt to Philipsburg	0.4130	0.6419	20,279	20,279	16,899	4.7	4.8	4.0
9	Union Parkway Belt to Union EDA	0.2505	0.3893	68,520	63,483	26,351	9.6	9.0	3.7
10	Union WDA to Union Parkway Belt	0.8400	1.3100	3,150	3,150	3,150	1.5	1.5	1.5
11	North Bay Junction to Iroquois	0.3058	0.4754	-	-	24,267	-	-	4.2
12	<b>Total Storage Transportation Service</b>			<b>799,368</b>	<b>794,331</b>	<b>778,086</b>	<b>117</b>	<b>118</b>	<b>116</b>
13	<b>Total Firm</b>			<b>7,341,882</b>	<b>7,078,404</b>	<b>7,896,450</b>	<b>2,295</b>	<b>2,042</b>	<b>1,736</b>

**Long Term Fixed Pricing**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
14	Empress to Transgas SSSA (Herbert LTFP)	n/a	0.12	-	-	-	-	-	-
15	Empress to Union SWDA (Dawn LTFP)	n/a	0.77	-	-	226,149	-	-	63.6
16	Empress to Union SWDA (Dawn LTFP) Abandonment surcharge *			-	-	-	-	-	(4.6)
17	<b>Total Long Term Fixed Pricing</b>			<b>-</b>	<b>-</b>	<b>226,149</b>	<b>-</b>	<b>-</b>	<b>59</b>

\* Displayed as negative as this revenue is for the Abandonment Trust Fund

Notes:

Firm Transportation - Short Notice (FT-SN) & Enhanced Market Balancing (EMB) service revenues include a 10% Toll Premium

