

INFORMATION ITEMS

Week Ending October 20, 2017

REPORTS

1. Community Benefit Agreement Annual Report
2. Parking Master Plan – On-Street Parking Metrics Study Update

INTERGOVERNMENTAL CONSULTATIONS

1. None

CORRESPONDENCE

1. Union Gas Limited re: EB-2017-0087 – 2018 Rates Application
2. Union Gas Limited re: EB-2017-0087 – 2018 Rates Evidence
3. Ontario Energy Board Notice to Customers of Union Gas Limited
4. Township of Puslinch re: Provincial Growth Plan – Comments on Draft Natural Heritage System and Draft Prime Agricultural System

BOARDS & COMMITTEES

1. [Committee of Adjustment Meeting Minutes – September 7, 2017](#)
2. Guelph Police Services Board Meeting Minutes – September 21, 2017
3. Guelph Public Library Board of Directors – Resignation received from Robin Bergart
4. River Systems Advisory Committee – Resignation received from Beth Anne Fischer

ITEMS AVAILABLE IN THE CLERK'S OFFICE

1. None

Information Report



Service Area Public Services

Date Friday, October 20, 2017

Subject **Community Benefit Agreement Annual Report**

Report Number PS-17-32

Executive Summary

Purpose of Report

To update Council on the contributions the City of Guelph makes as part of our community benefit agreements, and the impacts on the community.

Key Findings

Community Benefit Agreements (CBAs) are an important part of the community investment strategy to capture and clarify the range of collaborations that the City enters into with community organizations. Historically, agreements have emerged organically as the City entered into a variety of multi-year agreements with community organizations over several years. CBAs allow the City to formalize and standardize these agreements.

CBAs have proven to be a cost-effective way of working with community benefit organizations in ways that foster innovation and leverage resources and collaborations already well positioned in the community.

Regardless of the specific work under a CBA, it is clear that CBAs support a range of City goals, across a number of different departments, and impact a significant number of residents and volunteers. Based on some of the indicators provided in 2016, it was found that CBAs overall directly impacted a minimum of:

- 153,000 residents cumulatively
- 42,000 volunteer hours equivalent to an estimated \$1,008,000 based on TD Economics conservative estimate of the value of volunteering (2012)

Financial Implications

Funds for the Community Benefit Agreements are approved in the annual operating budget. In 2016, the City invested \$1,440,478 into 13 community benefit agreements.

Report

Background

The City's contribution to improve the wellbeing of Guelph residents is embedded in the Community Investment Strategy, which was implemented in early 2013 as the City's way of:

- Increasing the City's ability to respond to changing community needs
- Addressing the patchwork of investment mechanisms that has evolved over the years
- Fostering innovation
- Improving the City's ability to monitor and evaluate community impact

Community Benefit Agreements (CBAs) are an important part of the Community Investment Strategy to capture and clarify the range of collaborations that the City enters into with community organizations.

CBAs provide a consistent, transparent, and accountable framework for the City to invest in this significant work, through developing mutually beneficial relationships with eligible organizations to help achieve the broader goals and objectives of the City's plans and strategies.

CBAs are entered into based on changing needs of the community and to leverage new opportunities as they emerge. Over time, some existing CBAs may be phased out to make room for new initiatives that would be mutually beneficial to the City. The decision-making for which CBAs to support rests with senior managers and the Public Services DCAO to maintain flexibility and staff connection to the work of the CBAs. Under the Community Investment Strategy, Council can direct staff to explore potential CBAs and determine the total budget envelope for CBAs overall.

Historically, agreements have emerged organically as the City entered into a variety of agreements with community organizations over several years. The Community Investment Strategy and CBAs allowed the City to formalize and standardize these and future agreements to ensure consistency and transparency in the negotiation, implementation and evaluation of those agreements.

At the core of the CBAs is that supporting organizations to conduct important work in the community with support from the City, or on behalf of the City, is often more effective and efficient than if the work were done internally at the City. In this way, the CBAs ensure a more effective use of municipal investment.

CBAs have proven to be a cost-effective way of working with community benefit organizations in ways that foster innovation, and leverage resources and collaborations already well positioned in the community.

Community Impact

Overall, every Community Benefit Agreement is different and developed to find a balance between the needs of the City and where the investment could have the greatest impact on the wellbeing of Guelph residents.

CBAs range from supporting service and system coordination, to on-the-ground supports for neighbourhood residents, youth, and families, to arts organizations creating community vitality, to commemorating Guelph's rich civic history.

Regardless of the specific work under a CBA, it is clear that CBAs support a range of City goals across a number of different departments, and impact a significant number of residents and volunteers. Based on some of the indicators provided in 2016, it was found that CBAs overall directly impacted a minimum of:

- 153,000 residents cumulatively
- 42,000 volunteer hours equivalent to an estimated \$1,008,000 based on TD Economic's conservative estimate of the value of volunteering (2012)

All CBA recipients must submit annual workplans, reports, and financial statements to the City of Guelph to ensure the responsible use of municipal funding. The following is a list of 2016 CBA supported initiatives:

- Art Gallery of Guelph
- Canadian Mental Health Association – Waterloo Wellington (Seniors at Risk)
- Children's Foundation of Guelph Wellington (Free to Play)
- Guelph Arts Council
- Guelph Community Health Centre (Wellington Guelph Drug Strategy)
- Guelph Neighbourhood Support Coalition
- Guelph Wellington Seniors Association
- Kindle Communities Inc. (Shelldale Centre)
- The PIN People and Information Network (Volunteer Police Checks)
- Rotary Club of Guelph (Canada Day Celebration)
- Royal Canadian Legion of Guelph (Remembrance Day)
- Wellington Dufferin Guelph Public Health (Poverty Task Force)
- Wyndham House (Youth Emergency Shelter)

Further detail about the objectives and impacts of each of the CBAs can be found in the attached summary (ATT-1).

Financial Implications

Funds for the Community Benefit Agreements are approved in the annual operating budget. In 2016, the City invested \$1,440,478 into 13 community benefit agreements.

Community Benefit Agreements change slightly year over year based on cost of living increases defined by the Consumer Price Index. Moving forward, Statistics Canada Consumer Price Index will be assessed based on a percentage change between June of the current year and June of the previous year. This percentage change is then applied to the CBA investment as part of the following year's budget process.

Consultations

Community Benefit Agreement Recipients
CBA staff liaisons in Public Services

Corporate Administrative Plan

Overarching Goals

Service Excellence
Financial Stability
Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better
Our People- Building a great community together
Our Resources - A solid foundation for a growing city

Attachments

ATT-1 Summary of Community Benefit Agreements

Departmental Approval

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SUMMARY OF COMMUNITY BENEFIT AGREEMENTS

The following is a brief snapshot of the impact of Community Benefit Agreements (CBA) for the calendar year of 2016. Each CBA is different, with a different history, relationship with the City, and type of work being carried out.

ART GALLERY OF GUELPH (AGG)

Shared Purpose

Together with the AGG, we aim to expand Canadian and international partnerships to engage the community in dialogue, shared learning opportunities and a forum for understanding contemporary and historical art practices through curatorial programming of exhibits, artist talks, camps, special events, and community partnerships.

The partnership between University of Guelph, the Upper Grand District School Board, the City of Guelph and the Art Gallery of Guelph is led by an Act of Provincial Legislation and supported by requirements within the Act.

City Objectives

The AGG supports the City's goals around culture and tourism to ensure that Guelph has a vibrant arts community to enrich our local culture and bring visitors from other parts of the world to be introduced to our City.

Investment from the City 2016: \$185,565

Indicator Outcomes 2016

1. Annual attendance: over 35,000
2. Unique student experiences, ages pre-kindergarten to post-secondary: 2,600
3. Number of works in the collection, with significant focus of Inuit, First Nations and Metis works: 10,000

Impact of Investment

The AGG serves as the central arts institution in the City of Guelph. The Art Gallery's curatorial and event programming make art and visual culture accessible and add to the vitality of life in Guelph. Without the City's support, the agreement between the four partners may no longer be able to be maintained. It is not clear whether the AGG would be able to continue.

CANADIAN MENTAL HEALTH ASSOCIATION – WATERLOO WELLINGTON SENIORS AT RISK

Shared Purpose

Together with CMHA, we aim to address the needs of vulnerable seniors by

supporting a Vulnerable Senior Services Lead to provide consultation/coordination, service planning, and access to community supports and awareness-raising with a focus on elder abuse.

City Objectives

The CMHA supports the City's goals of an Age-Friendly City by working on issues of elder abuse, hoarding, and mental health services for seniors collaboratively with key stakeholders in the community. While there is a significant municipal interest in this work, this type of coordination and service planning is better implemented through a third party community benefit organization with support and involvement of the City of Guelph.

Investment from City of Guelph 2016: \$58,623

Indicator Outcomes 2016

1. Units of service provided to vulnerable seniors: 1,087
2. Education sessions held on topics of elder abuse, mental health, substance dependence, and wellbeing of seniors: 33
3. Number of individuals that received training on topics of hoarding, elder abuse, dementia, and mental health: 747

Impact of Investment

The Seniors at Risk program provides support to a vulnerable segment of the senior population in Guelph. It provides a needed service while building service provider capacity to identify and respond to issues facing seniors at risk.

Without City support, the Seniors at Risk program and Vulnerable Seniors Lead would likely cease to exist leading to a reduction in vulnerable seniors served, and reduction of health and social service staff capacity to respond to issues of elder abuse, hoarding, and mental health for seniors which could lead to an intensification of these issues in the community.

CHILDREN'S FOUNDATION OF GUELPH WELLINGTON (CFGW) – FREE TO PLAY

Shared Purpose

Together, with CFGW, we aim to collect and distribute funds to provide financial assistance or subsidies to enable children and youth to participate in recreation and leisure programs.

City Objectives

Through this agreement, the CFGW administers a program that the City used to operate internally. The CFGW has been able to administer the program in a more efficient manner while applying the program to a broader range of

recreational and leisure programs in the City, and thereby offering more choice to children and youth in need. The CFGW supports the City's goals around offering affordable recreational options to Guelph residents.

Investment from Guelph 2016: \$42,000

Indicator Outcomes 2016

1. Number of children that received financial support for recreational programs through Free to Play program: 1,160 for a total of 1,851 activities
2. Average amount of assistance provided per child: \$300
3. Number of tickets provided for cultural events including River Run Centre, Guelph Storm, and Museums: 316

Impact on Investment

The CFGW ensures fair access to children's recreational programs regardless of the family's ability to pay. Without City support, the City may need to operate the program internally at a greater expense, or 1,160 children and youth may no longer be able to access financial supports for recreational programs offered by the City of Guelph and other community organizations.

GUELPH ARTS COUNCIL (GAC)

Shared Purpose

Together with GAC, we aim to support the ongoing development, growth, engagement and promotion of the arts in Guelph.

City Objectives

The GAC supports the City in meeting our goals around culture and tourism by developing and implementing a number of arts initiatives, facilitating new partnership and collaboration to advance the arts in partnership with the City of Guelph, and acting as a resource with expertise on the arts community including on community needs and in understanding the value the arts bring to the City.

Investment from Guelph 2016: \$50,450

Indicator Outcomes 2016

1. Number of residents that participated in GAC activities including Art on the Street and Doors Open Guelph: 18,100
2. Number of artists and arts organizations involved in GAC activities: 240
3. Amount of volunteer hours contributed to GAC: 3,600

Impact on Investment

Through the City's investment, GAC is able to promote the arts across the community while supporting local artists and arts organizations. Because of this support, the arts community in Guelph is able to thrive. Without City support, multiple arts-based events may no longer occur in the City of Guelph, and local artists and arts organization would lack a resource to connect and leverage arts opportunities.

GUELPH COMMUNITY HEALTH CENTRE – WELLINGTON GUELPH DRUG STRATEGY (WGDS)

Shared Purpose

Together with the WGDS and hosted by Guelph Community Health Centre, we aim to support the vision of a life free of harm from substance use for residents of Guelph and Wellington.

City Objectives

The WGDS supports the City's goals in a number of departments including EMS, Bylaw, and Community Investment through their work with over 30 community partners to identify priorities, challenges and trends to reduce the harms of substance misuse, to offer expertise to stakeholders, and to lead the development of innovative programs and services. While there is a significant municipal interest in this work, this type of coordination and service planning is better implemented through a third party community benefit organization with support and involvement of the City of Guelph.

Investment from Guelph 2016: \$98,592

Indicator Outcomes 2016

1. Developed the first Rapid Access Addictions Clinic in Guelph which served over 60 individuals in its first 12 days of operation
2. Number of residents supported by the Bail Court created under the WGDS: 120
3. Number of businesses that received resources and information as part of the Meth-Watch Program: over 4,000

Impact on Investment

Through the City's investment, WGDS has become a vehicle to take coordinated action on drug and addiction issues as they relate to municipal service planning across departments. Without City support, the WGDS would potentially cease to exist, leading to a lack of coordination on issues of drug use and addictions as those issues become increasingly prevalent in the community.

