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March 31, 2015

National Energy Board
517 Tenth Avenue SW
Calgary, Alberta
T2R 0A8

Filed Electronically

**Attention: Ms. Sheri Young
Secretary of the Board**

Dear Ms. Young:

**Re: TransCanada PipeLines Limited (TransCanada)
2013-2030 Mainline Settlement Application (Application)
Compliance Filing to the RH-001-2014 Decision and Order TG-010-2014
2015-2020 Mainline Transportation Tolls**

TransCanada encloses for filing with the Board this compliance filing implementing the Board's directions in the RH-001-2014 Decision related to 2015 to 2020 Mainline transportation tolls (Compliance Filing), as directed in Order TG-010-2014.

This Compliance Filing derived the proposed Compliance Tolls in accordance with the Board approved toll design. As directed, the Compliance Filing also reflects adjustments to the 2015 to 2020 Mainline transportation tolls resulting from:

- the allocation of the actual Toll Stabilization Account (TSA) balance as of December 31, 2014 to the Long Term Adjustment Account (LTAA)
- updates to the revenue requirement as of December 31, 2014
- updates to the firm billing determinants as of December 31, 2014

The first two adjustments are addressed in Attachment A: Revenue Requirement Updates. The third adjustment is addressed in Attachment B: Billing Determinants Update.

The approach used to derive the Compliance Tolls is provided in Attachment C: Compliance Tolls. Attachment C follows the same structure as Section 6 of the Application, and contains the following supporting schedules:

- Schedule C-1: 2015 – 2020 Revenue Requirement
- Schedule C-2: 2015 – 2020 Billing Determinants and Revenues
- Schedule C-3: 2015 – 2020 Revenue Requirement by Segment
- Schedule C-4: 2015 – 2020 Mainline Transportation Tolls

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Ms. S. Young
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Relative to the Application tolls, the updates included in this Compliance Filing result in slightly higher Eastern Triangle Short Haul tolls, and slightly lower tolls for other paths. This result is similar to that in response to Undertaking 7 filed in the RH-001-2014 proceeding.

TransCanada is currently operating under interim tolls set at the level proposed in the Application pursuant to Order TGI-001-2014. TransCanada will be in a position to implement the approved final tolls on the first day of the month at least one week following Board approval.

TransCanada provided an overview of the contents of this filing to the Tolls Task Force (TTF) on March 23, 2015.

Concurrent to this Compliance Filing, TransCanada is making a separate filing addressing a direction from the RH-001-2014 Decision to consult and report with respect to the setting of bid floors for discretionary services.

Please direct any questions or comments relating to this Compliance Filing to Bernard Pelletier at 403.920.2603 or by e-mail to bernard_pelletier@transcanada.com.

Yours truly,
TransCanada PipeLines Limited

Original signed by

M. Catharine Davis
Vice President, Law
Canadian Pipelines

Attachments

cc: Parties to RH-001-2014
TTF Members

Attachment A
Revenue Requirement Updates

REVENUE REQUIREMENT UPDATES

Revenue Requirement and Rate Base

In the RH-001-2014 Decision, the Board directed TransCanada to file a compliance filing that must include all updates to the revenue requirement as well as the allocation of the actual Toll Stabilization Account (TSA) balance as at December 31, 2014 to the Long Term Adjustment Account (LTAA).¹

Accordingly, TransCanada has updated in this Compliance Filing all components of the 2015 revenue requirement consistent with the budget for 2015 and inclusion of the actual TSA in the LTAA carried in rate base. As a result of these updates, the revenue requirement for the following five years (2016 to 2020) has also been recalibrated based on the parameters underpinning the Application.² For example, most costs continue to be forecast to increase each year by an inflation factor of 2% consistent with the assumptions in the Application. Transportation by Others (TBO) and capital forecasts were updated for 2016 because they are materially different from the initial Application and cannot be indexed to the 2015 updated amounts.

Excluding the impact of the change in the Annual Bridging Amount (ABA), the total revenue requirements for the years 2015 to 2020 are closely aligned to the Application with an aggregate difference of only \$11 million, less than a 1% variance. The overall difference in revenue requirements for 2015 to 2020 including the impact of the change in ABA is \$86 million, an increase of 1%. Further details and analyses of the changes in revenue requirement and rate base are provided in Schedule A-1 and the following sections.

Revenue Requirement

The Compliance Filing revenue requirement components for 2015 were updated based on the 2015 budget with the majority of the changes in the 2016 to 2020 period originating from this update.

The parameters and methodology used to determine the revenue requirements in the 2015 to 2020 multi-year Application model have been retained in the Compliance Filing. Specifically, certain costs continue to be inflated by 2%, Municipal and Provincial Capital Taxes continue to be inflated by 3% and other assumptions are held constant from year to year. There are, however, two exceptions to this approach:

1. TBO costs were updated for contract changes in 2015 and 2016, foreign exchange rate forecasts and transportation rates. TBO costs were then maintained at the 2016 levels for 2017 to 2020; an approach that is consistent with the Application model.

¹ RH-001-2014 Decision, pages xii and 96.

² See Exhibit B1-2, Application, Section 5.0.

2. Pipeline Integrity and Insurance Deductible costs were updated to reflect those provided in response to Undertaking 7.³ For 2018 to 2020, the Application forecast of \$100 million per year was maintained.

In compliance with the Board's direction described earlier, the TSA positive Net Revenue balance of \$552 million⁴ as at December 31, 2014 was allocated to the LTAA and carried in rate base, resulting in a consequential impact on return, income tax and the LTAA amortization.

For a comparison of the Application revenue requirement for the years 2015 to 2020 with the updated Compliance Filing revenue requirement and summary of material changes, see Table A-1.

As shown in Table A-1, the most significant changes in the revenue requirement resulted from the allocation of the TSA to the LTAA and the increased TBO costs. Specifically, the reductions in LTAA amortization, return and income taxes are primarily due to the allocation of the TSA to the LTAA.

³ See Exhibit B-40, TransCanada's response to Undertaking 7.

⁴ Consists of \$36 million for 2013 and \$516 million for 2014.

Table A-1: Revenue Requirement Reconciliation (\$ Millions)

	2015	2016	2017	2018	2019	2020	Total	Comments
Application (including ABA)	2,117	1,513	1,245	1,237	1,225	1,223	8,560	
Annual Bridging Amount (ABA)	520	(95)	(360)	(342)	(332)	(307)	(916)	
Application (excluding ABA)	1,597	1,608	1,605	1,578	1,556	1,532	9,476	
Return and Income Tax	(70)	(50)	(28)	(28)	(29)	(29)	(234)	Lower rate base due to the allocation of the TSA to the LTAA partially offset by higher capital additions and a higher average rate of return
Depreciation	6	16	18	18	18	18	94	Higher capital additions
Transportation By Others	57	62	62	62	62	62	367	Higher transportation rates, foreign exchange rates and contract changes
Storage Operating Costs	(13)	(13)	(13)	(13)	(14)	(14)	(80)	Forecast update
Pipeline Integrity and Insurance Deductible Costs	8	6	4	-	-	-	18	Forecast update
Electric Costs and Tax on Fuel	(14)	(14)	(15)	(15)	(15)	(15)	(88)	Forecast update
Municipal and Provincial Capital Taxes	(5)	(5)	(5)	(5)	(5)	(5)	(30)	Forecast update
Operations, Maintenance and Administration	7	8	8	8	8	8	47	Forecast update
Long Term Adjustment Account	(18)	(17)	(17)	(17)	(17)	(17)	(103)	Allocation of TSA to LTAA
Compliance Filing (excluding ABA)	1,555	1,600	1,619	1,587	1,564	1,540	9,465	
Annual Bridging Amount (ABA)	593	(52)	(369)	(345)	(335)	(311)	(819)	
Compliance Filing (including ABA)	2,148	1,548	1,250	1,242	1,229	1,229	8,646	

Return

The rate of return on rate base is higher in the Compliance Filing as compared to the Application primarily due to a higher average cost of debt. There was no change to the rate of return on equity and the deemed equity ratio between the Application and Compliance Filing. Rate base and return are lower in all years primarily due to the allocation of the TSA balance to the LTAA as at December 31, 2014, partially offset by higher capital additions and a higher average rate of return.

For the return and rates of return for 2015 to 2020, see Table A-2.

Table A-2: Comparative Returns

	Compliance Filing						Application					
	2015	2016	2017	2018	2019	2020	2015	2016	2017	2018	2019	2020
Rate of return on Equity	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%	10.1%
Deemed equity ratio	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%	40%
Average debt cost	4.57%	4.53%	4.66%	4.56%	4.60%	4.56%	4.44%	4.47%	4.47%	4.43%	4.52%	4.49%
Rate of return on rate base	8.61%	8.57%	8.70%	8.60%	8.64%	8.60%	8.48%	8.51%	8.51%	8.47%	8.56%	8.53%
Rate Base (\$ Millions)	4,931	4,982	4,857	4,489	4,122	3,756	5,428	5,230	5,062	4,694	4,326	3,959
Return (\$ Millions)	425	427	423	386	356	323	460	445	431	398	370	338

Return and Income Taxes

The difference in return and income tax is primarily due to the lower rate base as a result of the allocation of the TSA balance to the LTAA as at December 31, 2014. This decrease in rate base is partially offset by higher capital additions as shown in Table A-5. Capital Cost Allowance (CCA) deductions were updated to reflect current forecasts including the opening balance as at January 1, 2015 and capital additions for 2015 through 2020. Also, in the Compliance Filing, deductions for capitalized compressor overhauls and interest AFUDC are higher in 2015 and 2016.

For the supporting calculations for income tax, see Table A-3.

Table A-3: Return and Tax Reconciliation (\$ Millions)

	2015	2016	2017	2018	2019	2020	Total	Comments
Application	616	595	579	544	515	480	3,329	
TSA Impact	(61)	(59)	(58)	(55)	(54)	(52)	(339)	Lower Compliance Filing rate base due to the allocation of the TSA to the LTAA
Capital Additions	(1)	22	30	28	25	23	127	Higher capital additions and updated opening CCA
Capitalized Compressor Overhauls	(6)	(11)	-	-	-	-	(17)	Higher tax deduction for capitalized overhauls in 2015 and 2016
Other	(2)	(2)	-	(1)	(1)	-	(6)	Includes interest AFUDC
Compliance Filing	546	545	551	516	485	451	3,094	

Cost of Service Components

As described earlier, cost of service components are consistent with the 2015 budget, and also apply the assumptions and methodology used in the multi-year Application model. This approach results in a recalibration of revenue requirement components for 2016 to 2020 based on updates for 2015.

1. TBO costs were updated for changes in contracts, transportation rates and foreign exchange rates as shown in Table A-4 and detailed in Schedule A-1 at page 7. The primary reason for this increase is higher transportation rates on Great Lakes Gas Transmission Company (GLGT), Trans Québec & Maritimes Pipeline Inc. (TQM), and Enbridge Gas Distribution Inc. (EGD), partially offset by a change in contracts on Union Gas Limited (Union Gas). In addition, the foreign exchange rate was updated to 1.25 in 2015 and an average rate of 1.19 was applied to 2016 to 2020 compared to par in the Application. The net impact of these updates is an increase in TBO costs of approximately \$60 million per year.

Table A-4: Transportation by Others Reconciliation (\$ Millions)

	2015	2016	2017	2018	2019	2020	Total	Comments
Application								
GLGT	24	24	24	24	24	24	144	
TQM	76	76	76	76	76	76	456	
Union Gas	20	29	29	29	29	29	165	
EGD	1	12	12	12	11	11	59	
Total	121	141	141	141	140	140	824	
Adjustments								
GLGT	30	42	42	42	42	42	243	Primarily increased transportation rates
	14	13	13	13	13	13	79	Foreign exchange rate increases
TQM	12	10	10	10	10	10	64	Higher tolls
Union Gas	(2)	(12)	(12)	(12)	(12)	(12)	(62)	Updated contract assumption
EGD	2	8	8	8	9	9	44	Updated cost forecast
Total	56	62	62	62	63	63	368	
Compliance Filing								
GLGT	68	79	79	79	79	79	466	
TQM	88	86	86	86	86	86	520	
Union Gas	18	17	17	17	17	17	103	
EGD	3	20	20	20	20	20	103	
Total	177	203	203	203	203	203	1,192	

2. The forecasts for the following items were updated based on the 2015 budget and, consistent with the Application, were assumed to increase by an inflation rate of 2% per year from 2016 to 2020:
 - Storage Operating Costs
 - NEB Cost Recovery
 - Regulatory Proceeding and Collaborative (Tolls Task Force) Costs
 - Electric Costs and Tax on Fuel
 - Operations, Maintenance and Administration
3. Green House Gas Emission costs (Québec) were first incurred in December 2013 and were not reflected in the Application. These costs were included in the response to Undertaking 7 and the same forecast was used in this Compliance Filing.
4. Pipeline Integrity and Insurance Deductible Costs were updated to amounts filed in the response to Undertaking 7. For 2018 to 2020, the Application forecast of \$100 million per year was maintained.

5. The rate of return on rate base was updated to reflect the changes in rate base resulting in an increase in the average cost of debt and rate of return on rate base.
6. Income tax parameters were updated based on the 2015 budget with the most significant impact related to higher deductions associated with updates to opening CCA balances, compressor overhaul costs and interest AFUDC. The income tax rate also decreased slightly from 25.937% in the Application to 25.929% in the Compliance Filing.
7. Municipal and Provincial Capital Taxes decreased based on the update to the 2015 budget. An inflation rate of 3% was assumed for 2016 to 2020, consistent with the Application.

Rate Base

Consistent with the Application, this Compliance Filing excludes the proposed Eastern Mainline Project and asset transfers for the proposed Energy East project. Net plant additions consist of updated capital estimates expected in 2015 and 2016 and capital additions remain consistent with the Application for 2017 to 2020. The LTAA balance has changed significantly since the Application was filed in December 2013. The actual TSA positive Net Revenue balance of \$552 million was allocated to the LTAA balance as at December 31, 2014, resulting in a reduction to the LTAA and rate base.

For a reconciliation of the Application rate base with the Compliance Filing rate base, see Table A-5.

Table A-5: Rate Base Reconciliation (\$ Millions)

	2015	2016	2017	2018	2019	2020	Comments
Application Rate Base (including BAA)	5,228	4,852	4,830	4,714	4,606	4,506	
Bridging Amortization Account (BAA)	(200)	(378)	(232)	20	280	547	
Application Rate Base (excluding BAA)	5,428	5,230	5,062	4,694	4,326	3,959	
Net Plant	63	293	317	299	281	263	Capacity and maintenance capital additions
Long Term Adjustment Account	(544)	(527)	(510)	(492)	(475)	(458)	Reflects the allocation of the TSA balance to the LTAA
Other	(15)	(14)	(13)	(11)	(10)	(8)	Primarily reduction in storage gas
Compliance Filing Rate Base (excluding BAA)	4,931	4,982	4,857	4,489	4,122	3,756	
Bridging Amortization Account (BAA)	(228)	(453)	(327)	(77)	179	441	
Compliance Filing Rate Base (including BAA)	4,704	4,529	4,530	4,412	4,301	4,197	

Net Plant

The Compliance Filing average net plant for 2015 to 2020 has been updated based on the 2015 budget. A summary of these changes is provided in Table A-6.

Table A-6: Net Plant Reconciliation (\$ Millions)

	2015	2016	2017	2018	2019	2020
Application	4,813	4,636	4,489	4,142	3,795	3,449
Higher Prior Year Capital Additions (2013 and 2014)	32	30	29	27	26	24
King's North Connection Pipeline Project	16	98	96	95	93	91
Higher Maintenance Capital (2015 and 2016) ⁽¹⁾	18	150	186	177	168	159
Other ⁽²⁾	(3)	15	6	-	(6)	(11)
Compliance Filing	4,876	4,929	4,806	4,441	4,076	3,712
Notes:						
⁽¹⁾ Higher maintenance capital primarily related to pipeline maintenance and compressor overhaul activity.						
⁽²⁾ Other primarily relates to new capital programs for 2015 and less retirement activity in 2015 and 2016.						

Incentive Sharing Mechanism

The Incentive Sharing Mechanism approved in the RH-001-2014 Decision includes four adjustments to Net Revenue, which are described in the Application.⁵ As a result of the Board's direction for this Compliance Filing, the following two adjustments have already been addressed:

⁵ See Exhibit B1-2, Application, Section 7.0.

1. The adjustment to eliminate the effects on the revenue requirement from allocating the TSA balance as at December 31, 2014 to the LTAA is no longer required as the Board has now directed TransCanada to allocate the actual TSA balance as at December 31, 2014 to the LTAA. This adjustment, therefore, has already been made.
2. The stretch revenue adjustment related to the uncertainty surrounding DMR for 2016 is no longer required. With the update to the 2016 billing determinants in this Compliance Filing,⁶ this item has been addressed.

The other two adjustments will continue to apply as described in the Application.

⁶ See Attachment B – Billing Determinants Update.

TransCanada PipeLines Limited
Revenue Requirement (2015 - 2020)
 (\$000)

Line No.	Description	Schedule Reference	2015	2016	2017	2018	2019	2020
(a)			(b)	(c)	(d)	(e)	(f)	(g)
1	Transportation By Others	Sch. A-1, Pg. 7, Line 37	177,161	202,830	202,830	202,830	202,830	202,830
2	Storage Operating Costs		3,875	3,953	4,032	4,112	4,194	4,278
3	Pipeline Integrity and Insurance Deductible Costs		107,729	105,976	103,667	100,000	100,000	100,000
4	NEB Cost Recovery		7,400	7,548	7,699	7,853	8,010	8,170
5	Return	Sch. A-1, Pg. 2, Line 19	424,592	426,951	422,558	386,072	356,184	323,006
6	Income Taxes	Sch. A-1, Pg. 3, Line 17	121,771	118,224	128,550	129,830	129,031	128,202
7	Depreciation		417,113	429,839	435,778	434,938	434,099	434,680
8	Regulatory Proceeding and Collaborative (TTF) Costs		197	201	205	209	213	218
9	Electric Costs and Tax on Fuel		9,061	9,242	9,427	9,616	9,808	10,004
10	Municipal and Provincial Capital Taxes		127,880	132,343	137,330	141,450	145,694	150,065
11	Québec GHG Emissions		704	838	855	872	889	907
12	Operations, Maintenance and Administration		186,652	190,385	194,193	198,077	202,038	206,079
13	Long Term Adjustment Account		(1,692)	(1,684)	(1,673)	(1,670)	(1,667)	(1,669)
14	TransCanada Contribution		(27,000)	(27,000)	(27,000)	(27,000)	(27,000)	(27,000)
15	Revenue Requirement excluding Annual Bridging Amount		1,555,443	1,599,646	1,618,451	1,587,188	1,564,323	1,539,769
16	Annual Bridging Amount	Sch. A-1, Pg. 5, Line 7	592,454	(52,012)	(368,535)	(345,445)	(334,942)	(310,664)
17	Revenue Requirement		2,147,897	1,547,634	1,249,916	1,241,743	1,229,381	1,229,105

TransCanada PipeLines Limited
Average Rate Base and Return (2015 - 2020)
 (\$000)

Line No.	Description	Schedule Reference	2015	2016	2017	2018	2019	2020
	(a)		(b)	(c)	(d)	(e)	(f)	(g)
<u>Utility Investment</u>								
1	Gross Plant		13,062,000	13,524,500	13,798,490	13,795,469	13,792,448	13,794,093
2	Accumulated Depreciation		(8,186,000)	(8,595,594)	(8,992,218)	(9,354,555)	(9,716,052)	(10,082,087)
3	Net Plant		4,876,000	4,928,906	4,806,272	4,440,914	4,076,396	3,712,006
4	Contributions in Aid of Construction		(34,752)	(34,252)	(33,752)	(33,252)	(32,752)	(32,252)
5	Total Plant		4,841,248	4,894,654	4,772,520	4,407,662	4,043,644	3,679,754
<u>Working Capital</u>								
6	Cash		23,445	23,507	23,632	23,655	23,974	24,300
7	Goods & Services Tax / Harmonized Sales Tax, Net		(11,723)	(11,723)	(11,723)	(11,723)	(11,723)	(11,723)
8	Materials and Supplies		22,666	22,666	22,666	22,666	22,666	22,666
9	Transmission Linepack		40,421	40,421	40,421	40,421	40,421	40,421
10	Storage Gas		3,167	3,167	3,167	3,167	3,167	3,167
11	Prepayments and Deposits		1,351	1,351	1,351	1,351	1,351	1,351
12	Total Working Capital		79,327	79,389	79,514	79,537	79,856	80,182
<u>Miscellaneous Deferred Items</u>								
13	Debt, Discount, and Expense		16,240	14,497	12,774	11,033	9,233	7,399
14	Prefunded / (Unfunded) Pension and Post Employment Benefits Liability		74,818	71,940	69,062	66,184	63,306	60,428
15	Long Term Adjustment Account		(80,248)	(78,561)	(76,882)	(75,211)	(73,542)	(71,874)
16	Total Deferred Costs		10,810	7,876	4,954	2,006	(1,003)	(4,047)
17	Rate Base (excluding Bridging Amortization Account)		4,931,385	4,981,920	4,856,988	4,489,205	4,122,496	3,755,889
18	Rate of Return	Sch. A-1, Pg. 4, Line 22	8.61%	8.57%	8.70%	8.60%	8.64%	8.60%
19	Return on Rate Base		424,592	426,951	422,558	386,072	356,184	323,006
20	Bridging Amortization Account	Sch. A-1, Pg. 6, Line 4	(227,878)	(453,253)	(326,491)	(77,157)	178,618	440,717
21	Total Rate Base		4,703,507	4,528,666	4,530,496	4,412,048	4,301,114	4,196,606

TransCanada PipeLines Limited
Income Taxes (2015 - 2020)
 (\$000)

Line No.	Description	Schedule Reference	2015	2016	2017	2018	2019	2020
(a)			(b)	(c)	(d)	(e)	(f)	(g)
1	Equity Return on Rate Base		199,228	201,270	196,222	181,364	166,549	151,738
	Add Back:							
2	Depreciation	Sch. A-1, Pg. 1, Line 7	417,113	429,839	435,778	434,938	434,099	434,680
3	Non-allowed Amortization of Debt, Discount & Expense		1,763	1,743	1,723	1,741	1,800	1,834
4	Long Term Adjustment Account		(1,692)	(1,684)	(1,673)	(1,670)	(1,667)	(1,669)
5	Other Expenses		3,579	3,579	3,579	3,579	3,579	3,579
6	Total Add Back		420,763	433,477	439,407	438,588	437,811	438,424
	Deductions:							
7	Capital Cost Allowance		(235,073)	(246,433)	(255,294)	(235,354)	(222,054)	(210,250)
8	Benefits Capitalized		(1,393)	(1,393)	(1,393)	(1,393)	(1,393)	(1,393)
9	Eligible Capital Expenses		(403)	(300)	(279)	(260)	(241)	(225)
10	Interest AFUDC		(8,017)	(8,735)	(2,436)	(2,412)	(2,422)	(2,412)
11	Issue Costs		(716)	-	-	(650)	(650)	(650)
12	Compressor Overhaul Capitalized		(26,528)	(40,157)	(9,000)	(9,000)	(9,000)	(9,000)
13	Total Deductions		(272,130)	(297,018)	(268,402)	(249,069)	(235,760)	(223,930)
14	Total Taxable Amount		347,861	337,730	367,227	370,883	368,600	366,232
15	Tax Rate (%)		25.929%	25.929%	25.929%	25.929%	25.929%	25.929%
16	1 - Tax Rate (%)		74.071%	74.071%	74.071%	74.071%	74.071%	74.071%
17	Income Tax		121,771	118,224	128,550	129,830	129,031	128,202

TransCanada PipeLines Limited
Rate of Return (2015 - 2020)
(\$000)

Line No.	Description	Schedule Reference	2015	2016	2017	2018	2019	2020
(a)			(b)	(c)	(d)	(e)	(f)	(g)
<u>Amount</u>								
1	Debt - Funded		2,627,141	2,523,295	2,523,295	2,480,987	2,547,333	2,491,592
2	Debt - Unfunded		305,908	324,703	198,460	169,699	36,792	29,829
3	Total Debt		2,933,050	2,847,998	2,721,755	2,650,686	2,584,126	2,521,421
4	Common Equity		1,955,367	1,898,666	1,814,503	1,767,124	1,722,750	1,680,947
5	Total Equity		1,955,367	1,898,666	1,814,503	1,767,124	1,722,750	1,680,947
6	Total Capitalization		4,888,417	4,746,664	4,536,258	4,417,810	4,306,876	4,202,368
7	Rate Base	Sch. A-1, Pg. 2, Line 21	4,703,507	4,528,666	4,530,496	4,412,048	4,301,114	4,196,606
8	GPUC		184,910	217,998	5,762	5,762	5,762	5,762
9	Investment Base		4,888,417	4,746,664	4,536,258	4,417,810	4,306,876	4,202,368
<u>Ratio %</u>								
10	Debt - Funded		53.74	53.16	55.63	56.16	59.15	59.29
11	Debt - Unfunded		6.26	6.84	4.37	3.84	0.85	0.71
12	Total Debt		60.00	60.00	60.00	60.00	60.00	60.00
13	Common Equity		40.00	40.00	40.00	40.00	40.00	40.00
14	Total Capitalization		100.00	100.00	100.00	100.00	100.00	100.00
<u>Cost Rate %</u>								
15	Debt - Funded		8.32%	8.17%	8.17%	7.95%	7.74%	7.67%
16	Debt - Unfunded		1.50%	2.70%	2.70%	2.70%	2.70%	2.70%
17	Common Equity		10.10%	10.10%	10.10%	10.10%	10.10%	10.10%
<u>Cost Component % - ROE on 40%</u>								
18	Debt - Funded		4.48%	4.35%	4.54%	4.45%	4.57%	4.54%
19	Debt - Unfunded		0.09%	0.18%	0.12%	0.11%	0.03%	0.02%
20	Total Debt		4.57%	4.53%	4.66%	4.56%	4.60%	4.56%
21	Common Equity		4.04%	4.04%	4.04%	4.04%	4.04%	4.04%
22	Rate of Return		8.61%	8.57%	8.70%	8.60%	8.64%	8.60%

TransCanada PipeLines Limited
Annual Bridging Amount (2015 - 2020)
 (\$000)

Line No.	Description	Schedule Reference	2015	2016	2017	2018	2019	2020
	(a)		(b)	(c)	(d)	(e)	(f)	(g)
1	Bridging Adjustment ⁽¹⁾		455,757	(5,006)	(248,518)	(250,152)	(261,397)	(262,803)
2	Tax Rate (%)		25.929%	25.929%	25.929%	25.929%	25.929%	25.929%
3	1 - Tax Rate (%)		74.071%	74.071%	74.071%	74.071%	74.071%	74.071%
4	Income Tax on Bridging Adjustment		159,540	(1,752)	(86,995)	(87,567)	(91,504)	(91,996)
5	Return on Bridging Amortization Account	Sch. A-1, Pg. 6, Line 10	(19,620)	(38,844)	(28,405)	(6,635)	15,433	37,902
6	Income Tax on Equity Return	Sch. A-1, Pg. 6, Line 14	(3,223)	(6,410)	(4,617)	(1,091)	2,526	6,233
7	Total Annual Bridging Amount (Lines 1, 4, 5 and 6)		<u>592,454</u>	<u>(52,012)</u>	<u>(368,535)</u>	<u>(345,445)</u>	<u>(334,942)</u>	<u>(310,664)</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.