**2015-2017 Volumes and Revenues - Compliance**

**Firm Transportation**

Line No.	Path	RH-003-2011 Compliance Toll		Energy (GJ/d)			Revenue (\$Millions)		
		2015-2017 Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	2015	2016	2017	2015	2016	2017
1	Bayhurst 1 to Centram MDA	0.5207	0.5648	590	-	-	0.1	-	-
2	Bayhurst 1 to Centram SSDA	0.3827	0.4152	-	-	-	-	-	-
3	Chippawa to Enbridge Parkway CDA	0.1546	0.2403	20,630	123,441	-	1.8	10.8	-
4	Chippawa to Kirkwall	0.1437	0.2233	-	61,545	-	-	5.0	-
5	Emerson 2 to Centram MDA	0.1586	0.1720	69,750	69,750	69,750	4.4	4.4	4.4
6	Empress to Calstock NDA	1.1013	1.1947	1,000	1,000	-	0.4	0.4	-
7	Empress to Centram MDA	0.5362	0.5817	127,109	114,506	186,640	27.0	24.3	39.6
8	Empress to Centram SSDA	0.3982	0.4320	5,540	3,200	1,200	0.9	0.5	0.2
9	Empress to Centrat MDA	0.5980	0.6487	4,943	5,565	11,500	1.2	1.3	2.7
10	Empress to Cornwall	1.6429	1.9137	12,156	12,156	12,156	8.5	8.5	8.5
11	Empress to Emerson 1	0.6088	0.6604	49,895	-	86,928	12.0	-	21.0
12	Empress to Emerson 2	0.6088	0.6604	210,132	6,532	27,634	50.7	1.6	6.7
13	Empress to Enbridge CDA	1.5685	1.8239	390,514	149,211	63,468	260.0	99.5	42.3
14	Empress to Enbridge EDA	1.6154	1.8817	197,421	197,421	201,532	135.6	135.6	138.4
15	Empress to GMIT EDA	1.7294	2.0144	167,512	97,800	85,000	123.2	71.9	62.5
16	Empress to GMIT NDA	1.3441	1.4581	19,337	14,900	1,000	10.3	7.9	0.5
17	Empress to Iroquois	1.6259	1.8939	26,956	26,956	-	18.6	18.6	-
18	Empress to KPUC EDA	1.6841	1.9617	4,000	4,000	9,090	2.9	2.9	6.5
19	Empress to Napierville	1.7215	2.0053	8,580	8,580	50,233	6.3	6.3	36.8
20	Empress to Nipigon WDA	0.9322	1.0112	7,900	7,900	6,303	2.9	2.9	2.3
21	Empress to Philipsburg	1.7304	2.0156	18,500	15,417	18,500	13.6	11.3	13.6
22	Empress to Spruce	0.5980	0.6487	7,029	-	4,220	1.7	-	1.0
23	Empress to Transgas SSDA	0.3073	0.3334	16,031	-	45,833	2.0	-	5.6
24	Empress to Union CDA	1.5351	1.7944	50,986	57,713	-	33.4	37.8	-
25	Empress to Union ECDA	1.5437	1.7982	-	1,833	11,000	-	1.2	7.2
26	Empress to Union EDA	1.6504	1.9225	73,131	22,569	1,000	51.3	15.8	0.7
27	Empress to Union NCDA	1.4953	1.7418	11,556	11,446	11,000	7.3	7.3	7.0
28	Empress to Union NDA	1.3169	1.4286	158,986	113,398	67,000	82.9	59.1	34.9
29	Empress to Union SSM DA	1.1945	1.2958	12,978	12,978	21,000	6.1	6.1	9.9
30	Empress to Union WDA	0.8562	0.9288	55,557	59,468	52,000	18.8	20.2	17.6
31	Empress to Welwyn	0.3982	0.4320	1,332	-	-	0.2	-	-
32	Iroquois to Cornwall	0.1119	0.1739	-	-	-	-	-	-
33	Iroquois to GMIT EDA	0.1983	0.3083	26,952	26,952	-	3.0	3.0	-
34	Iroquois to KPUC EDA	0.1484	0.2307	-	-	-	-	-	-
35	Iroquois to Napierville	0.1904	0.2960	-	-	-	-	-	-
36	Kirkwall to Chippawa	0.1437	0.2233	198,207	163,650	161,867	16.2	13.3	13.2
37	Kirkwall to Niagara Falls	0.1424	0.2214	31,651	31,651	-	2.6	2.6	-
38	Kirkwall to Union CDA	0.1023	0.1590	-	22,500	135,000	-	1.3	7.8
39	Lachenaie to Iroquois	0.1830	0.2845	6,900	6,900	-	0.7	0.7	-
40	Niagara Falls to Enbridge CDA	0.1757	0.2701	255,618	255,618	255,618	25.2	25.5	25.5
41	Niagara Falls to Enbridge Parkway CDA	0.1534	0.2384	12,795	76,559	200,000	1.1	6.7	17.4
42	Niagara Falls to GMIT EDA	0.4798	0.7458	82,000	82,000	82,000	22.3	22.3	22.3
43	Niagara Falls to Kirkwall	0.1424	0.2214	97,747	223,935	73,062	7.9	18.1	5.9
44	Niagara Falls to KPUC EDA	0.3088	0.4800	2,000	2,000	2,000	0.4	0.4	0.4
45	SS. Marie to Union SSM DA	0.0910	0.0987	49,843	49,843	72,000	1.8	1.8	2.6
46	St. Clair to Chippawa	0.2523	0.3922	210,936	97,870	-	30.2	14.0	-
47	St. Clair to Union SWDA	0.0958	0.1490	80,269	-	140,125	4.4	-	7.6
48	Ste. Genevieve to Iroquois	0.2072	0.3221	-	-	-	-	-	-
49	Union Dawn to East Hereford	0.6236	0.9694	52,753	52,753	52,753	18.7	18.7	18.7
50	Union Dawn to Enbridge CDA	0.2387	0.3662	164,416	164,416	164,416	22.0	22.3	22.3
51	Union Dawn to Enbridge EDA	0.4367	0.6789	114,000	114,000	154,000	28.2	28.2	38.2
52	Union Dawn to GMIT EDA	0.5279	0.8206	210,000	210,000	210,000	62.9	62.9	62.9
53	Union Dawn to Iroquois	0.4198	0.6526	40,000	40,000	-	9.5	9.5	-
54	Union Dawn to Niagara Falls	0.2389	0.3714	10,265	10,265	10,265	1.4	1.4	1.4
55	Union Dawn to Union CDA	0.1988	0.3174	147,129	122,608	-	17.0	14.2	-
56	Union Dawn to Union ECDA	0.2074	0.3224	-	1,333	-	-	0.2	-
57	Union Dawn to Union EDA	0.3665	0.5696	1,510	1,510	-	0.3	0.3	-
58	Union Dawn to Union Parkway Belt	0.2015	0.3132	-	10,006	-	-	1.1	-
59	Union Parkway Belt to Cornwall	0.3255	0.5059	-	-	-	-	-	-
60	Union Parkway Belt to East Hereford	0.5076	0.7891	-	-	-	-	-	-
61	Union Parkway Belt to Enbridge CDA	0.1281	0.1935	8,072	8,072	8,072	0.6	0.6	0.6
62	Union Parkway Belt to Enbridge EDA	0.3207	0.4986	-	28,333	165,889	-	5.2	30.2
63	Union Parkway Belt to GMIT EDA	0.4119	0.6403	104,967	328,065	430,448	24.5	76.7	100.6
64	Union Parkway Belt to GMIT NDA	0.3415	0.5308	2,561	15,327	15,327	0.5	3.0	3.0
65	Union Parkway Belt to Iroquois	0.3038	0.4723	483,905	483,905	483,905	83.4	83.4	83.4
66	Union Parkway Belt to KPUC EDA	0.2409	0.3745	-	-	-	-	-	-
67	Union Parkway Belt to Philipsburg	0.4130	0.6419	30,000	34,083	30,000	7.0	8.0	7.0
68	Union Parkway Belt to Union CDA	0.1167	0.1567	16,000	13,333	-	0.9	0.8	-
69	Union Parkway Belt to Union EDA	0.2505	0.3893	49,534	113,881	222,000	7.0	16.2	31.5
70	Union Parkway Belt to Union NCDA	0.1796	0.2792	-	183	5,000	-	0.0	0.5
71	Union Parkway Belt to Union NDA	0.3580	0.5565	1,671	29,788	206,000	0.3	6.1	41.8
72	Welwyn to Centram MDA	0.2235	0.2424	1,332	1,332	1,332	0.1	0.1	0.1
73	Suffield 2 to Empress	0.0865	0.0939	7,397	-	-	0.3	-	-
74	Empress to Tunis NDA	1.2345	1.3392	-	-	9,091	-	-	4.4
75	<b>Total Firm Transportation</b>			<b>4,230,482</b>	<b>4,021,956</b>	<b>4,334,158</b>	<b>1,285</b>	<b>1,030</b>	<b>1,019</b>