GUELPH NEIGHBOURHOOD SUPPORT COALITION (GNSC)

Shared Purpose

Together with the GNSC, we aim to support the vision of the City's Sustainable Neighbourhood Engagement Framework: "Every neighbourhood in Guelph is a welcoming and inclusive place that engages with and involves residents, in large and small ways, in the activities that impact the circumstances, aspirations and opportunities of all who live there and raise the quality of life as a whole."

City Objectives

The GNSC is the main organization supporting the City's goals of the Sustainable Neighbourhood Engagement Framework (SNEF). The GNSC is doing work that the City of Guelph used to do internally. The GNSC has demonstrated that the model of service delivery and support for neighbourhood groups envisioned by the City's SNEF can have a more significant impact on the community than the City of Guelph doing the work directly.

Investment from Guelph 2016: \$354,740 (GNSC Operations) & \$80,387 (Play Time Program) totalling \$435,127, and in-kind contributions

Indicator Outcomes 2016

1. Number of residents that benefited from GNSC activities: over 52,000
2. Number of volunteers involved in the GNSC: 1,500 volunteers contributing over 37,000 hours
3. Number of programs delivered through GNSC: 262 programs across 13 different neighbourhoods

Impact on Investment

Through the City's investment, the GNSC has become a vehicle for a number of City-wide collaborative projects that rely on the GNSC to connect to residents in neighbourhoods. City-wide partnerships with other organizations include the Community Backpack Drive, Parent Outreach Workers, and neighbourhood markets.

Without City support, neighbourhood groups would lack funds, coordination, administration, and support to maintain important services for all residents, leading to a lack of opportunities for community connection and wellbeing for over 50,000 residents.

GUELPH WELLINGTON SENIORS' ASSOCIATION (GWSA)

Shared Purpose

Together with the GWSA, we aim to empower older adults to be active, to be involved and to age successfully.

City Objectives

In addition to supporting access to seniors for use of City facilities and programming, the GWSA supports the City's goals of creating an Age-Friendly City. While there is a significant municipal interest in this work, this type of coordination and member support is better implemented through a third party community benefit organization with support and involvement of the City of Guelph.

Investment from Guelph 2016: \$0, in-kind staff support, and priority booking

Indicator Outcomes 2016

1. Number of members supported by the GWSA: 2,650
2. Number of volunteers contributing to GWSA activities: 450

Impact on Investment

Through this agreement with the City, the GWSA is the primary seniors group doing work to support the wellbeing of residents in Guelph. Without City support, the GWSA would need additional resources to support the administration of the organization and seniors could lack in recreational and leisure opportunities with the City.

KINDLE COMMUNITIES INC. – COMMUNITY ACCESS TO SHELLDALE CENTRE

Shared Purpose

Together with Kindle Communities, we aim to provide access to community space at the Shelldale Centre and Better Beginnings, Better Futures to support participation of residents in programs and services.

City Objectives

Kindle supports City's goals of engaging and strengthening Guelph's neighbourhoods through the provision of low, or no cost recreational programming and programs to meet local residents' basic needs including the Breakfast Club.

Investment from Guelph 2016: \$23,442

Indicator Outcomes 2016

1. Number of residents that benefited from activities related to the CBA: 6,085
2. Number of residents actively involved in setting program budget: 6
3. Number of children that used the award-winning Breakfast Club program: 105

Impact on Investment

The Shelldale Centre is an example of a community hub in Guelph that provides accessible and affordable space for use by neighbourhood residents through this agreement with the City. Without City support, community use of the Centre may be limited and become less affordable for residents.

THE PIN PEOPLE AND INFORMATION NETWORK (PIN) – VOLUNTEER POLICE CHECK INITIATIVE

Shared Purpose

Together with PIN, we aim to ensure the appropriate use of police record checks within the context of a sustainable and comprehensive screening process.

City Objectives

PIN supports the City's goals of supporting local community benefit organizations through the affordable and effective recruitment and retention of volunteers while still protecting our most vulnerable citizens.

Investment from Guelph 2016: \$49,401

Indicator Outcomes 2016

1. Number of volunteers supporting community benefit organizations that could receive free police record checks: 3,369
2. Amount of cost savings to community benefit organizations including the City of Guelph: \$117,915
3. Number of community benefit organizations that benefited from the volunteer screening program: 198

Impact on Investment

Through this agreement with the City, PIN is able to offer substantial cost savings to community benefit organizations while ensuring greater capacity for organizations to support volunteers and reduce risk. Without City support, the volunteer screening program would cease to exist and organizations would need to take on the added cost of volunteer screening and capacity building.

ROTARY CLUB OF GUELPH – CANADA DAY CELEBRATIONS

Shared Purpose

Together with the Rotary Club of Guelph, we aim to coordinate annual Canada Day Celebrations in Guelph.

City Objectives

The Rotary Club of Guelph supports the City's goals of national pride and civic celebration by coordinating all event logistics and communications around Canada Day on behalf of the City.

Investment from Guelph 2016: \$20,500, and in-kind contributions

Indicator Outcomes 2016

1. Successful Canada Day celebration for 2016
2. Estimated number of people in attendance at Canada Day celebration: 30,000

Impact on Investment

Through this agreement, Canada Day celebrations have been successful for a number of years while allowing the City to remain involved in celebratory activities. Without City support, Canada Day celebrations may not continue at the same scale, leading to a more limited or cessation of commemoration by the recipient.

ROYAL CANADIAN LEGION OF GUELPH – COMMEMORATION OF REMEMBRANCE DAY

Shared Purpose

Together with the Royal Canadian Legion, we aim to support the commemoration of Remembrance Day.

City Objectives

The Royal Canadian Legion of Guelph supports the City's goals of commemorating Remembrance Day, and to honour veterans and those whose lives were lost.

Investment from Guelph 2016: \$1,000, and in-kind contributions

Indicator Outcomes 2016

1. Successful Remembrance Day commemoration for 2016
2. Estimated number of people in attendance at Remembrance Day commemoration: 3,500

Impact on Investment

Without City support, Remembrance Day commemoration would not be able to continue at the same scale, leading to more limited or cessation of commemoration by the recipient.

WELLINGTON DUFFERIN GUELPH PUBLIC HEALTH – POVERTY TASK FORCE (PTF)

Shared Purpose

Together with PTF, we aim to support the vision that “poverty will be eliminated in Guelph and Wellington” by working collaboratively, informed by diverse voices of experience, to take local action and advocate for system and policy change to address the root causes of poverty.

City Objectives

The PTF supports the City’s goals of ensuring the wellbeing of residents by building a community where everyone has: the income, resources, and opportunities to participate in the community; access to appropriate, safe, and affordable housing; access to affordable and healthy food; and access to affordable health services.

Investment from Guelph 2016: \$74,435

Indicator Outcomes 2016

1. Number of new Living Wage employers signed on in 2017: 11
2. Number of Guelph’s most vulnerable individuals that had been housed as a result of Poverty Task Forces work on Registry Week and the 20K Homes Campaign: 37
3. Number of volunteers engaged in Registry Week leading to a report based on local data on homelessness: 125

Impact on Investment

Through this agreement, the PTF coordinates local efforts to eliminate poverty and homelessness and ensures that municipal and other organizational work can be more effective and efficient. The PTF also provides local, provincial, and national expertise and data on poverty issues to the City of Guelph. Without City support, the PTF may likely cease to exist leading to a lack of coordination and information on poverty and homelessness persistent in the community.

WYNDHAM HOUSE – YOUTH EMERGENCY SHELTER

Shared Purpose

Together with Wyndham House, we aim to support the provision of a Youth Emergency Shelter (aged 16 – 24) and the vision for a community that supports youth in achieving their full potential.

City Objectives

Wyndham House supports the City's goals of stability and social inclusion of youth through the provision of a shelter for youth experiencing homelessness, and an access point for youth to obtain needed services, supports, workshops, and recreational activities.

Investment from Guelph 2016: \$406,358

Indicator Outcomes 2016

1. Number of homeless youth served over the year: 165
2. Percentage of youth that also accessed the Youth Resource Centre: 100%
3. Percentage of youth that transitioned to stable housing: 22%

Impact on Investment

Through this agreement, Wyndham House responds to a significant need in the community by providing the only emergency shelter support for some of the most vulnerable youth in the City who would otherwise be on the street. Wyndham House also implements best practices in shelter management to improve recidivism rates and supports for homeless youth. Without City support, the shelter would likely no longer be able to function at its current scale and Guelph could be left without a youth emergency shelter.

Information Report



Service Area	Infrastructure, Development and Enterprise Services
Date	Friday, October 20, 2017
Subject	Parking Master Plan – On-Street Parking Metrics Study Update
Report Number	IDE-2017-126

Executive Summary

Purpose of Report

This report provides a status update on the Downtown Parking Master Plan (DPMP) – On-Street Parking Metrics Study.

Key Findings

During 2017, staff has taken the following actions in response to Council direction:

- Established and successfully recruited for the position of Program Manager, Parking
- Issued and awarded a Request for Proposal (RFP) entitled 'Parking Technology and Implementation Metrics'
- Engaged with the Downtown Advisory Committee (DAC) GuelphLabs/University of Guelph to discuss opportunities to include local economic indicators as a metric in the development of fees structures, and issue subject matter surveys to comparative municipalities and stakeholders (DAC, Downtown Guelph Business Association) to obtain details/best practices that will assist in the development of operational policies and procedural development as well as the technology selected for parking control.

The study is anticipated to be completed in December 2017 and a report and recommendations will be presented to Council during the first quarter of 2018.

Financial Implications

The project is expected to be completed within the approved budget amount of \$100,000.

Given that the On-Street Parking Metrics Study is underway, as well as the fact that the downtown parking supply will be further limited in 2018 due to the Wilson

Street surface parking lot being offline while the new Wilson Parkade is under construction and several levels of the West Parkade offline as well during rehabilitation work, the capital cost (\$800K) for on-street parking technology has not been recommended for the 2018 Capital Budget.

Report

At the meeting of November 18, 2015, Guelph City Council approved the 'Downtown Parking Master Plan (2016 to 2035)'. The implementation of On-Street Paid Parking in the downtown was one of the programs approved subject to the following direction to staff:

"That staff be directed to work with the Downtown Advisory Committee to develop metrics which will be used to measure and determine the effect and implementation of enhanced On-Street Parking Management and Customer Service Strategy within the downtown, while also allowing for flexibility as to the timelines for implementation so as to minimize impact."

Subsequently, at its meeting of December 7, 2016 Council provided the following direction to staff regarding the consideration to re-introduce on-street paid parking in the downtown:

"That \$700,000 for downtown parking metres be removed from the 2017 Capital Budget."

"That staff report back on the timing of implementation once performance metrics have been put in place and measured."

Throughout 2017 to the present, staff from Business Development & Enterprise and Engineering & Capital Infrastructure have undertaken the following actions in response to Council's direction:

- Established and filled the new position of *Program Manager, Parking* (through reallocation of existing resources) to lead the implementation of the Council approved Downtown Parking Master Plan;
- Issued a Request for Proposal (RFP) for 'Parking Technology and Implementation Metrics' in April 2017; contents of the RFP were endorsed by the Downtown Advisory Committee (DAC);
- Awarded RFP to the Consultant firm of CIMA Canada Inc. in June 2017;
- Meeting with DAC on August 17, 2017 to discuss the project, expected deliverables, and project schedule;
- Meeting with various stakeholders on September 21, 2017; (DAC, DGBA, GuelphLab)
 - Develop an economic health model to measure the changing economic activity in the downtown;

- Identify which key metrics are appropriate and how they will be used to measure economic health; and
- Identify sub-set of metrics which parking policies can support or impact.
- Developed and issued a survey to comparative municipalities to obtain input regarding parking technologies and parking policies
- Developed a survey to be issued to various stakeholders to obtain input on technologies and policies.

Project Deliverables:

- Project start up
- Local Economy Metrics Development
- Parking Technology Review and selection
- Operational Policies and Procedural Development
- Roll Out Strategy Development
- Project Management and Summary Report

Project Schedule:

Consultant Assignment – June 2017 to December 2017
Report to Committee of the Whole – First Quarter of 2018

Financial Implications

The project is expected to be completed within the approved budgeted amount of \$100,000.

Given that the On Street Parking Metrics Study is underway, as well as the fact that the downtown parking supply will be further limited in 2018 due to the Wilson Street surface parking lot being offline while the new Wilson Parkade is under construction and several levels of the West Parkade offline during rehabilitation work, the capital cost (\$800K) for on-street parking technology has not been recommended for the 2018 Capital Budget.