TransCanada PipeLines Limited
Bridging Amortization Account, Return and Income Tax (2015 - 2020)
 (\$000)

Line No.	Description	Schedule Reference	2015	2016	2017	2018	2019	2020
(a)			(b)	(c)	(d)	(e)	(f)	(g)
<u>Bridging Amortization Account</u>								
1	Opening Balance		-	(455,757)	(450,750)	(202,233)	47,919	309,316
2	Bridging Adjustment	Sch. A-1, Pg. 5, Line 1	(455,757)	5,006	248,518	250,152	261,397	262,803
3	Closing Balance		(455,757)	(450,750)	(202,233)	47,919	309,316	572,119
4	Average Balance		(227,878)	(453,253)	(326,491)	(77,157)	178,618	440,717
5	Total Debt	Sch. A-1, Pg. 5, Line 20	4.57%	4.53%	4.66%	4.56%	4.60%	4.56%
6	Common Equity	Sch. A-1, Pg. 5, Line 21	4.04%	4.04%	4.04%	4.04%	4.04%	4.04%
7	Rate of Return	Sch. A-1, Pg. 4, Line 22	8.61%	8.57%	8.70%	8.60%	8.64%	8.60%
<u>Return</u>								
8	Debt Return on Bridging Amortization Account		(10,414)	(20,532)	(15,214)	(3,518)	8,216	20,097
9	Equity Return on Bridging Amortization Account		(9,206)	(18,311)	(13,190)	(3,117)	7,216	17,805
10	Total Return on Bridging Amortization Account		(19,620)	(38,844)	(28,405)	(6,635)	15,433	37,902
<u>Income Tax on Equity Return</u>								
11	Equity Return on Bridging Amortization Account		(9,206)	(18,311)	(13,190)	(3,117)	7,216	17,805
12	Tax Rate (%)		25.929%	25.929%	25.929%	25.929%	25.929%	25.929%
13	1 - Tax Rate (%)		74.071%	74.071%	74.071%	74.071%	74.071%	74.071%
14	Income Tax on Equity Return		(3,223)	(6,410)	(4,617)	(1,091)	2,526	6,233

TransCanada PipeLines Limited
Transportation By Others (2015 - 2020)

LINE NO.	DESCRIPTION	2015 RATES	2016-2020 RATES	2015 VOLUME	2016-2020 VOLUME	2015	2016-2020
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
Great Lakes Gas Transmission L.P.		\$US	\$US	Dth	Dth	(\$000)	(\$000)
From St Clair - Emerson							
1	FT Backhaul Demand Contract FT16128 (Jan. to Dec.)	11.442	11.442	313,727	313,727	43,076	43,076
2	FT Demand Contract FT17190 (Jan. to Mar.)	3.650	11.442	123,962	126,805	1,357	4,353
3	FT Demand Contract FT17190 (Apr. to Oct.)	3.650	11.442	160,000	160,000	4,088	12,815
4	FT Demand Contract FT17190 (Nov. to Dec.)	11.442	11.442	126,805	126,805	2,902	2,902
5	Subtotal					51,423	63,146
6	FT Commodity	0.01307	0.01307	80,000,000	80,000,000	1,046	1,046
7	ACA Charge	0.00120	0.00120	80,000,000	80,000,000	96	96
8	Total St Clair - Emerson					52,565	64,288
From St Clair - Sault Ste Marie							
9	FT Demand Contract FT17193 (Jan. to Mar.)	5.323	8.338	36,038	33,195	575	830
10	FT Demand Contract FT17193 (Apr. to Oct.)	5.323	8.338	0	0	0	0
11	FT Demand Contract FT17193 (Nov. to Dec.)	8.338	8.338	33,195	33,195	554	554
12	Subtotal					1,129	1,384
13	FT Commodity	0.00912	0.00912	3,750,000	3,750,000	34	34
14	ACA Charge	0.00120	0.00120	3,750,000	3,750,000	5	5
15	Total St Clair - Sault Ste Marie					1,168	1,423
From Emerson - Sault Ste Marie							
16	FT Demand Contract FT18106 (Jan. to Dec.)	6.411	6.411	5,818	5,818	448	448
17	FT Demand Contract FT18107 (Jan. to Dec.)	6.411	6.411	3,635	3,635	280	280
18	FT Demand Contract (2015 Nov. to Dec. / 2016-2020 Jan. to Dec.)	6.411	6.411	2,843	2,843	36	219
19	Subtotal					764	947
20	FT Commodity	0.00745	0.00745	3,000,000	3,000,000	22	22
21	ACA Charge	0.00120	0.00120	3,000,000	3,000,000	4	4
22	Total Emerson - Sault Ste Marie					790	973
23	Subtotal (\$US)					54,523	66,684
24	Foreign Exchange (Annual Average)	25.000%	19.000%			13,631	12,670
25	Total Great Lakes Gas Transmission					68,154	79,354
Union Gas Limited		\$CDN	\$CDN	GJ	GJ		
26	M12 From Dawn - Demand - Parkway (Jan. to Dec.)	2.604	2.859	119,787	119,787	3,743	4,110
27	Demand - Kirkwall (Jan. to Oct.)	2.193	2.403	196,679	71,838	4,313	1,726
28	Demand - Kirkwall (Nov. to Dec.)	2.193	2.403	71,838	71,838	315	346
29	Subtotal					8,371	6,182
30	M12X - Demand - Dawn / Parkway / Kirkwall (Jan. to Dec.)	3.244	3.571	191,011	191,011	7,436	8,185
31	C1 From Dawn Dawn to Dawn (Jan. to Dec.)	0.136	0.150	500,000	500,000	816	900
32	Kirkwall to Parkway Demand - Parkway (2015 Jan. to Dec. / 2016-2020 Jan. to Oct.)	0.411	0.456	263,249	263,249	1,298	1,200
33	Demand - Parkway (2016-2020 Nov. to Dec.)		0.456		398,249	0	363
34	Total Union Gas					17,921	16,830
35	TQM Inc.					87,728	86,498
36	Enbridge Albion Pipeline Demand Contract (2015 Nov. to Dec. / 2016-2020 Jan. to Dec.)	1.399	1.399	1,200,000	1,200,000	3,358	20,148
37	Total Transportation by Others					177,161	202,830

Attachment B
Billing Determinants Update

BILLING DETERMINANTS UPDATE

This section addresses the Board's direction from the RH-001-2014 Decision to include all updates to the firm billing determinants as of December 31, 2014 in this Compliance Filing.¹

Mainline contracts have a two year renewal notice, therefore, these firm contract levels are known through to the end of 2016. Accordingly, TransCanada is updating the firm billing determinants from those filed in the Application² for the years 2015 and 2016. TransCanada did not update the forecast of firm billing determinants for the period 2017 to 2020 as the information contained in the Application continues to be reasonable. The information contained in the Application for 2017 to 2020 was also informed by and agreed to by the parties to the Settlement.³

The update in firm billing determinants for 2015 and 2016 results in additional adjustments to discretionary miscellaneous revenues (DMR) for the 2015 to 2016 period that are also reflected in this Compliance Filing, as further described in this section.

Please refer to Attachment C, Schedule C-2 for an update of the firm billing determinants and revenue schedule for the 2015 to 2020 period.

For a summary of the updated firm billing determinants and DMR estimates provided in Attachment C, Schedule C-2 for the years 2015 and 2016 in this Compliance Filing and compares them to the values provided in the Application, see Table B-1. The purpose of Table B-1 is to illustrate that the combined revenue from the updated firm billing determinants (applying the Application's tolls that came into effect on January 1, 2015 on an interim basis) and from the updated DMR estimate is higher than the revenue from the Application for 2015 and 2016. The updated energy firm billing determinants for these two years are now higher than those reflected in the Application by approximately 5%. Given the increase in firm billing determinants, a corresponding reduction in the DMR forecast for 2015 and 2016 period is required for approximately the same market requirements. With the increase in FT contracts, there is less overall market and capacity available for discretionary service while at the same time there is a higher level of contracts that can be used for diversions that have a higher priority than IT and generate substantially lower discretionary revenues.

Lower DMR forecasts for 2015 and 2016 are also consistent with the actual DMR levels observed on the Mainline over the last 12 months.

As a result of using the same tolls from the Application as described earlier, and with the increase of firm billing determinants resulting in overall higher revenues (including the DMR change), there is a directional benefit to shippers.

¹ RH-001-2014 Reasons for Decision, page xii.

² RH-001-2014, Exhibit B1-3 First Amended Appendix B to the Settlement.

³ The parties to the Settlement included TransCanada, Enbridge Gas Distribution Inc., Union Gas Limited and Gaz Métro Limited Partnership.

Application tolls are used to exclude changes associated with revenue requirement and to isolate the revenue effects of firm billing determinants and DMR changes.

Table B-1: Firm and DMR Revenue
Based on Update to Firm Billing Determinants for 2015 to 2016
(Based on Application Toll)

Year		Application Billing Determinants		Updated Billing Determinants		Difference	
		2015	2016	2015	2016	2015	2016
Firm Billing Determinants	GJ/d	6,007,828	5,445,105	6,403,628	5,656,778	395,800	211,673
Revenue (\$ Millions)	Firm	1,905	1,309	2,058	1,463	152	154
	DMR	180	180	60	60	(120)	(120)
	Total Firm and DMR	2,085	1,489	2,118	1,523	32	34

In the Application, the DMR level was forecast to be \$180 million for each of 2015 and 2016. What has transpired by the end of 2014 is a higher increase in firm billing determinants, such that the level of DMR over the 2015 and 2016 period is expected to be substantially lower than previously forecast. As a result, TransCanada updated the DMR forecast to \$60 million for both 2015 and 2016 to be consistent with the DMR forecast for the 2017 to 2020 period. Furthermore, this updated DMR forecast may be compared to recent DMR levels. The actual DMR level in the most recent 12 month period (April 2014 to March 2015) is slightly more than \$50 million, as detailed in Table B-2. As market participants migrated back to firm services to meet their requirements, a commensurate reduction in DMR has been observed.

The Mainline did experience higher levels of DMR particularly during the winter of 2013/2014 as compared to those shown in Table B-2. However, these higher levels occurred during a period of much colder than normal temperatures which caused heating demand and the corresponding Mainline throughput and DMR levels to be higher than the levels expected going forward. During the development of the Application, the higher \$180 million DMR forecasts for 2015 and 2016 were prepared prior to the recent increase in firm billing determinants that has since occurred, now requiring a reduction in the forecast of DMR for those two years.

In summary, this DMR update is supported by several interrelated factors as follows:

- the total market requirements for gas transportation are essentially the same as expected when the Application was filed
- the higher level of firm billing determinants, such that less of the market demand will be served by IT and STFT and more will be served by firm services and diversions
- there will be a higher amount of discretionary services being provided for by diversions which generates substantially lower revenue than the IT originally forecast

- the amount of capacity available for discretionary services is now lower as more capacity has now been contracted under firm service
- the actual DMR generated during the most recent 12 month period is substantially lower than was expected at the time the Application was filed and is consistent with this Compliance Filing update

Table B-2: DMR April 2014 to March 2015

Month	DMR Level (\$Millions)
April 2014	2.1
May 2014	2.0
June 2014	2.5
July 2014	2.6
August 2014	2.5
September 2014	2.9
October 2014	2.3
November 2014	2.6
December 2014	3.3
January 2015	8.6
February 2015	13.6
March 2015*	6.5
Total	51.5

* Value for March is estimated.

The net impact of the update to firm billing determinants and DMR, as show in Table B-1, is an anticipated increase in revenues of \$32 and \$34 million in each of 2015 and 2016, assuming the Application tolls remained in place. However, tolls were adjusted through this Compliance Filing to reflect changes to firm billing determinants, DMR and revenue requirement (see Attachment C – Compliance Tolls). The notional increases in revenues shown in Table B-1, therefore, suggest that the update in firm billing determinants and DMR alone generally contributes to a reduction between the Application tolls and the Compliance Tolls.

Attachment C
Compliance Tolls

TOLL DESIGN OVERVIEW AND COMPLIANCE TOLLS

The following section outlines the manner in which the RH-001-2014 compliance tolls have been calculated to reflect the RH-001-2014 Decision (RH-001-2014 Compliance Tolls). An update to the 2015 to 2020 Mainline tolls was calculated by applying the updated revenue requirement (as previously described in Attachment A) and billing determinants (as previously described in Attachment B) to the three-step tolling methodology approved in the RH-001-2014 Decision.¹ For a summary of the toll changes that result from applying each of the three steps, using the starting point RH-003-2011 compliance tolls (RH-003-2011 Compliance Tolls), see Table C-1. Following the same toll methodology as that used in the Application,² each step in the process has derived a multiplier of tolls from the previous step tolls to ultimately reach the RH-001-2014 Compliance Tolls. Once the toll percentage adjustments were determined for each category of transportation, the percentages were used to generate tolls for each service, by path.

Table C-1: RH-001-2014 Compliance Toll Calculation Summary³

	Base Case RH-003-2011 Compliance Toll	Step 1 Eastern Triangle Recovers Eastern Triangle Cost	Step 2 System Recovers Remaining System Costs	Step 3 2015 – 2020 Averaging of Tolls	RH-001-2014 Compliance Tolls as % of RH-003-2011 Compliance Tolls
	(a)	(b)	(c)	(d)	(a) X (b) X (c) X (d)
Eastern Triangle Short Haul	100%	142%	115%	95%	155%
Eastern Triangle Long Haul	100%	107%	112%	97%	116%
Other ⁴	100%	100%	112%	97%	108%
Note: Table C-1 corresponds to Table 6-1 and Table 6-12 of the Application.					

Please refer to the Application, Section 6.1, for a detailed description of the tolling methodology. Several updated tables are provided in this section to show details of the RH-001-2014 Compliance Toll calculations. These updated tables follow the same format and level of detail as the tables provided in Section 6.1 of the Application.

For purposes of Step 1 toll calculations, Table C-2 summarizes the 2015 to 2020 revenue requirement by segment. For further details of the segmented revenue requirement, see Schedule C-3, provided in the same format as Second Amended Appendix C of the Application.

¹ See RH-001-2014 Decision, Section 6.6, page 70 – 72.

² RH-001-2014, Exhibit B1-2, Application.

³ For display purposes in the table, the average toll impact for the years 2015 through 2020 is provided for Step 1 and Step 2, however, annual tolls are calculated for each year of 2015 through 2020 for Step 1 and 2, and averaging of tolls does not occur until Step 3.

⁴ 'Other' includes Prairies and NOL deliveries with receipt points west of North Bay Junction and/or St. Clair.

Table C-2: Summary of Revenue Requirement

(\$ Millions)	2015	2016	2017	2018	2019	2020	Avg
Prairies	383	364	362	358	356	354	363
NOL ⁵	555	527	496	472	449	427	488
Eastern Triangle	617	709	760	758	759	759	727
Total System	1,555	1,600	1,618	1,587	1,564	1,540	1,577
Note: Table C-2 corresponds to Table 6-2 of the Application.							

Also, for purposes of Step 1 toll calculations, Table C-3 summarizes the system revenues, by segment, that would be derived under RH-003-2011 Compliance Tolls if applied to the forecast of firm billing determinants. For further details of the latest forecast billing determinants for 2015 to 2020, see Schedule C-2, provided in the same format as First Amended Appendix B of the Application.

Table C-3: Summary of RH-003-2011 Compliance Revenues

(\$ Millions)	2015	2016	2017	2018	2019	2020	Avg
Firm Revenues							
Prairies	552	292	211	209	209	209	280
NOL	566	332	176	176	176	176	267
Eastern Triangle	533	503	475	473	467	467	486
Total System	1,651	1,127	863	857	851	851	1,033
Misc Revenues							
Prairies	28	21	24	24	24	24	24
NOL	20	20	20	20	20	20	20
Eastern Triangle	58	46	40	40	37	37	43
Total System	106	87	84	84	81	81	87
Total Revenues							
Prairies	580	314	235	232	232	232	304
NOL	586	352	197	196	196	196	287
Eastern Triangle	591	548	516	512	503	503	529
Total System	1,757	1,214	948	941	932	932	1,121
Note: Table C-3 corresponds to Table 6-3 of the Application.							

⁵ Northern Ontario Line.

For the resulting Eastern Triangle toll adjustment to recover Eastern Triangle costs, as applied to RH-003-2011 Compliance Tolls for all Eastern Triangle paths (both short haul and long haul), see Table C-4.

Table C-4: Eastern Triangle Toll Adjustment to Recover Eastern Triangle Costs

	(\$ Millions)	2015	2016	2017	2018	2019	2020	Avg ⁶
(a)	Eastern Triangle Costs ⁷	617	709	760	758	759	759	–
(b)	Eastern Triangle Firm Revenue	533	503	475	473	467	467	–
(c)	Eastern Triangle Misc Revenue	58	46	40	40	37	37	–
(d) = (b) + (c)	Total Eastern Triangle Revenue ⁸	591	548	516	512	503	503	–
(e) = (d) – (a)	Difference	(26)	(161)	(245)	(246)	(256)	(256)	–
(f) = 1+[-(e) / (b)]	Toll Multiplier (as % of Compliance) ⁹	105%	132%	151%	152%	155%	155%	142%
Note: Table C-4 corresponds to Table 6-4 of the Application.								

The percentage toll adjustment applied to the full path for Eastern Triangle Short Haul shippers is higher than that applied to the full path of Eastern Triangle Long Haul shippers because the entire path for the Eastern Triangle Short Haul shippers is subject to the Step 1 toll adjustment, but only the portion of Eastern Triangle Long Haul that is within the Eastern Triangle segment is subject to the Step 1 toll adjustment. For a summary of the Eastern Triangle Long Haul (LH) versus Short Haul (SH) toll adjustment, see Table C-5.

⁶ For display purposes, the average toll impact for the years 2015 through 2020 is provided, however, averaging of tolls does not occur until Step 3.

⁷ As provided in Table C-2.

⁸ As provided in Table C-3.

⁹ The Toll Multiplier as a percentage of RH-003-2011 Compliance Toll is based on ET Firm Revenues (excluding DMR and NDMR revenues) because DMR and NDMR revenue dollars are a fixed amount not subject to the toll adjustment to recover costs.

Table C-5: Step 1: Eastern Triangle Long Haul vs. Short Haul Toll Adjustment

Toll Multiplier (as % of RH-003-2011 Compliance)¹⁰	2015	2016	2017	2018	2019	2020	Avg¹¹
Other	100%	100%	100%	100%	100%	100%	100%
LH Eastern Triangle	101%	106%	109%	109%	109%	109%	107%
SH Eastern Triangle	105%	132%	151%	152%	155%	155%	142%
Note: Table C-5 corresponds to Table 6-5 of the Application.							

Once the Eastern Triangle costs are recovered via the toll adjustments of Step 1, a second toll adjustment is applied to all system users to recover the remaining system costs not already recovered through Step 1 tolls. For a summary of the calculation for the remaining system imbalance, called the “Bridging Contribution”, see Table C-6. For the allocation of the Bridging Contribution to two groups of system users, Eastern Triangle Short Haul shippers and Other¹² shippers, see Table C-7.

Table C-6: Bridging Contribution

(\$ Millions)	2015	2016	2017	2018	2019	2020	Avg¹³
Total System Revenue Requirement ¹⁴	1,555	1,600	1,618	1,587	1,564	1,540	1,577
Total System Step 1 Firm Revenues	1,678	1,289	1,114	1,110	1,114	1,114	1,237
Miscellaneous Revenues ¹⁵	106	87	84	84	81	81	87
Total Revenues	1,784	1,376	1,198	1,194	1,195	1,195	1,324
Bridging Contribution (Revenues – Revenue Requirement)	228	(223)	(420)	(394)	(370)	(345)	(254)
Note: Table C-6 corresponds to Table 6-6 of the Application.							

¹⁰ The Toll Multiplier as a percentage of RH-003-2011 Compliance Toll is based on Firm Revenues (excluding DMR and NDMR revenues) because DMR and NDMR revenue dollars are a fixed amount not subject to the toll adjustment to recover costs.

¹¹ For display purposes, the average toll impact for the years 2015 through 2020 is provided, however, averaging of tolls does not occur until Step 3.

¹² The ‘Other’ remaining shippers include Prairies and NOL shippers as well as ET long haul shippers.

¹³ For display purposes, the average toll impact for the years 2015 through 2020 is provided, however, averaging of tolls does not occur until Step 3.

¹⁴ As provided in Table C-2.

¹⁵ As provided in Table C-3.

Table C-7: Allocation of Bridging Contribution

	2015	2016	2017	2018	2019	2020	Avg ¹⁶
Energy Billing Determinants (TJ/d)							
Group 1: SH Eastern Triangle	3,667	4,147	4,381	4,341	4,224	4,222	–
Group 2: Other	2,736	1,510	1,180	1,157	1,157	1,157	–
Total	6,404	5,657	5,561	5,498	5,381	5,379	–
Energy Billing Determinants (%)							
Group 1: SH Eastern Triangle	57%	73%	79%	79%	78%	78%	–
Group 2: Other	43%	27%	21%	21%	22%	22%	–
Total	100%	100%	100%	100%	100%	100%	–
Bridging Contribution (\$ Millions)							
Group 1: SH Eastern Triangle	131	(164)	(331)	(311)	(290)	(271)	(206)
Group 2: Other	97	(60)	(89)	(83)	(80)	(74)	(48)
Total¹⁷	228	(223)	(420)	(394)	(370)	(345)	(254)
Note: Table C-7 corresponds to Table 6-7 of the Application.							

The Bridging Contribution allocated to the Eastern Triangle Short Haul shippers is recovered over a 16 year period, from 2015 through to the end of 2030. For the calculation of the annual Bridging Contribution amortization for Eastern Triangle Short Haul shippers, see Table C-8.

The allocated Bridging Contribution as a percentage of revenues from Step 1 is the respective percentage toll adjustments applied to Step 1 tolls for the two groups in order for the Bridging Contribution to be recovered. For details of Step 2 toll adjustment for Eastern Triangle Short Haul, see Table C-9, and for Other shippers, see Table C-10.

¹⁶ For display purposes, the average toll impact for the years 2015 through 2020 is provided, however, averaging of tolls does not occur until Step 3.

¹⁷ As provided in Table C-6.

Table C-8: Amortization of Eastern Triangle Short Haul Bridging Contribution

(\$ Millions)	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Total
Bridging Contribution																	
Eastern Triangle Short Haul ¹⁸	131	(164)	(331)	(311)	(290)	(271)											(1,236)
Bridging Contribution Amortization¹⁹																	
Eastern Triangle Short Haul	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(77)	(1,236)
Return and Taxes on Return	8	12	(0)	(18)	(35)	(50)	(49)	(43)	(39)	(34)	(29)	(24)	(18)	(13)	(7)	0	(341)
Total	(70)	(65)	(78)	(96)	(112)	(127)	(126)	(121)	(116)	(111)	(106)	(101)	(96)	(90)	(85)	(77)	(1,577)
Difference²⁰	200	(99)	(253)	(215)	(178)	(143)	126	121	116	111	106	101	96	90	85	77	341
Note: Table C-8 corresponds to Table 6-8 of the Application.																	

¹⁸ As provided in Table C-7.

¹⁹ The Bridging Contribution Amortization is determined by taking the total 2015 to 2020 Bridging Contribution of \$1,236 million divided by 16, which is the number of years of amortization from 2015 through 2030.

²⁰ This difference is the Bridging Contribution less the Bridging Contribution Amortization.

Table C-9: Step 2: Eastern Triangle Short Haul Toll Adjustment

	(\$ Millions)	2015	2016	2017	2018	2019	2020	Avg ²¹
(a)	Bridging Contribution Amortization ²²	(70)	(65)	(78)	(96)	(112)	(127)	–
(b)	Step 1 Revenue – Firm Revenues	370	534	667	666	669	669	–
(c) = 1+[-(a) / (b)]	Toll Multiplier – (as % of Step 1 Tolls) ²³	119%	112%	112%	114%	117%	119%	115%

Note:

Table C-9 corresponds to Table 6-9 of the Application.

Table C-10: Step 2: Other Toll Adjustment

	(\$ Millions)	2015	2016	2017	2018	2019	2020	Avg ²⁴
(a)	Bridging Contribution ²⁵	97	(60)	(89)	(83)	(80)	(74)	–
(b)	Step 1 Revenue – Firm Revenues	1,308	756	447	444	445	445	–
(c) = 1+[-(a) / (b)]	Toll Multiplier – (as % of Step 1 Tolls) ²⁶	93%	108%	120%	119%	118%	117%	112%

Note:

Table C-10 corresponds to Table 6-10 of the Application.

Once the system costs are recovered via the toll adjustments outlined in Step 1 and Step 2, a final toll change is applied as a result of averaging and fixing the tolls for the 2015 through 2020 period. For the resulting Step 3 toll adjustments for Eastern Triangle Short Haul and Other due to averaging, see Table C-11.

Table C-11: Step 3: Averaging of Tolls

Toll Multiplier (as % of Step 2 Tolls)	2015	2016	2017	2018	2019	2020	Avg
SH Eastern Triangle	96%	94%	94%	95%	96%	97%	95%
Other	97%	96%	96%	96%	97%	97%	97%

Note:

Table C-11 corresponds to Table 6-11 of the Application.

²¹ For display purposes, the average toll impact for the years 2015 through 2020 is provided, however, averaging of tolls does not occur until Step 3.

²² As provided in Table C-8.

²³ The Toll Multiplier as a percentage of the Step 1 tolls is based on Firm Revenues (excluding DMR and NDMR revenues) because DMR and NDMR dollars are a fixed amount not subject to the toll adjustment to recover costs.

²⁴ For display purposes, the average toll impact for the years 2015 through 2020 is provided, however, averaging of tolls does not occur until Step 3.

²⁵ As provided in Table C-7.

²⁶ The Toll Multiplier as a percentage of the Step 1 tolls is based on Firm Revenues (excluding DMR and NDMR revenues) because DMR and NDMR revenue dollars are a fixed amount not subject to the toll adjustment to recover costs.

The resulting RH-001-2014 Compliance Tolls are similar to the Application tolls and the tolls provided in response to Undertaking 7 of the RH-001-2014 proceeding. The RH-001-2014 Compliance Tolls are within +2% /- 4% of the Application tolls, and approximately 1-2% lower than those shown in response to Undertaking 7. Please refer to Table C-12 for the toll comparison.

Table C-12: Toll Comparison: Compliance Tolls vs Application and Undertaking 7 Tolls

	RH-001-2014 Compliance Toll as % of RH-003-2011 Compliance Tolls	Application Toll as % of RH-003-2011 Compliance Tolls	Undertaking 7 Toll as % of RH-003-2011 Compliance Tolls	RH-001-2014 Compliance Toll % Difference from Application²⁷	RH-001-2014 Compliance Toll % Difference from Undertaking 7
	(a)	(b)	(c)	(d)	(e)
Eastern Triangle Short Haul	155%	152%	157%	2%	(1%)
Eastern Triangle Long Haul	116%	118%	118%	(2%)	(2%)
Other	108%	112%	110%	(4%)	(2%)

As was the case in the response to Undertaking 7, the RH-001-2014 Compliance Tolls for Eastern Triangle Short Haul are higher than those forecast in the Application because revenue requirement updates resulted in higher costs for the Eastern Triangle segment, primarily due to an increase in TBO costs as well as higher forecast capital expenditures for the King’s North Project. This results in a higher adjustment to tolls from Step 1 of the toll calculation compared to the Application.

Also similar to the response to Undertaking 7, the RH-001-2014 Compliance Tolls for the ‘Other’ category of transportation are lower than the Application case because revenue requirement updates have resulted in lower costs for the Prairies and NOL, and a lower overall Bridging Contribution. This results in a lower adjustment to tolls from Step 2 of the toll calculation compared to the Application.

The Eastern Triangle Long Haul tolls are similar to the Application and response to Undertaking 7 tolls because of the overall effect of eastern segment tolls increases (in Step 1) offset by a reduction in Bridging Contribution (in Step 2).

The RH-001-2014 Compliance Tolls continue to reflect a 10% toll premium for Firm Transportation Short Notice (FT-SN) service relative to the FT Toll. For other services (Delivery Pressure, Union Dawn Receipt Point Surcharge, Short Notice Balancing (SNB), and Energy Deficient Gas Allowance [EDGA]), the RH-001-2014 Compliance Tolls reflect an update to the revenue requirement and billing determinants, and follow the same toll methodology as provided in Section 6.4 of the Application. The toll for Enhanced Capacity

²⁷ The toll percentage difference is determined by taking the difference in toll percentages divided by the referenced starting toll percentage. For example, the Eastern Triangle Short Haul RH-001-2014 Compliance Toll % Difference relative to the Application toll is: $(155\% - 152\%) / 152\% = 2\%$.

Release (ECR) service is no longer provided due to the removal of ECR service from the Canadian Mainline Gas Transportation Tariff effective January 1, 2015.²⁸

For the full list of Mainline 2015 to 2020 tolls for all paths and services, see 2015 – 2020 Toll Design Schedule C-4: 2015 – 2020 Mainline Transportation Tolls, provided in the same format as Second Amended Appendix D of the Application.

Abandonment Surcharges

In addition to the tolls listed in Schedule C-4, shippers will also be responsible for the applicable abandonment surcharges that will be set annually. The applicable 2015 abandonment surcharges were approved by the Board on March 20, 2015 through Order AO-002-TGI-001-2014.

²⁸ As supported by TTF Resolution 04.2014 and as filed with the Board [[A65181](#)].