**Firm Transportation - Non Renewable**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
76	Empress to Centram MDA	0.5362	0.5817	63,654	-	-	13.5	-	-
77	Empress to Centrat MDA	0.5980	0.6487	75	-	-	0.0	-	-
78	Empress to Cornwall	1.6429	1.9137	6,290	5,000	-	4.4	3.5	-
79	Empress to East Hereford	1.8251	2.1259	156,892	101,111	-	121.7	78.5	-
80	Empress to Emerson 1	0.6088	0.6604	-	-	-	-	-	-
81	Empress to Emerson 2	0.6088	0.6604	30,756	-	-	7.4	-	-
82	Empress to Enbridge EDA	1.6154	1.8817	138,133	139,883	-	94.9	96.1	-
83	Empress to GMIT EDA	1.7294	2.0144	177,952	72,543	-	130.8	53.3	-
84	Empress to GMIT NDA	1.3441	1.4581	3,100	2,583	-	1.6	1.4	-
85	Empress to Iroquois	1.6259	1.8939	299,697	62,077	-	207.2	42.9	-
86	Empress to KPUC EDA	1.6841	1.9617	2,000	2,000	-	1.4	1.4	-
87	Empress to Napierville	1.7215	2.0053	6,302	4,220	-	4.6	3.1	-
88	Empress to Philipsburg	1.7304	2.0156	-	-	-	-	-	-
89	Empress to Spruce	0.5980	0.6487	-	-	-	-	-	-
90	Empress to Transgas SSSA	0.3073	0.3334	-	-	-	-	-	-
91	Empress to Union EDA	1.6504	1.9225	4,677	1,052	-	3.3	0.7	-
92	Empress to Union NDA	1.3169	1.4286	3,748	-	-	2.0	-	-
93	Empress to Union WDA	0.8562	0.9288	1,666	-	-	0.6	-	-
94	St. Clair to Union SWDA	0.0958	0.1490	-	-	-	-	-	-
95	Empress to Union NCDA	1.4953	1.7418	167	-	-	0.1	-	-
96	Empress to Enbridge CDA	1.5685	1.8239	19,386	-	-	12.9	-	-
97	<b>Total Firm Transportation - Non Renewable</b>			<b>914,494</b>	<b>390,469</b>	<b>-</b>	<b>606</b>	<b>281</b>	<b>-</b>

**Firm Transportation - Short Notice & Enhanced Market Balancing**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
98	FT-SN Kirkwall to Thorold CDA	0.1476	0.2296	49,500	49,500	49,500	4.1	4.1	4.1
99	FT-SN Union Parkway Belt to Goreway CDA	0.1099	0.1709	140,000	140,000	140,000	8.7	8.7	8.7
100	FT-SN Union Parkway Belt to Napanee #2 EDA	0.2479	0.3795	-	-	-	-	-	-
101	FT-SN Union Parkway Belt to Schomberg #2 CDA	0.1285	0.1998	87,654	87,654	87,654	6.4	6.4	6.4
102	FT-SN Union Parkway Belt to Victoria Square #2 CDA	0.1298	0.2018	185,000	185,000	185,000	13.6	13.6	13.6
103	EMB Union Parkway Belt to Union EDA	0.2755	0.4283	4,178	25,000	25,000	0.7	3.9	3.9
104	<b>Total Firm Transportation - Short Notice &amp; Enhanced Market Balancing</b>			<b>466,332</b>	<b>487,154</b>	<b>487,154</b>	<b>34</b>	<b>37</b>	<b>37</b>

**Storage Transportation Service**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
1	Centram MDA to Emerson 2	0.1586	0.1720	54,000	54,000	54,000	3.4	3.4	3.4
2	Union NDA to Union Parkway Belt	0.3580	0.5600	49,100	49,100	31,000	10.0	10.0	6.3
3	Union Parkway Belt to Cornwall	0.3255	0.5059	10,300	10,300	10,300	1.9	1.9	1.9
4	Union Parkway Belt to Enbridge CDA	0.1281	0.1935	283,892	283,892	283,892	20.1	20.6	20.6
5	Union Parkway Belt to Enbridge EDA	0.3207	0.4986	80,611	80,611	80,611	14.7	14.7	14.7
6	Union Parkway Belt to GMIT EDA	0.4119	0.6403	216,174	216,174	216,174	50.5	50.5	50.5
7	Union Parkway Belt to KPUC EDA	0.2409	0.3745	13,342	13,342	13,342	1.8	1.8	1.8
8	Union Parkway Belt to Philipsburg	0.4130	0.6419	20,279	20,279	20,279	4.8	4.8	4.8
9	Union Parkway Belt to Union EDA	0.2505	0.3893	61,473	26,351	27,000	8.7	3.7	3.8
10	Union WDA to Union Parkway Belt	0.8400	1.3100	3,150	3,150	3,150	1.5	1.5	1.5
11	North Bay Junction to Iroquois	0.3058	0.4754	-	-	-	-	-	-
12	<b>Total Storage Transportation Service</b>			<b>792,321</b>	<b>757,199</b>	<b>739,748</b>	<b>117</b>	<b>113</b>	<b>109</b>