Consultations

To date, the project team has engaged stakeholder groups including DAC, DGBA, Places of Worship, River Run, and Sleeman Centre. These groups are either involved in meetings with staff and the consultant and or part of groups that have been surveyed to answer a number of questions regarding on street parking in the downtown. (See **Attachment 1**).

In addition a number of comparative municipalities have been surveyed to obtain input regarding parking technologies and parking policies. (See **Attachment 2**)

The information obtained will inform the project deliverables and be presented as part of the final staff report, including:

- Local Economy Metrics Development
- Parking Technology Review and selection
- Operational Policies and Procedural Development.

Corporate Administrative Plan

Overarching Goals

Service Excellence
Innovation

Service Area Operational Work Plans

Our Services - Municipal services that make lives better
Our People- Building a great community together
Our Resources - A solid foundation for a growing city

Attachments

ATT-1 Stakeholder Survey
ATT-2 Comparative Municipality Survey

Departmental Approval

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Attachment 1

Downtown On-Street Paid Parking Stakeholder Survey

Background

On November 18, 2015, Council moved "That staff be directed to work with the Downtown Advisory Committee to develop metrics which will be used to measure and determine the effect and implementation of enhanced on-street parking management and customer service strategy within the downtown, while also allowing for flexibility as to the timelines for implementation so as to minimize impact." As there are also a number of downtown special interest groups, i.e. community, faith and cultural, that have an interest in how moving to paid parking affects their operation, staff are asking you to complete this survey.

Purpose

The City of Guelph is developing parking policy and technology recommendations related to the implementation of paid on-street parking in the downtown area. A key component of this work is collecting feedback from valued stakeholders in the downtown area.

We invite you to answer a few questions about paid on-street parking policies and the technology that will be used (e.g. devices, apps). When answering the survey, please assume that all questions refer to **paid on-street parking in downtown Guelph**, (versus parking lots), unless otherwise stated.

Completing this survey should take 10 - 15 minutes of your time. We will be happy to share a summary of the survey results with you upon request.

Should you have any questions or comments about this project or survey, please contact our project managers:

- Emily Keating Emily.Keating@guelph.ca
- Jamie Zettle Jamie.Zettle@guelph.ca

Thank you for your participation.

Survey Questions

1. What do you consider to be the appropriate maximum allowed time for paid on-street parking downtown?

0.5 hour
1 hour
1.5 hour
2 hour
2.5 hour
3 hour

2. What is the appropriate maximum grace period for users after their paid time has run out?

0 minutes (none)
5 minutes
10 minutes
15 minutes
20 minutes

3. Do you have any special parking needs which need to be accommodated for your business / organization? Please choose all that apply and provide more detail in the comment box.

Specific day or time of the week
Tied to events, festivals or annual remembrances
Large transport parking such as buses, vans, etc
Specific short, recurring periods of parking, such as deliveries, drop-offs, loading
Special turn around parking for which paid parking is inappropriate
Other **TEXT BOX**
Comments **TEXT BOX**

4. The City of Guelph will develop a fee structure for paid on-street parking. Consider each scenario below and provide an hourly parking rate in whole dollar amounts that, in your opinion, would match each scenario. Please note that zero is not a valid amount..

At what amount would you consider **the price per hour to be:**

___ Too cheap: "The price is so low that I would wonder why I am paying and - or feel that the parking has no value"

___ A deal: "I would pay this price and consider that I received fair value, maybe even got a deal."

___ Costly: "I would still pay this price because I want to park but may consider the price high for what I am receiving"

___ Too expensive: "I would choose not to pay to park on the street at this price and make alternative parking choices or choose not to stop"

5. Which of the following attributes are required when choosing technology for paid on-street parking? Please choose all that apply.

Provide businesses and City with real-time information on turnover and parking availability

Integrates with mobile and/or web based apps to allow users to select, pay and top-up spot usage

Provides an ability to adjust prices based on time of use (e.g. time of day) or as market conditions change

Supports streetscape design and function

Integrates with adjacent businesses and organizations' marketing and street presence

Other **TEXT BOX**

6. The technology used for payment may offer the following services or opportunities. Please indicate which of the following would be of interest to your group or business. Please choose all that apply.

Able to display paid ads or messages from you

Able to offer pre-payment or promotional pricing to your clients

Can be disabled for temporary periods during special events or holidays

Able to produce occupancy reports for spots in front of your location

Able to produce parking turnover reports for spots in front of your location

Able to advertise on machines near your location (i.e. wraps)

Other **TEXT BOX**

7. In your opinion, which factors are the most important to ensure the successful implementation of paid on-street parking in the downtown. Please choose all that apply.

A pilot phase (testing)

Phased rollout (e.g. street by street)

An introductory period where warnings, rather than tickets, are provided to unpaid users

Individuals to demonstrate devices in new locations

Signage to payment points

A marketing and communications plan to inform the public
A launch or kickoff event with technology demonstrations
Regular opportunities for two-way communication/feedback with stakeholders following implementation
Other **TEXT BOX**

8. Please include any other suggestions or recommendations you have for the successful implementation of on-street paid parking.

TEXT BOX

Attachment 2

Comparative Municipality Survey

Introduction

CIMA+ was retained by the City of Guelph to develop downtown parking policy and technology recommendations relating to paid on-street parking in the downtown area. A key component of this review is the completion of a best-practices survey with other municipalities in Ontario.

The City of Guelph is undertaking transformation of their downtown parking and this study will allow for a comparison among municipalities best practices with an additional focus on how parking can affect the economic health of downtowns.

We invite you to answer a few questions about your municipality's paid parking policies and technologies. When answering the survey, please assume that all questions refer to **paid on-street parking in downtown areas**, unless otherwise stated.

This survey should take fifteen (15) minutes of your time.

We thank you for your participation, and we will be pleased to send you a summary of the survey results. Please check here if you would like a copy of our results: **Y N**

If you have any questions or comments, please contact the project managers:

- City of Guelph: Jamie Zettle Jamie.Zettle@guelph.ca
- CIMA+: Jaime Garcia Jaime.Garcia@cima.ca

Before beginning the survey, please tell us about yourself:

[Name]

[Position]

[Municipality]

[Email]

[Urban Growth Centre] **Y N**

[Population]

Does your jurisdiction have paid, on-street parking in a downtown area?

- Yes
- No → **[End Survey]**

Economic Development

1. Has your local business community or business association developed or reviewed a method for collecting metrics to inform parking policies?

Y N

If yes, please explain **TEXT BOX**

2. Do you use any local economy metrics to set pricing for parking?

Y N

If yes, please explain **TEXT BOX**

3. Do you or any other department / staff collect statistics on local economic health that connects parking policy to vitality?

Y N

If yes, please explain **TEXT BOX**

4. Do you have any on-going relationship with your local business association to discuss parking issues?

Y N

If yes, please describe. **TEXT BOX**

5. Have you undergone a major introduction or change to parking technology or policy in your community?

Y N

If yes, please explain **TEXT BOX**

6. Please describe your process for launching a new parking facility or technology to the community.

TEXT BOX

7. Do you use formal pricing analysis when establishing parking rates?

Y N

If yes, please explain **TEXT BOX**

Policy

Parking Rates

8. What is the regular on-street parking rate in your jurisdiction's downtown area?

- Less than \$1.00 per hour
- \$1.00 - \$1.25 per hour
- \$1.50 - \$1.75 per hour
- \$2.00 or more per hour
- Other (please specify): [TEXT BOX]

9. Do these rates change based on time, location or real-time occupancy?

- No
- Yes (please provide details) [TEXT BOX]

10. What is the minimum payment required for on-street parking in you jurisdiction's downtown area?

- Minimum payment [TEXT BOX]

11. Is the minimum payment for on street parking?

time based X

cost based X

12. Is there a different rate offered whether the user chooses cash or credit?

Y N

13. What is the maximum daily rate for on-street parking in your jurisdiction?

[TEXT BOX]

14. Does your jurisdiction offer a courtesy or grace period?

- No
- Yes, up to 15 minutes
- Yes, up to 20 minutes
- Yes, up to 30 minutes
- Yes, other (please specify): [TEXT BOX]

Paid Parking Times

15. What are the typical days and times when on-street paid parking is in effect in your jurisdiction?

Monday to Friday, 08:00 to 18:00

Monday to Friday, 09:00 to 17:00

Monday to Friday, 09:00 to 18:00

Monday to Saturday, 09:00 to 18:00

Monday to Saturday, 10:00 to 18:00

Other (please specify): [TEXT BOX]

16. Is this period different for specific locations?

No

Yes (please provide details) [TEXT BOX]

17. Are there special occasions when paid parking is not in effect in your jurisdiction? (For example, during the month of December, during specific events, etc.)

No

Yes (please provide details) [TEXT BOX]

18. What is the maximum paid parking time allowed on street in your municipality's downtown area? (i.e. after which the parking space must be vacated)

There is no maximum time

1 hour

2 hours

3 hours

Other (please specify): [TEXT BOX]

19. Are there any policies in place to discourage long-term parking in the downtown area? (for example, two hours of free parking once-per-day, maximum time period)

No

Yes (please provide details): [TEXT BOX]

Exemptions/Permits and Enforcement

20. Does your jurisdiction offer special permits or exemptions for paid on-street parking in the downtown area?
- No
 - Yes, to residents (free of charge)
 - Yes, to residents (paid)
 - Yes, to business owners and/or employees (free of charge)
 - Yes, to business owners and/or employees (paid)
 - Yes, other (please specify): [TEXT BOX]
21. How many enforcement staff does your jurisdiction use to enforce paid parking downtown
- 0
 - 1
 - 2-4
 - 5+
22. How many parking spaces does each enforcement person typically cover?
- 1-10
 - 11-30
 - 31-50
 - 50+
23. Are parking enforcement officers exclusive to paid on-street parking or do they enforce other by-laws as well?
- They only enforce paid on-street parking offences
 - They enforce paid on-street parking and other parking offences
 - They enforce parking and other types of by-laws
 - Other (please specify): [TEXT BOX]
24. Is enforcement conducted following a regular schedule of routes and/or times, or is it conducted randomly (i.e. less predictably to help reduce violations and increase turnover)?
- Regular schedule
 - Random
25. Does your municipality have a time tolerance before issuing a paid parking ticket?
- No
 - 5 minutes

10 minutes

15 minutes

Same as the courtesy/grace period

Other (please specify): [TEXT BOX]

Technology

26. Does your jurisdiction currently use any "smart" parking technologies to support your on-street parking management and/or enforcement? (check all that apply)

None

Parking management system

License plate recognition technology

Vehicle detectors

Mobile payment application

Online payment option

GPS enabled technology

Other (please specify): [TEXT BOX]

27. Does your jurisdiction plan to use or change any "smart" parking technologies in the future?

Y N

28. If so, which specific technologies, systems or companies are you looking into? Please be as specific as possible.

Precise

StreetSmart

T2 Systems

Cisco – Smart + Connected

CivicSmart

ParkPlus System

ParkNet

Lodge Car Park

Coinamatic ParkSmart

Other [TEXT BOX]

29. What is your approximate ratio of parking meters to on-street parking spots?

1 parking meter for every _____ parking spots

30. Do you provide cash transactions?

Y N

31. What percentage of your transactions are cash (if none enter zero)

____% cash transactions

32. Which proof of payment methods do you use? (check all that apply)

Pay by license plate

Pay by parking spot

Permit on dashboard

Other (please specify): [TEXT BOX]

33. Does your current technology provide statistical data on parking use? If so please choose all that apply.

- Not applicable
- Total occupancy
- Spot occupancy
- Turnover rates
- Payment type
- Payment media
- Grace period usage
- % overage infractions
- Payment declines / unsuccessful
- Overpayment
- Operational uptime / availability
- Other [TEXT BOX]

34. Do you use economic indicators for the purpose of determining:

- rates
- fee structure
- pricing changes
- technology types / media
- all of the above
- none of the above

35. What kind of information does your "smart" parking technology provide the driver? Choose all that apply.

- Location of next available parking space
- Number of available parking spaces
- Parking cost
- Other (please specify): [TEXT BOX]

36. What are some of the advantages/disadvantages of the current technology your municipality is currently using?
- [TEXT BOX]
37. Are you considering any other smart city technologies that would complement smart parking technologies?
- Intelligent street lighting
 - smart traffic monitoring
 - smart energy management
 - other [TEXT BOX]
38. If you have chosen not to use smart parking systems or any other specific parking technologies, please identify the reason(s)
- Cost
 - Technical limitations (communications / installation / maintenance / other?)
 - Concerns with ease of use
 - Concerns with acceptance by the public
 - Other (please specify): [TEXT BOX]

September 20, 2017

Ms. Kirsten Walli
OEB Secretary
Ontario Energy Board
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Ms. Walli:

Re: EB-2017-0087 – Union Gas Limited – 2018 Rates Application

Please find attached an application by Union Gas Limited for an order of the Ontario Energy Board (the “OEB”) approving or fixing rates for the distribution, transmission and storage of natural gas, effective January 1, 2018.