Attachment C
2015 – 2020 Compliance Tolls

2015-2020 Toll Design Schedules

Schedule C-1
2015-2020 Revenue Requirement

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	177,161	202,830	202,830	202,830	202,830	202,830
2	Storage Operating Costs	3,875	3,953	4,032	4,112	4,194	4,278
3	Pipeline Integrity and Insurance Deductible Costs	107,729	105,976	103,667	100,000	100,000	100,000
4	NEB Cost Recovery	7,400	7,548	7,699	7,853	8,010	8,170
5	Return	424,592	426,951	422,558	386,072	356,184	323,006
6	Income Taxes	121,771	118,224	128,550	129,830	129,031	128,202
7	Depreciation	417,113	429,839	435,778	434,938	434,099	434,680
8	Regulatory Proceedings and Collaborative (TTF) Costs	197	201	205	209	213	218
9	Electric Costs and Tax on Fuel	9,061	9,242	9,427	9,616	9,808	10,004
10	Municipal and Provincial Capital Taxes	127,880	132,343	137,330	141,450	145,694	150,065
11	Québec GHG Emissions	704	838	855	872	889	907
12	Operations, Maintenance and Administrative	186,652	190,385	194,193	198,077	202,038	206,079
13	TransCanada Contribution	(27,000)	(27,000)	(27,000)	(27,000)	(27,000)	(27,000)
14	Long Term Adjustment Account	(1,692)	(1,684)	(1,673)	(1,670)	(1,667)	(1,669)
15	Revenue Requirement (without Annual Bridging Amount)	<u>1,555,443</u>	<u>1,599,646</u>	<u>1,618,451</u>	<u>1,587,188</u>	<u>1,564,323</u>	<u>1,539,769</u>
16	Annual Bridging Amount	592,454	(52,012)	(368,535)	(345,445)	(334,942)	(310,664)
17	Revenue Requirement	<u>2,147,897</u>	<u>1,547,634</u>	<u>1,249,916</u>	<u>1,241,743</u>	<u>1,229,381</u>	<u>1,229,105</u>

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

Line No.	Particulars	2015	2016	2017	2018	2019	2020
	(a)	(b)	(c)	(d)	(e)	(f)	(g)
<u>Utility Investment</u>							
1	Gross Plant	13,062,000	13,524,500	13,798,490	13,795,469	13,792,448	13,794,093
2	Accumulated Depreciation	(8,186,000)	(8,595,594)	(8,992,218)	(9,354,555)	(9,716,052)	(10,082,087)
3	Net Plant	<u>4,876,000</u>	<u>4,928,906</u>	<u>4,806,272</u>	<u>4,440,914</u>	<u>4,076,396</u>	<u>3,712,006</u>
4	Contribution in Aid of Construction	(34,752)	(34,252)	(33,752)	(33,252)	(32,752)	(32,252)
5	Total Plant	<u>4,841,248</u>	<u>4,894,654</u>	<u>4,772,520</u>	<u>4,407,662</u>	<u>4,043,644</u>	<u>3,679,754</u>
<u>Working Capital</u>							
6	Cash	23,445	23,507	23,632	23,655	23,974	24,300
7	Goods & Services Tax/Harmonized Sales Tax, Net	(11,723)	(11,723)	(11,723)	(11,723)	(11,723)	(11,723)
8	Materials and Supplies	22,666	22,666	22,666	22,666	22,666	22,666
9	Transmission Linepack	40,421	40,421	40,421	40,421	40,421	40,421
10	Storage Gas	3,167	3,167	3,167	3,167	3,167	3,167
11	Prepayments and Deposits	1,351	1,351	1,351	1,351	1,351	1,351
12	Total Working Capital	<u>79,327</u>	<u>79,389</u>	<u>79,514</u>	<u>79,537</u>	<u>79,856</u>	<u>80,182</u>
<u>Miscellaneous Deferred Items</u>							
13	Debt, Discount, and Expense	16,240	14,497	12,774	11,033	9,233	7,399
14	Prefunded / (Unfunded) Pension and Post Employment Benefits Liability	74,818	71,940	69,062	66,184	63,306	60,428
15	Long Term Adjustment Account	(80,248)	(78,561)	(76,882)	(75,211)	(73,542)	(71,874)
16	Total Deferred Costs	<u>10,810</u>	<u>7,876</u>	<u>4,954</u>	<u>2,006</u>	<u>(1,003)</u>	<u>(4,047)</u>
17	Rate Base (excluding Bridging Amortization Account)	<u>4,931,385</u>	<u>4,981,920</u>	<u>4,856,988</u>	<u>4,489,205</u>	<u>4,122,496</u>	<u>3,755,889</u>
<u>Bridging Amortization Account</u>							
18	Average Balance	(227,878)	(453,253)	(326,491)	(77,157)	178,618	440,717
19	Total Rate Base	<u>4,703,507</u>	<u>4,528,666</u>	<u>4,530,496</u>	<u>4,412,048</u>	<u>4,301,114</u>	<u>4,196,606</u>

Attachment C
2015 – 2020 Compliance Tolls

2015-2020 Toll Design Schedules

Schedule C-2
2015-2020 Billing Determinants and Revenues

2015 - 2020 Revenue Forecast

Firm Transportation			RH-003-2011			Energy (GJ/d)						Revenue (\$Millions)					
Line No.	Receipt	Delivery	Compliance Toll (\$/GJ)	% of RH-003-2011 Compliance Toll	New Toll (\$/GJ)	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	Bayhurst 1	Centram MDA	0.5207	108%	0.5648	590	-	-	-	-	-	0.1	-	-	-	-	-
2	Suffield 2	Empress	0.0865	108%	0.0939	7,397	-	-	-	-	-	0.3	-	-	-	-	-
3	Emerson 2	Centram MDA	0.1586	108%	0.1720	69,750	69,750	69,750	69,750	69,750	69,750	4.4	4.4	4.4	4.4	4.4	4.4
4	Empress	Calstock NDA	1.1013	108%	1.1947	1,000	1,000	-	-	-	-	0.4	0.4	-	-	-	-
5	Empress	Centram MDA	0.5362	108%	0.5817	127,109	114,506	186,640	186,640	186,640	186,640	27.0	24.3	39.6	39.6	39.6	39.6
6	Empress	Centram SSDA	0.3982	108%	0.4320	5,540	3,200	1,200	1,200	1,200	1,200	0.9	0.5	0.2	0.2	0.2	0.2
7	Empress	Centrat MDA	0.5980	108%	0.6487	4,943	5,565	11,500	11,500	11,500	11,500	1.2	1.3	2.7	2.7	2.7	2.7
8	Empress	Cornwall	1.6429	116%	1.9137	12,156	12,156	12,156	12,156	12,156	12,156	8.5	8.5	8.5	8.5	8.5	8.5
9	Empress	East Hereford	1.8251	116%	2.1259	-	-	-	-	-	-	-	-	-	-	-	-
10	Empress	Emerson 1	0.6088	108%	0.6604	49,895	-	86,928	86,928	86,928	86,928	12.0	-	21.0	21.0	21.0	21.0
11	Empress	Emerson 2	0.6088	108%	0.6604	210,132	6,532	27,634	27,634	27,634	27,634	50.7	1.6	6.7	6.7	6.7	6.7
12	Empress	Enbridge CDA	1.5659	116%	1.8239	365,645	-	-	-	-	-	243.4	-	-	-	-	-
13	Empress	Enbridge CDA (Amended)	1.5685	116%	1.8270	24,868	149,211	63,468	63,468	63,468	63,468	16.6	99.5	42.3	42.3	42.3	42.3
14	Empress	Enbridge EDA	1.6154	116%	1.8817	197,421	197,421	201,532	201,532	201,532	201,532	135.6	135.6	138.4	138.4	138.4	138.4
15	Empress	GMIT EDA	1.7294	116%	2.0144	167,512	97,800	85,000	85,000	85,000	85,000	123.2	71.9	62.5	62.5	62.5	62.5
16	Empress	GMIT NDA	1.3441	108%	1.4581	19,337	14,900	1,000	1,000	1,000	1,000	10.3	7.9	0.5	0.5	0.5	0.5
17	Empress	Iroquois	1.6259	116%	1.8939	26,956	26,956	-	-	-	-	18.6	18.6	-	-	-	-
18	Empress	KPUC EDA	1.6841	116%	1.9617	4,000	4,000	9,090	9,090	9,090	9,090	2.9	2.9	6.5	6.5	6.5	6.5
19	Empress	Napierville	1.7215	116%	2.0053	8,580	8,580	50,233	50,233	50,233	50,233	6.3	6.3	36.8	36.8	36.8	36.8
20	Empress	Nipigon WDA	0.9322	108%	1.0113	7,900	7,900	6,303	5,400	5,400	5,400	2.9	2.9	2.3	2.0	2.0	2.0
21	Empress	Phillipsburg	1.7304	116%	2.0156	18,500	15,417	18,500	18,500	18,500	18,500	13.6	11.3	13.6	13.6	13.6	13.6
22	Empress	Spruce	0.5980	108%	0.6487	7,029	-	4,220	4,220	4,220	4,220	1.7	-	1.0	1.0	1.0	1.0
23	Empress	Transgas SSDA	0.3073	108%	0.3334	16,031	-	45,833	25,000	25,000	25,000	2.0	-	5.6	3.0	3.0	3.0
24	Empress	Tunis NDA	1.2345	108%	1.3392	-	-	9,091	7,536	7,536	7,536	-	-	4.4	3.7	3.7	3.7
25	Empress	Union CDA	1.5405	116%	1.7944	50,986	57,713	-	-	-	-	33.4	37.8	-	-	-	-
26	Empress	Union ECDA	1.5437	116%	1.7982	-	1,833	11,000	11,000	11,000	11,000	-	1.2	7.2	7.2	7.2	7.2
27	Empress	Union EDA	1.6504	116%	1.9225	73,131	22,569	1,000	1,000	1,000	1,000	51.3	15.8	0.7	0.7	0.7	0.7
28	Empress	Union NCD A	1.4953	116%	1.7418	11,556	11,446	11,000	11,000	11,000	11,000	7.3	7.3	7.0	7.0	7.0	7.0
29	Empress	Union NDA	1.3169	108%	1.4286	158,986	113,398	67,000	67,000	67,000	67,000	82.9	59.1	34.9	34.9	34.9	34.9
30	Empress	Union SMDA	1.1945	108%	1.2958	12,978	12,978	21,000	21,000	21,000	21,000	6.1	6.1	9.9	9.9	9.9	9.9
31	Empress	Union WDA	0.8562	108%	0.9288	55,557	59,468	52,000	52,000	52,000	52,000	18.8	20.2	17.6	17.6	17.6	17.6
32	Empress	Welwyn	0.3982	108%	0.4320	1,332	-	-	-	-	-	0.2	-	-	-	-	-
33	Chippawa	Enbridge Parkway CDA	0.1546	155%	0.2403	20,630	123,441	-	-	-	-	1.8	10.8	-	-	-	-
34	Chippawa	Kirkwall	0.1437	155%	0.2233	-	61,545	-	-	-	-	-	5.0	-	-	-	-
35	Iroquois	GMIT EDA	0.1983	155%	0.3083	26,952	26,952	-	-	-	-	3.0	3.0	-	-	-	-
36	Kirkwall	Chippawa	0.1437	155%	0.2233	198,207	163,650	161,867	130,092	15,794	13,162	16.2	13.3	13.2	10.6	1.3	1.1
37	Kirkwall	Niagara Falls	0.1424	155%	0.2214	31,651	31,651	-	-	-	-	2.6	2.6	-	-	-	-
38	Kirkwall	Union CDA (Amended)	0.1023	155%	0.1590	-	22,500	135,000	135,000	135,000	135,000	-	1.3	7.8	7.8	7.8	7.8
39	Lachenaie	Iroquois	0.1830	155%	0.2845	6,900	6,900	-	-	-	-	0.7	0.7	-	-	-	-
40	Niagara Falls	Enbridge CDA	0.1738	155%	0.2701	213,015	-	-	-	-	-	21.0	-	-	-	-	-
41	Niagara Falls	Enbridge CDA (Amended)	0.1757	155%	0.2731	42,603	255,618	255,618	255,618	255,618	255,618	4.2	25.5	25.5	25.5	25.5	25.5
42	Niagara Falls	GMIT EDA	0.4798	155%	0.7458	82,000	82,000	82,000	82,000	82,000	82,000	22.3	22.3	22.3	22.3	22.3	22.3
43	Niagara Falls	Kirkwall	0.1424	155%	0.2214	97,747	223,935	73,062	73,062	73,062	73,062	7.9	18.1	5.9	5.9	5.9	5.9
44	Niagara Falls	KPUC EDA	0.3088	155%	0.4800	2,000	2,000	2,000	2,000	2,000	2,000	0.4	0.4	0.4	0.4	0.4	0.4
45	Niagara Falls	Enbridge Parkway CDA	0.1534	155%	0.2384	12,795	76,559	200,000	200,000	200,000	200,000	1.1	6.7	17.4	17.4	17.4	17.4
46	SS. Marie	Union SMDA	0.0910	108%	0.0987	49,843	49,843	72,000	72,000	72,000	72,000	1.8	1.8	2.6	2.6	2.6	2.6
47	St. Clair	Chippawa	0.2523	155%	0.3923	210,936	97,870	-	-	-	-	30.2	14.0	-	-	-	-
48	St. Clair	Union SWDA	0.0958	155%	0.1490	80,269	-	140,125	140,125	140,125	140,125	4.4	-	7.6	7.6	7.6	7.6
49	Union Dawn	East Hereford	0.6236	155%	0.9694	52,753	52,753	52,753	52,753	52,753	52,753	18.7	18.7	18.7	18.7	18.7	18.7
50	Union Dawn	Enbridge CDA	0.2356	155%	0.3662	137,013	-	-	-	-	-	18.3	-	-	-	-	-
51	Union Dawn	Enbridge CDA (Amended)	0.2387	155%	0.3711	27,403	164,416	164,416	164,416	164,416	164,416	3.7	22.3	22.3	22.3	22.3	22.3
52	Union Dawn	Enbridge EDA	0.4367	155%	0.6789	114,000	114,000	154,000	154,000	154,000	154,000	28.2	28.2	38.2	38.2	38.2	38.2
53	Union Dawn	GMIT EDA	0.5279	155%	0.8206	210,000	210,000	210,000	210,000	210,000	210,000	62.9	62.9	62.9	62.9	62.9	62.9
54	Union Dawn	Iroquois	0.4198	155%	0.6526	40,000	40,000	-	-	-	-	9.5	9.5	-	-	-	-
55	Union Dawn	Niagara Falls	0.2389	155%	0.3714	10,265	10,265	10,265	2,566	-	-	1.4	1.4	1.4	0.3	-	-
56	Union Dawn	Union CDA	0.2042	155%	0.3174	147,129	122,608	-	-	-	-	17.0	14.2	-	-	-	-
57	Union Dawn	Union ECDA	0.2074	155%	0.3224	-	1,333	-	-	-	-	-	0.2	-	-	-	-
58	Union Dawn	Union EDA	0.3665	155%	0.5697	1,510	1,510	-	-	-	-	0.3	0.3	-	-	-	-
59	Union Dawn	Union Parkway Belt	0.2015	155%	0.3133	-	10,006	-	-	-	-	-	1.1	-	-	-	-
60	Union Parkway Belt	Enbridge CDA	0.1245	155%	0.1935	6,727	-	-	-	-	-	0.5	-	-	-	-	-
61	Union Parkway Belt	Enbridge CDA (Amended)	0.1281	155%	0.1992	1,345	8,072	8,072	8,072	8,072	8,072	0.1	0.6	0.6	0.6	0.6	0.6
62	Union Parkway Belt	Enbridge EDA	0.3207	155%	0.4986	-	28,333	165,889	165,889	165,889	165,889	-	5.2	30.2	30.2	30.2	30.2
63	Union Parkway Belt	GMIT EDA	0.4119	155%	0.6403	104,967	328,065	430,448	430,448	430,448	430,448	24.5	76.7	100.6	100.6	100.6	100.6
64	Union Parkway Belt	GMIT NDA	0.3415	155%	0.5308	2,561	15,327	15,327	15,327	15,327	15,327	0.5	3.0	3.0	3.0	3.0	3.0
65	Union Parkway Belt	Iroquois	0.3038	155%	0.4723	483,905	483,905	483,905	483,905	483,905	483,905	83.4	83.4	83.4	83.4	83.4	83.4
66	Union Parkway Belt	Phillipsburg	0.4130	155%	0.6419	30,000	34,083	30,000	30,000	30,000	30,000	7.0	8.0	7.0	7.0	7.0	7.0
67	Union Parkway Belt	Union CDA	0.1008	155%	0.1567	16,000	13,333	-	-	-	-	0.9	0.8	-	-	-	-
68	Union Parkway Belt	Union EDA	0.2505	155%	0.3893	49,534	113,881	222,000	222,000	222,000	222,000	7.0	16.2	31.5	31.5	31.5	31.5
69	Union Parkway Belt	Union NCD A	0.1796	155%	0.2792	-	483	5,000	5,000	5,000	5,000	-	0.0	0.5	0.5	0.5	0.5
70	Union Parkway Belt	Union NDA	0.3580	155%	0.5565	1,671	29,788	206,000	206,000	206,000	206,000	0.3	6.1	41.8	41.8	41.8	41.8
71	Welwyn	Centram MDA	0.2235	108%	0.2424	1,332	1,332	1,332	1,332	1,332	1,332	0.1	0.1	0.1	0.1	0.1	0.1
72	Total Firm Transportation					4,230,482	4,021,956	4,334,158	4,271,392	4,154,528	4,151,896	1,284.6	1,029.8	1,019.3	1,012.1	1,002.4	1,002.2

Firm Transportation - Non Renewable

Line No.	Receipt	Delivery	RH-003-2011		Toll (\$/Gj)	Energy (Gj/d)						Revenue (\$Millions)					
			Compliance Toll (\$/Gj)	% of RH-003-2011 Compliance Toll		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	116%	1.9137	6,290	5,000	-	-	-	-	4.4	3.5	-	-	-	
2	Empress	East Hereford	1.8251	116%	2.1259	156,892	101,111	-	-	-	121.7	78.5	-	-	-	-	
3	Empress	Enbridge EDA	1.6154	116%	1.8817	138,133	139,883	-	-	-	94.9	96.1	-	-	-	-	
4	Empress	GMT EDA	1.7294	116%	2.0144	177,952	72,543	-	-	-	130.8	53.3	-	-	-	-	
5	Empress	Iroquois	1.6259	116%	1.8939	299,697	62,077	-	-	-	207.2	42.9	-	-	-	-	
6	Empress	Union EDA	1.6504	116%	1.9225	4,677	1,052	-	-	-	3.3	0.7	-	-	-	-	
7	Empress	Enbridge CDA	1.5659	116%	1.8239	19,386	-	-	-	-	12.9	-	-	-	-	-	
8	Empress	Centram MDA	0.5362	108%	0.5817	63,654	-	-	-	-	13.5	-	-	-	-	-	
9	Empress	Centrat MDA	0.5980	108%	0.6487	75	-	-	-	-	0.0	-	-	-	-	-	
10	Empress	Emerson 2	0.6088	108%	0.6604	30,756	-	-	-	-	7.4	-	-	-	-	-	
11	Empress	GMT NDA	1.3441	108%	1.4581	3,100	2,583	-	-	-	1.6	1.4	-	-	-	-	
12	Empress	KPUC EDA	1.6841	116%	1.9617	2,000	2,000	-	-	-	1.4	1.4	-	-	-	-	
13	Empress	Napierville	1.7215	116%	2.0053	6,302	4,220	-	-	-	4.6	3.1	-	-	-	-	
14	Empress	Union NCDA	1.4953	116%	1.7418	167	-	-	-	-	0.1	-	-	-	-	-	
15	Empress	Union NDA	1.3169	108%	1.4286	3,748	-	-	-	-	2.0	-	-	-	-	-	
16	Empress	Union WDA	0.8562	108%	0.9288	1,666	-	-	-	-	0.6	-	-	-	-	-	
17	Total Firm Transportation - Non Renewable					914,494	390,469	-	-	-	-	606.5	280.9	-	-	-	-

Firm Transportation - Short Notice & Enhanced Market Balancing¹

Line No.	Receipt	Delivery	RH-003-2011		Toll (\$/Gj)	Energy (Gj/d)						Revenue (\$Millions)					
			Compliance Toll (\$/Gj)	% of RH-003-2011 Compliance Toll		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)	
18	FT-SN Kirkwall	Thorold CDA	0.1476	155%	0.2295	49,500	49,500	49,500	49,500	49,500	49,500	4.1	4.1	4.1	4.1	4.1	4.1
19	FT-SN Union Parkway Belt	Goreway CDA	0.1099	155%	0.1709	140,000	140,000	140,000	140,000	140,000	140,000	8.7	8.7	8.7	8.7	8.7	8.7
20	FT-SN Union Parkway Belt	Schomberg #2 CDA	0.1285	155%	0.1998	87,654	87,654	87,654	87,654	87,654	87,654	6.4	6.4	6.4	6.4	6.4	6.4
21	FT-SN Union Parkway Belt	Victoria Square #2 CDA	0.1298	155%	0.2018	185,000	185,000	185,000	185,000	185,000	185,000	13.6	13.6	13.6	13.6	13.6	13.6
22	EMB Union Parkway Belt	Union EDA	0.2755	155%	0.4283	4,178	25,000	25,000	25,000	25,000	25,000	0.7	3.9	3.9	3.9	3.9	3.9
23	Total Firm Transportation - Short Notice & Enhanced Market Balancing					466,332	487,154	487,154	487,154	487,154	487,154	33.6	36.8	36.8	36.8	36.8	36.8

Storage Transportation Service

Line No.	Receipt	Delivery	RH-003-2011		Toll (\$/Gj)	Energy (Gj/d)						Revenue (\$Millions)					
			Compliance Toll (\$/Gj)	% of RH-003-2011 Compliance Toll		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)	
24	STS Centram MDA		0.1586	108%	0.1720	54,000	54,000	54,000	54,000	54,000	54,000	3.4	3.4	3.4	3.4	3.4	3.4
25	STS Union NDA		0.3580	155%	0.5565	49,100	49,100	31,000	31,000	31,000	31,000	10.0	10.0	6.3	6.3	6.3	6.3
26	STS Cornwall		0.3255	155%	0.5059	10,300	10,300	10,300	10,300	10,300	10,300	1.9	1.9	1.9	1.9	1.9	1.9
27	STS Enbridge CDA		0.1245	155%	0.1935	236,577	-	-	-	-	-	16.7	-	-	-	-	-
28	STS Enbridge CDA (Amended)		0.1281	155%	0.1992	47,315	283,892	283,892	283,892	283,892	283,892	3.4	20.6	20.6	20.6	20.6	20.6
29	STS Enbridge EDA		0.3207	155%	0.4986	80,611	80,611	80,611	80,611	80,611	80,611	14.7	14.7	14.7	14.7	14.7	14.7
30	STS GMT EDA		0.4119	155%	0.6403	216,174	216,174	216,174	216,174	216,174	216,174	50.5	50.5	50.5	50.5	50.5	50.5
31	STS KPUC EDA		0.2409	155%	0.3745	13,342	13,342	13,342	13,342	13,342	13,342	1.8	1.8	1.8	1.8	1.8	1.8
32	STS Philipsburg		0.4130	155%	0.6419	20,279	20,279	20,279	20,279	20,279	20,279	4.8	4.8	4.8	4.8	4.8	4.8
33	STS Union EDA		0.2505	155%	0.3893	61,473	26,351	27,000	27,000	27,000	27,000	8.7	3.7	3.8	3.8	3.8	3.8
34	STS Union WDA		0.8400	155%	1.3058	3,150	3,150	3,150	3,150	3,150	3,150	1.5	1.5	1.5	1.5	1.5	1.5
35	Total Storage Transportation Service					792,321	757,199	739,748	739,748	739,748	739,748	117.4	112.9	109.3	109.3	109.3	109.3

36 Total Firm Revenues

						6,403,628	5,656,778	5,561,060	5,498,294	5,381,430	5,378,798	2,042.1	1,460.4	1,165.5	1,158.2	1,148.5	1,148.3
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Non Discretionary Miscellaneous Revenue (NDMR)

37	Delivery Pressure Surcharge											44.8	26.3	23.5	22.6	19.9	19.8
38	Union Dawn Receipt Point Surcharge											0.8	0.8	0.8	0.8	0.8	0.8
39	Sales Meter Station Surcharge											0.2	0.2	0.2	0.2	0.2	0.2
40	Total NDMR											45.8	27.2	24.5	23.5	20.8	20.8

41 Discretionary Miscellaneous Revenue (DMR)²

												60.0	60.0	60.0	60.0	60.0	60.0
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42 Total System Revenues

												2,147.9	1,547.6	1,249.9	1,241.7	1,229.4	1,229.1
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¹ Firm Transportation - Short Notice (FT-SN) & Enhanced Market Balancing (EMB) service revenues include a 10% Toll Premium

² DMR includes IT, STFT, and Diversion revenues

Attachment C
2015 – 2020 Compliance Tolls

2015-2020 Toll Design Schedules

Schedule C-3
2015-2020 Revenue Requirement by Segment
and Explanatory

METHODOLOGY TO ALLOCATE REVENUE REQUIREMENT TO SEGMENTS

The following methodology outlines the two-step process in which the annual Mainline Revenue Requirement has been determined for the various system segments for the purposes of determining the RH-001-2014 Compliance Tolls.

The first step is to determine the revenue requirement associated with each segment before taking into account the Bridging Contribution. As part of the Decision, the recovery of the Eastern Triangle (ET) portion of the overall revenue requirement has been extended to a 16 year period whereas the recovery of the Prairies and NOL portion of the overall revenue requirement is completed during the initial six year period. The second step determines what the ET revenue requirement is, taking into account the amortization of the Bridging Contribution over the 16 year period.

First Step – Determine the Revenue Requirement Associated with Each Segment

As an integrated system, TransCanada does not calculate the annual Mainline revenue requirement by segments or other geographical delineations. However, estimates have been determined for three segments, Prairies, NOL and ET.

The Prairies Segment represents the Mainline facilities from Empress to Station 41, including the extension to Emerson. The NOL Segment represents the Mainline facilities east of Station 41 up to and including Station 116 at North Bay, plus Line 900 for Sault-Ste-Marie. The ET Segment represents the Mainline facilities east of Station 116 at North Bay and east of St. Clair. The delineation point between the NOL and ET segments is North Bay Junction and St. Clair. For purposes of toll determination in Schedule C-4, long-haul deliveries to St. Clair and North Bay Junction are part of the NOL segment, and receipts from St. Clair and North Bay Junction are part of the ET segment. TBO contracts on other pipelines are also included within each segment, generally following geographical location, as further described in the following section.

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

- 1. Geographical** – costs are allocated to segments based on known geographical location. Costs allocated by this method are: Municipal and Provincial Capital Taxes, Pipeline Integrity, Electric Costs and Tax on Fuel, TBO for Union Gas, EGD, GLGT and TQM, and Green House Gas Emissions Costs in Quebec. The Union Gas, EGD and TQM systems geographically reside within the ET and are allocated to this segment. The portion of GLGT TBO delivering to Sault-Ste-Marie is used for transportation to the Union SSMDA, a geographical equivalent of the NOL, and therefore is allocated to the NOL segment.¹ The portion of GLGT TBO originating from St. Clair and delivering to

¹ Effective November 1, 2014, TransCanada no longer holds Emerson to St. Clair TBO capacity and therefore, cost allocation of this TBO among segments is no longer required. TransCanada has contracted for TBO capacity on GLGT delivering to Sault-Ste-Marie for purposes of meeting transportation obligations to Union SSMDA.

Emerson (the GLGT backhaul TBO), does not geographically reside within the ET but is used to facilitate transportation into the ET and, therefore, these costs have been allocated to the ET.

Green House Gas Emission Costs (Quebec) were first incurred in December 2013 and were not reflected in the Application but were reflected in the response to Undertaking 7. This revenue requirement cost is incurred due to regulations in Quebec and is, therefore, allocated solely to the ET segment.