**13 Total Firm**

<b>6,403,628</b>	<b>5,656,778</b>	<b>5,561,060</b>	<b>2,042</b>	<b>1,460</b>	<b>1,165</b>
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**Long Term Fixed Pricing**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
14	Empress to Transgas SSSA (Herbert LTFP)	n/a	0.12	-	-	-	-	-	-
15	Empress to Union SWDA (Dawn LTFP)	n/a	0.77	-	-	-	-	-	-
16	Empress to Union SWDA (Dawn LTFP) Abandonment surcharge *			-	-	-	-	-	-
17	<b>Total Long Term Fixed Pricing</b>			<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

\* Displayed as negative as this revenue is for the Abandonment Trust Fund

Notes:

Firm Transportation - Short Notice (FT-SN) & Enhanced Market Balancing (EMB) service revenues include a 10% Toll Premium

**2015-2017 Volumes and Revenue - Actual less Compliance**

**Firm Transportation**

Line No.	Path	RH-003-2011 Compliance Toll		2015-2017 Toll			Revenue (\$Millions)		
		(\$/GJ)	(\$/GJ)	2015	2016	2017	2015	2016	2017
1	Bayhurst 1 to Centram MDA	0.5207	0.5648	422	2,111	-	0.1	0.4	-
2	Bayhurst 1 to Centram SSDA	0.3827	0.4152	113	563	-	0.0	0.1	-
3	Chippawa to Enbridge Parkway CDA	0.1546	0.2403	(20,630)	-	123,441	(1.8)	0.0	10.8
4	Chippawa to Kirkwall	0.1437	0.2233	-	(61,545)	-	-	(5.0)	-
5	Emerson 2 to Centram MDA	0.1586	0.1720	-	-	-	0.1	(0.0)	(0.0)
6	Empress to Calstock NDA	1.1013	1.1947	-	-	1,000	0.0	(0.0)	0.4
7	Empress to Centram MDA	0.5362	0.5817	18,160	43,413	(20,023)	4.3	9.2	(4.2)
8	Empress to Centram SSDA	0.3982	0.4320	0	1,620	4,070	0.0	0.3	0.6
9	Empress to Centrat MDA	0.5980	0.6487	3	-	(5,920)	(0.0)	0.0	(1.4)
10	Empress to Cornwall	1.6429	1.9137	-	-	211	0.1	0.0	0.1
11	Empress to Emerson 1	0.6088	0.6604	59,530	226,362	399,825	14.8	54.6	96.4
12	Empress to Emerson 2	0.6088	0.6604	198,025	398,692	469,199	49.4	96.1	113.1
13	Empress to Enbridge CDA	1.5685	1.8239	33,598	50,248	67,855	24.5	33.5	45.1
14	Empress to Enbridge EDA	1.6154	1.8817	-	-	(9,840)	1.0	0.0	(6.8)
15	Empress to GMIT EDA	1.7294	2.0144	13,738	72,187	8,667	11.1	52.9	6.4
16	Empress to GMIT NDA	1.3441	1.4581	402	2,097	13,417	0.4	1.1	7.1
17	Empress to Iroquois	1.6259	1.8939	-	-	37,858	0.1	0.0	26.2
18	Empress to KPUC EDA	1.6841	1.9617	-	-	(5,240)	0.0	(0.0)	(3.8)
19	Empress to Napierville	1.7215	2.0053	-	-	(41,653)	0.0	(0.0)	(30.5)
20	Empress to Nipigon WDA	0.9322	1.0112	-	-	1,597	0.0	(0.0)	0.6
21	Empress to Philipsburg	1.7304	2.0156	-	3,083	(18,500)	0.1	2.3	(13.6)
22	Empress to Spruce	0.5980	0.6487	1,675	9,583	3,446	0.4	2.3	0.8
23	Empress to Transgas SSDA	0.3073	0.3334	90,036	135,791	229,372	11.2	16.5	27.9
24	Empress to Union CDA	1.5351	1.7944	(8,061)	(13,357)	-	11.0	(1.1)	-
25	Empress to Union ECDA	1.5437	1.7982	-	(300)	(1,333)	-	5.3	(0.9)
26	Empress to Union EDA	1.6504	1.9225	9,665	50,949	8,169	7.2	35.8	5.7
27	Empress to Union NCDA	1.4953	1.7418	-	92	(386)	0.1	0.1	(0.2)
28	Empress to Union NDA	1.3169	1.4286	12,194	51,055	8,098	(3.5)	16.1	4.2
29	Empress to Union SSM DA	1.1945	1.2958	2,133	12,800	4,778	1.1	6.1	2.3
30	Empress to Union WDA	0.8562	0.9288	286	2,830	10,241	(0.6)	1.0	3.5
31	Empress to Welwyn	0.3982	0.4320	-	1,332	1,332	0.0	0.2	0.2
32	Iroquois to Cornwall	0.1119	0.1739	-	-	-	-	-	-