Union’s supporting evidence will be filed at a later date. The application has been filed in advance of the evidence to expedite the application process. Union’s evidence will address each of the factors underlying the price cap index set out in Union’s OEB-approved 2014-2018 Incentive Regulation (“IR”) application (EB-2013-0202), Settlement Agreement and supporting evidence (together the “Agreement”), approved on October 7, 2013. In addition, Union’s supporting evidence for 2018 Rates will include:

- The cost consequences of the Panhandle Reinforcement Project (EB-2016-0186),
- Changes to Union North storage and transportation rates in accordance with the OEB-approved Dawn Reference Price Settlement Proposal (EB-2015-0181),
- Rate schedule changes, and
- A request to close the Energy East Pipeline Consultation Costs Deferral Account (No. 179-139).

If the proposed 2018 rate changes are approved by the OEB, the net annual bill increase for a typical Union South residential customer consuming 2,200 m³ per year will be \$9 - \$10 per year and the net annual bill increase for a typical Union North residential customer consuming 2,200 m³ per year will range from \$11 - \$14 per year.

Union seeks the OEB’s issuance of the final Rate Order by November 30, 2017 to ensure the implementation of 2018 rates by January 1, 2018. In the event that the OEB does not issue a rate order by November 30, 2017 for implementation, Union seeks an Order of the OEB declaring interim approval of Union’s rates as filed, as of January 1, 2018. Union proposes to deal with any retrospective impact of the OEB’s Decision through a rate rider for general service rate classes and a one-time adjustment for all other rate classes, which

will recover any changes in rates ultimately approved by the OEB's order with effect from January 1, 2018.

Yours truly,

[Original signed by]

Adam Stiers
Manager, Regulatory Initiatives

c.c.: EB-2016-0245 Intervenors
Crawford Smith, Torys

ONTARIO ENERGY BOARD

IN THE MATTER OF the Ontario Energy Board
Act, 1998, S.O. 1998, c.15 (Sched. B);

AND IN THE MATTER OF an Application by
Union Gas Limited, pursuant to section 36(1) of the
Ontario Energy Board Act, 1998, for an order or
orders approving or fixing just and reasonable rates
and other charges for the sale, distribution,
transmission and storage of gas as of January 1,
2018.

APPLICATION

1. Union Gas Limited is a business corporation incorporated under the laws of the Province of Ontario, with its head office in the Municipality of Chatham-Kent.
2. Union conducts both an integrated natural gas utility business that combines the operations of distributing, transmitting and storing natural gas, and a non-utility storage business.
3. Union was an applicant in a proceeding before the Ontario Energy Board (“OEB”) for an order of the OEB approving or fixing a multi-year incentive rate mechanism (“IRM”) to determine rates for the regulated distribution, transmission and storage of natural gas (EB-2013-0202).
4. Union filed an IRM application with the OEB on July 31, 2013. The application was supported by a comprehensive Settlement Agreement (the “Agreement”) between Union and stakeholders. The stakeholders party to the Agreement were parties who participated in Union’s 2008-2012 IRM proceeding and in the annual rate proceedings throughout the last IRM term. The proposed IRM parameters in the Agreement were supported by evidence and reports. The OEB approved the Agreement on October 7, 2013.

5. Union's OEB-approved Agreement sets out a multi-year incentive ratemaking mechanism IRM for calendar years 2014 to 2018. The framework includes a price cap index ("PCI"), where rates are a function of: an inflation factor ("I factor"), a productivity factor ("X factor"), certain non-routine adjustments ("Z factors"), certain predetermined pass-throughs ("Y factors") and an adjustment for normalized average consumption ("NAC") to reflect changes in consumption in the general service rate classes.
6. The IRM contemplates the filing by Union of an application for Z factor adjustments, structural rate design changes or the pricing of new regulated services in a time frame that will enable these issues to be resolved in sufficient time to be reflected prospectively in the next year's rates. This requires the filing of a draft Rate Order with supporting documentation which reflects the impact of the PCI pricing formula so that a final Rate Order will be issued for implementation by January 1, 2018.
7. Union hereby applies to the OEB, pursuant to section 36 of the Act and pursuant to the annual rate-setting process underlying the IRM in the Agreement, for an order or orders approving or fixing just and reasonable rates and other charges for the sale, distribution, transmission and storage of natural gas effective January 1, 2018.
8. Union further applies to the OEB for the following:
 - a. Approval of the revised Accounting Order for the Panhandle Reinforcement Project Costs Deferral Account; and,
 - b. All necessary orders and directions concerning pre-hearing and hearing procedures for the determination of this application.
9. This application is supported by written evidence and may be amended from time to time as circumstances require.
10. The persons affected by this application are the customers resident or located in the municipalities, police villages and First Nations reserves served by Union, together with those to whom Union sells gas, or on whose behalf Union distributes, transmits or stores

natural gas. It is impractical to set out in this application the names and addresses of such persons because they are too numerous.

11. The address of service for Union is:

Union Gas Limited

P.O. Box 2001
50 Keil Drive North
Chatham, Ontario
N7M 5M1

Attention: Adam Stiers
Manager, Regulatory Initiatives
Telephone: (519) 436-4558
Fax: (519) 436-4641

- and -

Torys
Suite 3000, TD South Tower
P.O. Box 270
Toronto Dominion Centre
Toronto, Ontario
M5K 1N2

Attention: Crawford Smith
Telephone: (416) 865-8209
Fax: (416) 865-7380

DATED September 20, 2017.

UNION GAS LIMITED

[Original signed by]

Adam Stiers
Manager, Regulatory Initiatives

September 26, 2017

Ms. Kirsten Walli
OEB Secretary
Ontario Energy Board
2300 Yonge Street, 27th Floor
Toronto, ON M4P 1E4

Dear Ms. Walli:

Re: EB-2017-0087 – Union Gas Limited – 2018 Rates Evidence

Union Gas Limited ("Union") filed an application on September 20, 2017 with the Ontario Energy Board ("OEB") for an Order of the OEB approving or fixing rates for the distribution, transmission and storage of natural gas, effective January 1, 2018.

Please find attached evidence from Union in support of that application.

If the proposed 2018 Rate changes are approved by the OEB, the net annual bill increase for a typical Union South residential customer consuming 2,200 m³ per year will be \$9.60 per year and the net annual bill increase for a typical Union North residential customer consuming 2,200 m³ per year will range from \$10.75 to \$14.03 per year.

Union seeks the OEB's issuance of the final Rate Order by November 30, 2017 to ensure the implementation of 2018 Rates by January 1, 2018. In the event that the OEB does not issue a Rate Order by November 30, 2017 for implementation, Union seeks an Order of the OEB declaring interim approval of Union's rates as filed, as of January 1, 2018. Union proposes to deal with any retrospective impact of the OEB's Decision through a rate rider for general service rate classes and a one-time adjustment for all other rate classes, which will recover any changes in rates ultimately approved by the OEB's Order with effect from January 1, 2018.

Yours truly,

[Original signed by]

Adam Stiers
Manager, Regulatory Initiatives

c.c.: EB-2016-0245 Intervenor
Crawford Smith, Torys

Tab 1

PREFILED EVIDENCE

The purpose of this evidence is to describe proposed changes to Union’s regulated transportation, storage and distribution rates effective January 1, 2018 determined in accordance with the OEB-approved 2014-2018 Incentive Regulation (“IR”) application and evidence (EB-2013-0202), Settlement Agreement and supporting evidence (collectively “the Agreement”), approved on October 7, 2013. The Agreement sets out a multi-year incentive ratemaking mechanism (“IRM”) for calendar years 2014 to 2018.

The 2018 rate setting process described below follows the same approach used to set 2017 Rates in EB-2016-0245. Distribution revenue and rates associated with Union’s Cap-and-Trade program have been excluded from this evidence and will be filed with the 2018 Cap-and-Trade Compliance Plan application and evidence (EB-2017-0255).

This evidence is organized as follows:

Tab 1 – Price Cap Index

Tab 2 – Parkway Delivery Obligation Reporting

Tab 3 – Gas Supply Memorandum

PRICE CAP INDEX

The Agreement includes a price cap index (“PCI”), where rates are a function of the following factors:

- an inflation factor (“I Factor”);
- a productivity factor (“X Factor”);
- certain non-routine adjustments (“Z Factors”);
- certain predetermined pass-throughs (“Y Factors”); and,
- an adjustment for normalized average consumption (“NAC”) to reflect changes in consumption in the general service rate classes.

This evidence is organized similarly as follows:

1. I Factor and X Factor Adjustments
2. Z Factor Adjustments
 - 2.1. Tax Savings
3. Y Factor Adjustments
 - 3.1. Cost of Gas and Upstream Transportation Costs
 - 3.2. Demand Side Management Budget Changes
 - 3.3. Lost Revenue Adjustment Mechanism for Contract Rate Classes
 - 3.4. Unaccounted for Gas Volume Variances
 - 3.5. Major Capital Additions
4. Normalized Average Consumption Adjustment

- 1 5. Union North Cost Allocation and Rate Design Implementation
- 2 6. Customer Bill Impacts
- 3 7. Rate Schedule Changes
- 4 7.1. Update to Cap-and-Trade Unit Rate Presentation
- 5 7.2. Update to Rate M12 Schedule "C"
- 6 7.3. Update to Rate M13 Terms of Service
- 7 8. New Deferral Account Requests
- 8 9. Deferral Account Closure Requests
- 9 9.1. Energy East Pipeline Consultation Costs Deferral Account
- 10 10. Implementation
- 11 11. Distribution Interruptions

1 A summary of Union's 2018 proposed revenue changes is provided in Table 1 below.

Table 1
Proposed Changes in Revenue
Effective January 1, 2018

Line No.	Particulars	(\$000's)
	<u>Summary Change in Revenue (1):</u>	
1	2018 Proposed in EB-2017-0087	1,272,665
2	2017 Approved in EB-2017-0278	<u>1,211,406</u>
3	Net Change (line 1 - line 2)	<u><u>61,259</u></u>
	<u>Detail Change in Revenue:</u>	
4	2018 Price Cap Index (0.51%)	4,639
5	2018 DSM Budget Change	4,702
6	2018 Capital Pass-throughs	52,855
7	2018 Parkway Delivery Obligation	(1,130)
8	2018 Gas Supply Plan	<u>193</u>
9	Total (line 4 through line 8)	<u><u>61,259</u></u>

2

Notes:

3 (1) Revenue excludes Cap-and-Trade revenues.

4

4 A description of supporting schedules is provided in the Overview of Working Papers

5 document following Tab 1.

1 **1. I FACTOR AND X FACTOR ADJUSTMENTS**

2 The I Factor used in Union's PCI mechanism is the actual year-over-year percentage change
3 in the annualized average of four quarters of Statistics Canada's Gross Domestic Product
4 Implicit Price Index Final Domestic Demand ("GDP IPI FDD"). The I Factor is adjusted
5 annually on this basis with no restatement for adjustments by Statistics Canada. For 2018
6 Rates, the I Factor is 1.27%. It is based on the actual change in the GDP IPI FDD from 2016
7 Q2 to 2017 Q2. The calculation is provided at Rate Order, Working Papers, Schedule 1.
8 The approved annual X Factor for the IR term is expressed as a percentage of inflation.
9 Specifically, for each year of the IR term productivity is 60% of GDP IPI FDD, inclusive of a
10 stretch factor. This results in an annual rate escalation factor, before the impact of Y Factor
11 and Z Factor adjustments and earnings sharing, of 40% of GDP IPI FDD. For 2018 Rates, the
12 X Factor is 0.76% and the PCI is 0.51%.

13
14 **2. Z FACTOR ADJUSTMENTS**

15 **2.1. TAX SAVINGS**

16 Consistent with the Agreement, Union will maintain an equal and symmetrical sharing of tax
17 changes over the IR term, sharing the impact of tax changes 50:50 as applied to the tax level
18 reflected in rates. Beginning January 1, 2017, changes were made to the tax treatment of
19 cumulative eligible capital ("CEC") as described in Union's 2017 Rates application and
20 evidence. The financial impact to 2018 Rates is approximately \$2,000, subject to 50:50 sharing.
21 Due to materiality, Union has not reflected this amount in 2018 Rates.

1 **3. Y FACTOR ADJUSTMENTS**

2 The Agreement provided for a number of Y Factors which are not adjusted as part of the price
3 cap formula and are passed-through to customers in rates. The 2018 Y Factors are described
4 below:

5
6 3.1. COST OF GAS AND UPSTREAM TRANSPORTATION COSTS (AS DEFINED IN EB-2011-0210)

7 Union's current upstream gas costs are as filed in Union's October 1, 2017 Quarterly Rate
8 Adjustment Mechanism ("QRAM") application and evidence (EB-2017-0278). Changes in
9 upstream gas costs will continue to be determined using the OEB-approved QRAM
10 methodology. Rate Order, Working Papers, Schedule 15 provides the allocation of upstream
11 transportation costs by rate class included in the current approved revenue.