2. **Ratio of Rate Base** – costs are allocated to segments based on the ratio of segmented rate base to total rate base. Costs allocated by this method are: Return, Income Tax, LTAA, and TransCanada’s Contribution.
3. **Gas Plant in Service** – Depreciation Expense is allocated to segments based on the appropriate segment depreciation rate² applied to the segment’s Gas Plant in Service (GPIS). Depreciation of general plant is allocated to the segments based on the respective segment share of transmission system GPIS.
4. **50% Energy and 50% Energy-Distance** – Costs are allocated to segments with 50% of the cost allocated based on the energy split across the segments, and 50% of the cost allocated based on the energy – distance split across segments. Costs allocated by this method are: Operations, Maintenance and Administrative (OMA), Storage Operating Costs, NEB Cost Recovery, and Regulatory Proceedings and Collaborative (TTF) Costs.

Second Step – Determine the Annual Adjustment to the ET Revenue Requirement to include the Amortization of the Bridging Contribution

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

² Depreciation rates used are based on the Board approved methodology from the RH-003-2011 Decision.

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

Line No.	Revenue Requirement (a)	2015				2016				2017							
		Prairies	NOL	Eastern	Total	Prairies	NOL	Eastern	Total	Prairies	NOL	Eastern	Total				
		(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)				
	Transportation By Others																
1	- GLGT	-	2,448	65,706	68,154	-	2,851	76,503	79,354	-	2,851	76,503	79,354				
2	- Union Gas	-	-	17,921	17,921	-	-	16,830	16,830	-	-	16,830	16,830				
3	- EGD	-	-	3,358	3,358	-	-	20,148	20,148	-	-	20,148	20,148				
4	- TQM	-	-	87,728	87,728	-	-	86,498	86,498	-	-	86,498	86,498				
5	Storage Operating Costs	1,175	1,152	1,547	3,875	916	1,015	2,022	3,953	871	769	2,392	4,032				
6	Pipeline Integrity and Insurance Deductible Costs	26,932	53,865	26,932	107,729	26,494	52,988	26,494	105,976	25,917	51,834	25,917	103,667				
7	NEB Cost Recovery and Collaborative (TTF) Costs	2,304	2,259	3,033	7,597	1,795	1,990	3,964	7,749	1,707	1,507	4,690	7,904				
8	Return	128,590	116,205	179,797	424,592	122,924	96,907	207,120	426,951	119,623	79,516	223,419	422,558				
9	Income Taxes	36,879	33,327	51,565	121,771	34,038	26,834	57,352	118,224	36,392	24,190	67,968	128,550				
10	Depreciation	88,834	247,807	80,473	417,113	89,584	249,955	90,300	429,839	90,582	249,875	95,321	435,778				
11	Fuel Gas Tax ²	2,454	-	606	3,060	2,503	-	618	3,121	2,553	-	631	3,184				
12	Electric Costs ³	4,760	14	1,227	6,001	4,855	14	1,252	6,121	4,952	14	1,277	6,243				
13	Municipal and Provincial Capital Taxes ¹	43,225	50,625	34,031	127,880	44,545	52,172	35,626	132,343	45,882	53,737	37,712	137,330				
14	Québec GHG Emissions	-	-	704	704	-	-	838	838	-	-	855	855				
15	Operations, Maintenance and Administrative	56,615	55,509	74,528	186,652	44,108	48,894	97,383	190,385	41,944	37,023	115,225	194,193				
16	TransCanada Contribution	(8,177)	(7,390)	(11,433)	(27,000)	(7,774)	(6,128)	(13,098)	(27,000)	(7,643)	(5,081)	(14,276)	(27,000)				
17	Long Term Adjustment Account		(463)	(716)	(1,692)	(485)	(382)	(817)	(1,684)	(474)	(315)	(885)	(1,673)				
18	Revenue Requirement	383,078	555,358	617,007	1,555,443	363,504	527,110	709,032	1,599,646	362,305	495,920	760,225	1,618,451				
19	Annual Bridging Amount				592,454				(52,012)				(368,535)				
20	Revenue Requirement				<u>2,147,897</u>				<u>1,547,634</u>				<u>1,249,916</u>				
	Asset Split	GPIS	Dep Rate	Rate Base	GJ's	GJ-KMs	GPIS	Dep Rate	Rate Base	GJ's	GJ-KMs	GPIS	Dep Rate	Rate Base	GJ's	GJ-KMs	
21	Prairies	30%	2.2%	30%	26%	35%	29%	2.2%	29%	18%	28%	29%	2.2%	28%	16%	27%	
22	NOL	41%	4.5%	27%	21%	39%	40%	4.5%	23%	17%	34%	39%	4.5%	19%	14%	24%	
23	Eastern Triangle	29%	2.1%	42%	53%	27%	31%	2.1%	49%	65%	38%	32%	2.1%	53%	70%	48%	

Footnotes:
¹ Municipal and Provincial Capital taxes are allocated as follows: Alberta 1%, Sask Border to Stn 41 33%, Stn 41 to NBJ 40%, NBJ to Quebec 26%, Quebec (TQM) 1%
² Sales tax on fuel is allocated as follows: Saskatchewan 78%, Manitoba 2% and Quebec 20%
³ 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%

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

Line No.	Revenue Requirement (a)	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	Transportation By Others	-	2,851	76,503	79,354	-	2,851	76,503	79,354	-	2,851	76,503	79,354			
2	- GLGT	-	-	16,830	16,830	-	-	16,830	16,830	-	-	16,830	16,830			
3	- Union Gas	-	-	20,148	20,148	-	-	20,148	20,148	-	-	20,148	20,148			
4	- EGD	-	-	86,498	86,498	-	-	86,498	86,498	-	-	86,498	86,498			
5	- TQM	881	787	2,444	4,112	906	810	2,478	4,194	925	826	2,527	4,278			
6	Storage Operating Costs	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	Pipeline Integrity and Insurance Deductible Costs	1,727	1,544	4,791	8,062	1,777	1,588	4,858	8,223	1,813	1,620	4,955	8,388			
8	NEB Cost Recovery and Collaborative (TTF) Costs	112,110	59,437	214,525	386,072	106,435	40,579	209,170	356,184	100,204	20,920	201,881	323,006			
9	Return	37,701	19,988	72,141	129,830	38,557	14,700	75,773	129,031	39,771	8,303	80,127	128,202			
10	Income Taxes	91,099	248,017	95,822	434,938	91,617	246,158	96,324	434,099	92,120	245,748	96,813	434,680			
11	Depreciation	2,604	-	643	3,247	2,656	-	656	3,312	2,709	-	669	3,378			
12	Fuel Gas Tax ²	5,051	14	1,303	6,368	5,152	15	1,329	6,496	5,255	15	1,355	6,626			
13	Electric Costs ³	47,258	55,349	38,843	141,450	48,676	57,009	40,009	145,694	50,136	58,719	41,209	150,065			
14	Municipal and Provincial Capital Taxes ¹	-	-	872	872	-	-	889	889	-	-	907	907			
15	Québec GHG Emissions	42,427	37,927	117,723	198,077	43,658	39,021	119,359	202,038	44,540	39,809	121,730	206,079			
16	Operations, Maintenance and Administrative	(7,840)	(4,157)	(15,003)	(27,000)	(8,068)	(3,076)	(15,856)	(27,000)	(8,376)	(1,749)	(16,875)	(27,000)			
17	TransCanada Contribution	(485)	(257)	(928)	(1,670)	(498)	(190)	(979)	(1,667)	(518)	(108)	(1,043)	(1,669)			
18	Long Term Adjustment Account	357,532	471,501	758,155	1,587,188	355,867	449,466	758,990	1,564,323	353,579	426,957	759,234	1,539,769			
18	Revenue Requirement															
19	Annual Bridging Amount				(345,445)				(334,942)				(310,664)			
20	Revenue Requirement				<u>1,241,743</u>				<u>1,229,381</u>				<u>1,229,105</u>			
	Asset Split	GPIS	Dep Rate	Rate Base	GJ's	GJ-KMs	GPIS	Dep Rate	Rate Base	GJ's	GJ-KMs	GPIS	Dep Rate	Rate Base	GJ's	GJ-KMs
21	Prairies	29%	2.2%	29%	16%	27%	29%	2.2%	30%	16%	27%	29%	2.2%	31%	16%	27%
22	NOL	39%	4.5%	15%	14%	24%	39%	4.5%	11%	14%	25%	39%	4.5%	6%	14%	25%
23	Eastern Triangle	32%	2.1%	56%	70%	49%	32%	2.1%	59%	70%	48%	32%	2.1%	63%	70%	48%

Footnotes:
¹ Municipal and Provincial Capital taxes are allocated as follows: Alberta 1%, Sask Border to Stn 41 33%, Stn 41 to NBJ 40%, NBJ to Quebec 26%, Quebec (TQM) 1%
² Sales tax on fuel is allocated as follows: Saskatchewan 78%, Manitoba 2% and Quebec 20%
³ 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)

Line No.	Particulars (a)	2015 (b)	2016 (c)	2017 (d)	2018 (e)	2019 (f)	2020 (g)					
1	Annual Bridging Amount	592,454	(52,012)	(368,535)	(345,445)	(334,942)	(310,664)					
		2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	
2	Annual Bridging Amount	126,178	120,686	115,832	111,170	106,359	101,450	95,630	90,046	84,674	77,239	

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

Attachment C
2015 – 2020 Compliance Tolls

2015-2020 Toll Design Schedules

Schedule C-4
2015-2020 Mainline Transportation Tolls

Mainline 2015 - 2020 Transportation Tolls

Storage Transportation Service

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
(a)		(b)	(c)
1	Centram MDA	5.23197	0.17201
2	Union WDA	39.71839	1.30581
3	Union NDA	16.92748	0.55652
4	Union EDA	11.84212	0.38933
5	KPUJ EDA	11.39043	0.37448
6	GMIT EDA	19.47488	0.64027
7	Enbridge CDA	5.88532	0.19349
8	Enbridge CDA (Amended)	6.05839	0.19918
9	Enbridge EDA	15.16514	0.49858
10	Cornwall	15.38840	0.50592
11	Philipsburg	19.52568	0.64194

Firm Transportation - Short Notice

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
(a)		(b)	(c)
12	Kirkwall to Thorold CDA	6.98093	0.22951
13	Union Parkway Belt to Goreway CDA	5.19730	0.17087
14	Union Parkway Belt to Schomberg #2 CDA	6.07695	0.19979
15	Union Parkway Belt to Victoria Square #2 CDA	6.13839	0.20181

Enhanced Market Balancing Service

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
(a)		(b)	(c)
16	Union Parkway Belt to Union EDA	13.02633	0.42826

Delivery Pressure

Line No	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
(a)		(b)	(c)
17	Average Delivery Pressure Toll	1.01227	0.03328

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	0.10724	0.00353

Short Notice Balancing (SNB) Service

Line No.	Particulars	Monthly Toll (\$/GJ/MO)	Daily Equivalent (\$/GJ)
(a)		(b)	(c)
19	SNB Toll	3.42005	0.11244

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	1.52481
21	Eastern Section	0.41865

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.

Mainline 2015 - 2020 Transportation Tolls

- Notes: (i) Aggregate charges for Mainline transportation service will include the applicable transportation toll, abandonment surcharge, delivery pressure toll (if applicable) and Dawn receipt surcharge (if applicable) pursuant to the Mainline Tariff.
- (ii) 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.
- (iii) Transportation with receipt points from delivery areas or Spruce is for STFT and IT service only.
- (iv) 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.
- (v) 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	2.82084	0.0927
2	Empress	TransGas SSDA	10.14061	0.3334
3	Empress	Centram SSDA	13.13970	0.4320
4	Empress	Centram MDA	17.69246	0.5817
5	Empress	Centrat MDA	19.73099	0.6487
6	Empress	Union WDA	28.25009	0.9288
7	Empress	Nipigon WDA	30.75885	1.0113
8	Empress	Union NDA	43.45325	1.4286
9	Empress	Calstock NDA	36.33970	1.1947
10	Empress	Tunis NDA	40.73309	1.3392
11	Empress	GMIT NDA	44.34933	1.4581
12	Empress	Union SSMDA	39.41270	1.2958
13	Empress	Union NCDA	52.97945	1.7418
14	Empress	Union CDA	54.58058	1.7944
15	Empress	Enbridge CDA	55.47818	1.8239
16	Empress	Union EDA	58.47513	1.9225
17	Empress	Enbridge EDA	57.23474	1.8817
18	Empress	KPUC EDA	59.66807	1.9617
19	Empress	GMIT EDA	61.27133	2.0144
20	Empress	Enbridge SWDA	50.37578	1.6562
21	Empress	Union SWDA	50.31069	1.6541
22	Empress	Chippawa	55.85534	1.8363
23	Empress	Cornwall	58.20929	1.9137
24	Empress	East Hereford	64.66279	2.1259
25	Empress	Emerson 1	20.08686	0.6604
26	Empress	Emerson 2	20.08686	0.6604
27	Empress	Iroquois	57.60704	1.8939
28	Empress	Kirkwall	53.79400	1.7686
29	Empress	Napierville	60.99302	2.0053
30	Empress	Niagara Falls	55.81215	1.8349
31	Empress	North Bay Junction	46.37964	1.5248
32	Empress	Philipsburg	61.30905	2.0156
33	Empress	Spruce	19.73099	0.6487
34	Empress	St. Clair	46.51317	1.5292
35	Empress	Welwyn	13.13970	0.4320
36	Empress	Dawn Export	50.37578	1.6562
37	Empress	Union Parkway Belt	54.48629	1.7913
38	Empress	Union CDA (Amended)	54.38865	1.7881
39	Empress	Union ECDA	54.69464	1.7982
40	Empress	Enbridge Parkway CDA	54.48629	1.7913
41	Empress	Enbridge CDA (Amended)	55.57064	1.8270
42	Bayhurst 1	Empress	3.33245	0.1096
43	Bayhurst 1	TransGas SSDA	9.62992	0.3166
44	Bayhurst 1	Centram SSDA	12.62748	0.4152
45	Bayhurst 1	Centram MDA	17.18055	0.5648

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Bayhurst 1	Centrat MDA	19.21877	0.6319
2	Bayhurst 1	Union WDA	27.73848	0.9120
3	Bayhurst 1	Nipigon WDA	30.24694	0.9944
4	Bayhurst 1	Union NDA	42.94134	1.4118
5	Bayhurst 1	Calstock NDA	35.82779	1.1779
6	Bayhurst 1	Tunis NDA	40.22148	1.3224
7	Bayhurst 1	GMIT NDA	43.83741	1.4412
8	Bayhurst 1	Union SSMDA	38.90079	1.2789
9	Bayhurst 1	Union NCDA	52.42921	1.7237
10	Bayhurst 1	Union CDA	54.03095	1.7764
11	Bayhurst 1	Enbridge CDA	54.92824	1.8059
12	Bayhurst 1	Union EDA	57.92520	1.9044
13	Bayhurst 1	Enbridge EDA	56.68480	1.8636
14	Bayhurst 1	KPUC EDA	59.11814	1.9436
15	Bayhurst 1	GMIT EDA	60.72140	1.9963
16	Bayhurst 1	Enbridge SWDA	49.82615	1.6381
17	Bayhurst 1	Union SWDA	49.76106	1.6360
18	Bayhurst 1	Chippawa	55.30541	1.8183
19	Bayhurst 1	Cornwall	57.65996	1.8957
20	Bayhurst 1	East Hereford	64.11347	2.1078
21	Bayhurst 1	Emerson 1	19.57525	0.6436
22	Bayhurst 1	Emerson 2	19.57525	0.6436
23	Bayhurst 1	Iroquois	57.05741	1.8759
24	Bayhurst 1	Kirkwall	53.24468	1.7505
25	Bayhurst 1	Napierville	60.44309	1.9872
26	Bayhurst 1	Niagara Falls	55.26222	1.8168
27	Bayhurst 1	North Bay Junction	45.86773	1.5080
28	Bayhurst 1	Philipsburg	60.75973	1.9976
29	Bayhurst 1	Spruce	19.21877	0.6319
30	Bayhurst 1	St. Clair	46.00095	1.5124
31	Bayhurst 1	Welwyn	12.62748	0.4152
32	Bayhurst 1	Dawn Export	49.82615	1.6381
33	Bayhurst 1	Union Parkway Belt	53.93696	1.7733
34	Bayhurst 1	Union CDA (Amended)	53.83902	1.7701
35	Bayhurst 1	Union ECDA	54.14532	1.7801
36	Bayhurst 1	Enbridge Parkway CDA	53.93696	1.7733
37	Bayhurst 1	Enbridge CDA (Amended)	55.02132	1.8089
38	Calstock NDA	Empress	-	1.1947
39	Calstock NDA	TransGas SSSDA	-	0.9541
40	Calstock NDA	Centram SSSDA	-	0.8555
41	Calstock NDA	Centram MDA	-	0.7072
42	Calstock NDA	Centrat MDA	-	0.6388
43	Calstock NDA	Union WDA	-	0.3817
44	Calstock NDA	Nipigon WDA	-	0.2762
45	Calstock NDA	Union NDA	-	0.3266
46	Calstock NDA	Calstock NDA	-	0.0927
47	Calstock NDA	Tunis NDA	-	0.2372
48	Calstock NDA	GMIT NDA	-	0.3561
49	Calstock NDA	Union SSMDA	-	1.0856
50	Calstock NDA	Union NCDA	-	0.5585
51	Calstock NDA	Union CDA	-	0.6860
52	Calstock NDA	Enbridge CDA	-	0.6644
53	Calstock NDA	Union EDA	-	0.7413
54	Calstock NDA	Enbridge EDA	-	0.6988
55	Calstock NDA	KPUC EDA	-	0.7784
56	Calstock NDA	GMIT EDA	-	0.8311
57	Calstock NDA	Enbridge SWDA	-	0.8033
58	Calstock NDA	Union SWDA	-	0.8054
59	Calstock NDA	Chippawa	-	0.7486
60	Calstock NDA	Cornwall	-	0.7305
61	Calstock NDA	East Hereford	-	0.9426
62	Calstock NDA	Emerson 1	-	0.7175
63	Calstock NDA	Emerson 2	-	0.7175
64	Calstock NDA	Iroquois	-	0.7107
65	Calstock NDA	Kirkwall	-	0.6909

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Calstock NDA	Napierville	-	0.8220
2	Calstock NDA	Niagara Falls	-	0.7472
3	Calstock NDA	North Bay Junction	-	0.4228
4	Calstock NDA	Philipsburg	-	0.8324
5	Calstock NDA	Spruce	-	0.6388
6	Calstock NDA	St. Clair	-	0.7613
7	Calstock NDA	Welwyn	-	0.8555
8	Calstock NDA	Dawn Export	-	0.8033
9	Calstock NDA	Union Parkway Belt	-	0.6681
10	Calstock NDA	Union CDA (Amended)	-	0.7045
11	Calstock NDA	Union ECDA	-	0.6750
12	Calstock NDA	Enbridge Parkway CDA	-	0.6681
13	Calstock NDA	Enbridge CDA (Amended)	-	0.6641
14	Centram MDA	Empress	-	0.5817
15	Centram MDA	TransGas SSSA	-	0.3410
16	Centram MDA	Centram SSSA	-	0.2424
17	Centram MDA	Centram MDA	-	0.0927
18	Centram MDA	Centrat MDA	-	0.1612
19	Centram MDA	Union WDA	-	0.4412
20	Centram MDA	Nipigon WDA	-	0.5238
21	Centram MDA	Union NDA	-	0.9409
22	Centram MDA	Calstock NDA	-	0.7072
23	Centram MDA	Tunis NDA	-	0.8517
24	Centram MDA	GMIT NDA	-	0.9706
25	Centram MDA	Union SSMDA	-	0.8074
26	Centram MDA	Union NCDA	-	1.2183
27	Centram MDA	Union CDA	-	1.2700
28	Centram MDA	Enbridge CDA	-	1.2992
29	Centram MDA	Union EDA	-	1.3981
30	Centram MDA	Enbridge EDA	-	1.3580
31	Centram MDA	KPUC EDA	-	1.4370
32	Centram MDA	GMIT EDA	-	1.4908
33	Centram MDA	Enbridge SWDA	-	1.1318
34	Centram MDA	Union SWDA	-	1.1296
35	Centram MDA	Chippawa	-	1.3119
36	Centram MDA	Cornwall	-	1.3903
37	Centram MDA	East Hereford	-	1.6024
38	Centram MDA	Emerson 1	-	0.1720
39	Centram MDA	Emerson 2	-	0.1720
40	Centram MDA	Iroquois	-	1.3705
41	Centram MDA	Kirkwall	-	1.2442
42	Centram MDA	Napierville	-	1.4818
43	Centram MDA	Niagara Falls	-	1.3105
44	Centram MDA	North Bay Junction	-	1.0373
45	Centram MDA	Philipsburg	-	1.4922
46	Centram MDA	Spruce	-	0.1612
47	Centram MDA	St. Clair	-	1.0408
48	Centram MDA	Welwyn	-	0.2424
49	Centram MDA	Dawn Export	-	1.1318
50	Centram MDA	Union Parkway Belt	-	1.2669
51	Centram MDA	Union CDA (Amended)	-	1.2637
52	Centram MDA	Union ECDA	-	1.2738
53	Centram MDA	Enbridge Parkway CDA	-	1.2669
54	Centram MDA	Enbridge CDA (Amended)	-	1.3023
55	Centram SSSA	Empress	-	0.4320
56	Centram SSSA	TransGas SSSA	-	0.1913
57	Centram SSSA	Centram SSSA	-	0.0927
58	Centram SSSA	Centram MDA	-	0.2424
59	Centram SSSA	Centrat MDA	-	0.3094
60	Centram SSSA	Union WDA	-	0.5895
61	Centram SSSA	Nipigon WDA	-	0.6720
62	Centram SSSA	Union NDA	-	1.0893
63	Centram SSSA	Calstock NDA	-	0.8555
64	Centram SSSA	Tunis NDA	-	0.9999
65	Centram SSSA	GMIT NDA	-	1.1188

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Centram SSSA	Union SSMDA	-	0.9565
2	Centram SSSA	Union NCDA	-	1.3775
3	Centram SSSA	Union CDA	-	1.4302
4	Centram SSSA	Enbridge CDA	-	1.4597
5	Centram SSSA	Union EDA	-	1.5582
6	Centram SSSA	Enbridge EDA	-	1.5174
7	Centram SSSA	KPUC EDA	-	1.5974
8	Centram SSSA	GMIT EDA	-	1.6501
9	Centram SSSA	Enbridge SWDA	-	1.2919
10	Centram SSSA	Union SWDA	-	1.2898
11	Centram SSSA	Chippawa	-	1.4721
12	Centram SSSA	Cornwall	-	1.5495
13	Centram SSSA	East Hereford	-	1.7616
14	Centram SSSA	Emerson 1	-	0.3211
15	Centram SSSA	Emerson 2	-	0.3211
16	Centram SSSA	Iroquois	-	1.5297
17	Centram SSSA	Kirkwall	-	1.4043
18	Centram SSSA	Napierville	-	1.6410
19	Centram SSSA	Niagara Falls	-	1.4707
20	Centram SSSA	North Bay Junction	-	1.1856
21	Centram SSSA	Philipsburg	-	1.6514
22	Centram SSSA	Spruce	-	0.3094
23	Centram SSSA	St. Clair	-	1.1900
24	Centram SSSA	Welwyn	-	0.0927
25	Centram SSSA	Dawn Export	-	1.2919
26	Centram SSSA	Union Parkway Belt	-	1.4271
27	Centram SSSA	Union CDA (Amended)	-	1.4238
28	Centram SSSA	Union ECDA	-	1.4339
29	Centram SSSA	Enbridge Parkway CDA	-	1.4271
30	Centram SSSA	Enbridge CDA (Amended)	-	1.4627
31	Centrat MDA	Empress	-	0.6487
32	Centrat MDA	TransGas SSSA	-	0.4080
33	Centrat MDA	Centram SSSA	-	0.3094
34	Centrat MDA	Centram MDA	-	0.1612
35	Centrat MDA	Centrat MDA	-	0.0927
36	Centrat MDA	Union WDA	-	0.3728
37	Centrat MDA	Nipigon WDA	-	0.4553
38	Centrat MDA	Union NDA	-	0.8727
39	Centrat MDA	Calstock NDA	-	0.6388
40	Centrat MDA	Tunis NDA	-	0.7832
41	Centrat MDA	GMIT NDA	-	0.9021
42	Centrat MDA	Union SSMDA	-	0.8068
43	Centrat MDA	Union NCDA	-	1.1448
44	Centrat MDA	Union CDA	-	1.2620
45	Centrat MDA	Enbridge CDA	-	1.2469
46	Centrat MDA	Union EDA	-	1.3276
47	Centrat MDA	Enbridge EDA	-	1.2851
48	Centrat MDA	KPUC EDA	-	1.3647
49	Centrat MDA	GMIT EDA	-	1.4174
50	Centrat MDA	Enbridge SWDA	-	1.1312
51	Centrat MDA	Union SWDA	-	1.1291
52	Centrat MDA	Chippawa	-	1.3113
53	Centrat MDA	Cornwall	-	1.3168
54	Centrat MDA	East Hereford	-	1.5289
55	Centrat MDA	Emerson 1	-	0.1715
56	Centrat MDA	Emerson 2	-	0.1715
57	Centrat MDA	Iroquois	-	1.2970
58	Centrat MDA	Kirkwall	-	1.2436
59	Centrat MDA	Napierville	-	1.4083
60	Centrat MDA	Niagara Falls	-	1.3099
61	Centrat MDA	North Bay Junction	-	0.9689
62	Centrat MDA	Philipsburg	-	1.4187
63	Centrat MDA	Spruce	-	0.0927
64	Centrat MDA	St. Clair	-	1.0403
65	Centrat MDA	Welwyn	-	0.3094

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Centrat MDA	Dawn Export	-	1.1312
2	Centrat MDA	Union Parkway Belt	-	1.2545
3	Centrat MDA	Union CDA (Amended)	-	1.2631
4	Centrat MDA	Union ECDA	-	1.2613
5	Centrat MDA	Enbridge Parkway CDA	-	1.2545
6	Centrat MDA	Enbridge CDA (Amended)	-	1.2462
7	Chippawa	Empress	74.54182	2.4507
8	Chippawa	TransGas SSDA	64.05233	2.1058
9	Chippawa	Centram SSDA	59.75506	1.9646
10	Chippawa	Centram MDA	53.25411	1.7508
11	Chippawa	Centrat MDA	53.23038	1.7500
12	Chippawa	Union WDA	42.98483	1.4132
13	Chippawa	Nipigon WDA	38.38492	1.2620
14	Chippawa	Union NDA	20.19363	0.6639
15	Chippawa	Calstock NDA	30.38808	0.9991
16	Chippawa	Tunis NDA	24.09183	0.7921
17	Chippawa	GMIT NDA	19.41313	0.6382
18	Chippawa	Union SSMDA	26.06769	0.8570
19	Chippawa	Union NCDA	11.75878	0.3866
20	Chippawa	Union CDA	6.64604	0.2185
21	Chippawa	Enbridge CDA	8.29219	0.2726
22	Chippawa	Union EDA	15.10826	0.4967
23	Chippawa	Enbridge EDA	18.43098	0.6060
24	Chippawa	KPUC EDA	14.65688	0.4819
25	Chippawa	GMIT EDA	22.74072	0.7476
26	Chippawa	Enbridge SWDA	11.35454	0.3733
27	Chippawa	Union SWDA	11.44153	0.3762
28	Chippawa	Chippawa	4.04238	0.1329
29	Chippawa	Cornwall	18.65515	0.6133
30	Chippawa	East Hereford	27.26763	0.8965
31	Chippawa	Emerson 1	49.79969	1.6373
32	Chippawa	Emerson 2	49.79969	1.6373
33	Chippawa	Iroquois	17.63102	0.5797
34	Chippawa	Kirkwall	6.79326	0.2233
35	Chippawa	Napierville	22.36963	0.7354
36	Chippawa	Niagara Falls	4.97708	0.1636
37	Chippawa	North Bay Junction	16.00069	0.5261
38	Chippawa	Philipsburg	22.79182	0.7493
39	Chippawa	Spruce	53.23038	1.7500
40	Chippawa	St. Clair	11.93094	0.3923
41	Chippawa	Welwyn	59.75506	1.9646
42	Chippawa	Dawn Export	11.35454	0.3733
43	Chippawa	Union Parkway Belt	7.30852	0.2403
44	Chippawa	Union CDA (Amended)	5.99938	0.1972
45	Chippawa	Union ECDA	7.03020	0.2311
46	Chippawa	Enbridge Parkway CDA	7.30852	0.2403
47	Chippawa	Enbridge CDA (Amended)	8.38435	0.2757
48	Cornwall	Empress	77.68356	2.5540
49	Cornwall	TransGas SSDA	67.19407	2.2091
50	Cornwall	Centram SSDA	62.89650	2.0678
51	Cornwall	Centram MDA	56.43387	1.8554
52	Cornwall	Centrat MDA	53.45121	1.7573
53	Cornwall	Union WDA	42.24693	1.3889
54	Cornwall	Nipigon WDA	37.64793	1.2377
55	Cornwall	Union NDA	19.47488	0.6403
56	Cornwall	Calstock NDA	29.65138	0.9748
57	Cornwall	Tunis NDA	23.35513	0.7678
58	Cornwall	GMIT NDA	18.67644	0.6140
59	Cornwall	Union SSMDA	35.58720	1.1700
60	Cornwall	Union NCDA	17.28944	0.5684
61	Cornwall	Union CDA	16.11323	0.5298
62	Cornwall	Enbridge CDA	14.73383	0.4844
63	Cornwall	Union EDA	7.62972	0.2508
64	Cornwall	Enbridge EDA	7.08100	0.2328
65	Cornwall	KPUC EDA	8.04065	0.2644