33	Iroquois to GMIT EDA	0.1983	0.3083	-	-	26,952	(0.0)	(0.0)	3.0
34	Iroquois to KPUC EDA	0.1484	0.2307	-	-	-	-	-	-
35	Iroquois to Napierville	0.1904	0.2960	-	-	-	-	-	-
36	Kirkwall to Chippawa	0.1437	0.2233	19	-	0	(0.2)	0.0	(0.0)
37	Kirkwall to Niagara Falls	0.1424	0.2214	-	-	26,376	(0.0)	(0.0)	2.1
38	Kirkwall to Union CDA	0.1023	0.1590	-	-	-	-	(0.0)	0.0
39	Lachenaie to Iroquois	0.1830	0.2845	-	-	6,900	(0.0)	(0.0)	0.7
40	Niagara Falls to Enbridge CDA	0.1757	0.2701	-	-	-	(0.2)	0.0	(0.3)
41	Niagara Falls to Enbridge Parkway CDA	0.1534	0.2384	(35)	-	(123,441)	(0.0)	0.0	(10.7)
42	Niagara Falls to GMIT EDA	0.4798	0.7458	-	-	-	(0.2)	(0.0)	0.0
43	Niagara Falls to Kirkwall	0.1424	0.2214	(67)	(0)	168,532	(0.1)	(0.0)	13.6
44	Niagara Falls to KPUC EDA	0.3088	0.4800	-	-	-	(0.0)	0.0	0.0
45	SS. Marie to Union SSM DA	0.0910	0.0987	-	-	(22,157)	0.0	0.0	(0.8)
46	St. Clair to Chippawa	0.2523	0.3922	57	0	49,513	(0.3)	0.0	7.1
47	St. Clair to Union SWDA	0.0958	0.1490	380,705	116,802	251,668	20.4	6.4	13.7
48	Ste. Genevieve to Iroquois	0.2072	0.3221	-	200	2,398	-	0.0	0.3
49	Union Dawn to East Hereford	0.6236	0.9694	-	4,516	22,579	(0.2)	0.0	8.0
50	Union Dawn to Enbridge CDA	0.2387	0.3662	-	-	(967)	(0.2)	0.0	(0.4)
51	Union Dawn to Enbridge EDA	0.4367	0.6789	-	-	(40,000)	(0.3)	(0.0)	(9.9)
52	Union Dawn to GMIT EDA	0.5279	0.8206	-	(4,516)	(27,071)	(0.6)	0.2	(8.1)
53	Union Dawn to Iroquois	0.4198	0.6526	-	-	40,000	(0.1)	0.0	9.5
54	Union Dawn to Niagara Falls	0.2389	0.3714	-	-	-	(0.0)	(0.0)	(0.0)
55	Union Dawn to Union CDA	0.1988	0.3174	-	(11,140)	-	(0.2)	(1.3)	-
56	Union Dawn to Union ECDA	0.2074	0.3224	-	(0)	8,000	-	0.0	0.9
57	Union Dawn to Union EDA	0.3665	0.5696	-	-	1,510	(0.0)	(0.0)	0.3
58	Union Dawn to Union Parkway Belt	0.2015	0.3132	-	1	54,573	-	(0.0)	6.2
59	Union Parkway Belt to Cornwall	0.3255	0.5059	-	-	1,667	-	-	0.3
60	Union Parkway Belt to East Hereford	0.5076	0.7891	-	-	3,313	-	-	1.0
61	Union Parkway Belt to Enbridge CDA	0.1281	0.1935	-	-	14,659	(0.0)	(0.0)	1.0
62	Union Parkway Belt to Enbridge EDA	0.3207	0.4986	-	(22,849)	17,963	-	(4.2)	3.3
63	Union Parkway Belt to GMIT EDA	0.4119	0.6403	(39,967)	(228,542)	23,233	(9.5)	(53.2)	5.4
64	Union Parkway Belt to GMIT NDA	0.3415	0.5308	(2,561)	(13,411)	-	(0.5)	(2.6)	(0.0)
65	Union Parkway Belt to Iroquois	0.3038	0.4723	-	-	(1,044)	(0.8)	(0.0)	(0.2)
66	Union Parkway Belt to KPUC EDA	0.2409	0.3745	-	-	1,167	-	-	0.2
67	Union Parkway Belt to Philipsburg	0.4130	0.6419	-	(3,922)	28,380	(0.1)	(0.9)	6.6
68	Union Parkway Belt to Union CDA	0.1167	0.1567	10,315	51,574	-	0.6	3.0	-
69	Union Parkway Belt to Union EDA	0.2505	0.3893	(12,534)	(67,614)	(97,789)	(1.8)	(9.6)	(13.9)
70	Union Parkway Belt to Union NCDA	0.1796	0.2792	-	(153)	(3,419)	-	(0.0)	(0.3)
71	Union Parkway Belt to Union NDA	0.3580	0.5565	(1,671)	(25,458)	(79,371)	(0.3)	(5.2)	(16.1)
72	Welwyn to Centram MDA	0.2235	0.2424	-	-	-	0.0	0.0	(0.0)
73	Suffield 2 to Empress	0.0865	0.0939	103	-	-	0.0	-	-
74	Empress to Tunis NDA	1.2345	1.3392	-	-	(9,091)	-	-	(4.4)
75	<b>Total Firm Transportation</b>			<b>745,652</b>	<b>785,093</b>	<b>1,634,714</b>	<b>136</b>	<b>260</b>	<b>308</b>