12
13 3.2. DEMAND SIDE MANAGEMENT ("DSM") BUDGET CHANGES

14 Consistent with the OEB's revised Decision in the 2015-2020 DSM Plan proceeding (EB-
15 2015-0029) dated February 24, 2016, Union has included an approved DSM budget of \$63.3
16 million in 2018 Rates. The difference between the 2018 DSM budget and actual 2018 DSM
17 budget will be captured in the Demand Side Management Variance Account ("DSMVA").
18 The allocation of the 2018 DSM budget to rate classes can be found at Rate Order, Working
19 Papers, Schedule 11.

1 3.3. LOST REVENUE ADJUSTMENT MECHANISM (“LRAM”) FOR CONTRACT RATE CLASSES

2 Union will continue to adjust volumes and calculate rates to capture the LRAM volume
3 impacts. As the audit processes associated with the 2015 and 2016 DSM Program results are
4 not yet complete, Union is not able to true-up the 2015 pre-audit volume adjustment made in
5 2017 Rates and proposes to adjust 2018 volumes by 2016 pre-audit results. Union will true-
6 up the 2015 pre-audit volume adjustment made in 2017 Rates in the annual rates adjustment
7 application and evidence following receipt of final 2015 DSM Program results. The variance
8 related to the difference between the 2015 and 2016 pre-audit and post-audit results will be
9 captured in the LRAM Deferral Account until the LRAM volume impacts are trued up in an
10 annual rate adjustment as described above.

11
12 Consistent with 2017 Rates, the 2016 pre-audit LRAM results by rate class are determined
13 based on the rate class of a customer at December 31, 2016.¹ In order to align the 2016 pre-
14 audit LRAM results with the 2013 OEB-approved volumes, Union transferred a portion of
15 2016 LRAM pre-audit volumes for customers in Rate M7 (7,187 10³m³) to rate classes M4
16 and M5A based on the rate class of customers in 2013 OEB-approved volumes. Rate Order,
17 Working Papers, Schedule 17 provides the LRAM volume adjustments by rate class.

18
19 3.4. UNACCOUNTED FOR GAS (“UFG”) VOLUME VARIANCES

20 Union has not made an adjustment to 2018 Rates associated with UFG volume variances.

21 Consistent with the Agreement, UFG cost changes resulting from a difference between the UFG

¹ EB-2016-0245, Tab 1, p.6.

1 volume included in rates and the actual UFG volume will be recorded in the UFG Volume
2 Variance Account.²

3
4 3.5. MAJOR CAPITAL ADDITIONS

5 Consistent with the Agreement, Union has treated approved major capital projects as Y Factor
6 adjustments to 2018 Rates.

7
8 Union has included the OEB-approved 2018 costs for each of the following capital pass-
9 throughs, in 2018 Rates:

- 10 1. Parkway West Project – EB-2012-0433;
- 11 2. Brantford-Kirkwall/Parkway D Project – EB-2013-0074;
- 12 3. Dawn Parkway 2016 System Expansion Project – EB-2014-0261;
- 13 4. Burlington Oakville Pipeline Project – EB-2014-0182;
- 14 5. 2017 Dawn Parkway Project – EB-2015-0200; and,
- 15 6. Panhandle Reinforcement Project – EB-2016-0186.

16
17 Please see Rate Order, Working Papers, Schedule 10 for the 2018 rate adjustments by rate class.

18
19 Panhandle Reinforcement Project

20 The Panhandle Reinforcement Project (“Panhandle Project”) was approved by the OEB on
21 February 23, 2017 in the OEB’s Decision and Order related to Union’s Leave-to-Construct

² Rate Order, Appendix F, p.19.

1 application and evidence (EB-2016-0186). In its Decision and Order, the OEB approved the
2 capital pass-through treatment of the Panhandle Project subject to two conditions, “*First, the*
3 *OEB is only pre-approving the recovery of the Project costs up to the current estimate of \$264*
4 *M. Second, the Project costs will only be incorporated into rates in 2018, assuming the Project is*
5 *completed and in service.*”³ In accordance with the OEB Decision, Union has included the cost
6 consequences of the Panhandle Project in 2018 Rates based on the estimated total capital cost of
7 \$264.5 million and the forecasted in-service date of November 1, 2017.

8
9 In the OEB Decision and Order, Union’s proposal to use a 20-year depreciation period and a
10 revised cost allocation methodology was not approved by the OEB. Accordingly, Union has
11 prepared the total revenue requirement and allocation of the total revenue requirement to rate
12 classes based on OEB-approved depreciation rates and cost allocation methodologies.

13
14 The OEB Decision and Order included a directive for Union to update the Panhandle Project’s
15 2018 delivery revenue forecast in its 2018 Rates application and evidence for OEB approval.⁴
16 Accordingly, Union has increased the 2018 incremental Panhandle Project revenue from \$1.572
17 million to \$3.104 million to reflect the incremental transmission and distribution margin
18 attributable to the Panhandle Project based on current approved rates. The update to the
19 incremental Panhandle Project revenue results in a net revenue requirement of \$14.574 million as
20 provided at Rate Order, Appendix G.

³ EB-2016-0186, Decision and Order, p.22.

⁴ EB-2016-0186, Decision and Order, pp.22-23.

1 Union proposes to reduce the allocation of Panhandle Project costs by the incremental revenue
2 allocated to rate classes in proportion to the Panhandle System and St. Clair System design day
3 demands. The proposed treatment of incremental Panhandle Project revenue is consistent with
4 the OEB-approved cost allocation methodology of Panhandle System costs. The allocation of the
5 net revenue requirement to rate classes as included in 2018 Rates is provided at Rate Order,
6 Appendix G.

7
8 The OEB Decision and Order also directed Union to use the approved deferral account
9 (Panhandle Reinforcement Project Costs Deferral Account) to track 2017 net delivery revenue
10 requirement of the Panhandle Project, based on a forecast of \$4.768 million. The OEB
11 referenced the amount of \$4.768 million from EB-2016-0186, Exhibit A, Tab 8, Schedule 1
12 which was prepared based on Union's proposed 20 year depreciation period. Consistent with the
13 OEB Decision, the forecast of \$0.100 million from EB-2016-0186, Exhibit A, Appendix B,
14 Schedule 1 was the appropriate forecast at the time, as it was prepared based on OEB-approved
15 depreciation rates. However, the forecasted 2017 net delivery revenue requirement of the
16 Panhandle Project was adjusted, as noted above, to align with the OEB's Decision and Order
17 which directed Union to update the Panhandle Project's delivery revenue to reflect the
18 incremental transmission and distribution margin attributable to the Panhandle Project.

19

1 The OEB Decision and Order commented that Union may propose disposition of the 2017
2 deferral account balance in its 2018 IRM application and evidence.⁵ Consistent with the 2017
3 deferral account balances of other capital pass-through projects, Union will bring forward the
4 2017 balance for disposition as part of its 2017 Non-Commodity Deferral Account Disposition
5 proceeding in 2018.

6
7 Union has included a revised draft Accounting Order for the Panhandle Project at Rate Order,
8 Appendix F, p.38 for OEB approval.

9
10 **4. NORMALIZED AVERAGE CONSUMPTION ADJUSTMENT**

11 Consistent with the Agreement, Union adjusts general service rates annually during the 2014-
12 2018 IR term for changes in NAC. NAC incorporates all volume changes, including changes
13 due to average use and DSM activities (LRAM) for general service rate classes.

14
15 Consistent with the 2017 methodology, Union adjusted the general service storage and
16 delivery rates for the 2016 actual NAC, using the OEB-approved weather normal
17 methodology blend of 50:50 (30-year average and 20-year declining trend).⁶ For 2018, the
18 NAC adjustment is the variance between 2015 actual NAC and 2016 actual NAC, as seen in
19 Rate Order, Working Papers, Schedule 12.

⁵ EB-2016-0186, Decision and Order, p.23.

⁶ EB-2016-0245, Tab 1, p.8.

1 **5. UNION NORTH COST ALLOCATION AND RATE DESIGN IMPLEMENTATION**

2 In 2018 Rates, Union has implemented changes to Union North storage and transportation
3 (“S&T”) rates in accordance with the Dawn Reference Price (EB-2015-0181) Settlement
4 Proposal (the “DRP Settlement”) approved by the OEB on January 7, 2016.

5
6 Union updated the 2018 Union North storage and transportation rates to reflect the Gas Supply
7 Plan for the 2018 calendar year as filed in EB-2015-0181 and agreed to in the DRP Settlement.
8 The changes to storage and transportation rates are based on a detailed cost allocation for each of
9 the new Union North West and Union North East Zones.

10
11 The allocation for cost-based storage and transportation costs by zone is provided at Rate Order,
12 Working Papers, Schedule 23. The 2018 Gas Supply Plan has been updated to reflect the
13 reference price and tolls per the October 2017 QRAM (EB-2017-0278).

14
15 **6. CUSTOMER BILL IMPACTS**

16 The net annual bill impact for a typical Union South residential customer consuming 2,200 m³
17 per year will be an increase of \$9.60 per year and the net annual bill impact for a typical
18 Union North residential customer consuming 2,200 m³ per year will be an increase ranging
19 from \$10.75 - \$14.03 per year.

20
21 Bill impacts do not reflect January 1, 2018 changes to Union’s gas commodity and fuel rates
22 that will be implemented with Union’s January 2018 QRAM application and evidence or

Union's Cap-and-Trade rates that will be implemented with Union's 2018 Cap-and-Trade Compliance Plan application and evidence (EB-2017-0255).

Union provides additional detail related to customer impacts in the following schedules:

- Rate Order, Working Papers, Schedule 6 provides average 2018 unit price changes for all in-franchise rate classes.
- Rate Order, Working Papers, Schedule 7 provides a summary of the approved 2017 revenue changes for all rate classes.
- Rate Order, Working Papers, Schedule 8 provides customer bill impacts for general service rate classes: M1, M2, Rate 01 and Rate 10.
- Rate Order, Working Papers, Schedule 9 provides the bill impact for all in-franchise rate classes for both sales service and direct purchase customers.

7. RATE SCHEDULE CHANGES

Blackline versions of Union's rate schedules are provided at Rate Order, Appendix B.

7.1. UPDATE TO CAP-AND-TRADE UNIT RATE PRESENTATION

In accordance with the 2017 Cap-and-Trade Compliance Plan Decision (EB-2016-0296), Union has updated the presentation of its rate schedules to separate the customer-related and facility-related Cap-and-Trade charges that were previously embedded within delivery rates. Consistent with the presentation of the rate schedules, Union also removed the Cap-and-Trade charges from the calculation of delivery rates and supporting Working Papers as part of this application and

1 evidence. These changes do not impact the total delivery charges or presentation of Cap-and-
2 Trade charges on customers' bills.

3
4 Union has updated the wholesale service Rate M9, Rate M10 and Rate T3 rate schedules to
5 exclude the customer-related Cap-and-Trade unit rate. Union has not been billing wholesale
6 customers customer-related Cap-and-Trade charges because they are not covered by Union's
7 compliance obligation. Accordingly, it is not necessary for Union to provide the option for the
8 customer-related Cap-and-Trade unit rates on these rate schedules.

9
10 7.2. Update to Rate M12 Schedule "C"

11 Union is proposing to update the Rate M12 Schedule "C" to include the fuel ratio and fuel rate
12 for westerly transportation from Kirkwall to Dawn available under the M12-X service, effective
13 January 1, 2018. Union introduced the M12-X service as part of the C1 Kirkwall to Dawn and
14 M12-X proceeding (EB-2010-0296), which enabled shippers to receive and deliver gas between
15 any two M12 points (Dawn, Parkway or Kirkwall) on any day and in any direction. The 2018
16 M12-X Kirkwall to Dawn fuel ratio is set at 0.158% (or \$0.006/GJ), which is consistent with the
17 Rate C1 Kirkwall to Dawn transportation fuel ratio. Union has also updated the authorized
18 overrun Kirkwall to Dawn fuel ratio to be 0.778% under both Rate C1 and Rate M12.

19
20 Union is also proposing to remove the VT3 Westerly Parkway to Kirkwall and Parkway to Dawn
21 fuel ratio and fuel rate from the Rate M12 Schedule "C", effective January 1, 2018. Union is
22 proposing to remove this charge as Union no longer offers this service under Rate M12. Union

only offers transportation from Parkway to Kirkwall and Dawn under Rate C1 or as part of the M12-X service. The last Rate M12 contract for Parkway to Dawn service expired in 2014.