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Cornwall	GMIT EDA	8.12855	0.2672
2	Cornwall	Enbridge SWDA	20.87405	0.6863
3	Cornwall	Union SWDA	20.96104	0.6891
4	Cornwall	Chippawa	18.65515	0.6133
5	Cornwall	Cornwall	4.04238	0.1329
6	Cornwall	East Hereford	12.65485	0.4161
7	Cornwall	Emerson 1	56.88251	1.8701
8	Cornwall	Emerson 2	56.88251	1.8701
9	Cornwall	Iroquois	5.29007	0.1739
10	Cornwall	Kirkwall	16.31215	0.5363
11	Cornwall	Napierville	7.75686	0.2550
12	Cornwall	Niagara Falls	18.59736	0.6114
13	Cornwall	North Bay Junction	15.26339	0.5018
14	Cornwall	Philipsburg	8.17904	0.2689
15	Cornwall	Spruce	53.45121	1.7573
16	Cornwall	St. Clair	21.45044	0.7052
17	Cornwall	Welwyn	62.89650	2.0678
18	Cornwall	Dawn Export	20.87405	0.6863
19	Cornwall	Union Parkway Belt	15.38840	0.5059
20	Cornwall	Union CDA (Amended)	16.86391	0.5544
21	Cornwall	Union ECDA	15.66671	0.5151
22	Cornwall	Enbridge Parkway CDA	15.38840	0.5059
23	Cornwall	Enbridge CDA (Amended)	14.67300	0.4824
24	East Hereford	Empress	86.29604	2.8371
25	East Hereford	TransGas SSSDA	75.80624	2.4923
26	East Hereford	Centram SSSDA	71.50958	2.3510
27	East Hereford	Centram MDA	65.04695	2.1385
28	East Hereford	Centrat MDA	62.06399	2.0405
29	East Hereford	Union WDA	50.86032	1.6721
30	East Hereford	Nipigon WDA	46.26040	1.5209
31	East Hereford	Union NDA	28.08705	0.9234
32	East Hereford	Calstock NDA	38.26386	1.2580
33	East Hereford	Tunis NDA	31.96761	1.0510
34	East Hereford	GMIT NDA	27.28892	0.8972
35	East Hereford	Union SSMDA	44.19998	1.4532
36	East Hereford	Union NCDA	25.90223	0.8516
37	East Hereford	Union CDA	24.72571	0.8129
38	East Hereford	Enbridge CDA	23.34692	0.7676
39	East Hereford	Union EDA	16.24280	0.5340
40	East Hereford	Enbridge EDA	15.66337	0.5150
41	East Hereford	KPUC EDA	16.65313	0.5475
42	East Hereford	GMIT EDA	11.28702	0.3711
43	East Hereford	Enbridge SWDA	29.48683	0.9694
44	East Hereford	Union SWDA	29.57382	0.9723
45	East Hereford	Chippawa	27.26763	0.8965
46	East Hereford	Cornwall	12.65485	0.4161
47	East Hereford	East Hereford	4.04238	0.1329
48	East Hereford	Emerson 1	65.49530	2.1533
49	East Hereford	Emerson 2	65.49530	2.1533
50	East Hereford	Iroquois	13.90255	0.4571
51	East Hereford	Kirkwall	24.92494	0.8195
52	East Hereford	Napierville	13.44782	0.4421
53	East Hereford	Niagara Falls	27.21014	0.8946
54	East Hereford	North Bay Junction	23.87648	0.7850
55	East Hereford	Philipsburg	13.86970	0.4560
56	East Hereford	Spruce	62.06399	2.0405
57	East Hereford	St. Clair	30.06323	0.9884
58	East Hereford	Welwyn	71.50958	2.3510
59	East Hereford	Dawn Export	29.48683	0.9694
60	East Hereford	Union Parkway Belt	24.00088	0.7891
61	East Hereford	Union CDA (Amended)	25.47670	0.8376
62	East Hereford	Union ECDA	24.27950	0.7982
63	East Hereford	Enbridge Parkway CDA	24.00088	0.7891
64	East Hereford	Enbridge CDA (Amended)	23.28609	0.7656
65	Emerson 1	Empress	20.08686	0.6604

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Emerson 1	TransGas SSSA	12.76709	0.4197
2	Emerson 1	Centram SSSA	9.76801	0.3211
3	Emerson 1	Centram MDA	5.23197	0.1720
4	Emerson 1	Centrat MDA	5.21524	0.1715
5	Emerson 1	Union WDA	13.73495	0.4516
6	Emerson 1	Nipigon WDA	16.24311	0.5340
7	Emerson 1	Union NDA	28.93781	0.9514
8	Emerson 1	Calstock NDA	21.82396	0.7175
9	Emerson 1	Tunis NDA	26.21765	0.8620
10	Emerson 1	GMIT NDA	29.83358	0.9808
11	Emerson 1	Union SSMDA	22.14668	0.7281
12	Emerson 1	Union NCDA	37.38999	1.2293
13	Emerson 1	Union CDA	36.04071	1.1849
14	Emerson 1	Enbridge CDA	37.15092	1.2214
15	Emerson 1	Union EDA	41.25990	1.3565
16	Emerson 1	Enbridge EDA	41.36758	1.3600
17	Emerson 1	KPUC EDA	41.45275	1.3628
18	Emerson 1	GMIT EDA	45.68553	1.5020
19	Emerson 1	Enbridge SWDA	31.83591	1.0467
20	Emerson 1	Union SWDA	31.77082	1.0445
21	Emerson 1	Chippawa	37.31547	1.2268
22	Emerson 1	Cornwall	42.62288	1.4013
23	Emerson 1	East Hereford	49.07668	1.6135
24	Emerson 1	Emerson 1	2.82084	0.0927
25	Emerson 1	Emerson 2	2.82084	0.0927
26	Emerson 1	Iroquois	42.02063	1.3815
27	Emerson 1	Kirkwall	35.25413	1.1590
28	Emerson 1	Napierville	45.40630	1.4928
29	Emerson 1	Niagara Falls	37.27198	1.2254
30	Emerson 1	North Bay Junction	31.86420	1.0476
31	Emerson 1	Philipsburg	45.72264	1.5032
32	Emerson 1	Spruce	5.21524	0.1715
33	Emerson 1	St. Clair	29.24684	0.9615
34	Emerson 1	Welwyn	9.76801	0.3211
35	Emerson 1	Dawn Export	31.83591	1.0467
36	Emerson 1	Union Parkway Belt	35.94642	1.1818
37	Emerson 1	Union CDA (Amended)	35.84878	1.1786
38	Emerson 1	Union ECDA	36.15477	1.1887
39	Emerson 1	Enbridge Parkway CDA	35.94642	1.1818
40	Emerson 1	Enbridge CDA (Amended)	37.26346	1.2251
41	Emerson 2	Empress	20.08686	0.6604
42	Emerson 2	TransGas SSSA	12.76709	0.4197
43	Emerson 2	Centram SSSA	9.76801	0.3211
44	Emerson 2	Centram MDA	5.23197	0.1720
45	Emerson 2	Centrat MDA	5.21524	0.1715
46	Emerson 2	Union WDA	13.73495	0.4516
47	Emerson 2	Nipigon WDA	16.24311	0.5340
48	Emerson 2	Union NDA	28.93781	0.9514
49	Emerson 2	Calstock NDA	21.82396	0.7175
50	Emerson 2	Tunis NDA	26.21765	0.8620
51	Emerson 2	GMIT NDA	29.83358	0.9808
52	Emerson 2	Union SSMDA	22.14668	0.7281
53	Emerson 2	Union NCDA	37.38999	1.2293
54	Emerson 2	Union CDA	36.04071	1.1849
55	Emerson 2	Enbridge CDA	37.15092	1.2214
56	Emerson 2	Union EDA	41.25990	1.3565
57	Emerson 2	Enbridge EDA	41.36758	1.3600
58	Emerson 2	KPUC EDA	41.45275	1.3628
59	Emerson 2	GMIT EDA	45.68553	1.5020
60	Emerson 2	Enbridge SWDA	31.83591	1.0467
61	Emerson 2	Union SWDA	31.77082	1.0445
62	Emerson 2	Chippawa	37.31547	1.2268
63	Emerson 2	Cornwall	42.62288	1.4013
64	Emerson 2	East Hereford	49.07668	1.6135
65	Emerson 2	Emerson 1	2.82084	0.0927

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Emerson 2	Emerson 2	2.82084	0.0927
2	Emerson 2	Iroquois	42.02063	1.3815
3	Emerson 2	Kirkwall	35.25413	1.1590
4	Emerson 2	Napierville	45.40630	1.4928
5	Emerson 2	Niagara Falls	37.27198	1.2254
6	Emerson 2	North Bay Junction	31.86420	1.0476
7	Emerson 2	Philipsburg	45.72264	1.5032
8	Emerson 2	Spruce	5.21524	0.1715
9	Emerson 2	St. Clair	29.24684	0.9615
10	Emerson 2	Welwyn	9.76801	0.3211
11	Emerson 2	Dawn Export	31.83591	1.0467
12	Emerson 2	Union Parkway Belt	35.94642	1.1818
13	Emerson 2	Union CDA (Amended)	35.84878	1.1786
14	Emerson 2	Union ECDA	36.15477	1.1887
15	Emerson 2	Enbridge Parkway CDA	35.94642	1.1818
16	Emerson 2	Enbridge CDA (Amended)	37.26346	1.2251
17	Enbridge CDA	Empress	-	2.4341
18	Enbridge CDA	TransGas SSSDA	-	2.0892
19	Enbridge CDA	Centram SSSDA	-	1.9480
20	Enbridge CDA	Centram MDA	-	1.7338
21	Enbridge CDA	Centrat MDA	-	1.6641
22	Enbridge CDA	Union WDA	-	1.3008
23	Enbridge CDA	Nipigon WDA	-	1.1496
24	Enbridge CDA	Union NDA	-	0.5514
25	Enbridge CDA	Calstock NDA	-	0.8867
26	Enbridge CDA	Tunis NDA	-	0.6797
27	Enbridge CDA	GMIT NDA	-	0.5259
28	Enbridge CDA	Union SSM DA	-	0.8498
29	Enbridge CDA	Union NCDA	-	0.2742
30	Enbridge CDA	Union CDA	-	0.2098
31	Enbridge CDA	Enbridge CDA	-	0.1329
32	Enbridge CDA	Union EDA	-	0.3677
33	Enbridge CDA	Enbridge EDA	-	0.4769
34	Enbridge CDA	KPUC EDA	-	0.3530
35	Enbridge CDA	GMIT EDA	-	0.6185
36	Enbridge CDA	Enbridge SWDA	-	0.3661
37	Enbridge CDA	Union SWDA	-	0.3689
38	Enbridge CDA	Chippawa	-	0.2726
39	Enbridge CDA	Cornwall	-	0.4844
40	Enbridge CDA	East Hereford	-	0.7676
41	Enbridge CDA	Emerson 1	-	1.6300
42	Enbridge CDA	Emerson 2	-	1.6300
43	Enbridge CDA	Iroquois	-	0.4508
44	Enbridge CDA	Kirkwall	-	0.2162
45	Enbridge CDA	Napierville	-	0.6065
46	Enbridge CDA	Niagara Falls	-	0.2701
47	Enbridge CDA	North Bay Junction	-	0.4137
48	Enbridge CDA	Philipsburg	-	0.6204
49	Enbridge CDA	Spruce	-	1.6641
50	Enbridge CDA	St. Clair	-	0.3851
51	Enbridge CDA	Welwyn	-	1.9480
52	Enbridge CDA	Dawn Export	-	0.3662
53	Enbridge CDA	Union Parkway Belt	-	0.1934
54	Enbridge CDA	Union CDA (Amended)	-	0.2271
55	Enbridge CDA	Union ECDA	-	0.1996
56	Enbridge CDA	Enbridge Parkway CDA	-	0.1934
57	Enbridge CDA	Enbridge CDA (Amended)	-	0.1962
58	Enbridge Parkway CDA	Empress	-	2.3906
59	Enbridge Parkway CDA	TransGas SSSDA	-	2.0458
60	Enbridge Parkway CDA	Centram SSSDA	-	1.9045
61	Enbridge Parkway CDA	Centram MDA	-	1.6908
62	Enbridge Parkway CDA	Centrat MDA	-	1.6741
63	Enbridge Parkway CDA	Union WDA	-	1.3058
64	Enbridge Parkway CDA	Nipigon WDA	-	1.1546
65	Enbridge Parkway CDA	Union NDA	-	0.5565

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Enbridge Parkway CDA	Calstock NDA	-	0.8917
2	Enbridge Parkway CDA	Tunis NDA	-	0.6847
3	Enbridge Parkway CDA	GMIT NDA	-	0.5308
4	Enbridge Parkway CDA	Union SSM DA	-	0.7970
5	Enbridge Parkway CDA	Union NCDA	-	0.2792
6	Enbridge Parkway CDA	Union CDA	-	0.1567
7	Enbridge Parkway CDA	Enbridge CDA	-	0.1934
8	Enbridge Parkway CDA	Union EDA	-	0.3893
9	Enbridge Parkway CDA	Enbridge EDA	-	0.4986
10	Enbridge Parkway CDA	KPUC EDA	-	0.3745
11	Enbridge Parkway CDA	GMIT EDA	-	0.6403
12	Enbridge Parkway CDA	Enbridge SWDA	-	0.3133
13	Enbridge Parkway CDA	Union SWDA	-	0.3161
14	Enbridge Parkway CDA	Chippawa	-	0.2403
15	Enbridge Parkway CDA	Cornwall	-	0.5059
16	Enbridge Parkway CDA	East Hereford	-	0.7891
17	Enbridge Parkway CDA	Emerson 1	-	1.5772
18	Enbridge Parkway CDA	Emerson 2	-	1.5772
19	Enbridge Parkway CDA	Iroquois	-	0.4723
20	Enbridge Parkway CDA	Kirkwall	-	0.1633
21	Enbridge Parkway CDA	Napierville	-	0.6281
22	Enbridge Parkway CDA	Niagara Falls	-	0.2384
23	Enbridge Parkway CDA	North Bay Junction	-	0.4187
24	Enbridge Parkway CDA	Philipsburg	-	0.6419
25	Enbridge Parkway CDA	Spruce	-	1.6741
26	Enbridge Parkway CDA	St. Clair	-	0.3322
27	Enbridge Parkway CDA	Welwyn	-	1.9045
28	Enbridge Parkway CDA	Dawn Export	-	0.3133
29	Enbridge Parkway CDA	Union Parkway Belt	-	0.1329
30	Enbridge Parkway CDA	Union CDA (Amended)	-	0.1814
31	Enbridge Parkway CDA	Union ECDA	-	0.1421
32	Enbridge Parkway CDA	Enbridge Parkway CDA	-	0.1329
33	Enbridge Parkway CDA	Enbridge CDA (Amended)	-	0.1991
34	Enbridge CDA (Amended)	Empress	-	2.4382
35	Enbridge CDA (Amended)	TransGas SSSDA	-	2.0933
36	Enbridge CDA (Amended)	Centram SSSDA	-	1.9521
37	Enbridge CDA (Amended)	Centram MDA	-	1.7380
38	Enbridge CDA (Amended)	Centrat MDA	-	1.6632
39	Enbridge CDA (Amended)	Union WDA	-	1.3004
40	Enbridge CDA (Amended)	Nipigon WDA	-	1.1491
41	Enbridge CDA (Amended)	Union NDA	-	0.5509
42	Enbridge CDA (Amended)	Calstock NDA	-	0.8862
43	Enbridge CDA (Amended)	Tunis NDA	-	0.6792
44	Enbridge CDA (Amended)	GMIT NDA	-	0.5254
45	Enbridge CDA (Amended)	Union SSM DA	-	0.8547
46	Enbridge CDA (Amended)	Union NCDA	-	0.2737
47	Enbridge CDA (Amended)	Union CDA	-	0.2148
48	Enbridge CDA (Amended)	Enbridge CDA	-	0.1962
49	Enbridge CDA (Amended)	Union EDA	-	0.3656
50	Enbridge CDA (Amended)	Enbridge EDA	-	0.4749
51	Enbridge CDA (Amended)	KPUC EDA	-	0.3510
52	Enbridge CDA (Amended)	GMIT EDA	-	0.6165
53	Enbridge CDA (Amended)	Enbridge SWDA	-	0.3710
54	Enbridge CDA (Amended)	Union SWDA	-	0.3739
55	Enbridge CDA (Amended)	Chippawa	-	0.2757
56	Enbridge CDA (Amended)	Cornwall	-	0.4824
57	Enbridge CDA (Amended)	East Hereford	-	0.7656
58	Enbridge CDA (Amended)	Emerson 1	-	1.6350
59	Enbridge CDA (Amended)	Emerson 2	-	1.6350
60	Enbridge CDA (Amended)	Iroquois	-	0.4487
61	Enbridge CDA (Amended)	Kirkwall	-	0.2212
62	Enbridge CDA (Amended)	Napierville	-	0.6046
63	Enbridge CDA (Amended)	Niagara Falls	-	0.2731
64	Enbridge CDA (Amended)	North Bay Junction	-	0.4133
65	Enbridge CDA (Amended)	Philipsburg	-	0.6184

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT
				for IT / STFT (\$/GJ)
1	Enbridge CDA (Amended)	Spruce	-	1.6632
2	Enbridge CDA (Amended)	St. Clair	-	0.3901
3	Enbridge CDA (Amended)	Welwyn	-	1.9521
4	Enbridge CDA (Amended)	Dawn Export	-	0.3711
5	Enbridge CDA (Amended)	Union Parkway Belt	-	0.1991
6	Enbridge CDA (Amended)	Union CDA (Amended)	-	0.2313
7	Enbridge CDA (Amended)	Union ECDA	-	0.2050
8	Enbridge CDA (Amended)	Enbridge Parkway CDA	-	0.1991
9	Enbridge CDA (Amended)	Enbridge CDA (Amended)	-	0.1329
10	Enbridge EDA	Empress	-	2.5112
11	Enbridge EDA	TransGas SSSDA	-	2.1663
12	Enbridge EDA	Centram SSSDA	-	2.0250
13	Enbridge EDA	Centram MDA	-	1.8123
14	Enbridge EDA	Centrat MDA	-	1.7151
15	Enbridge EDA	Union WDA	-	1.3467
16	Enbridge EDA	Nipigon WDA	-	1.1956
17	Enbridge EDA	Union NDA	-	0.5979
18	Enbridge EDA	Calstock NDA	-	0.9326
19	Enbridge EDA	Tunis NDA	-	0.7256
20	Enbridge EDA	GMIT NDA	-	0.5718
21	Enbridge EDA	Union SSMDA	-	1.1626
22	Enbridge EDA	Union NCDA	-	0.5343
23	Enbridge EDA	Union CDA	-	0.5224
24	Enbridge EDA	Enbridge CDA	-	0.4769
25	Enbridge EDA	Union EDA	-	0.2733
26	Enbridge EDA	Enbridge EDA	-	0.1329
27	Enbridge EDA	KPUC EDA	-	0.2802
28	Enbridge EDA	GMIT EDA	-	0.3660
29	Enbridge EDA	Enbridge SWDA	-	0.6789
30	Enbridge EDA	Union SWDA	-	0.6818
31	Enbridge EDA	Chippawa	-	0.6060
32	Enbridge EDA	Cornwall	-	0.2328
33	Enbridge EDA	East Hereford	-	0.5150
34	Enbridge EDA	Emerson 1	-	1.8150
35	Enbridge EDA	Emerson 2	-	1.8150
36	Enbridge EDA	Iroquois	-	0.2113
37	Enbridge EDA	Kirkwall	-	0.5290
38	Enbridge EDA	Napierville	-	0.3540
39	Enbridge EDA	Niagara Falls	-	0.6041
40	Enbridge EDA	North Bay Junction	-	0.4596
41	Enbridge EDA	Philipsburg	-	0.3678
42	Enbridge EDA	Spruce	-	1.7151
43	Enbridge EDA	St. Clair	-	0.6979
44	Enbridge EDA	Welwyn	-	2.0250
45	Enbridge EDA	Dawn Export	-	0.6789
46	Enbridge EDA	Union Parkway Belt	-	0.4986
47	Enbridge EDA	Union CDA (Amended)	-	0.5471
48	Enbridge EDA	Union ECDA	-	0.5077
49	Enbridge EDA	Enbridge Parkway CDA	-	0.4986
50	Enbridge EDA	Enbridge CDA (Amended)	-	0.4749
51	GMIT EDA	Empress	-	2.6883
52	GMIT EDA	TransGas SSSDA	-	2.3434
53	GMIT EDA	Centram SSSDA	-	2.2022
54	GMIT EDA	Centram MDA	-	1.9896
55	GMIT EDA	Centrat MDA	-	1.8916
56	GMIT EDA	Union WDA	-	1.5233
57	GMIT EDA	Nipigon WDA	-	1.3721
58	GMIT EDA	Union NDA	-	0.7742
59	GMIT EDA	Calstock NDA	-	1.1092
60	GMIT EDA	Tunis NDA	-	0.9022
61	GMIT EDA	GMIT NDA	-	0.7483
62	GMIT EDA	Union SSMDA	-	1.3043
63	GMIT EDA	Union NCDA	-	0.7027
64	GMIT EDA	Union CDA	-	0.6641
65	GMIT EDA	Enbridge CDA	-	0.6185

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	GMIT EDA	Union EDA	-	0.3848
2	GMIT EDA	Enbridge EDA	-	0.3660
3	GMIT EDA	KPUC EDA	-	0.3987
4	GMIT EDA	GMIT EDA	-	0.1329
5	GMIT EDA	Enbridge SWDA	-	0.8206
6	GMIT EDA	Union SWDA	-	0.8235
7	GMIT EDA	Chippawa	-	0.7476
8	GMIT EDA	Cornwall	-	0.2672
9	GMIT EDA	East Hereford	-	0.3711
10	GMIT EDA	Emerson 1	-	2.0045
11	GMIT EDA	Emerson 2	-	2.0045
12	GMIT EDA	Iroquois	-	0.3083
13	GMIT EDA	Kirkwall	-	0.6706
14	GMIT EDA	Napierville	-	0.2763
15	GMIT EDA	Niagara Falls	-	0.7458
16	GMIT EDA	North Bay Junction	-	0.6362
17	GMIT EDA	Philipsburg	-	0.2881
18	GMIT EDA	Spruce	-	1.8916
19	GMIT EDA	St. Clair	-	0.8396
20	GMIT EDA	Welwyn	-	2.2022
21	GMIT EDA	Dawn Export	-	0.8206
22	GMIT EDA	Union Parkway Belt	-	0.6403
23	GMIT EDA	Union CDA (Amended)	-	0.6888
24	GMIT EDA	Union ECDA	-	0.6494
25	GMIT EDA	Enbridge Parkway CDA	-	0.6403
26	GMIT EDA	Enbridge CDA (Amended)	-	0.6165
27	GMIT NDA	Empress	-	1.4581
28	GMIT NDA	TransGas SSDA	-	1.2174
29	GMIT NDA	Centram SSDA	-	1.1188
30	GMIT NDA	Centram MDA	-	0.9706
31	GMIT NDA	Centrat MDA	-	0.9021
32	GMIT NDA	Union WDA	-	0.6451
33	GMIT NDA	Nipigon WDA	-	0.5395
34	GMIT NDA	Union NDA	-	0.1848
35	GMIT NDA	Calstock NDA	-	0.3561
36	GMIT NDA	Tunis NDA	-	0.2116
37	GMIT NDA	GMIT NDA	-	0.0927
38	GMIT NDA	Union SSMDA	-	0.8339
39	GMIT NDA	Union NCDA	-	0.2881
40	GMIT NDA	Union CDA	-	0.4156
41	GMIT NDA	Enbridge CDA	-	0.3940
42	GMIT NDA	Union EDA	-	0.4710
43	GMIT NDA	Enbridge EDA	-	0.4285
44	GMIT NDA	KPUC EDA	-	0.5080
45	GMIT NDA	GMIT EDA	-	0.5608
46	GMIT NDA	Enbridge SWDA	-	0.5329
47	GMIT NDA	Union SWDA	-	0.5351
48	GMIT NDA	Chippawa	-	0.4782
49	GMIT NDA	Cornwall	-	0.4601
50	GMIT NDA	East Hereford	-	0.6723
51	GMIT NDA	Emerson 1	-	0.9808
52	GMIT NDA	Emerson 2	-	0.9808
53	GMIT NDA	Iroquois	-	0.4403
54	GMIT NDA	Kirkwall	-	0.4205
55	GMIT NDA	Napierville	-	0.5516
56	GMIT NDA	Niagara Falls	-	0.4768
57	GMIT NDA	North Bay Junction	-	0.1710
58	GMIT NDA	Philipsburg	-	0.5620
59	GMIT NDA	Spruce	-	0.9021
60	GMIT NDA	St. Clair	-	0.5095
61	GMIT NDA	Welwyn	-	1.1188
62	GMIT NDA	Dawn Export	-	0.5329
63	GMIT NDA	Union Parkway Belt	-	0.3978
64	GMIT NDA	Union CDA (Amended)	-	0.4341
65	GMIT NDA	Union ECDA	-	0.4046

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT
				for IT / STFT (\$/GJ)
1	GMIT NDA	Enbridge Parkway CDA	-	0.3978
2	GMIT NDA	Enbridge CDA (Amended)	-	0.3937
3	Grand Coulee	Empress	9.13291	0.3003
4	Grand Coulee	TransGas SSDA	4.01135	0.1319
5	Grand Coulee	Centram SSDA	6.82763	0.2245
6	Grand Coulee	Centram MDA	11.38070	0.3742
7	Grand Coulee	Centrat MDA	13.41892	0.4412
8	Grand Coulee	Union WDA	21.93833	0.7213
9	Grand Coulee	Nipigon WDA	24.44709	0.8037
10	Grand Coulee	Union NDA	37.14149	1.2211
11	Grand Coulee	Calstock NDA	30.02764	0.9872
12	Grand Coulee	Tunis NDA	34.42102	1.1317
13	Grand Coulee	GMIT NDA	38.03695	1.2505
14	Grand Coulee	Union SSMDA	33.10063	1.0882
15	Grand Coulee	Union NCDA	46.20140	1.5190
16	Grand Coulee	Union CDA	47.80283	1.5716
17	Grand Coulee	Enbridge CDA	48.70043	1.6011
18	Grand Coulee	Union EDA	51.69738	1.6996
19	Grand Coulee	Enbridge EDA	50.45699	1.6589
20	Grand Coulee	KPUC EDA	52.89033	1.7389
21	Grand Coulee	GMIT EDA	54.49359	1.7916
22	Grand Coulee	Enbridge SWDA	43.59834	1.4334
23	Grand Coulee	Union SWDA	43.53294	1.4312
24	Grand Coulee	Chippawa	49.07760	1.6135
25	Grand Coulee	Cornwall	51.43154	1.6909
26	Grand Coulee	East Hereford	57.88565	1.9031
27	Grand Coulee	Emerson 1	13.77480	0.4529
28	Grand Coulee	Emerson 2	13.77480	0.4529
29	Grand Coulee	Iroquois	50.82929	1.6711
30	Grand Coulee	Kirkwall	47.01626	1.5457
31	Grand Coulee	Napierville	54.21528	1.7824
32	Grand Coulee	Niagara Falls	49.03440	1.6121
33	Grand Coulee	North Bay Junction	40.06757	1.3173
34	Grand Coulee	Philipsburg	54.53130	1.7928
35	Grand Coulee	Spruce	13.41892	0.4412
36	Grand Coulee	St. Clair	40.20110	1.3217
37	Grand Coulee	Welwyn	6.82763	0.2245
38	Grand Coulee	Dawn Export	43.59834	1.4334
39	Grand Coulee	Union Parkway Belt	47.70854	1.5685
40	Grand Coulee	Union CDA (Amended)	47.61121	1.5653
41	Grand Coulee	Union ECDA	47.91720	1.5754
42	Grand Coulee	Enbridge Parkway CDA	47.70854	1.5685
43	Grand Coulee	Enbridge CDA (Amended)	48.79320	1.6042
44	Herbert	Empress	6.07269	0.1997
45	Herbert	TransGas SSDA	6.96633	0.2290
46	Herbert	Centram SSDA	9.88785	0.3251
47	Herbert	Centram MDA	14.44031	0.4748
48	Herbert	Centrat MDA	16.47914	0.5418
49	Herbert	Union WDA	24.99885	0.8219
50	Herbert	Nipigon WDA	27.50731	0.9044
51	Herbert	Union NDA	40.20171	1.3217
52	Herbert	Calstock NDA	33.08755	1.0878
53	Herbert	Tunis NDA	37.48155	1.2323
54	Herbert	GMIT NDA	41.09748	1.3512
55	Herbert	Union SSMDA	36.16085	1.1889
56	Herbert	Union NCDA	49.48761	1.6270
57	Herbert	Union CDA	51.08905	1.6796
58	Herbert	Enbridge CDA	51.98634	1.7091
59	Herbert	Union EDA	54.98299	1.8077
60	Herbert	Enbridge EDA	53.74290	1.7669
61	Herbert	KPUC EDA	56.17624	1.8469
62	Herbert	GMIT EDA	57.77980	1.8996
63	Herbert	Enbridge SWDA	46.88425	1.5414
64	Herbert	Union SWDA	46.81885	1.5393
65	Herbert	Chippawa	52.36381	1.7216