**Firm Transportation - Non Renewable**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
76	Empress to Centram MDA	0.5362	0.5817	4,729	64,258	58,671	1.3	13.6	12.5
77	Empress to Centrat MDA	0.5980	0.6487	15	90	75	0.0	0.0	0.0
78	Empress to Cornwall	1.6429	1.9137	215	2,690	8,179	0.2	1.9	5.7
79	Empress to East Hereford	1.8251	2.1259	6	54,520	154,009	0.9	42.3	119.5
80	Empress to Emerson 1	0.6088	0.6604	5,275	58,747	69,354	1.3	14.2	16.7
81	Empress to Emerson 2	0.6088	0.6604	20,858	105,534	168,502	5.2	25.4	40.6
82	Empress to Enbridge EDA	1.6154	1.8817	150	22,312	667	0.8	15.3	0.5
83	Empress to GMIT EDA	1.7294	2.0144	33,034	159,808	2,198	25.4	117.5	1.6
84	Empress to GMIT NDA	1.3441	1.4581	-	130	-	0.0	0.1	-
85	Empress to Iroquois	1.6259	1.8939	110,212	115,289	58,205	78.3	79.7	40.2
86	Empress to KPUC EDA	1.6841	1.9617	-	-	1,667	0.0	(0.0)	1.2
87	Empress to Napierville	1.7215	2.0053	1	-	4,278	0.0	(0.0)	3.1
88	Empress to Philipsburg	1.7304	2.0156	-	2	8	-	0.0	0.0
89	Empress to Spruce	0.5980	0.6487	-	176	879	-	0.0	0.2
90	Empress to Transgas SSSA	0.3073	0.3334	11,304	17,836	63,941	1.4	2.2	7.8
91	Empress to Union EDA	1.6504	1.9225	2,941	5,028	1,909	2.1	3.5	1.3
92	Empress to Union NDA	1.3169	1.4286	752	3,750	-	0.4	2.0	-
93	Empress to Union WDA	0.8562	0.9288	251	2,992	3,480	0.1	1.0	1.2
94	St. Clair to Union SWDA	0.0958	0.1490	-	8,254	61,984	-	0.4	3.4
95	Empress to Union NCDA	1.4953	1.7418	0	-	-	0.0	-	-
96	Empress to Enbridge CDA	1.5685	1.8239	(12)	-	-	0.1	-	-
97	<b>Total Firm Transportation - Non Renewable</b>			<b>189,732</b>	<b>621,415</b>	<b>658,006</b>	<b>118</b>	<b>319</b>	<b>256</b>

**Firm Transportation - Short Notice & Enhanced Market Balancing**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
98	FT-SN Kirkwall to Thorold CDA	0.1476	0.2296	-	-	-	(0.0)	0.0	0.0
99	FT-SN Union Parkway Belt to Goreway CDA	0.1099	0.1709	-	-	-	(0.1)	0.0	0.0
100	FT-SN Union Parkway Belt to Napanee #2 EDA	0.2479	0.3795	-	-	4,333	-	-	0.6
101	FT-SN Union Parkway Belt to Schomberg #2 CDA	0.1285	0.1998	-	-	-	(0.1)	0.0	0.0
102	FT-SN Union Parkway Belt to Victoria Square #2 CDA	0.1298	0.2018	-	-	-	(0.1)	0.0	(0.0)
103	EMB Union Parkway Belt to Union EDA	0.2755	0.4283	(4,178)	(22,014)	-	(0.7)	(3.4)	(0.0)
104	<b>Total Firm Transportation - Short Notice &amp; Enhanced Market Balancing</b>			<b>(4,178)</b>	<b>(22,014)</b>	<b>4,333</b>	<b>(1)</b>	<b>(3)</b>	<b>1</b>

**Storage Transportation Service**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
1	Centram MDA to Emerson 2	0.1586	0.1720	-	-	-	0.1	(0.0)	(0.0)
2	Union NDA to Union Parkway Belt	0.3580	0.5600	-	-	18,100	(0.1)	(0.0)	3.7
3	Union Parkway Belt to Cornwall	0.3255	0.5059	-	-	-	(0.0)	-	(0.0)
4	Union Parkway Belt to Enbridge CDA	0.1281	0.1935	-	-	-	(0.2)	(0.0)	(0.6)
5	Union Parkway Belt to Enbridge EDA	0.3207	0.4986	-	-	-	(0.1)	(0.0)	0.0
6	Union Parkway Belt to GMIT EDA	0.4119	0.6403	-	-	-	(0.5)	0.0	0.0
7	Union Parkway Belt to KPUC EDA	0.2409	0.3745	-	-	-	(0.0)	(0.0)	0.0
8	Union Parkway Belt to Philipsburg	0.4130	0.6419	-	-	(3,380)	(0.0)	0.0	(0.8)
9	Union Parkway Belt to Union EDA	0.2505	0.3893	7,047	37,132	(649)	0.9	5.3	(0.1)
10	Union WDA to Union Parkway Belt	0.8400	1.3100	-	-	-	(0.0)	0.0	0.0
11	North Bay Junction to Iroquois	0.3058	0.4754	-	-	24,267	-	-	4.2
12	<b>Total Storage Transportation Service</b>			<b>7,047</b>	<b>37,132</b>	<b>38,338</b>	<b>(0)</b>	<b>5</b>	<b>6</b>

**13 Total Firm**

<b>938,254</b>	<b>1,421,626</b>	<b>2,335,391</b>	<b>253</b>	<b>581</b>	<b>571</b>
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**Long Term Fixed Pricing**

RH-003-2011

Line No.	Path	Compliance Toll (\$/GJ)	2015-2017 Toll (\$/GJ)	Energy (GJ/d)			Revenue (\$Millions)		
				2015	2016	2017	2015	2016	2017
14	Empress to Transgas SSSA (Herbert LTFP)	n/a	0.12	-	-	-	-	-	-
15	Empress to Union SWDA (Dawn LTFP)	n/a	0.77	-	-	226,149	-	-	63.6
16	Empress to Union SWDA (Dawn LTFP) Abandonment surcharge *			-	-	-	-	-	(4.6)
17	<b>Total Long Term Fixed Pricing</b>			<b>-</b>	<b>-</b>	<b>226,149</b>	<b>-</b>	<b>-</b>	<b>59</b>