7.3. Update to Rate M13 Terms of Service

Union is proposing to remove the reference to the General Terms and Conditions Schedule “A” from the Rate M13 rate schedule, section (C) Terms of Service, effective January 1, 2018. Union is proposing to remove the reference as Union no longer has Rate M13 customers with contracts supported by the General Terms and Conditions Schedule “A”.

8. NEW DEFERRAL ACCOUNT REQUESTS

There are no new deferral account requests.

9. DEFERRAL ACCOUNT CLOSURE REQUESTS

9.1. Energy East Pipeline Consultation Costs (“EEPCC”) Deferral Account No. 179-139

The EEPCC Deferral Account was established in 2014 as part of Union’s 2015 Rates proceeding (EB-2014-0271) as a result of the November 12, 2013 letter from the Minister of Energy requesting that the OEB examine and report on TransCanada Pipelines Limited’s proposed Energy East Pipeline project. Consistent with section 30 of the Ontario Energy Board Act, 1998 (the “Act”), a portion of the costs incurred in complying with the Minister’s request were to be funded from all entities which are subject to the OEB’s cost assessment under section 26 of the Act. On July 11, 2014, the OEB allowed Union to create a deferral account for its allocation of the Energy East consultation costs. No further consultation costs

are expected. Therefore, Union requests approval to close the EEPCC Deferral Account effective January 1, 2018.

10. IMPLEMENTATION

Union proposes to implement new rates effective January 1, 2018 as described in the Rate Setting Process of the EB-2013-0202 Settlement Agreement at Section 13.1. Union therefore requests issuance of the final Rate Order by November 30, 2017. This timing allows 2018 Rates to be implemented prospectively and aligns with the January 1, 2018 QRAM process.

In the event that the OEB does not issue a Rate Order by November 30, 2017 for implementation, Union seeks an Order of the OEB declaring interim approval of Union's rates as filed, as of January 1, 2018. Union proposes to deal with any retrospective impact of the OEB's Decision through a rate rider for general service rate classes and a one-time adjustment for all other rate classes, which will recover any changes in rates ultimately approved by the OEB's Order with effect from January 1, 2018.

11. DISTRIBUTION INTERRUPTIONS

In Union's 2016 Rates Settlement Agreement (EB-2015-0116), Union agreed to provide information on distribution interruptions as part of its annual rate application and evidence. Please see Exhibit A, Tab 1, Appendix 1 for Union's 2017 Distribution Interruptions.

2017 Distribution Interruption

Location	Advanced Notice of Interruption to Customers (h:mm)	Interruption Start Date	Interruption End Date	Interrupted Customers	Interruption Day	Number of Non- Compliant Customers	Overrun Volume (m ³)
Sudbury	4:31	24/03/17	30/03/17	1	1	1	3380

EB-2017-0087
Rate Order for 2018 Rates
Index of Appendices

Appendix A	Summary of Changes to Sales Rates
Appendix B	Rate Schedules
Appendix C	Summary of Average Rate and Price Adjustment Changes For Rates 25, M4, M5A, M7, T1 and T2 Interruptible Contracts
Appendix D	Services Customer Notices
Appendix E	Miscellaneous Non-Energy Charges
Appendix F	Accounting Orders
Appendix G	Revenue Requirement Calculations

Appendix A

UNION GAS LIMITED
Union North
Summary of Changes to Sales Rates
Rate 01A - Small Volume General Firm Service

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
1	Monthly Charge - All Zones	\$21.00		\$21.00
	Monthly Delivery Charge - All Zones			
2	First 100 m ³	9.1028	0.2825	9.3853
3	Next 200 m ³	8.8698	0.2759	9.1457
4	Next 200 m ³	8.5021	0.2644	8.7665
5	Next 500 m ³	8.1646	0.2539	8.4185
6	Over 1,000 m ³	7.8858	0.2452	8.1310
7	Delivery - Price Adjustment (All Volumes)	1.2219 (2)		1.2219 (2)
	Cap-and-Trade Charges			
8	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
9	Cap-and-Trade Facility-Related Charge	0.0509		0.0509
	Gas Transportation Service			
10	Union North West Zone	6.8585	0.0009	6.8594
11	Union North East Zone	3.0002	0.0283	3.0285
12	Transportation - Price Adjustment (Union North West)	0.6565 (3)		0.6565 (3)
13	Transportation - Price Adjustment (Union North East)	0.6881 (3)		0.6881 (3)
	Storage Service			
14	Union North West Zone	2.0547	0.2080	2.2627
15	Union North East Zone	6.6690	0.3320	7.0010
16	Storage - Price Adjustment (All Zones)	-		-
	Commodity Cost of Gas and Fuel			
17	Union North West Zone	10.3795	(0.0009)	10.3786
18	Union North East Zone	14.0136	(0.0009)	14.0127
19	Commodity and Fuel - Price Adjustment (Union North West)	1.1618 (4)		1.1618 (4)
20	Commodity and Fuel - Price Adjustment (Union North East)	0.9915 (4)		0.9915 (4)
21	System Expansion Surcharge (if applicable)	23.0000		23.0000

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
- (2) Includes a temporary charge of 1.2219 cents/m³ expiring March 31, 2018.
- (3) Prospective Recovery of gas supply deferral accounts, and a temporary charge of 0.7678 cents/m³ expiring March 31, 2018.
- (4) Prospective Recovery of gas supply deferral accounts.

UNION GAS LIMITED
Union North
Summary of Changes to Sales Rates
Rate 10 - Large Volume General Firm Service

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
1	Monthly Charge - All Zones	\$70.00		\$70.00
	Monthly Delivery Charge - All Zones			
2	First 1,000 m ³	7.6310	0.2799	7.9109
3	Next 9,000 m ³	6.1985	0.2273	6.4258
4	Next 20,000 m ³	5.5269	0.2293	5.7562
5	Next 70,000 m ³	4.9901	0.2070	5.1971
6	Over 100,000 m ³	2.9564	0.1226	3.0790
7	Delivery - Price Adjustment (All Volumes)	1.0857 (2)		1.0857 (2)
	Cap-and-Trade Charges			
8	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
9	Cap-and-Trade Facility-Related Charge	0.0378		0.0378
	Gas Transportation Service			
10	Union North West Zone	6.0054	0.0002	6.0056
11	Union North East Zone	2.7620	0.0148	2.7768
12	Transportation - Price Adjustment (Union North West)	0.7330 (3)		0.7330 (3)
13	Transportation - Price Adjustment (Union North East)	0.7646 (3)		0.7646 (3)
	Storage Service			
14	Union North West Zone	1.5437	0.1629	1.7066
15	Union North East Zone	4.7078	0.2723	4.9801
16	Storage - Price Adjustment (All Zones)	-		-
	Commodity Cost of Gas and Fuel			
17	Union North West Zone	10.3795	(0.0009)	10.3786
18	Union North East Zone	14.0136	(0.0009)	14.0127
19	Commodity and Fuel - Price Adjustment (Union North West)	1.1618 (4)		1.1618 (4)
20	Commodity and Fuel - Price Adjustment (Union North East)	0.9915 (4)		0.9915 (4)
21	System Expansion Surcharge (if applicable)	23.0000		23.0000

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
- (2) Includes a temporary charge of 1.0857 cents/m³ expiring March 31, 2018.
- (3) Prospective Recovery of gas supply deferral accounts, and a temporary charge of 0.8439 cents/m³ expiring March 31, 2018.
- (4) Prospective Recovery of gas supply deferral accounts.

UNION GAS LIMITED
Union North
Summary of Changes to Sales Rates
Rate 20 - Medium Volume Firm Service

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
1	Monthly Charge	\$884.46	(\$24.50)	\$859.96
	Delivery Demand Charge			
2	First 70,000 m ³	28.6326	0.0112	28.6438
3	All over 70,000 m ³	16.8374	0.0066	16.8440
	Delivery Commodity Charge			
4	First 852,000 m ³	0.5413	(0.0007)	0.5406
5	All over 852,000 m ³	0.3870	(0.0005)	0.3865
	Cap-and-Trade Charges			
6	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
7	Cap-and-Trade Facility-Related Charge	0.0082		0.0082
	Monthly Gas Supply Demand Charge			
8	Union North West Zone	56.4242	0.8442	57.2684
9	Union North East Zone	50.1792	0.7262	50.9054
10	Gas Supply Demand - Price Adjustment (All Zones)	-		-
	Commodity Transportation 1			
11	Union North West Zone	3.6200	0.0024	3.6224
12	Union North East Zone	2.6498	(0.0048)	2.6450
13	Transportation 1 - Price Adjustment (Union North West)	(0.0966) (2)		(0.0966) (2)
14	Transportation 1 - Price Adjustment (Union North East)	(0.0650) (2)		(0.0650) (2)
	Commodity Transportation 2			
15	Union North West Zone	-		-
16	Union North East Zone	-		-
	Commodity Cost of Gas and Fuel			
17	Union North West Zone	10.1022	(0.0009)	10.1013
18	Union North East Zone	13.6374	(0.0009)	13.6365
19	Commodity and Fuel - Price Adjustment (Union North West)	1.1618 (2)		1.1618 (2)
20	Commodity and Fuel - Price Adjustment (Union North East)	0.9915 (2)		0.9915 (2)
	Bundled Storage Service (\$/GJ)			
21	Monthly Demand Charge	20.238	0.330	20.568
22	Commodity Charge	0.204	0.004	0.208
23	Storage Demand - Price Adjustment	-		-

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Prospective Recovery of gas supply deferral accounts.

UNION GAS LIMITED
Union North
Summary of Changes to Sales Rates
Rate 100 - Large Volume High Load Factor Firm Service

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
1	Monthly Charge	\$1,372.75	(\$32.20)	\$1,340.55
2	Delivery Demand Charge All Zones	15.1083	(0.0244)	15.0839
3	Delivery Commodity Charge All Zones	0.2201	(0.0001)	0.2200
4	Cap-and-Trade Charges			
5	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
5	Cap-and-Trade Facility-Related Charge	0.0004		0.0004
6	Monthly Gas Supply Demand Charge Union North West Zone	114.2215	(1.3148)	112.9067
7	Union North East Zone	161.5404	(0.7186)	160.8218
8	Gas Supply Demand - Price Adjustment (All Zones)	-		-
9	Commodity Transportation 1 Union North West Zone	6.4075	(0.0711)	6.3364
10	Union North East Zone	9.2385	(0.0372)	9.2013
11	Transportation 1 - Price Adjustment (Union North West)	-		-
12	Transportation 1 - Price Adjustment (Union North East)	-		-
13	Commodity Transportation 2 Union North West Zone	-		-
14	Union North East Zone	-		-
15	Commodity Cost of Gas and Fuel Union North West Zone	10.1022	(0.0009)	10.1013
16	Union North East Zone	13.6374	(0.0009)	13.6365
17	Commodity and Fuel - Price Adjustment (Union North West)	1.1618 (2)		1.1618 (2)
18	Commodity and Fuel - Price Adjustment (Union North East)	0.9915 (2)		0.9915 (2)
19	Bundled Storage Service (\$/GJ) Monthly Demand Charge	20.238	0.330	20.568
20	Commodity Charge	0.204	0.004	0.208
21	Storage Demand - Price Adjustment	-		-

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Prospective Recovery of gas supply deferral accounts.

UNION GAS LIMITED
Union North
Summary of Changes to Sales Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
1	<u>Rate 25 - Large Volume Interruptible Service</u> Monthly Charge	\$306.75	(\$17.39)	\$289.36
2	Delivery Charge - All Zones (2) Maximum	5.0569	0.1969	5.2538
3	Cap-and-Trade Charges			
4	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
4	Cap-and-Trade Facility-Related Charge	0.0017		0.0017
5	Gas Supply Charges - All Zones Minimum	1.4848		1.4848
6	Maximum	675.9484		675.9484

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Refer to Appendix C.

UNION GAS LIMITED
Union South
Summary of Changes to Sales Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Utility Sales</u>			
1	Commodity and Fuel	13.7312	(0.0009)	13.7303
2	Commodity and Fuel - Price Adjustment	3.4547 (2)		3.4547 (2)
3	Transportation	-		-
4	Total Gas Supply Commodity Charge	<u>17.1859</u>	<u>(0.0009)</u>	<u>17.1850</u>
	<u>M4 Firm Commercial/Industrial</u>			
5	Minimum annual gas supply commodity charge	0.1902	(0.0009)	0.1893
	<u>M4 / M5A Interruptible Commercial/Industrial</u>			
6	Minimum annual gas supply commodity charge	0.1902	(0.0009)	0.1893
	<u>Storage and Transportation Supplemental Services - Rate T1, Rate T2 & Rate T3</u>	<u>\$/GJ</u>		<u>\$/GJ</u>
	Monthly demand charges: (\$/GJ)			
7	Firm gas supply service	60.300		60.300
8	Firm backstop gas	1.530		1.530
	Commodity charges:			
9	Gas supply	3.549		3.549
10	Backstop gas	3.961	0.044	4.005
11	Reasonable Efforts Backstop Gas	4.914	0.119	5.033
12	Supplemental Inventory	Note (3)		Note (3)
13	Supplemental Gas Sales Service (cents/m ³)	16.6785	0.1743	16.8528
14	Failure to Deliver	2.717	0.118	2.835
15	Discretionary Gas Supply Service (DGSS)	Note (4)		Note (4)

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
- (2) Prospective Recovery of gas supply deferral accounts, and a temporary charge of 0.2371 cents/m³ expiring March 31, 2018.
- (3) The charge for banked gas purchases shall be the higher of the daily spot gas cost at Dawn in the month of or the month following the month in which gas is sold under this rate and shall not be less than Union's approved weighted average cost of gas.
- (4) Reflects the "back to back" price plus gas supply administration charge.