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Herbert	Cornwall	54.71776	1.7989
2	Herbert	East Hereford	61.17126	2.0111
3	Herbert	Emerson 1	16.83532	0.5535
4	Herbert	Emerson 2	16.83532	0.5535
5	Herbert	Iroquois	54.11551	1.7791
6	Herbert	Kirkwall	50.30248	1.6538
7	Herbert	Napierville	57.50149	1.8905
8	Herbert	Niagara Falls	52.32062	1.7201
9	Herbert	North Bay Junction	43.12810	1.4179
10	Herbert	Philipsburg	57.81752	1.9009
11	Herbert	Spruce	16.47914	0.5418
12	Herbert	St. Clair	43.26102	1.4223
13	Herbert	Welwyn	9.88785	0.3251
14	Herbert	Dawn Export	46.88425	1.5414
15	Herbert	Union Parkway Belt	50.99476	1.6765
16	Herbert	Union CDA (Amended)	50.89682	1.6733
17	Herbert	Union ECDA	51.20311	1.6834
18	Herbert	Enbridge Parkway CDA	50.99476	1.6765
19	Herbert	Enbridge CDA (Amended)	52.07911	1.7122
20	Iroquois	Empress	76.87965	2.5276
21	Iroquois	TransGas SSSA	66.39076	2.1827
22	Iroquois	Centram SSSA	62.09289	2.0414
23	Iroquois	Centram MDA	55.63117	1.8290
24	Iroquois	Centrat MDA	52.64790	1.7309
25	Iroquois	Union WDA	41.44423	1.3626
26	Iroquois	Nipigon WDA	36.84462	1.2113
27	Iroquois	Union NDA	18.67127	0.6139
28	Iroquois	Calstock NDA	28.84747	0.9484
29	Iroquois	Tunis NDA	22.55122	0.7414
30	Iroquois	GMIT NDA	17.87314	0.5876
31	Iroquois	Union SSMDA	34.56246	1.1363
32	Iroquois	Union NCDA	16.32037	0.5366
33	Iroquois	Union CDA	15.08910	0.4961
34	Iroquois	Enbridge CDA	13.71031	0.4508
35	Iroquois	Union EDA	6.75950	0.2222
36	Iroquois	Enbridge EDA	6.42674	0.2113
37	Iroquois	KPUC EDA	7.01621	0.2307
38	Iroquois	GMIT EDA	9.37685	0.3083
39	Iroquois	Enbridge SWDA	19.84992	0.6526
40	Iroquois	Union SWDA	19.93691	0.6555
41	Iroquois	Chippawa	17.63102	0.5797
42	Iroquois	Cornwall	5.29007	0.1739
43	Iroquois	East Hereford	13.90255	0.4571
44	Iroquois	Emerson 1	56.07890	1.8437
45	Iroquois	Emerson 2	56.07890	1.8437
46	Iroquois	Iroquois	4.04238	0.1329
47	Iroquois	Kirkwall	15.28803	0.5026
48	Iroquois	Napierville	9.00455	0.2960
49	Iroquois	Niagara Falls	17.57293	0.5777
50	Iroquois	North Bay Junction	14.45978	0.4754
51	Iroquois	Philipsburg	9.42673	0.3099
52	Iroquois	Spruce	52.64790	1.7309
53	Iroquois	St. Clair	20.42601	0.6715
54	Iroquois	Welwyn	62.09289	2.0414
55	Iroquois	Dawn Export	19.84992	0.6526
56	Iroquois	Union Parkway Belt	14.36427	0.4723
57	Iroquois	Union CDA (Amended)	15.83978	0.5208
58	Iroquois	Union ECDA	14.64258	0.4814
59	Iroquois	Enbridge Parkway CDA	14.36427	0.4723
60	Iroquois	Enbridge CDA (Amended)	13.64887	0.4487
61	Kirkwall	Empress	71.79094	2.3603
62	Kirkwall	TransGas SSSA	61.30114	2.0154
63	Kirkwall	Centram SSSA	57.00418	1.8741
64	Kirkwall	Centram MDA	50.50323	1.6604
65	Kirkwall	Centrat MDA	50.48011	1.6596

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Kirkwall	Union WDA	40.64184	1.3362
2	Kirkwall	Nipigon WDA	36.04223	1.1850
3	Kirkwall	Union NDA	17.85185	0.5869
4	Kirkwall	Calstock NDA	28.04508	0.9220
5	Kirkwall	Tunis NDA	21.74944	0.7151
6	Kirkwall	GMIT NDA	17.07014	0.5612
7	Kirkwall	Union SSMDA	23.31711	0.7666
8	Kirkwall	Union NCDA	9.41639	0.3096
9	Kirkwall	Union CDA	5.09205	0.1674
10	Kirkwall	Enbridge CDA	6.57487	0.2162
11	Kirkwall	Union EDA	12.76557	0.4197
12	Kirkwall	Enbridge EDA	16.08920	0.5290
13	Kirkwall	KPUC EDA	12.31388	0.4048
14	Kirkwall	GMIT EDA	20.39803	0.6706
15	Kirkwall	Enbridge SWDA	8.60427	0.2829
16	Kirkwall	Union SWDA	8.69126	0.2857
17	Kirkwall	Chippawa	6.79326	0.2233
18	Kirkwall	Cornwall	16.31215	0.5363
19	Kirkwall	East Hereford	24.92494	0.8195
20	Kirkwall	Emerson 1	47.04880	1.5468
21	Kirkwall	Emerson 2	47.04880	1.5468
22	Kirkwall	Iroquois	15.28803	0.5026
23	Kirkwall	Kirkwall	4.04238	0.1329
24	Kirkwall	Napierville	20.02725	0.6584
25	Kirkwall	Niagara Falls	6.73516	0.2214
26	Kirkwall	North Bay Junction	13.65769	0.4490
27	Kirkwall	Philipsburg	20.44943	0.6723
28	Kirkwall	Spruce	50.48011	1.6596
29	Kirkwall	St. Clair	9.18005	0.3018
30	Kirkwall	Welwyn	57.00418	1.8741
31	Kirkwall	Dawn Export	8.60427	0.2829
32	Kirkwall	Union Parkway Belt	4.96613	0.1633
33	Kirkwall	Union CDA (Amended)	4.83564	0.1590
34	Kirkwall	Union ECDA	5.24475	0.1724
35	Kirkwall	Enbridge Parkway CDA	4.96613	0.1633
36	Kirkwall	Enbridge CDA (Amended)	6.72665	0.2212
37	KPUC EDA	Empress	-	2.6180
38	KPUC EDA	TransGas SSDA	-	2.2731
39	KPUC EDA	Centram SSDA	-	2.1318
40	KPUC EDA	Centram MDA	-	1.9177
41	KPUC EDA	Centrat MDA	-	1.8213
42	KPUC EDA	Union WDA	-	1.4529
43	KPUC EDA	Nipigon WDA	-	1.3017
44	KPUC EDA	Union NDA	-	0.7042
45	KPUC EDA	Calstock NDA	-	1.0388
46	KPUC EDA	Tunis NDA	-	0.8318
47	KPUC EDA	GMIT NDA	-	0.6780
48	KPUC EDA	Union SSMDA	-	1.0385
49	KPUC EDA	Union NCDA	-	0.4468
50	KPUC EDA	Union CDA	-	0.3983
51	KPUC EDA	Enbridge CDA	-	0.3530
52	KPUC EDA	Union EDA	-	0.1971
53	KPUC EDA	Enbridge EDA	-	0.2802
54	KPUC EDA	KPUC EDA	-	0.1329
55	KPUC EDA	GMIT EDA	-	0.3987
56	KPUC EDA	Enbridge SWDA	-	0.5548
57	KPUC EDA	Union SWDA	-	0.5577
58	KPUC EDA	Chippawa	-	0.4819
59	KPUC EDA	Cornwall	-	0.2644
60	KPUC EDA	East Hereford	-	0.5475
61	KPUC EDA	Emerson 1	-	1.8188
62	KPUC EDA	Emerson 2	-	1.8188
63	KPUC EDA	Iroquois	-	0.2307
64	KPUC EDA	Kirkwall	-	0.4048
65	KPUC EDA	Napierville	-	0.3865

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	KPUC EDA	Niagara Falls	-	0.4800
2	KPUC EDA	North Bay Junction	-	0.5658
3	KPUC EDA	Philipsburg	-	0.4004
4	KPUC EDA	Spruce	-	1.8213
5	KPUC EDA	St. Clair	-	0.5738
6	KPUC EDA	Welwyn	-	2.1318
7	KPUC EDA	Dawn Export	-	0.5548
8	KPUC EDA	Union Parkway Belt	-	0.3745
9	KPUC EDA	Union CDA (Amended)	-	0.4230
10	KPUC EDA	Union ECDA	-	0.3836
11	KPUC EDA	Enbridge Parkway CDA	-	0.3745
12	KPUC EDA	Enbridge CDA (Amended)	-	0.3510
13	Lachenaie	Empress	81.04825	2.6646
14	Lachenaie	TransGas SSSDA	70.55602	2.3197
15	Lachenaie	Centram SSSDA	66.26271	2.1785
16	Lachenaie	Centram MDA	59.79917	1.9660
17	Lachenaie	Centrat MDA	56.81560	1.8679
18	Lachenaie	Union WDA	45.60949	1.4995
19	Lachenaie	Nipigon WDA	41.01353	1.3484
20	Lachenaie	Union NDA	22.83775	0.7508
21	Lachenaie	Calstock NDA	33.01303	1.0854
22	Lachenaie	Tunis NDA	26.71983	0.8785
23	Lachenaie	GMIT NDA	22.03870	0.7246
24	Lachenaie	Union SSMDA	38.95189	1.2806
25	Lachenaie	Union NCDA	20.65322	0.6790
26	Lachenaie	Union CDA	19.47610	0.6403
27	Lachenaie	Enbridge CDA	18.10005	0.5951
28	Lachenaie	Union EDA	10.99350	0.3614
29	Lachenaie	Enbridge EDA	10.41649	0.3425
30	Lachenaie	KPUC EDA	11.40473	0.3750
31	Lachenaie	GMIT EDA	6.55814	0.2156
32	Lachenaie	Enbridge SWDA	24.23722	0.7968
33	Lachenaie	Union SWDA	24.32725	0.7998
34	Lachenaie	Chippawa	22.01984	0.7239
35	Lachenaie	Cornwall	7.40463	0.2434
36	Lachenaie	East Hereford	9.29108	0.3055
37	Lachenaie	Emerson 1	60.24812	1.9808
38	Lachenaie	Emerson 2	60.24812	1.9808
39	Lachenaie	Iroquois	8.65293	0.2845
40	Lachenaie	Kirkwall	19.67441	0.6468
41	Lachenaie	Napierville	8.19881	0.2696
42	Lachenaie	Niagara Falls	21.96296	0.7221
43	Lachenaie	North Bay Junction	18.62960	0.6125
44	Lachenaie	Philipsburg	8.61978	0.2834
45	Lachenaie	Spruce	56.81560	1.8679
46	Lachenaie	St. Clair	24.81422	0.8158
47	Lachenaie	Welwyn	66.26271	2.1785
48	Lachenaie	Dawn Export	24.23722	0.7968
49	Lachenaie	Union Parkway Belt	18.75248	0.6165
50	Lachenaie	Union CDA (Amended)	20.22769	0.6650
51	Lachenaie	Union ECDA	19.03140	0.6257
52	Lachenaie	Enbridge Parkway CDA	18.75248	0.6165
53	Lachenaie	Enbridge CDA (Amended)	18.03374	0.5929
54	Liebenthal	Empress	3.55632	0.1169
55	Liebenthal	TransGas SSSDA	9.41092	0.3094
56	Liebenthal	Centram SSSDA	12.40392	0.4078
57	Liebenthal	Centram MDA	16.95668	0.5575
58	Liebenthal	Centrat MDA	18.99551	0.6245
59	Liebenthal	Union WDA	27.51461	0.9046
60	Liebenthal	Nipigon WDA	30.02338	0.9871
61	Liebenthal	Union NDA	42.71778	1.4044
62	Liebenthal	Calstock NDA	35.60393	1.1705
63	Liebenthal	Tunis NDA	39.99761	1.3150
64	Liebenthal	GMIT NDA	43.61385	1.4339
65	Liebenthal	Union SSMDA	38.67723	1.2716

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Liebenthal	Union NCDA	52.18983	1.7158
2	Liebenthal	Union CDA	53.79096	1.7685
3	Liebenthal	Enbridge CDA	54.68856	1.7980
4	Liebenthal	Union EDA	57.68490	1.8965
5	Liebenthal	Enbridge EDA	56.44390	1.8557
6	Liebenthal	KPUC EDA	58.87785	1.9357
7	Liebenthal	GMIT EDA	60.48111	1.9884
8	Liebenthal	Enbridge SWDA	49.58616	1.6302
9	Liebenthal	Union SWDA	49.52077	1.6281
10	Liebenthal	Chippawa	55.06542	1.8104
11	Liebenthal	Cornwall	57.41937	1.8878
12	Liebenthal	East Hereford	63.87318	2.0999
13	Liebenthal	Emerson 1	19.35139	0.6362
14	Liebenthal	Emerson 2	19.35139	0.6362
15	Liebenthal	Iroquois	56.81742	1.8680
16	Liebenthal	Kirkwall	53.00439	1.7426
17	Liebenthal	Napierville	60.20310	1.9793
18	Liebenthal	Niagara Falls	55.02193	1.8089
19	Liebenthal	North Bay Junction	45.64386	1.5006
20	Liebenthal	Philipsburg	60.51943	1.9897
21	Liebenthal	Spruce	18.99551	0.6245
22	Liebenthal	St. Clair	45.77739	1.5050
23	Liebenthal	Welwyn	12.40392	0.4078
24	Liebenthal	Dawn Export	49.58616	1.6302
25	Liebenthal	Union Parkway Belt	53.69667	1.7654
26	Liebenthal	Union CDA (Amended)	53.59843	1.7621
27	Liebenthal	Union ECDA	53.90503	1.7722
28	Liebenthal	Enbridge Parkway CDA	53.69667	1.7654
29	Liebenthal	Enbridge CDA (Amended)	54.78072	1.8010
30	Napierville	Empress	81.39865	2.6761
31	Napierville	TransGas SSSA	70.90885	2.3313
32	Napierville	Centram SSSA	66.61128	2.1900
33	Napierville	Centram MDA	60.14957	1.9775
34	Napierville	Centrat MDA	57.16630	1.8794
35	Napierville	Union WDA	45.96263	1.5111
36	Napierville	Nipigon WDA	41.36302	1.3599
37	Napierville	Union NDA	23.18967	0.7624
38	Napierville	Calstock NDA	33.36587	1.0970
39	Napierville	Tunis NDA	27.06962	0.8900
40	Napierville	GMIT NDA	22.39153	0.7362
41	Napierville	Union SSMDA	39.30168	1.2921
42	Napierville	Union NCDA	21.00362	0.6905
43	Napierville	Union CDA	19.82771	0.6519
44	Napierville	Enbridge CDA	18.44893	0.6065
45	Napierville	Union EDA	11.34420	0.3730
46	Napierville	Enbridge EDA	10.76598	0.3540
47	Napierville	KPUC EDA	11.75513	0.3865
48	Napierville	GMIT EDA	8.40260	0.2763
49	Napierville	Enbridge SWDA	24.58883	0.8084
50	Napierville	Union SWDA	24.67613	0.8113
51	Napierville	Chippawa	22.36963	0.7354
52	Napierville	Cornwall	7.75686	0.2550
53	Napierville	East Hereford	13.44782	0.4421
54	Napierville	Emerson 1	60.59730	1.9922
55	Napierville	Emerson 2	60.59730	1.9922
56	Napierville	Iroquois	9.00455	0.2960
57	Napierville	Kirkwall	20.02725	0.6584
58	Napierville	Napierville	4.04238	0.1329
59	Napierville	Niagara Falls	22.31215	0.7336
60	Napierville	North Bay Junction	18.97818	0.6239
61	Napierville	Philipsburg	6.26370	0.2059
62	Napierville	Spruce	57.16630	1.8794
63	Napierville	St. Clair	25.16493	0.8273
64	Napierville	Welwyn	66.61128	2.1900
65	Napierville	Dawn Export	24.58883	0.8084

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Napierville	Union Parkway Belt	19.10349	0.6281
2	Napierville	Union CDA (Amended)	20.57870	0.6766
3	Napierville	Union ECDA	19.38150	0.6372
4	Napierville	Enbridge Parkway CDA	19.10349	0.6281
5	Napierville	Enbridge CDA (Amended)	18.38840	0.6046
6	Niagara Falls	Empress	74.48433	2.4488
7	Niagara Falls	TransGas SSSDA	63.99484	2.1039
8	Niagara Falls	Centram SSSDA	59.69727	1.9627
9	Niagara Falls	Centram MDA	53.19601	1.7489
10	Niagara Falls	Centrat MDA	53.17290	1.7482
11	Niagara Falls	Union WDA	42.92643	1.4113
12	Niagara Falls	Nipigon WDA	38.32743	1.2601
13	Niagara Falls	Union NDA	20.13614	0.6620
14	Niagara Falls	Calstock NDA	30.33028	0.9972
15	Niagara Falls	Tunis NDA	24.03403	0.7902
16	Niagara Falls	GMIT NDA	19.35534	0.6363
17	Niagara Falls	Union SSMDA	26.00990	0.8551
18	Niagara Falls	Union NCDA	11.70129	0.3847
19	Niagara Falls	Union CDA	6.58795	0.2166
20	Niagara Falls	Enbridge CDA	8.21585	0.2701
21	Niagara Falls	Union EDA	15.05017	0.4948
22	Niagara Falls	Enbridge EDA	18.37380	0.6041
23	Niagara Falls	KPUC EDA	14.59909	0.4800
24	Niagara Falls	GMIT EDA	22.68414	0.7458
25	Niagara Falls	Enbridge SWDA	11.29705	0.3714
26	Niagara Falls	Union SWDA	11.38405	0.3743
27	Niagara Falls	Chippawa	4.97708	0.1636
28	Niagara Falls	Cornwall	18.59736	0.6114
29	Niagara Falls	East Hereford	27.21014	0.8946
30	Niagara Falls	Emerson 1	49.74159	1.6353
31	Niagara Falls	Emerson 2	49.74159	1.6353
32	Niagara Falls	Iroquois	17.57293	0.5777
33	Niagara Falls	Kirkwall	6.73516	0.2214
34	Niagara Falls	Napierville	22.31215	0.7336
35	Niagara Falls	Niagara Falls	4.04238	0.1329
36	Niagara Falls	North Bay Junction	15.94259	0.5241
37	Niagara Falls	Philipsburg	22.73433	0.7474
38	Niagara Falls	Spruce	53.17290	1.7482
39	Niagara Falls	St. Clair	11.87315	0.3904
40	Niagara Falls	Welwyn	59.69727	1.9627
41	Niagara Falls	Dawn Export	11.29705	0.3714
42	Niagara Falls	Union Parkway Belt	7.25103	0.2384
43	Niagara Falls	Union CDA (Amended)	5.94220	0.1954
44	Niagara Falls	Union ECDA	6.97241	0.2292
45	Niagara Falls	Enbridge Parkway CDA	7.25103	0.2384
46	Niagara Falls	Enbridge CDA (Amended)	8.30710	0.2731
47	Nipigon WDA	Empress	-	1.0113
48	Nipigon WDA	TransGas SSSDA	-	0.7706
49	Nipigon WDA	Centram SSSDA	-	0.6720
50	Nipigon WDA	Centram MDA	-	0.5238
51	Nipigon WDA	Centrat MDA	-	0.4553
52	Nipigon WDA	Union WDA	-	0.2022
53	Nipigon WDA	Nipigon WDA	-	0.0927
54	Nipigon WDA	Union NDA	-	0.5101
55	Nipigon WDA	Calstock NDA	-	0.2762
56	Nipigon WDA	Tunis NDA	-	0.4207
57	Nipigon WDA	GMIT NDA	-	0.5395
58	Nipigon WDA	Union SSMDA	-	1.1694
59	Nipigon WDA	Union NCDA	-	0.7555
60	Nipigon WDA	Union CDA	-	0.8830
61	Nipigon WDA	Enbridge CDA	-	0.8614
62	Nipigon WDA	Union EDA	-	0.9383
63	Nipigon WDA	Enbridge EDA	-	0.8958
64	Nipigon WDA	KPUC EDA	-	0.9754
65	Nipigon WDA	GMIT EDA	-	1.0281

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Nipigon WDA	Enbridge SWDA	-	1.0003
2	Nipigon WDA	Union SWDA	-	1.0024
3	Nipigon WDA	Chippawa	-	0.9456
4	Nipigon WDA	Cornwall	-	0.9275
5	Nipigon WDA	East Hereford	-	1.1396
6	Nipigon WDA	Emerson 1	-	0.5340
7	Nipigon WDA	Emerson 2	-	0.5340
8	Nipigon WDA	Iroquois	-	0.9077
9	Nipigon WDA	Kirkwall	-	0.8879
10	Nipigon WDA	Napierville	-	1.0190
11	Nipigon WDA	Niagara Falls	-	0.9442
12	Nipigon WDA	North Bay Junction	-	0.6063
13	Nipigon WDA	Philipsburg	-	1.0294
14	Nipigon WDA	Spruce	-	0.4553
15	Nipigon WDA	St. Clair	-	0.9448
16	Nipigon WDA	Welwyn	-	0.6720
17	Nipigon WDA	Dawn Export	-	1.0003
18	Nipigon WDA	Union Parkway Belt	-	0.8652
19	Nipigon WDA	Union CDA (Amended)	-	0.9015
20	Nipigon WDA	Union ECDA	-	0.8720
21	Nipigon WDA	Enbridge Parkway CDA	-	0.8652
22	Nipigon WDA	Enbridge CDA (Amended)	-	0.8610
23	North Bay Junction	Empress	66.46224	2.1851
24	North Bay Junction	TransGas SSSA	55.97245	1.8402
25	North Bay Junction	Centram SSSA	51.67548	1.6989
26	North Bay Junction	Centram MDA	45.21377	1.4865
27	North Bay Junction	Centrat MDA	42.23020	1.3884
28	North Bay Junction	Union WDA	31.02622	1.0200
29	North Bay Junction	Nipigon WDA	26.42661	0.8688
30	North Bay Junction	Union NDA	8.25295	0.2713
31	North Bay Junction	Calstock NDA	18.42946	0.6059
32	North Bay Junction	Tunis NDA	12.13321	0.3989
33	North Bay Junction	GMIT NDA	7.45513	0.2451
34	North Bay Junction	Union SSMDA	32.93213	1.0827
35	North Bay Junction	Union NCDA	8.28398	0.2724
36	North Bay Junction	Union CDA	13.45877	0.4425
37	North Bay Junction	Enbridge CDA	12.58398	0.4137
38	North Bay Junction	Union EDA	15.70413	0.5163
39	North Bay Junction	Enbridge EDA	13.97980	0.4596
40	North Bay Junction	KPUC EDA	17.21005	0.5658
41	North Bay Junction	GMIT EDA	19.35078	0.6362
42	North Bay Junction	Enbridge SWDA	18.21958	0.5990
43	North Bay Junction	Union SWDA	18.30627	0.6019
44	North Bay Junction	Chippawa	16.00069	0.5261
45	North Bay Junction	Cornwall	15.26339	0.5018
46	North Bay Junction	East Hereford	23.87648	0.7850
47	North Bay Junction	Emerson 1	45.66150	1.5012
48	North Bay Junction	Emerson 2	45.66150	1.5012
49	North Bay Junction	Iroquois	14.45978	0.4754
50	North Bay Junction	Kirkwall	13.65769	0.4490
51	North Bay Junction	Napierville	18.97818	0.6239
52	North Bay Junction	Niagara Falls	15.94259	0.5241
53	North Bay Junction	North Bay Junction	4.04238	0.1329
54	North Bay Junction	Philipsburg	19.40036	0.6378
55	North Bay Junction	Spruce	42.23020	1.3884
56	North Bay Junction	St. Clair	18.79568	0.6179
57	North Bay Junction	Welwyn	51.67548	1.6989
58	North Bay Junction	Dawn Export	18.21958	0.5990
59	North Bay Junction	Union Parkway Belt	12.73394	0.4187
60	North Bay Junction	Union CDA (Amended)	14.20915	0.4672
61	North Bay Junction	Union ECDA	13.01225	0.4278
62	North Bay Junction	Enbridge Parkway CDA	12.73394	0.4187
63	North Bay Junction	Enbridge CDA (Amended)	12.57030	0.4133
64	Philipsburg	Empress	81.82023	2.6900
65	Philipsburg	TransGas SSSA	71.33104	2.3451