\* Displayed as negative as this revenue is for the Abandonment Trust Fund

Notes:

Firm Transportation - Short Notice (FT-SN) & Enhanced Market Balancing (EMB) service revenues include a 10% Toll Premium

**IR Number:** CAPP 1.7

**Reference:** TransCanada 2018-2020 Mainline Tolls Application, Page 4-11  
  
TransCanada 2018-2020 Mainline Tolls Application, Attachment 2 –  
Tab B: Supplemental Agreement

**Preamble:** CAPP seeks to better understand the impact of the Stretch Revenue

- Request:**
- a) Using the three-step toll methodology used in calculating the 2018-2020 Mainline Tolls Application, please calculate tolls for Eastern Triangle Short Haul, Eastern Triangle Long Haul and Other (as defined in the Application) under a scenario where there is no Stretch Revenue. Please reproduce Tables 1-2 and 2-2 and the table on page 6 of 10 in Attachment 3: 2018-2020 Revenue Requirement Schedules under this scenario.
  - b) Please confirm that, if the Application is approved, the Annual Bridging Amount and the closing Bridging Amortization Account balances are fixed for the 2018-2020 period. If not confirmed, please identify what variances over the 2018-2020 period would result in these amounts/balances changing.

**Response:**

- a) See Table CAPP 1.7-1 and Table CAPP 1.7-2. Refer to Attachment CAPP 1.7a for the recreation of schedules related to Annual Bridging Amount and LTAA Amount on pages 5-8 in Attachment 3: 2018-2020 Revenue Requirement Schedules for this scenario.

**Table CAPP 1.7-1: Re-Created Table 1-2: 2018-2020 Tolls Adjustment Factors with No Stretch Revenue Included**

Haul Type	Tolls in Relation to RH-003-2011	Toll Change from 2015 – 2017 Tolls
Eastern Triangle Short-Haul	139%	-11%
Eastern Triangle Long-Haul	116%	-1%
Other *	110%	1%
Note *: "Other" includes Prairies and NOL deliveries with receipt points west of North Bay Junction and/or St. Clair.		

**Table CAPP 1.7-2: Re-Created Table 2-2: 2018-2020 Revenue Requirement with No Stretch Revenue Included<sup>1</sup>**

\$ Millions	Compliance				No Stretch Revenue Included				Variance
	2018	2019	2020	Total	2018	2019	2020	Total	Total
Transportation By Others	202.8	202.8	202.8	608.5	305.3	305.3	305.3	916.0	307.5
Storage Operation Costs	4.1	4.2	4.3	12.6	4.3	4.4	4.5	13.3	0.7
Pipeline Integrity and Insurance Deductible Costs	100.0	100.0	100.0	300.0	111.0	111.0	111.0	333.1	33.1
NEB Cost Recovery	7.9	8.0	8.2	24.0	10.3	10.5	10.7	31.5	7.5
Return <sup>2</sup>	392.5	362.5	329.2	1,084.3	442.8	410.9	384.0	1,237.7	153.4
Income Taxes <sup>2</sup>	131.5	130.7	129.8	391.9	173.6	164.9	163.1	501.6	109.7
Depreciation	434.9	434.1	434.7	1,303.7	559.5	560.0	565.5	1,685.0	381.3
Regulatory Proceeding and Collaborative (TTF) Costs	0.2	0.2	0.2	0.6	2.2	2.2	2.3	6.7	6.1
Electric Costs and Tax on Fuel	9.6	9.8	10.0	29.4	15.5	15.8	16.1	47.4	18.0
Municipal and Provincial Capital Taxes	141.5	145.7	150.1	437.2	137.3	141.4	145.7	424.4	(12.8)
Emissions Compliance Costs	0.9	0.9	0.9	2.7	18.9	23.5	31.4	73.8	71.1
Operations, Maintenance and Administration	198.1	202.0	206.1	606.2	178.9	182.5	186.1	547.5	(58.7)
TransCanada Contribution	(27.0)	(27.0)	(27.0)	(81.0)	(27.3)	(27.3)	(27.3)	(81.9)	(0.9)
Revenue Requirement excluding ABA and LTAA	1,597.0	1,574.0	1,549.2	4,720.2	1,932.4	1,905.2	1,898.5	5,736.1	1,015.9
Annual Bridging Amount (ABA)	(345.4)	(334.9)	(310.7)	(991.1)	(64.0)	(189.7)	(204.9)	(458.6)	532.4
LTAA Amount	(9.8)	(9.6)	(9.5)	(28.9)	(174.0)	(167.2)	(161.5)	(502.8)	(473.9)
Revenue Requirement	1,241.7	1,229.4	1,229.1	3,700.2	1,694.4	1,548.3	1,532.1	4,774.7	1,074.5
Note:									
1. Totals may not add due to rounding.									
2. Return and Income Taxes associated with LTAA are reported in the LTAA Amount.									