UNION GAS LIMITED
Union South
Summary of Changes to Sales Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Rate M1 - Small Volume General Service Rate</u>			
1	Monthly Charge	\$21.00		\$21.00
2	First 100 m ³	4.6653	0.4454	5.1107
3	Next 150 m ³	4.4242	0.4215	4.8457
4	All over 250 m ³	3.8012	0.3599	4.1611
5	Delivery - Price Adjustment (All Volumes)	0.5143 (2)		0.5143 (2)
	Cap-and-Trade Charges			
6	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
7	Cap-and-Trade Facility-Related Charge	0.0297		0.0297
8	Storage Service	0.7153	0.0175	0.7328
9	Storage - Price Adjustment	-		-
10	System Expansion Surcharge (if applicable)	23.0000		23.0000
	<u>Rate M2 - Large Volume General Service Rate</u>			
11	Monthly Charge	\$70.00		\$70.00
12	First 1,000 m ³	4.6486	0.4333	5.0819
13	Next 6,000 m ³	4.5609	0.4248	4.9857
14	Next 13,000 m ³	4.3740	0.4301	4.8041
15	All over 20,000 m ³	4.0546	0.3975	4.4521
16	Delivery - Price Adjustment (All Volumes)	0.3363 (3)		0.3363 (3)
	Cap-and-Trade Charges			
17	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
18	Cap-and-Trade Facility-Related Charge	0.0209		0.0209
19	Storage Service	0.6252	0.0229	0.6481
20	Storage - Price Adjustment	-		-
21	System Expansion Surcharge (if applicable)	23.0000		23.0000

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
- (2) Includes a temporary charge of 0.5143 cents/m³ expiring March 31, 2018.
- (3) Includes a temporary charge of 0.3363 cents/m³ expiring March 31, 2018.

UNION GAS LIMITED
Union South
Summary of Changes to Sales Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Rate M4 - Firm comm/ind contract rate</u>			
	Monthly demand charge:			
1	First 8,450 m ³	56.9923	5.2607	62.2530
2	Next 19,700 m ³	25.5539	2.3588	27.9127
3	All over 28,150 m ³	21.4688	1.9817	23.4505
	Monthly delivery commodity charge:			
4	First block	1.3523	0.2268	1.5791
5	All remaining use	0.5306	0.0782	0.6088
6	Delivery - Price Adjustment (All Volumes)	-		-
	Cap-and-Trade Charges			
7	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
8	Cap-and-Trade Facility-Related Charge	0.0280		0.0280
9	Minimum annual firm delivery commodity charge	1.5705	0.2259	1.7964
	<u>Interruptible contracts (2)</u>			
10	Monthly Charge	\$654.15	(\$10.10)	\$644.05
	Daily delivery commodity charge:			
11	2,400 m ³ to 17,000 m ³	2.9653	0.0742	3.0395
12	17,000 m ³ to 30,000 m ³	2.8354	0.0742	2.9096
13	30,000 m ³ to 50,000 m ³	2.7671	0.0742	2.8413
14	50,000 m ³ to 60,000 m ³	2.7192	0.0742	2.7934
15	Delivery - Price Adjustment (All Volumes)	-		-
	Cap-and-Trade Charges			
16	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
17	Cap-and-Trade Facility-Related Charge	0.0249		0.0249
18	Minimum annual interruptible delivery commodity charge	3.1804	0.0733	3.2537
	<u>Rate M5A - interruptible comm/ind contract</u>			
	<u>Firm contracts (2)</u>			
19	Monthly demand charge	31.7959	3.0122	34.8081
20	Monthly delivery commodity charge	2.3066	0.0504	2.3570
22	Delivery - Price Adjustment (All Volumes)	-		-
	Cap-and-Trade Charges			
23	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
24	Cap-and-Trade Facility-Related Charge	0.0249		0.0249
	<u>Interruptible contracts (2)</u>			
25	Monthly Charge	\$654.15	(\$10.10)	\$644.05
	Daily delivery commodity charge:			
26	2,400 m ³ to 17,000 m ³	2.9653	0.0742	3.0395
27	17,000 m ³ to 30,000 m ³	2.8354	0.0742	2.9096
28	30,000 m ³ to 50,000 m ³	2.7671	0.0742	2.8413
29	50,000 m ³ to 60,000 m ³	2.7192	0.0742	2.7934
30	Delivery - Price Adjustment (All Volumes)	-		-
	Cap-and-Trade Charges			
31	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
32	Cap-and-Trade Facility-Related Charge	0.0249		0.0249
33	Minimum annual interruptible delivery commodity charge	3.1804	0.0733	3.2537

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Price changes to individual interruptible and seasonal contract rates are provided in Appendix C.

UNION GAS LIMITED
Union South
Summary of Changes to Sales Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Rate M7 - Special large volume contract</u>			
	<u>Firm</u>			
1	Monthly demand charge	30.8246	4.0964	34.9210
2	Monthly delivery commodity charge	0.3873	(0.0250)	0.3623
3	Delivery - Price Adjustment	-		-
	<u>Interruptible (2)</u>			
4	Monthly delivery commodity charge: Maximum	5.5675	0.9384	6.5059
5	Delivery - Price Adjustment	-		-
	<u>Seasonal (2)</u>			
6	Monthly delivery commodity charge: Maximum	5.3234	0.9384	6.2618
7	Delivery - Price Adjustment	-		-
	<u>Cap-and-Trade Charges</u>			
8	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
9	Cap-and-Trade Facility-Related Charge	0.0288		0.0288
	<u>Rate M9 - Large wholesale service</u>			
10	Monthly demand charge	22.3154	1.2243	23.5397
11	Monthly delivery commodity charge	0.2177	(0.0389)	0.1788
12	Delivery - Price Adjustment	-		-
	<u>Cap-and-Trade Charges</u>			
13	Cap-and-Trade Facility-Related Charge	0.0248		0.0248
	<u>Rate M10 - Small wholesale service</u>			
14	Monthly delivery commodity charge	6.7289	0.4448	7.1737
	<u>Cap-and-Trade Charges</u>			
15	Cap-and-Trade Facility-Related Charge	0.0258		0.0258

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Price changes to individual interruptible and seasonal contract rates are provided in Appendix C.

UNION GAS LIMITED
Union South
Summary of Changes to Contract Carriage Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Contract Carriage Service</u>			
	<u>Rate T1 - Storage and Transportation</u>			
	<u>Storage (\$ / GJ)</u>			
	Monthly demand charges:			
1	Firm space	0.011		0.011
	Firm Injection/Withdrawal Right			
2	Union provides deliverability inventory	1.459	(0.002)	1.457
3	Customer provides deliverability inventory	1.186	(0.002)	1.184
4	Firm incremental injection	1.186	(0.002)	1.184
5	Interruptible withdrawal	1.186	(0.002)	1.184
	Commodity charges:			
6	Withdrawal	0.022		0.022
7	Customer provides compressor fuel	0.008		0.008
8	Injection	0.022		0.022
9	Customer provides compressor fuel	0.008		0.008
10	Storage fuel ratio - customer provides fuel	0.406%	0.002%	0.408%
	<u>Transportation (cents / m³)</u>			
11	Monthly demand charge first 28,150 m ³	35.4376	5.7260	41.1636
12	Monthly demand charge next 112,720 m ³	24.4833	3.9560	28.4393
	Firm commodity charges:			
13	Union provides compressor fuel - All volumes	0.1782	(0.0198)	0.1584
14	Customer provides compressor fuel - All volumes	0.1360	(0.0222)	0.1138
	Interruptible commodity charges: (2)			
15	Maximum - Union provides compressor fuel	5.5675	0.9384	6.5059
16	Maximum - customer provides compressor fuel	5.5253	0.9360	6.4613
	Cap-and-Trade Charges			
17	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
18	Cap-and-Trade Facility-Related Charge	0.0167		0.0167
19	Transportation fuel ratio - customer provides fuel	0.305%	0.018%	0.323%
	<u>Authorized overrun services</u>			
	<u>Storage (\$ / GJ)</u>			
	Commodity charges			
20	Injection / Withdrawals	0.086	0.100%	0.087
21	Customer provides compressor fuel	0.056		0.056
22	Transportation commodity charge (cents/m ³)	1.3433	0.1684	1.5117
23	Customer provides compressor fuel	1.3011	0.1660	1.4671
24	<u>Monthly Charge</u>	\$1,905.94	(\$10.12)	\$1,895.82

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Price changes to individual interruptible contract rates are provided in Appendix C.

UNION GAS LIMITED
Union South
Summary of Changes to Contract Carriage Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Contract Carriage Service</u>			
	<u>Rate T2 - Storage and Transportation</u>			
	<u>Storage (\$ / GJ)</u>			
	Monthly demand charges:			
1	Firm space	0.011		0.011
	Firm Injection/Withdrawal Right			
2	Union provides deliverability inventory	1.459	(0.002)	1.457
3	Customer provides deliverability inventory	1.186	(0.002)	1.184
4	Firm incremental injection	1.186	(0.002)	1.184
5	Interruptible withdrawal	1.186	(0.002)	1.184
	Commodity charges:			
6	Withdrawal	0.022		0.022
7	Customer provides compressor fuel	0.008		0.008
8	Injection	0.022		0.022
9	Customer provides compressor fuel	0.008		0.008
10	Storage fuel ratio - customer provides fuel	0.406%	0.002%	0.408%
	<u>Transportation (cents / m³)</u>			
11	Monthly demand charge first 140,870 m ³	26.4455	6.2340	32.6795
12	Monthly demand charge all over 140,870 m ³	13.9884	3.2975	17.2859
	Firm commodity charges:			
13	Union provides compressor fuel - All volumes	0.0797	(0.0107)	0.0690
14	Customer provides compressor fuel - All volumes	0.0406	(0.0124)	0.0282
	Interruptible commodity charges: (2)			
15	Maximum - Union provides compressor fuel	5.5675	0.9384	6.5059
16	Maximum - customer provides compressor fuel	5.5284	0.9367	6.4651
	Cap-and-Trade Charges			
17	Cap-and-Trade Customer-Related Charge	3.3181		3.3181
18	Cap-and-Trade Facility-Related Charge	0.0115		0.0115
19	Transportation fuel ratio - customer provides fuel	0.283%	0.012%	0.295%
	<u>Authorized overrun services</u>			
	<u>Storage (\$ / GJ)</u>			
	Commodity charges			
20	Injection / Withdrawals	0.086	0.001	0.087
21	Customer provides compressor fuel	0.056		0.056
22	Transportation commodity charge (cents/m ³)	0.9491	0.1943	1.1434
23	Customer provides compressor fuel	0.9100	0.1926	1.1026
24	<u>Monthly Charge</u>	\$5,513.81	(\$76.65)	\$5,437.16

Notes:

- (1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.
(2) Price changes to individual interruptible contract rates are provided in Appendix C.

UNION GAS LIMITED
Union South
Summary of Changes to Contract Carriage Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>Rate T3 - Storage and Transportation</u>			
	<u>Storage (\$ / GJ)</u>			
	Monthly demand charges:			
1	Firm space	0.011		0.011
	Firm Injection/Withdrawal Right			
2	Union provides deliverability inventory	1.459	(0.002)	1.457
3	Customer provides deliverability inventory	1.186	(0.002)	1.184
4	Firm incremental injection	1.186	(0.002)	1.184
5	Interruptible withdrawal	1.186	(0.002)	1.184
	Commodity charges:			
6	Withdrawal	0.022		0.022
7	Customer provides compressor fuel	0.008		0.008
8	Injection	0.022		0.022
9	Customer provides compressor fuel	0.008		0.008
10	Storage fuel ratio - Customer provides fuel	0.406%	0.002%	0.408%
	<u>Transportation (cents / m³)</u>			
11	Monthly demand charge	16.7213	1.2674	17.9887
12	Union provides compressor fuel - All volumes	0.1629	(0.0342)	0.1287
13	Customer provides compressor fuel - All volumes	0.1104	(0.0387)	0.0717
	Cap-and-Trade Charges			
14	Cap-and-Trade Facility-Related Charge	0.0235		0.0235
15	Transportation fuel ratio - Customer provides fuel	0.380%	0.032%	0.412%
	<u>Authorized overrun services</u>			
	<u>Storage (\$ / GJ)</u>			
	Commodity charges			
16	Injection / Withdrawals	0.086	0.001	0.087
17	Customer provides compressor fuel	0.056		0.056
18	Transportation commodity charge (cents/m ³)	0.7126	0.0075	0.7201
19	Customer provides compressor fuel	0.6601	0.0030	0.6631
	<u>Monthly Charge</u>			
20	City of Kitchener	\$19,968.19	(\$129.41)	\$19,838.78
21	Natural Resource Gas	\$3,065.32	(\$19.87)	\$3,045.46
22	Six Nations	\$1,021.77	(\$6.62)	\$1,015.15

Notes:

(1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.