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Philipsburg	Centram SSDA	67.03347	2.2038
2	Philipsburg	Centram MDA	60.57114	1.9914
3	Philipsburg	Centrat MDA	57.58848	1.8933
4	Philipsburg	Union WDA	46.38481	1.5250
5	Philipsburg	Nipigon WDA	41.78520	1.3738
6	Philipsburg	Union NDA	23.61185	0.7763
7	Philipsburg	Calstock NDA	33.78805	1.1108
8	Philipsburg	Tunis NDA	27.49180	0.9038
9	Philipsburg	GMIT NDA	22.81372	0.7500
10	Philipsburg	Union SSMDA	39.72417	1.3060
11	Philipsburg	Union NCDA	21.42580	0.7044
12	Philipsburg	Union CDA	20.24990	0.6658
13	Philipsburg	Enbridge CDA	18.87080	0.6204
14	Philipsburg	Union EDA	11.76638	0.3868
15	Philipsburg	Enbridge EDA	11.18816	0.3678
16	Philipsburg	KPUC EDA	12.17731	0.4004
17	Philipsburg	GMIT EDA	8.76152	0.2881
18	Philipsburg	Enbridge SWDA	25.01102	0.8223
19	Philipsburg	Union SWDA	25.09801	0.8251
20	Philipsburg	Chippawa	22.79182	0.7493
21	Philipsburg	Cornwall	8.17904	0.2689
22	Philipsburg	East Hereford	13.86970	0.4560
23	Philipsburg	Emerson 1	61.01948	2.0061
24	Philipsburg	Emerson 2	61.01948	2.0061
25	Philipsburg	Iroquois	9.42673	0.3099
26	Philipsburg	Kirkwall	20.44943	0.6723
27	Philipsburg	Napierville	6.26370	0.2059
28	Philipsburg	Niagara Falls	22.73433	0.7474
29	Philipsburg	North Bay Junction	19.40036	0.6378
30	Philipsburg	Philipsburg	4.04238	0.1329
31	Philipsburg	Spruce	57.58848	1.8933
32	Philipsburg	St. Clair	25.58741	0.8412
33	Philipsburg	Welwyn	67.03347	2.2038
34	Philipsburg	Dawn Export	25.01102	0.8223
35	Philipsburg	Union Parkway Belt	19.52568	0.6419
36	Philipsburg	Union CDA (Amended)	21.00088	0.6904
37	Philipsburg	Union ECDA	19.80368	0.6511
38	Philipsburg	Enbridge Parkway CDA	19.52568	0.6419
39	Philipsburg	Enbridge CDA (Amended)	18.81028	0.6184
40	Richmond	Empress	2.85825	0.0940
41	Richmond	TransGas SSDA	10.10381	0.3322
42	Richmond	Centram SSDA	13.10198	0.4308
43	Richmond	Centram MDA	17.65444	0.5804
44	Richmond	Centrat MDA	19.69327	0.6475
45	Richmond	Union WDA	28.21298	0.9276
46	Richmond	Nipigon WDA	30.72144	1.0100
47	Richmond	Union NDA	43.41584	1.4274
48	Richmond	Calstock NDA	36.30229	1.1935
49	Richmond	Tunis NDA	40.69598	1.3380
50	Richmond	GMIT NDA	44.31161	1.4568
51	Richmond	Union SSMDA	39.37498	1.2945
52	Richmond	Union NCDA	52.93899	1.7405
53	Richmond	Union CDA	54.54013	1.7931
54	Richmond	Enbridge CDA	55.43803	1.8226
55	Richmond	Union EDA	58.43528	1.9212
56	Richmond	Enbridge EDA	57.19428	1.8804
57	Richmond	KPUC EDA	59.62762	1.9604
58	Richmond	GMIT EDA	61.23149	2.0131
59	Richmond	Enbridge SWDA	50.33563	1.6549
60	Richmond	Union SWDA	50.27054	1.6527
61	Richmond	Chippawa	55.81489	1.8350
62	Richmond	Cornwall	58.16883	1.9124
63	Richmond	East Hereford	64.62295	2.1246
64	Richmond	Emerson 1	20.04975	0.6592
65	Richmond	Emerson 2	20.04975	0.6592

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Richmond	Iroquois	57.56689	1.8926
2	Richmond	Kirkwall	53.75416	1.7673
3	Richmond	Napierville	60.95257	2.0039
4	Richmond	Niagara Falls	55.77170	1.8336
5	Richmond	North Bay Junction	46.34223	1.5236
6	Richmond	Philipsburg	61.26920	2.0143
7	Richmond	Spruce	19.69327	0.6475
8	Richmond	St. Clair	46.47545	1.5280
9	Richmond	Welwyn	13.10198	0.4308
10	Richmond	Dawn Export	50.33563	1.6549
11	Richmond	Union Parkway Belt	54.44644	1.7900
12	Richmond	Union CDA (Amended)	54.34850	1.7868
13	Richmond	Union ECDA	54.65480	1.7969
14	Richmond	Enbridge Parkway CDA	54.44644	1.7900
15	Richmond	Enbridge CDA (Amended)	55.53080	1.8257
16	Sainte-Genevieve-de-Berthier	Empress	82.19040	2.7022
17	Sainte-Genevieve-de-Berthier	TransGas SSSA	71.70151	2.3573
18	Sainte-Genevieve-de-Berthier	Centram SSSA	67.40364	2.2160
19	Sainte-Genevieve-de-Berthier	Centram MDA	60.94040	2.0035
20	Sainte-Genevieve-de-Berthier	Centrat MDA	57.95835	1.9055
21	Sainte-Genevieve-de-Berthier	Union WDA	46.75468	1.5371
22	Sainte-Genevieve-de-Berthier	Nipigon WDA	42.15476	1.3859
23	Sainte-Genevieve-de-Berthier	Union NDA	23.98172	0.7884
24	Sainte-Genevieve-de-Berthier	Calstock NDA	34.15792	1.1230
25	Sainte-Genevieve-de-Berthier	Tunis NDA	27.86197	0.9160
26	Sainte-Genevieve-de-Berthier	GMIT NDA	23.18298	0.7622
27	Sainte-Genevieve-de-Berthier	Union SSMDA	40.09434	1.3182
28	Sainte-Genevieve-de-Berthier	Union NCDA	21.79628	0.7166
29	Sainte-Genevieve-de-Berthier	Union CDA	20.62007	0.6779
30	Sainte-Genevieve-de-Berthier	Enbridge CDA	19.24098	0.6326
31	Sainte-Genevieve-de-Berthier	Union EDA	12.13716	0.3990
32	Sainte-Genevieve-de-Berthier	Enbridge EDA	11.55742	0.3800
33	Sainte-Genevieve-de-Berthier	KPUC EDA	12.54718	0.4125
34	Sainte-Genevieve-de-Berthier	GMIT EDA	7.10990	0.2338
35	Sainte-Genevieve-de-Berthier	Enbridge SWDA	25.38119	0.8345
36	Sainte-Genevieve-de-Berthier	Union SWDA	25.46757	0.8373
37	Sainte-Genevieve-de-Berthier	Chippawa	23.16168	0.7615
38	Sainte-Genevieve-de-Berthier	Cornwall	8.54921	0.2811
39	Sainte-Genevieve-de-Berthier	East Hereford	10.43444	0.3431
40	Sainte-Genevieve-de-Berthier	Emerson 1	61.38965	2.0183
41	Sainte-Genevieve-de-Berthier	Emerson 2	61.38965	2.0183
42	Sainte-Genevieve-de-Berthier	Iroquois	9.79721	0.3221
43	Sainte-Genevieve-de-Berthier	Kirkwall	20.81930	0.6845
44	Sainte-Genevieve-de-Berthier	Napierville	9.34187	0.3071
45	Sainte-Genevieve-de-Berthier	Niagara Falls	23.10389	0.7596
46	Sainte-Genevieve-de-Berthier	North Bay Junction	19.77053	0.6500
47	Sainte-Genevieve-de-Berthier	Philipsburg	9.76405	0.3210
48	Sainte-Genevieve-de-Berthier	Spruce	57.95835	1.9055
49	Sainte-Genevieve-de-Berthier	St. Clair	25.95698	0.8534
50	Sainte-Genevieve-de-Berthier	Welwyn	67.40364	2.2160
51	Sainte-Genevieve-de-Berthier	Dawn Export	25.38119	0.8345
52	Sainte-Genevieve-de-Berthier	Union Parkway Belt	19.89524	0.6541
53	Sainte-Genevieve-de-Berthier	Union CDA (Amended)	21.37045	0.7026
54	Sainte-Genevieve-de-Berthier	Union ECDA	20.17385	0.6633
55	Sainte-Genevieve-de-Berthier	Enbridge Parkway CDA	19.89524	0.6541
56	Sainte-Genevieve-de-Berthier	Enbridge CDA (Amended)	19.17984	0.6306
57	Shackleton	Empress	4.38365	0.1441
58	Shackleton	TransGas SSSA	8.60092	0.2828
59	Shackleton	Centram SSSA	11.57689	0.3806
60	Shackleton	Centram MDA	16.13026	0.5303
61	Shackleton	Centrat MDA	18.16788	0.5973
62	Shackleton	Union WDA	26.68758	0.8774
63	Shackleton	Nipigon WDA	29.19605	0.9599
64	Shackleton	Union NDA	41.89075	1.3772
65	Shackleton	Calstock NDA	34.77690	1.1434

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Shackleton	Tunis NDA	39.17058	1.2878
2	Shackleton	GMIT NDA	42.78652	1.4067
3	Shackleton	Union SSMDA	37.84989	1.2444
4	Shackleton	Union NCDA	51.30136	1.6866
5	Shackleton	Union CDA	52.90219	1.7393
6	Shackleton	Enbridge CDA	53.80009	1.7688
7	Shackleton	Union EDA	56.79643	1.8673
8	Shackleton	Enbridge EDA	55.55604	1.8265
9	Shackleton	KPUC EDA	57.98998	1.9065
10	Shackleton	GMIT EDA	59.59325	1.9592
11	Shackleton	Enbridge SWDA	48.69769	1.6010
12	Shackleton	Union SWDA	48.63260	1.5989
13	Shackleton	Chippawa	54.17756	1.7812
14	Shackleton	Cornwall	56.53150	1.8586
15	Shackleton	East Hereford	62.98501	2.0707
16	Shackleton	Emerson 1	18.52436	0.6090
17	Shackleton	Emerson 2	18.52436	0.6090
18	Shackleton	Iroquois	55.92895	1.8388
19	Shackleton	Kirkwall	52.11622	1.7134
20	Shackleton	Napierville	59.31463	1.9501
21	Shackleton	Niagara Falls	54.13406	1.7798
22	Shackleton	North Bay Junction	44.81713	1.4734
23	Shackleton	Philipsburg	59.63127	1.9605
24	Shackleton	Spruce	18.16788	0.5973
25	Shackleton	St. Clair	44.95036	1.4778
26	Shackleton	Welwyn	11.57689	0.3806
27	Shackleton	Dawn Export	48.69769	1.6010
28	Shackleton	Union Parkway Belt	52.80850	1.7362
29	Shackleton	Union CDA (Amended)	52.71056	1.7330
30	Shackleton	Union ECDA	53.01686	1.7430
31	Shackleton	Enbridge Parkway CDA	52.80850	1.7362
32	Shackleton	Enbridge CDA (Amended)	53.89286	1.7718
33	Spruce	Empress	-	0.6487
34	Spruce	TransGas SSDA	-	0.4080
35	Spruce	Centram SSDA	-	0.3094
36	Spruce	Centram MDA	-	0.1612
37	Spruce	Centrat MDA	-	0.0927
38	Spruce	Union WDA	-	0.3728
39	Spruce	Nipigon WDA	-	0.4553
40	Spruce	Union NDA	-	0.8727
41	Spruce	Calstock NDA	-	0.6388
42	Spruce	Tunis NDA	-	0.7832
43	Spruce	GMIT NDA	-	0.9021
44	Spruce	Union SSMDA	-	0.8068
45	Spruce	Union NCDA	-	1.1448
46	Spruce	Union CDA	-	1.2620
47	Spruce	Enbridge CDA	-	1.2469
48	Spruce	Union EDA	-	1.3276
49	Spruce	Enbridge EDA	-	1.2851
50	Spruce	KPUC EDA	-	1.3647
51	Spruce	GMIT EDA	-	1.4174
52	Spruce	Enbridge SWDA	-	1.1312
53	Spruce	Union SWDA	-	1.1291
54	Spruce	Chippawa	-	1.3113
55	Spruce	Cornwall	-	1.3168
56	Spruce	East Hereford	-	1.5289
57	Spruce	Emerson 1	-	0.1715
58	Spruce	Emerson 2	-	0.1715
59	Spruce	Iroquois	-	1.2970
60	Spruce	Kirkwall	-	1.2436
61	Spruce	Napierville	-	1.4083
62	Spruce	Niagara Falls	-	1.3099
63	Spruce	North Bay Junction	-	0.9689
64	Spruce	Philipsburg	-	1.4187
65	Spruce	Spruce	-	0.0927

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Spruce	St. Clair	-	1.0403
2	Spruce	Welwyn	-	0.3094
3	Spruce	Dawn Export	-	1.1312
4	Spruce	Union Parkway Belt	-	1.2545
5	Spruce	Union CDA (Amended)	-	1.2631
6	Spruce	Union ECDA	-	1.2613
7	Spruce	Enbridge Parkway CDA	-	1.2545
8	Spruce	Enbridge CDA (Amended)	-	1.2462
9	SS. Marie	Empress	39.23050	1.2898
10	SS. Marie	TransGas SSSDA	31.91043	1.0491
11	SS. Marie	Centram SSSDA	28.91165	0.9505
12	SS. Marie	Centram MDA	24.37500	0.8014
13	SS. Marie	Centrat MDA	24.35858	0.8008
14	SS. Marie	Union WDA	32.84027	1.0797
15	SS. Marie	Nipigon WDA	35.38675	1.1634
16	SS. Marie	Union NDA	25.72520	0.8458
17	SS. Marie	Calstock NDA	32.83935	1.0797
18	SS. Marie	Tunis NDA	28.44597	0.9352
19	SS. Marie	GMIT NDA	25.18074	0.8279
20	SS. Marie	Union SSMDA	3.00304	0.0987
21	SS. Marie	Union NCDA	21.30292	0.7004
22	SS. Marie	Union CDA	18.06263	0.5938
23	SS. Marie	Enbridge CDA	19.17406	0.6304
24	SS. Marie	Union EDA	23.81260	0.7829
25	SS. Marie	Enbridge EDA	26.30312	0.8648
26	SS. Marie	KPUC EDA	23.47437	0.7718
27	SS. Marie	GMIT EDA	29.53245	0.9709
28	SS. Marie	Enbridge SWDA	13.85783	0.4556
29	SS. Marie	Union SWDA	13.79305	0.4535
30	SS. Marie	Chippawa	19.33740	0.6358
31	SS. Marie	Cornwall	26.47010	0.8703
32	SS. Marie	East Hereford	32.92361	1.0824
33	SS. Marie	Emerson 1	21.96418	0.7221
34	SS. Marie	Emerson 2	21.96418	0.7221
35	SS. Marie	Iroquois	25.89858	0.8515
36	SS. Marie	Kirkwall	17.27606	0.5680
37	SS. Marie	Napierville	29.25353	0.9618
38	SS. Marie	Niagara Falls	19.29390	0.6343
39	SS. Marie	North Bay Junction	22.79912	0.7496
40	SS. Marie	Philipsburg	29.56987	0.9722
41	SS. Marie	Spruce	24.35858	0.8008
42	SS. Marie	St. Clair	12.50368	0.4111
43	SS. Marie	Welwyn	28.91165	0.9505
44	SS. Marie	Dawn Export	13.85783	0.4556
45	SS. Marie	Union Parkway Belt	17.96834	0.5907
46	SS. Marie	Union CDA (Amended)	17.87040	0.5875
47	SS. Marie	Union ECDA	18.17670	0.5976
48	SS. Marie	Enbridge Parkway CDA	17.96834	0.5907
49	SS. Marie	Enbridge CDA (Amended)	19.28751	0.6341
50	St. Clair	Empress	66.65326	2.1913
51	St. Clair	TransGas SSSDA	56.16285	1.8465
52	St. Clair	Centram SSSDA	51.86650	1.7052
53	St. Clair	Centram MDA	45.36494	1.4915
54	St. Clair	Centrat MDA	45.34182	1.4907
55	St. Clair	Union WDA	45.34456	1.4908
56	St. Clair	Nipigon WDA	41.18021	1.3539
57	St. Clair	Union NDA	22.98922	0.7558
58	St. Clair	Calstock NDA	33.18337	1.0910
59	St. Clair	Tunis NDA	26.88712	0.8840
60	St. Clair	GMIT NDA	22.20843	0.7301
61	St. Clair	Union SSMDA	18.17883	0.5977
62	St. Clair	Union NCDA	14.55438	0.4785
63	St. Clair	Union CDA	10.23034	0.3363
64	St. Clair	Enbridge CDA	11.71346	0.3851
65	St. Clair	Union EDA	17.90325	0.5886

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	St. Clair	Enbridge EDA	21.22688	0.6979
2	St. Clair	KPUC EDA	17.45217	0.5738
3	St. Clair	GMIT EDA	25.53662	0.8396
4	St. Clair	Enbridge SWDA	4.61816	0.1518
5	St. Clair	Union SWDA	4.53117	0.1490
6	St. Clair	Chippawa	11.93094	0.3923
7	St. Clair	Cornwall	21.45044	0.7052
8	St. Clair	East Hereford	30.06323	0.9884
9	St. Clair	Emerson 1	41.91082	1.3779
10	St. Clair	Emerson 2	41.91082	1.3779
11	St. Clair	Iroquois	20.42601	0.6715
12	St. Clair	Kirkwall	9.18005	0.3018
13	St. Clair	Napierville	25.16493	0.8273
14	St. Clair	Niagara Falls	11.87315	0.3904
15	St. Clair	North Bay Junction	18.79568	0.6179
16	St. Clair	Philipsburg	25.58741	0.8412
17	St. Clair	Spruce	45.34182	1.4907
18	St. Clair	St. Clair	4.04238	0.1329
19	St. Clair	Welwyn	51.86650	1.7052
20	St. Clair	Dawn Export	4.61816	0.1518
21	St. Clair	Union Parkway Belt	10.10381	0.3322
22	St. Clair	Union CDA (Amended)	9.97332	0.3279
23	St. Clair	Union ECDA	10.38243	0.3413
24	St. Clair	Enbridge Parkway CDA	10.10381	0.3322
25	St. Clair	Enbridge CDA (Amended)	11.86433	0.3901
26	Steelman	Empress	9.29868	0.3057
27	Steelman	TransGas SSSDA	3.85166	0.1266
28	Steelman	Centram SSSDA	6.66155	0.2190
29	Steelman	Centram MDA	11.21493	0.3687
30	Steelman	Centrat MDA	13.25315	0.4357
31	Steelman	Union WDA	21.77225	0.7158
32	Steelman	Nipigon WDA	24.28102	0.7983
33	Steelman	Union NDA	36.97602	1.2157
34	Steelman	Calstock NDA	29.86156	0.9818
35	Steelman	Tunis NDA	34.25555	1.1262
36	Steelman	GMIT NDA	37.87149	1.2451
37	Steelman	Union SSMDA	32.93486	1.0828
38	Steelman	Union NCDA	46.02346	1.5131
39	Steelman	Union CDA	47.62490	1.5658
40	Steelman	Enbridge CDA	48.52249	1.5953
41	Steelman	Union EDA	51.51945	1.6938
42	Steelman	Enbridge EDA	50.27845	1.6530
43	Steelman	KPUC EDA	52.71208	1.7330
44	Steelman	GMIT EDA	54.31565	1.7857
45	Steelman	Enbridge SWDA	43.42010	1.4275
46	Steelman	Union SWDA	43.35500	1.4254
47	Steelman	Chippawa	48.89935	1.6077
48	Steelman	Cornwall	51.25330	1.6850
49	Steelman	East Hereford	57.70741	1.8972
50	Steelman	Emerson 1	13.60933	0.4474
51	Steelman	Emerson 2	13.60933	0.4474
52	Steelman	Iroquois	50.65135	1.6653
53	Steelman	Kirkwall	46.83832	1.5399
54	Steelman	Napierville	54.03703	1.7766
55	Steelman	Niagara Falls	48.85616	1.6062
56	Steelman	North Bay Junction	39.90180	1.3118
57	Steelman	Philipsburg	54.35337	1.7870
58	Steelman	Spruce	13.25315	0.4357
59	Steelman	St. Clair	40.03503	1.3162
60	Steelman	Welwyn	6.66155	0.2190
61	Steelman	Dawn Export	43.42010	1.4275
62	Steelman	Union Parkway Belt	47.53060	1.5627
63	Steelman	Union CDA (Amended)	47.43266	1.5594
64	Steelman	Union ECDA	47.73957	1.5695
65	Steelman	Enbridge Parkway CDA	47.53060	1.5627

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Steelman	Enbridge CDA (Amended)	48.61526	1.5983
2	Success	Empress	5.10726	0.1679
3	Success	TransGas SSSA	7.89860	0.2597
4	Success	Centram SSSA	10.85328	0.3568
5	Success	Centram MDA	15.40604	0.5065
6	Success	Centrat MDA	17.44457	0.5735
7	Success	Union WDA	25.96428	0.8536
8	Success	Nipigon WDA	28.47274	0.9361
9	Success	Union NDA	41.16744	1.3535
10	Success	Calstock NDA	34.05328	1.1196
11	Success	Tunis NDA	38.44697	1.2640
12	Success	GMIT NDA	42.06290	1.3829
13	Success	Union SSMDA	37.12628	1.2206
14	Success	Union NCDA	50.52421	1.6611
15	Success	Union CDA	52.12565	1.7137
16	Success	Enbridge CDA	53.02325	1.7432
17	Success	Union EDA	56.01929	1.8417
18	Success	Enbridge EDA	54.77950	1.8010
19	Success	KPUC EDA	57.21314	1.8810
20	Success	GMIT EDA	58.81580	1.9337
21	Success	Enbridge SWDA	47.92085	1.5755
22	Success	Union SWDA	47.85576	1.5733
23	Success	Chippawa	53.40041	1.7556
24	Success	Cornwall	55.75436	1.8330
25	Success	East Hereford	62.20786	2.0452
26	Success	Emerson 1	17.80075	0.5852
27	Success	Emerson 2	17.80075	0.5852
28	Success	Iroquois	55.15211	1.8132
29	Success	Kirkwall	51.33908	1.6879
30	Success	Napierville	58.53809	1.9245
31	Success	Niagara Falls	53.35722	1.7542
32	Success	North Bay Junction	44.09352	1.4497
33	Success	Philipsburg	58.85412	1.9349
34	Success	Spruce	17.44457	0.5735
35	Success	St. Clair	44.22675	1.4540
36	Success	Welwyn	10.85328	0.3568
37	Success	Dawn Export	47.92085	1.5755
38	Success	Union Parkway Belt	52.03136	1.7106
39	Success	Union CDA (Amended)	51.93372	1.7074
40	Success	Union ECDA	52.23971	1.7175
41	Success	Enbridge Parkway CDA	52.03136	1.7106
42	Success	Enbridge CDA (Amended)	53.11602	1.7463
43	Suffield 2	Empress	2.85521	0.0939
44	Suffield 2	TransGas SSSA	10.10655	0.3323
45	Suffield 2	Centram SSSA	13.10533	0.4309
46	Suffield 2	Centram MDA	17.65779	0.5805
47	Suffield 2	Centrat MDA	19.69662	0.6476
48	Suffield 2	Union WDA	28.21602	0.9277
49	Suffield 2	Nipigon WDA	30.72479	1.0101
50	Suffield 2	Union NDA	43.41949	1.4275
51	Suffield 2	Calstock NDA	36.30503	1.1936
52	Suffield 2	Tunis NDA	40.69902	1.3381
53	Suffield 2	GMIT NDA	44.31495	1.4569
54	Suffield 2	Union SSMDA	39.37833	1.2946
55	Suffield 2	Union NCDA	52.94264	1.7406
56	Suffield 2	Union CDA	54.54378	1.7932
57	Suffield 2	Enbridge CDA	55.44076	1.8227
58	Suffield 2	Union EDA	58.43833	1.9213
59	Suffield 2	Enbridge EDA	57.19793	1.8805
60	Suffield 2	KPUC EDA	59.63127	1.9605
61	Suffield 2	GMIT EDA	61.23483	2.0132
62	Suffield 2	Enbridge SWDA	50.33898	1.6550
63	Suffield 2	Union SWDA	50.27419	1.6529
64	Suffield 2	Chippawa	55.81854	1.8351
65	Suffield 2	Cornwall	58.17248	1.9125

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Suffield 2	East Hereford	64.62599	2.1247
2	Suffield 2	Emerson 1	20.05249	0.6593
3	Suffield 2	Emerson 2	20.05249	0.6593
4	Suffield 2	Iroquois	57.57023	1.8927
5	Suffield 2	Kirkwall	53.75720	1.7674
6	Suffield 2	Napierville	60.95622	2.0040
7	Suffield 2	Niagara Falls	55.77535	1.8337
8	Suffield 2	North Bay Junction	46.34557	1.5237
9	Suffield 2	Philipsburg	61.27255	2.0144
10	Suffield 2	Spruce	19.69662	0.6476
11	Suffield 2	St. Clair	46.47880	1.5281
12	Suffield 2	Welwyn	13.10533	0.4309
13	Suffield 2	Dawn Export	50.33898	1.6550
14	Suffield 2	Union Parkway Belt	54.44948	1.7901
15	Suffield 2	Union CDA (Amended)	54.35185	1.7869
16	Suffield 2	Union ECDA	54.65784	1.7970
17	Suffield 2	Enbridge Parkway CDA	54.44948	1.7901
18	Suffield 2	Enbridge CDA (Amended)	55.53414	1.8258
19	TransGas SSDA	Empress	-	0.3334
20	TransGas SSDA	TransGas SSDA	-	0.0927
21	TransGas SSDA	Centram SSDA	-	0.1913
22	TransGas SSDA	Centram MDA	-	0.3410
23	TransGas SSDA	Centrat MDA	-	0.4080
24	TransGas SSDA	Union WDA	-	0.6881
25	TransGas SSDA	Nipigon WDA	-	0.7706
26	TransGas SSDA	Union NDA	-	1.1879
27	TransGas SSDA	Calstock NDA	-	0.9541
28	TransGas SSDA	Tunis NDA	-	1.0985
29	TransGas SSDA	GMIT NDA	-	1.2174
30	TransGas SSDA	Union SSMDA	-	1.0551
31	TransGas SSDA	Union NCDA	-	1.4834
32	TransGas SSDA	Union CDA	-	1.5360
33	TransGas SSDA	Enbridge CDA	-	1.5655
34	TransGas SSDA	Union EDA	-	1.6641
35	TransGas SSDA	Enbridge EDA	-	1.6233
36	TransGas SSDA	KPUC EDA	-	1.7033
37	TransGas SSDA	GMIT EDA	-	1.7559
38	TransGas SSDA	Enbridge SWDA	-	1.3978
39	TransGas SSDA	Union SWDA	-	1.3957
40	TransGas SSDA	Chippawa	-	1.5779
41	TransGas SSDA	Cornwall	-	1.6553
42	TransGas SSDA	East Hereford	-	1.8675
43	TransGas SSDA	Emerson 1	-	0.4197
44	TransGas SSDA	Emerson 2	-	0.4197
45	TransGas SSDA	Iroquois	-	1.6355
46	TransGas SSDA	Kirkwall	-	1.5102
47	TransGas SSDA	Napierville	-	1.7468
48	TransGas SSDA	Niagara Falls	-	1.5765
49	TransGas SSDA	North Bay Junction	-	1.2842
50	TransGas SSDA	Philipsburg	-	1.7572
51	TransGas SSDA	Spruce	-	0.4080
52	TransGas SSDA	St. Clair	-	1.2885
53	TransGas SSDA	Welwyn	-	0.1913
54	TransGas SSDA	Dawn Export	-	1.3978
55	TransGas SSDA	Union Parkway Belt	-	1.5329
56	TransGas SSDA	Union CDA (Amended)	-	1.5297
57	TransGas SSDA	Union ECDA	-	1.5398
58	TransGas SSDA	Enbridge Parkway CDA	-	1.5329
59	TransGas SSDA	Enbridge CDA (Amended)	-	1.5685
60	Tunis NDA	Empress	-	1.3392
61	Tunis NDA	TransGas SSDA	-	1.0985
62	Tunis NDA	Centram SSDA	-	0.9999
63	Tunis NDA	Centram MDA	-	0.8517
64	Tunis NDA	Centrat MDA	-	0.7832
65	Tunis NDA	Union WDA	-	0.5262