- b) The Annual Bridging Amount (ABA), which consists of the annual Bridging Adjustments, return and income tax, and closing Bridging Amortization Account (BAA) balances are fixed for the purpose of determining tolls as defined in the Settlement and approved in the Compliance Filing. These amounts were revised in the Supplemental Agreement, and if the Application is approved as filed, the new ABA and BAA balances will be fixed for determining tolls for the 2018-2020 period.

The actual ABAs can differ from the Application amounts due to changes in the rate of return and income tax rates. ABA variances arising from changes in the rate of return

and income tax rate, net of incentive earnings, are included in the annual LTAA adjustment.

Annual Bridging Amount - No Stretch Revenue (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Bridging Adjustment <sup>(1)</sup>	(32,587)	(131,086)	(152,929)
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on Bridging Adjustment	(11,919)	(47,871)	(55,848)
5	Return on Bridging Amortization Account	(16,740)	(9,233)	3,324
6	Income Tax on Equity Return	(2,747)	(1,536)	559
7	Total Annual Bridging Amount (Lines 1, 4, 5 and 6)	<u>(63,993)</u>	<u>(189,725)</u>	<u>(204,894)</u>

Note

- (1) Bridging Adjustment amounts were determined using a similar methodology as outlined by the Board in the RH-003-2011 Decision for calculating LTAA additions. The Bridging Adjustment is the rate base adjustment that eliminates the forecast revenue surplus or shortfall in each year of the fixed toll period.

Bridging Amortization Account, Return and Income Tax - No Stretch Revenue (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Bridging Amortization Account (BAA)</u></b>				
1	Opening Balance	(202,233)	(169,646)	(38,560)
2	Bridging Adjustment	32,587	131,086	152,929
3	Closing Balance	<u>(169,646)</u>	<u>(38,560)</u>	<u>114,369</u>
4	Average Balance	<u>(185,939)</u>	<u>(104,103)</u>	<u>37,905</u>
5	Total Debt	4.96%	4.83%	4.73%
6	Common Equity	4.04%	4.04%	4.04%
7	Rate of Return	<u>9.00%</u>	<u>8.87%</u>	<u>8.77%</u>
<b><u>Return</u></b>				
8	Debt Return on BAA	(9,228)	(5,027)	1,793
9	Equity Return on BAA	(7,512)	(4,206)	1,531
10	<b>Total Return on BAA</b>	<b><u>(16,740)</u></b>	<b><u>(9,233)</u></b>	<b><u>3,324</u></b>
<b><u>Income Tax on Equity Return</u></b>				
11	Equity Return on BAA	(7,512)	(4,206)	1,531
12	Tax Rate (%)	26.780%	26.750%	26.750%
13	1 - Tax Rate (%)	73.220%	73.250%	73.250%
14	<b>Income Tax on Equity Return</b>	<b><u>(2,747)</u></b>	<b><u>(1,536)</u></b>	<b><u>559</u></b>



Long Term Adjustment Account - No Stretch Revenue (2018 - 2020)  
 (\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
1	Long Term Adjustment Account (LTAA) Additions	-	-	-
2	Tax Rate (%)	26.780%	26.750%	26.750%
3	1 - Tax Rate (%)	73.220%	73.250%	73.250%
4	Income Tax on LTAA Additions	-	-	-
5	Return on LTAA	(98,187)	(92,872)	(88,054)
6	LTAA Amortization	(43,740)	(43,133)	(42,952)
7	Income Tax on Equity Return & Amortization	(32,112)	(31,201)	(30,500)
8	Total LTAA Amount (Lines 1, 4, 5, 6 and 7)	<u>(174,039)</u>	<u>(167,206)</u>	<u>(161,506)</u>

Long Term Adjustment Account, Return and Income Tax - No Stretch Revenue (2018 - 2020)  
(\$000)

Line No.	Description	2018	2019	2020
	(a)	(b)	(c)	(d)
<b><u>Long Term Adjustment Account (LTAA)</u></b>				
1	Opening Balance	(638,462)	(1,068,716)	(1,025,583)
2	LTAA Additions (Jan 1)	(473,994)	-	-
3	LTAA Amortization (Jan - Dec)	43,740	43,133	42,952
4	Closing Balance	<u>(1,068,716)</u>	<u>(1,025,583)</u>	<u>(982,631)</u>
5	Average Balance	<u>(1,090,586)</u>	<u>(1,047,150)</u>	<u>(1,004,107)</u>
6	Total Debt	4.96%	4.83%	4.73%
7	Common Equity	4.04%	4.04%	4.04%
8	Rate of Return	<u>9.00%</u>	<u>8.87%</u>	<u>8.77%</u>
<b><u>Return</u></b>				
9	Debt Return on LTAA	(54,127)	(50,567)	(47,488)
10	Equity Return on LTAA	(44,060)	(42,305)	(40,566)
11	<b>Total Return on LTAA</b>	<b><u>(98,187)</u></b>	<b><u>(92,872)</u></b>	<b><u>(88,054)</u></b>
<b><u>Income Tax on Equity Return and Amortization</u></b>				
12	Equity Return on LTAA	(44,060)	(42,305)	(40,566)
13	LTAA Amortization	(43,740)	(43,133)	(42,952)
14	Tax Rate (%)	26.780%	26.750%	26.750%
15	1 - Tax Rate (%)	73.220%	73.250%	73.250%
16	<b>Income Tax on Equity Return and Amortization</b>	<b><u>(32,112)</u></b>	<b><u>(31,201)</u></b>	<b><u>(30,500)</u></b>