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT
				for IT / STFT (\$/GJ)
1	Tunis NDA	Nipigon WDA	-	0.4207
2	Tunis NDA	Union NDA	-	0.1989
3	Tunis NDA	Calstock NDA	-	0.2372
4	Tunis NDA	Tunis NDA	-	0.0927
5	Tunis NDA	GMIT NDA	-	0.2116
6	Tunis NDA	Union SSMDA	-	0.9412
7	Tunis NDA	Union NCDA	-	0.4034
8	Tunis NDA	Union CDA	-	0.5309
9	Tunis NDA	Enbridge CDA	-	0.5093
10	Tunis NDA	Union EDA	-	0.5862
11	Tunis NDA	Enbridge EDA	-	0.5437
12	Tunis NDA	KPUC EDA	-	0.6233
13	Tunis NDA	GMIT EDA	-	0.6760
14	Tunis NDA	Enbridge SWDA	-	0.6482
15	Tunis NDA	Union SWDA	-	0.6503
16	Tunis NDA	Chippawa	-	0.5935
17	Tunis NDA	Cornwall	-	0.5754
18	Tunis NDA	East Hereford	-	0.7875
19	Tunis NDA	Emerson 1	-	0.8620
20	Tunis NDA	Emerson 2	-	0.8620
21	Tunis NDA	Iroquois	-	0.5556
22	Tunis NDA	Kirkwall	-	0.5358
23	Tunis NDA	Napierville	-	0.6669
24	Tunis NDA	Niagara Falls	-	0.5921
25	Tunis NDA	North Bay Junction	-	0.2784
26	Tunis NDA	Philipsburg	-	0.6773
27	Tunis NDA	Spruce	-	0.7832
28	Tunis NDA	St. Clair	-	0.6169
29	Tunis NDA	Welwyn	-	0.9999
30	Tunis NDA	Dawn Export	-	0.6482
31	Tunis NDA	Union Parkway Belt	-	0.5130
32	Tunis NDA	Union CDA (Amended)	-	0.5494
33	Tunis NDA	Union ECDA	-	0.5199
34	Tunis NDA	Enbridge Parkway CDA	-	0.5130
35	Tunis NDA	Enbridge CDA (Amended)	-	0.5089
36	Union CDA	Empress	-	2.3948
37	Union CDA	TransGas SSSDA	-	2.0499
38	Union CDA	Centram SSSDA	-	1.9086
39	Union CDA	Centram MDA	-	1.6949
40	Union CDA	Centrat MDA	-	1.6842
41	Union CDA	Union WDA	-	1.3296
42	Union CDA	Nipigon WDA	-	1.1784
43	Union CDA	Union NDA	-	0.5804
44	Union CDA	Calstock NDA	-	0.9155
45	Union CDA	Tunis NDA	-	0.7085
46	Union CDA	GMIT NDA	-	0.5547
47	Union CDA	Union SSMDA	-	0.8011
48	Union CDA	Union NCDA	-	0.3030
49	Union CDA	Union CDA	-	0.1329
50	Union CDA	Enbridge CDA	-	0.2098
51	Union CDA	Union EDA	-	0.4131
52	Union CDA	Enbridge EDA	-	0.5224
53	Union CDA	KPUC EDA	-	0.3983
54	Union CDA	GMIT EDA	-	0.6641
55	Union CDA	Enbridge SWDA	-	0.3174
56	Union CDA	Union SWDA	-	0.3202
57	Union CDA	Chippawa	-	0.2185
58	Union CDA	Cornwall	-	0.5298
59	Union CDA	East Hereford	-	0.8129
60	Union CDA	Emerson 1	-	1.5813
61	Union CDA	Emerson 2	-	1.5813
62	Union CDA	Iroquois	-	0.4961
63	Union CDA	Kirkwall	-	0.1674
64	Union CDA	Napierville	-	0.6519
65	Union CDA	Niagara Falls	-	0.2166

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT
				for IT / STFT (\$/GJ)
1	Union CDA	North Bay Junction	-	0.4425
2	Union CDA	Philipsburg	-	0.6658
3	Union CDA	Spruce	-	1.6842
4	Union CDA	St. Clair	-	0.3363
5	Union CDA	Welwyn	-	1.9086
6	Union CDA	Dawn Export	-	0.3174
7	Union CDA	Union Parkway Belt	-	0.1567
8	Union CDA	Union CDA (Amended)	-	0.1614
9	Union CDA	Union ECDA	-	0.1488
10	Union CDA	Enbridge Parkway CDA	-	0.1567
11	Union CDA	Enbridge CDA (Amended)	-	0.2148
12	Union CDA (Amended)	Empress	-	2.3863
13	Union CDA (Amended)	TransGas SSSDA	-	2.0415
14	Union CDA (Amended)	Centram SSSDA	-	1.9002
15	Union CDA (Amended)	Centram MDA	-	1.6865
16	Union CDA (Amended)	Centrat MDA	-	1.6857
17	Union CDA (Amended)	Union WDA	-	1.3543
18	Union CDA (Amended)	Nipigon WDA	-	1.2031
19	Union CDA (Amended)	Union NDA	-	0.6051
20	Union CDA (Amended)	Calstock NDA	-	0.9402
21	Union CDA (Amended)	Tunis NDA	-	0.7332
22	Union CDA (Amended)	GMIT NDA	-	0.5794
23	Union CDA (Amended)	Union SSMDA	-	0.7927
24	Union CDA (Amended)	Union NCDA	-	0.3277
25	Union CDA (Amended)	Union CDA	-	0.1614
26	Union CDA (Amended)	Enbridge CDA	-	0.2271
27	Union CDA (Amended)	Union EDA	-	0.4378
28	Union CDA (Amended)	Enbridge EDA	-	0.5471
29	Union CDA (Amended)	KPUC EDA	-	0.4230
30	Union CDA (Amended)	GMIT EDA	-	0.6888
31	Union CDA (Amended)	Enbridge SWDA	-	0.3090
32	Union CDA (Amended)	Union SWDA	-	0.3118
33	Union CDA (Amended)	Chippawa	-	0.1972
34	Union CDA (Amended)	Cornwall	-	0.5544
35	Union CDA (Amended)	East Hereford	-	0.8376
36	Union CDA (Amended)	Emerson 1	-	1.5729
37	Union CDA (Amended)	Emerson 2	-	1.5729
38	Union CDA (Amended)	Iroquois	-	0.5208
39	Union CDA (Amended)	Kirkwall	-	0.1590
40	Union CDA (Amended)	Napierville	-	0.6766
41	Union CDA (Amended)	Niagara Falls	-	0.1954
42	Union CDA (Amended)	North Bay Junction	-	0.4672
43	Union CDA (Amended)	Philipsburg	-	0.6904
44	Union CDA (Amended)	Spruce	-	1.6857
45	Union CDA (Amended)	St. Clair	-	0.3279
46	Union CDA (Amended)	Welwyn	-	1.9002
47	Union CDA (Amended)	Dawn Export	-	0.3090
48	Union CDA (Amended)	Union Parkway Belt	-	0.1814
49	Union CDA (Amended)	Union CDA (Amended)	-	0.1329
50	Union CDA (Amended)	Union ECDA	-	0.1753
51	Union CDA (Amended)	Enbridge Parkway CDA	-	0.1814
52	Union CDA (Amended)	Enbridge CDA (Amended)	-	0.2313
53	Union ECDA	Empress	-	2.3998
54	Union ECDA	TransGas SSSDA	-	2.0549
55	Union ECDA	Centram SSSDA	-	1.9136
56	Union ECDA	Centram MDA	-	1.6999
57	Union ECDA	Centrat MDA	-	1.6833
58	Union ECDA	Union WDA	-	1.3150
59	Union ECDA	Nipigon WDA	-	1.1637
60	Union ECDA	Union NDA	-	0.5656
61	Union ECDA	Calstock NDA	-	0.9008
62	Union ECDA	Tunis NDA	-	0.6938
63	Union ECDA	GMIT NDA	-	0.5400
64	Union ECDA	Union SSMDA	-	0.8061
65	Union ECDA	Union NCDA	-	0.2883

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Union ECDA	Union CDA	-	0.1488
2	Union ECDA	Enbridge CDA	-	0.1996
3	Union ECDA	Union EDA	-	0.3985
4	Union ECDA	Enbridge EDA	-	0.5077
5	Union ECDA	KPUC EDA	-	0.3836
6	Union ECDA	GMIT EDA	-	0.6494
7	Union ECDA	Enbridge SWDA	-	0.3224
8	Union ECDA	Union SWDA	-	0.3253
9	Union ECDA	Chippawa	-	0.2311
10	Union ECDA	Cornwall	-	0.5151
11	Union ECDA	East Hereford	-	0.7982
12	Union ECDA	Emerson 1	-	1.5863
13	Union ECDA	Emerson 2	-	1.5863
14	Union ECDA	Iroquois	-	0.4814
15	Union ECDA	Kirkwall	-	0.1724
16	Union ECDA	Napierville	-	0.6372
17	Union ECDA	Niagara Falls	-	0.2292
18	Union ECDA	North Bay Junction	-	0.4278
19	Union ECDA	Philipsburg	-	0.6511
20	Union ECDA	Spruce	-	1.6833
21	Union ECDA	St. Clair	-	0.3413
22	Union ECDA	Welwyn	-	1.9136
23	Union ECDA	Dawn Export	-	0.3224
24	Union ECDA	Union Parkway Belt	-	0.1421
25	Union ECDA	Union CDA (Amended)	-	0.1753
26	Union ECDA	Union ECDA	-	0.1329
27	Union ECDA	Enbridge Parkway CDA	-	0.1421
28	Union ECDA	Enbridge CDA (Amended)	-	0.2050
29	Union Dawn	Empress	67.22905	2.2103
30	Union Dawn	TransGas SSDA	56.73986	1.8654
31	Union Dawn	Centram SSDA	52.44229	1.7241
32	Union Dawn	Centram MDA	45.94133	1.5104
33	Union Dawn	Centrat MDA	45.91822	1.5096
34	Union Dawn	Union WDA	44.86702	1.4751
35	Union Dawn	Nipigon WDA	40.60412	1.3349
36	Union Dawn	Union NDA	22.41374	0.7369
37	Union Dawn	Calstock NDA	32.60697	1.0720
38	Union Dawn	Tunis NDA	26.31072	0.8650
39	Union Dawn	GMIT NDA	21.63264	0.7112
40	Union Dawn	Union SSM DA	18.75522	0.6166
41	Union Dawn	Union NCDA	13.97828	0.4596
42	Union Dawn	Union CDA	9.65334	0.3174
43	Union Dawn	Enbridge CDA	11.13767	0.3662
44	Union Dawn	Union EDA	17.32685	0.5697
45	Union Dawn	Enbridge EDA	20.65048	0.6789
46	Union Dawn	KPUC EDA	16.87578	0.5548
47	Union Dawn	GMIT EDA	24.96083	0.8206
48	Union Dawn	Enbridge SWDA	4.04238	0.1329
49	Union Dawn	Union SWDA	4.12876	0.1357
50	Union Dawn	Chippawa	11.35454	0.3733
51	Union Dawn	Cornwall	20.87405	0.6863
52	Union Dawn	East Hereford	29.48683	0.9694
53	Union Dawn	Emerson 1	42.48691	1.3968
54	Union Dawn	Emerson 2	42.48691	1.3968
55	Union Dawn	Iroquois	19.84992	0.6526
56	Union Dawn	Kirkwall	8.60427	0.2829
57	Union Dawn	Napierville	24.58883	0.8084
58	Union Dawn	Niagara Falls	11.29705	0.3714
59	Union Dawn	North Bay Junction	18.21958	0.5990
60	Union Dawn	Philipsburg	25.01102	0.8223
61	Union Dawn	Spruce	45.91822	1.5096
62	Union Dawn	St. Clair	4.61816	0.1518
63	Union Dawn	Welwyn	52.44229	1.7241
64	Union Dawn	Dawn Export	4.04238	0.1329
65	Union Dawn	Union Parkway Belt	9.52802	0.3133

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Union Dawn	Union CDA (Amended)	9.39753	0.3090
2	Union Dawn	Union ECDA	9.80664	0.3224
3	Union Dawn	Enbridge Parkway CDA	9.52802	0.3133
4	Union Dawn	Enbridge CDA (Amended)	11.28793	0.3711
5	Union EDA	Empress	-	2.5656
6	Union EDA	TransGas SSDA	-	2.2208
7	Union EDA	Centram SSDA	-	2.0795
8	Union EDA	Centram MDA	-	1.8658
9	Union EDA	Centrat MDA	-	1.7718
10	Union EDA	Union WDA	-	1.4034
11	Union EDA	Nipigon WDA	-	1.2522
12	Union EDA	Union NDA	-	0.6542
13	Union EDA	Calstock NDA	-	0.9893
14	Union EDA	Tunis NDA	-	0.7823
15	Union EDA	GMIT NDA	-	0.6285
16	Union EDA	Union SSMDA	-	1.0534
17	Union EDA	Union NCDA	-	0.4582
18	Union EDA	Union CDA	-	0.4131
19	Union EDA	Enbridge CDA	-	0.3677
20	Union EDA	Union EDA	-	0.1329
21	Union EDA	Enbridge EDA	-	0.2733
22	Union EDA	KPUC EDA	-	0.1971
23	Union EDA	GMIT EDA	-	0.3848
24	Union EDA	Enbridge SWDA	-	0.5697
25	Union EDA	Union SWDA	-	0.5725
26	Union EDA	Chippawa	-	0.4967
27	Union EDA	Cornwall	-	0.2508
28	Union EDA	East Hereford	-	0.5340
29	Union EDA	Emerson 1	-	1.8103
30	Union EDA	Emerson 2	-	1.8103
31	Union EDA	Iroquois	-	0.2222
32	Union EDA	Kirkwall	-	0.4197
33	Union EDA	Napierville	-	0.3730
34	Union EDA	Niagara Falls	-	0.4948
35	Union EDA	North Bay Junction	-	0.5163
36	Union EDA	Philipsburg	-	0.3868
37	Union EDA	Spruce	-	1.7718
38	Union EDA	St. Clair	-	0.5886
39	Union EDA	Welwyn	-	2.0795
40	Union EDA	Dawn Export	-	0.5697
41	Union EDA	Union Parkway Belt	-	0.3893
42	Union EDA	Union CDA (Amended)	-	0.4378
43	Union EDA	Union ECDA	-	0.3985
44	Union EDA	Enbridge Parkway CDA	-	0.3893
45	Union EDA	Enbridge CDA (Amended)	-	0.3656
46	Union NCDA	Empress	-	2.3245
47	Union NCDA	TransGas SSDA	-	1.9797
48	Union NCDA	Centram SSDA	-	1.8384
49	Union NCDA	Centram MDA	-	1.6259
50	Union NCDA	Centrat MDA	-	1.5278
51	Union NCDA	Union WDA	-	1.1595
52	Union NCDA	Nipigon WDA	-	1.0083
53	Union NCDA	Union NDA	-	0.4100
54	Union NCDA	Calstock NDA	-	0.7454
55	Union NCDA	Tunis NDA	-	0.5384
56	Union NCDA	GMIT NDA	-	0.3845
57	Union NCDA	Union SSMDA	-	0.9433
58	Union NCDA	Union NCDA	-	0.1329
59	Union NCDA	Union CDA	-	0.3030
60	Union NCDA	Enbridge CDA	-	0.2742
61	Union NCDA	Union EDA	-	0.4582
62	Union NCDA	Enbridge EDA	-	0.5343
63	Union NCDA	KPUC EDA	-	0.4468
64	Union NCDA	GMIT EDA	-	0.7027
65	Union NCDA	Enbridge SWDA	-	0.4596

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Union NCDA	Union SWDA	-	0.4624
2	Union NCDA	Chippawa	-	0.3866
3	Union NCDA	Cornwall	-	0.5684
4	Union NCDA	East Hereford	-	0.8516
5	Union NCDA	Emerson 1	-	1.6405
6	Union NCDA	Emerson 2	-	1.6405
7	Union NCDA	Iroquois	-	0.5366
8	Union NCDA	Kirkwall	-	0.3096
9	Union NCDA	Napierville	-	0.6905
10	Union NCDA	Niagara Falls	-	0.3847
11	Union NCDA	North Bay Junction	-	0.2724
12	Union NCDA	Philipsburg	-	0.7044
13	Union NCDA	Spruce	-	1.5278
14	Union NCDA	St. Clair	-	0.4785
15	Union NCDA	Welwyn	-	1.8384
16	Union NCDA	Dawn Export	-	0.4596
17	Union NCDA	Union Parkway Belt	-	0.2792
18	Union NCDA	Union CDA (Amended)	-	0.3277
19	Union NCDA	Union ECDA	-	0.2883
20	Union NCDA	Enbridge Parkway CDA	-	0.2792
21	Union NCDA	Enbridge CDA (Amended)	-	0.2737
22	Union NDA	Empress	-	1.4286
23	Union NDA	TransGas SSSA	-	1.1879
24	Union NDA	Centram SSSA	-	1.0893
25	Union NDA	Centram MDA	-	0.9409
26	Union NDA	Centrat MDA	-	0.8727
27	Union NDA	Union WDA	-	0.6155
28	Union NDA	Nipigon WDA	-	0.5101
29	Union NDA	Union NDA	-	0.0927
30	Union NDA	Calstock NDA	-	0.3266
31	Union NDA	Tunis NDA	-	0.1989
32	Union NDA	GMIT NDA	-	0.1848
33	Union NDA	Union SSMDA	-	0.8518
34	Union NDA	Union NCDA	-	0.3072
35	Union NDA	Union CDA	-	0.4349
36	Union NDA	Enbridge CDA	-	0.4132
37	Union NDA	Union EDA	-	0.4902
38	Union NDA	Enbridge EDA	-	0.4480
39	Union NDA	KPUC EDA	-	0.5277
40	Union NDA	GMIT EDA	-	0.5801
41	Union NDA	Enbridge SWDA	-	0.5522
42	Union NDA	Union SWDA	-	0.5543
43	Union NDA	Chippawa	-	0.4975
44	Union NDA	Cornwall	-	0.4798
45	Union NDA	East Hereford	-	0.6919
46	Union NDA	Emerson 1	-	0.9514
47	Union NDA	Emerson 2	-	0.9514
48	Union NDA	Iroquois	-	0.4600
49	Union NDA	Kirkwall	-	0.4398
50	Union NDA	Napierville	-	0.5713
51	Union NDA	Niagara Falls	-	0.4961
52	Union NDA	North Bay Junction	-	0.1893
53	Union NDA	Philipsburg	-	0.5817
54	Union NDA	Spruce	-	0.8727
55	Union NDA	St. Clair	-	0.5274
56	Union NDA	Welwyn	-	1.0893
57	Union NDA	Dawn Export	-	0.5522
58	Union NDA	Union Parkway Belt	-	0.4170
59	Union NDA	Union CDA (Amended)	-	0.4534
60	Union NDA	Union ECDA	-	0.4238
61	Union NDA	Enbridge Parkway CDA	-	0.4170
62	Union NDA	Enbridge CDA (Amended)	-	0.4128
63	Union Parkway Belt	Empress	72.71500	2.3906
64	Union Parkway Belt	TransGas SSSA	62.22550	2.0458
65	Union Parkway Belt	Centram SSSA	57.92793	1.9045

Line No.	Receipt Point	Delivery Point	Daily Equivalent FT for IT / STFT	
			FT Toll (\$/GJ/MO)	(\$/GJ)
1	Union Parkway Belt	Centram MDA	51.42698	1.6908
2	Union Parkway Belt	Centrat MDA	50.92176	1.6741
3	Union Parkway Belt	Union WDA	39.71839	1.3058
4	Union Parkway Belt	Nipigon WDA	35.11878	1.1546
5	Union Parkway Belt	Union NDA	16.92748	0.5565
6	Union Parkway Belt	Calstock NDA	27.12102	0.8917
7	Union Parkway Belt	Tunis NDA	20.82538	0.6847
8	Union Parkway Belt	GMIT NDA	16.14638	0.5308
9	Union Parkway Belt	Union SSMDA	24.24117	0.7970
10	Union Parkway Belt	Union NCDA	8.49264	0.2792
11	Union Parkway Belt	Union CDA	4.76720	0.1567
12	Union Parkway Belt	Enbridge CDA	5.88532	0.1935
13	Union Parkway Belt	Union EDA	11.84212	0.3893
14	Union Parkway Belt	Enbridge EDA	15.16514	0.4986
15	Union Parkway Belt	KPUC EDA	11.39043	0.3745
16	Union Parkway Belt	GMIT EDA	19.47488	0.6403
17	Union Parkway Belt	Enbridge SWDA	9.52802	0.3133
18	Union Parkway Belt	Union SWDA	9.61501	0.3161
19	Union Parkway Belt	Chippawa	7.30852	0.2403
20	Union Parkway Belt	Cornwall	15.38840	0.5059
21	Union Parkway Belt	East Hereford	24.00088	0.7891
22	Union Parkway Belt	Emerson 1	47.97256	1.5772
23	Union Parkway Belt	Emerson 2	47.97256	1.5772
24	Union Parkway Belt	Iroquois	14.36427	0.4723
25	Union Parkway Belt	Kirkwall	4.96613	0.1633
26	Union Parkway Belt	Napierville	19.10349	0.6281
27	Union Parkway Belt	Niagara Falls	7.25103	0.2384
28	Union Parkway Belt	North Bay Junction	12.73394	0.4187
29	Union Parkway Belt	Philipsburg	19.52568	0.6419
30	Union Parkway Belt	Spruce	50.92176	1.6741
31	Union Parkway Belt	St. Clair	10.10381	0.3322
32	Union Parkway Belt	Welwyn	57.92793	1.9045
33	Union Parkway Belt	Dawn Export	9.52802	0.3133
34	Union Parkway Belt	Union Parkway Belt	4.04238	0.1329
35	Union Parkway Belt	Union CDA (Amended)	5.51758	0.1814
36	Union Parkway Belt	Union ECDA	4.32069	0.1421
37	Union Parkway Belt	Enbridge Parkway CDA	4.04238	0.1329
38	Union Parkway Belt	Enbridge CDA (Amended)	6.05839	0.1992
39	Union SSMDA	Empress	-	1.2958
40	Union SSMDA	TransGas SSDA	-	1.0551
41	Union SSMDA	Centram SSDA	-	0.9565
42	Union SSMDA	Centram MDA	-	0.8074
43	Union SSMDA	Centrat MDA	-	0.8068
44	Union SSMDA	Union WDA	-	1.0857
45	Union SSMDA	Nipigon WDA	-	1.1694
46	Union SSMDA	Union NDA	-	0.8518
47	Union SSMDA	Calstock NDA	-	1.0856
48	Union SSMDA	Tunis NDA	-	0.9412
49	Union SSMDA	GMIT NDA	-	0.8339
50	Union SSMDA	Union SSMDA	-	0.0927
51	Union SSMDA	Union NCDA	-	0.7068
52	Union SSMDA	Union CDA	-	0.6003
53	Union SSMDA	Enbridge CDA	-	0.6368
54	Union SSMDA	Union EDA	-	0.7893
55	Union SSMDA	Enbridge EDA	-	0.8712
56	Union SSMDA	KPUC EDA	-	0.7782
57	Union SSMDA	GMIT EDA	-	0.9773
58	Union SSMDA	Enbridge SWDA	-	0.4620
59	Union SSMDA	Union SWDA	-	0.4599
60	Union SSMDA	Chippawa	-	0.6422
61	Union SSMDA	Cornwall	-	0.8767
62	Union SSMDA	East Hereford	-	1.0889
63	Union SSMDA	Emerson 1	-	0.7281
64	Union SSMDA	Emerson 2	-	0.7281
65	Union SSMDA	Iroquois	-	0.8515

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Union SSMDA	Kirkwall	-	0.5744
2	Union SSMDA	Napierville	-	0.9682
3	Union SSMDA	Niagara Falls	-	0.6408
4	Union SSMDA	North Bay Junction	-	0.7556
5	Union SSMDA	Philipsburg	-	0.9786
6	Union SSMDA	Spruce	-	0.8068
7	Union SSMDA	St. Clair	-	0.4171
8	Union SSMDA	Welwyn	-	0.9565
9	Union SSMDA	Dawn Export	-	0.4620
10	Union SSMDA	Union Parkway Belt	-	0.5972
11	Union SSMDA	Union CDA (Amended)	-	0.5940
12	Union SSMDA	Union ECDA	-	0.6040
13	Union SSMDA	Enbridge Parkway CDA	-	0.5972
14	Union SSMDA	Enbridge CDA (Amended)	-	0.6405
15	Union WDA	Empress	-	0.9288
16	Union WDA	TransGas SSSDA	-	0.6881
17	Union WDA	Centram SSSDA	-	0.5895
18	Union WDA	Centram MDA	-	0.4412
19	Union WDA	Centrat MDA	-	0.3728
20	Union WDA	Union WDA	-	0.0927
21	Union WDA	Nipigon WDA	-	0.2022
22	Union WDA	Union NDA	-	0.6155
23	Union WDA	Calstock NDA	-	0.3817
24	Union WDA	Tunis NDA	-	0.5262
25	Union WDA	GMIT NDA	-	0.6451
26	Union WDA	Union SSMDA	-	1.0857
27	Union WDA	Union NCDA	-	0.8689
28	Union WDA	Union CDA	-	0.9963
29	Union WDA	Enbridge CDA	-	0.9747
30	Union WDA	Union EDA	-	1.0516
31	Union WDA	Enbridge EDA	-	1.0091
32	Union WDA	KPUC EDA	-	1.0887
33	Union WDA	GMIT EDA	-	1.1414
34	Union WDA	Enbridge SWDA	-	1.1053
35	Union WDA	Union SWDA	-	1.1071
36	Union WDA	Chippawa	-	1.0589
37	Union WDA	Cornwall	-	1.0408
38	Union WDA	East Hereford	-	1.2529
39	Union WDA	Emerson 1	-	0.4516
40	Union WDA	Emerson 2	-	0.4516
41	Union WDA	Iroquois	-	1.0210
42	Union WDA	Kirkwall	-	1.0012
43	Union WDA	Napierville	-	1.1323
44	Union WDA	Niagara Falls	-	1.0575
45	Union WDA	North Bay Junction	-	0.7118
46	Union WDA	Philipsburg	-	1.1427
47	Union WDA	Spruce	-	0.3728
48	Union WDA	St. Clair	-	1.0403
49	Union WDA	Welwyn	-	0.5895
50	Union WDA	Dawn Export	-	1.1053
51	Union WDA	Union Parkway Belt	-	0.9785
52	Union WDA	Union CDA (Amended)	-	1.0148
53	Union WDA	Union ECDA	-	0.9853
54	Union WDA	Enbridge Parkway CDA	-	0.9785
55	Union WDA	Enbridge CDA (Amended)	-	0.9744
56	Welwyn	Empress	13.13970	0.4320
57	Welwyn	TransGas SSSDA	5.81993	0.1913
58	Welwyn	Centram SSSDA	2.82084	0.0927
59	Welwyn	Centram MDA	7.37361	0.2424
60	Welwyn	Centrat MDA	9.41213	0.3094
61	Welwyn	Union WDA	17.93093	0.5895
62	Welwyn	Nipigon WDA	20.44000	0.6720
63	Welwyn	Union NDA	33.13409	1.0893
64	Welwyn	Calstock NDA	26.02055	0.8555
65	Welwyn	Tunis NDA	30.41423	0.9999

Line No.	Receipt Point	Delivery Point	FT Toll (\$/GJ/MO)	Daily Equivalent FT for IT / STFT (\$/GJ)
1	Welwyn	GMIT NDA	34.03047	1.1188
2	Welwyn	Union SSMDA	29.09385	0.9565
3	Welwyn	Union NCDA	41.89957	1.3775
4	Welwyn	Union CDA	43.50070	1.4302
5	Welwyn	Enbridge CDA	44.39769	1.4597
6	Welwyn	Union EDA	47.39495	1.5582
7	Welwyn	Enbridge EDA	46.15395	1.5174
8	Welwyn	KPUC EDA	48.58789	1.5974
9	Welwyn	GMIT EDA	50.19145	1.6501
10	Welwyn	Enbridge SWDA	39.29590	1.2919
11	Welwyn	Union SWDA	39.23050	1.2898
12	Welwyn	Chippawa	44.77546	1.4721
13	Welwyn	Cornwall	47.12941	1.5495
14	Welwyn	East Hereford	53.58322	1.7616
15	Welwyn	Emerson 1	9.76801	0.3211
16	Welwyn	Emerson 2	9.76801	0.3211
17	Welwyn	Iroquois	46.52716	1.5297
18	Welwyn	Kirkwall	42.71413	1.4043
19	Welwyn	Napierville	49.91284	1.6410
20	Welwyn	Niagara Falls	44.73227	1.4707
21	Welwyn	North Bay Junction	36.06109	1.1856
22	Welwyn	Philipsburg	50.22917	1.6514
23	Welwyn	Spruce	9.41213	0.3094
24	Welwyn	St. Clair	36.19431	1.1900
25	Welwyn	Welwyn	2.82084	0.0927
26	Welwyn	Dawn Export	39.29590	1.2919
27	Welwyn	Union Parkway Belt	43.40641	1.4271
28	Welwyn	Union CDA (Amended)	43.30847	1.4238
29	Welwyn	Union ECDA	43.61507	1.4339
30	Welwyn	Enbridge Parkway CDA	43.40641	1.4271
31	Welwyn	Enbridge CDA (Amended)	44.49076	1.4627

- Notes:
- (i) Aggregate charges for Mainline transportation service will include the applicable transportation toll, abandonment surcharge, delivery pressure toll (if applicable) and Dawn receipt surcharge (if applicable) pursuant to the Mainline Tariff.
 - (ii) 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.
 - (iii) Transportation with receipt points from delivery areas or Spruce is for STFT and IT service only.
 - (iv) 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.
 - (v) 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.