UNION GAS LIMITED
Union South
Summary of Changes to Unbundled Rates

Line No.	Particulars (cents/m ³)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Approved January 1, 2018 Rate (c)
	<u>U2 Unbundled Service</u>			
	<u>Storage (\$ / GJ)</u>			
	Monthly demand charges:			
	Standard Storage Service (SSS)			
1	Combined Firm Space & Deliverability	0.023		0.023
	Standard Peaking Service (SPS)			
2	Combined Firm Space & Deliverability	0.114		0.114
3	Incremental firm injection right	1.030	(0.002)	1.028
4	Incremental firm withdrawal right	1.030	(0.002)	1.028
	Commodity charges:			
5	Injection customer provides compressor fuel	0.026		0.026
6	Withdrawal customer provides compressor fuel	0.026		0.026
7	Storage fuel ratio - Customer provides fuel	0.406%	0.002%	0.408%
	<u>Authorized overrun services</u>			
	<u>Storage (\$ / GJ)</u>			
	Commodity charges:			
8	Injection customer provides compressor fuel	0.060		0.060
9	Withdrawal customer provides compressor fuel	0.060		0.060

Notes:

(1) Approved rates presentation adjusted to separate the Cap-and-Trade charges which were previously embedded in delivery and transportation rates.

UNION GAS LIMITED
Summary of Changes to Storage and Transportation Rates

Line No.	Particulars (\$/GJ)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Proposed January 1, 2018 Rate (c)
	<u>M12 Transportation Service</u>			
	<u>Firm transportation</u>			
	Monthly demand charges:			
1	Dawn to Kirkwall	2.865	0.289	3.154
2	Dawn to Parkway	3.402	0.314	3.716
3	Kirkwall to Parkway	0.537	0.024	0.561
4	F24-T	0.070		0.070
	<u>M12-X Firm Transportation</u>			
5	Between Dawn, Kirkwall and Parkway	4.239	0.351	4.590
	Commodity charges:			
6	Easterly	Note (2)		Note (2)
7	Westerly	Note (2)		Note (2)
8	Parkway (TCPL / EGT) to Parkway (Cons) / Lisgar	Note (2)		Note (2)
	<u>Cap-and-Trade Facility-Related Charges:</u>			
9	Dawn to Kirkwall / Parkway (Cons) / Lisgar	0.006		0.006
10	Dawn to Parkway (TCPL / EGT)	0.009		0.009
11	Kirkwall to Parkway (Cons) / Lisgar	0.002		0.002
12	Kirkwall to Parkway (TCPL / EGT)	0.005		0.005
13	Parkway to Dawn / Kirkwall	0.003		0.003
14	Kirkwall to Dawn	0.002		0.002
15	Parkway (TCPL / EGT) to Parkway (Cons) / Lisgar	0.002		0.002
	<u>Limited Firm/Interruptible</u>			
	Monthly demand charges:			
16	Maximum	8.165	0.753	8.918
	Commodity charges :			
17	Others	Note (2)		Note (2)
	<u>Authorized Overrun</u>			
	Transportation commodity charges:			
	Easterly:			
18	Dawn to Kirkwall - Union supplied fuel	Note (2)		Note (2)
19	Dawn to Parkway - Union supplied fuel	Note (2)		Note (2)
20	Kirkwall to Parkway - Union supplied fuel	Note (2)		Note (2)
21	Dawn to Kirkwall - Shipper supplied fuel	0.094 (2)	0.010	0.104 (2)
22	Dawn to Parkway - Shipper supplied fuel	0.112 (2)	0.010	0.122 (2)
23	Kirkwall to Parkway - Shipper supplied fuel	0.018 (2)		0.018 (2)
	<u>M12-X Firm Transportation</u>			
24	Between Dawn, Kirkwall and Parkway - Union supplied fuel	Note (2)		Note (2)
25	Between Dawn, Kirkwall and Parkway - Shipper supplied fuel:	0.139 (2)	0.012	0.151 (2)
	<u>M13 Transportation of Locally Produced Gas</u>			
26	Monthly fixed charge per customer station	\$952.72	4.860	\$957.58
27	Transmission commodity charge to Dawn	0.035		0.035
28	Commodity charge - Union supplied fuel	0.006		0.006
29	Commodity charge - Shipper supplied fuel	Note (3)		Note (3)
30	Cap-and-Trade Facility-Related Charge	0.002		0.002
31	Authorized Overrun - Union supplied fuel	0.074	0.070	0.144
32	Authorized Overrun - Shipper supplied fuel	0.069 (3)	0.070	0.139 (3)

Notes:

- (1) Approved rates presentation adjusted to separate the cap-and-trade charges which were previously embedded in transportation rates.
(2) Monthly fuel rates and fuel and commodity ratios per Schedule "C".
(3) Plus shipper supplied fuel per rate schedule.

UNION GAS LIMITED
Summary of Changes to Storage and Transportation Rates

Line No.	Particulars (\$/GJ)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Proposed January 1, 2018 Rate (c)
	<u>M16 Storage Transportation Service</u>			
1	Monthly fixed charge per customer station	\$1,515.67	7.730	\$1,523.40
	Monthly demand charges:			
2	East of Dawn	0.770	0.004	0.774
3	West of Dawn	1.045	2.110	3.155
4	Transmission commodity charge to Dawn	0.035		0.035
	Transportation Fuel Charges to Dawn:			
5	East of Dawn - Union supplied fuel	0.006		0.006
6	West of Dawn - Union supplied fuel	0.006		0.006
7	East of Dawn - Shipper supplied fuel	Note (2)		Note (2)
8	West of Dawn - Shipper supplied fuel	Note (2)		Note (2)
	Transportation Fuel Charges to Pools:			
9	East of Dawn - Union supplied fuel	0.007	(0.001)	0.006
10	West of Dawn - Union supplied fuel	0.016		0.016
11	East of Dawn - Shipper supplied fuel	Note (2)		Note (2)
12	West of Dawn - Shipper supplied fuel	Note (2)		Note (2)
	Cap-and-Trade Facility-Related Charges to Dawn:			
13	East of Dawn - All Shippers	0.002		0.002
14	West of Dawn - All Shippers	0.002		0.002
	Cap-and-Trade Facility-Related Charges to Pool:			
15	East of Dawn - All Shippers	0.002		0.002
16	West of Dawn - All Shippers	0.005		0.005
	<u>Authorized Overrun</u>			
	Transportation Fuel Charges to Dawn:			
17	East of Dawn - Union supplied fuel	0.065	0.001	0.066
18	West of Dawn - Union supplied fuel	0.074	0.070	0.144
19	East of Dawn - Shipper supplied fuel	0.060 (2)		0.060 (2)
20	West of Dawn - Shipper supplied fuel	0.069 (2)	0.070	0.139 (2)
	Transportation Fuel Charges to Pools:			
21	East of Dawn - Union supplied fuel	0.032		0.032
22	West of Dawn - Union supplied fuel	0.050	0.070	0.120
23	East of Dawn - Shipper supplied fuel	0.025 (2)		0.025 (2)
24	West of Dawn - Shipper supplied fuel	0.034 (2)	0.070	0.104 (2)
	<u>C1 - Cross Franchise Transportation Service</u>			
	<u>Transportation service</u>			
	Monthly demand charges:			
25	St. Clair / Bluewater & Dawn	1.045	2.110	3.155
26	Ojibway & Dawn	1.045	2.110	3.155
27	Parkway to Dawn	0.837	0.037	0.874
28	Parkway to Kirkwall	0.837	0.037	0.874
29	Kirkwall to Dawn	1.475	0.067	1.542
30	Dawn to Kirkwall	2.865	0.289	3.154
31	Dawn to Parkway	3.402	0.314	3.716
32	Kirkwall to Parkway	0.537	0.024	0.561
33	Dawn to Dawn-Vector	0.029	0.001	0.030
34	Dawn to Dawn-TCPL	0.138	0.001	0.139
	Commodity charges:			
35	St. Clair / Bluewater & Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.009		0.009
36	St. Clair / Bluewater & Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.007		0.007
37	Ojibway & Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.011		0.011
38	Ojibway & Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.016		0.016
39	Parkway to Kirkwall / Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.006		0.006
40	Parkway to Kirkwall / Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.010	0.001	0.011
41	Kirkwall to Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.006		0.006
42	Kirkwall to Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.006		0.006
43	Dawn to Kirkwall - Union supplied fuel (Nov. 1 - Mar. 31)	0.027		0.027
44	Dawn to Kirkwall - Union supplied fuel (Apr. 1 - Oct. 31)	0.011		0.011
45	Dawn to Parkway - Union supplied fuel (Nov. 1 - Mar. 31)	0.036	0.001	0.037
46	Dawn to Parkway - Union supplied fuel (Apr. 1 - Oct.31)	0.020	0.001	0.021
47	Kirkwall to Parkway - Union supplied fuel (Nov. 1 - Mar. 31)	0.015		0.015
48	Kirkwall to Parkway - Union supplied fuel (Apr. 1 - Oct.31)	0.015		0.015

Notes:

- (1) Approved rates presentation adjusted to separate the cap-and-trade charges which were previously embedded in transportation rates.
(2) Plus shipper supplied fuel per rate schedule.

UNION GAS LIMITED
Summary of Changes to Storage and Transportation Rates

Line No.	Particulars (\$/GJ)	EB-2017-0278 Approved October 1, 2017 Rate (1) (a)	Rate Change (b)	EB-2017-0087 Proposed January 1, 2018 Rate (c)
<u>C1 - Cross Franchise Transportation Service</u>				
<u>Transportation service cont'd</u>				
1	St. Clair / Bluewater & Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
2	St. Clair / Bluewater & Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	Note (2)		Note (2)
3	Ojibway & Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
4	Ojibway & Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	Note (2)		Note (2)
5	Parkway to Kirkwall / Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
6	Parkway to Kirkwall / Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	Note (2)		Note (2)
7	Kirkwall to Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
8	Kirkwall to Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	Note (2)		Note (2)
9	Dawn to Kirkwall - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
10	Dawn to Kirkwall - Shipper supplied fuel (Apr. 1 - Oct. 31)	Note (2)		Note (2)
11	Dawn to Parkway - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
12	Dawn to Parkway - Shipper supplied fuel (Apr. 1 - Oct.31)	Note (2)		Note (2)
13	Kirkwall to Parkway - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
14	Kirkwall to Parkway - Shipper supplied fuel (Apr. 1 - Oct.31)	Note (2)		Note (2)
15	Dawn to Dawn-Vector - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
16	Dawn to Dawn-Vector - Shipper supplied fuel (Apr. 1 - Oct . 31)	Note (2)		Note (2)
17	Dawn to Dawn-TCPL - Shipper supplied fuel (Nov. 1 - Mar. 31)	Note (2)		Note (2)
18	Dawn to Dawn-TCPL - Shipper supplied fuel (Apr. 1 - Oct . 31)	Note (2)		Note (2)
19	Dawn(Tecumseh), Dawn(Facilities or TCPL), Dawn (Vector) and Dawn (TSLE)	Note (2)		Note (2)
20	Interruptible and Short Term (1 year or less) Firm Transportation: Maximum	75.00		75.00
<u>Cap-and-Trade Facility-Related Charges:</u>				
21	St. Clair / Bluewater & Dawn	0.004		0.004
22	Ojibway & Dawn	0.004		0.004
23	Parkway to Dawn	0.003		0.003
24	Parkway to Kirkwall	0.003		0.003
25	Kirkwall to Dawn	0.002		0.002
26	Dawn to Kirkwall / Parkway (Cons) / Lisgar	0.006		0.006
27	Dawn to Parkway (TCPL)	0.009		0.009
28	Kirkwall to Parkway (Cons) / Lisgar	0.002		0.002
29	Kirkwall to Parkway (TCPL)	0.005		0.005
30	Dawn to Dawn-Vector	0.003		0.003
31	Dawn to Dawn-TCPL	0.004		0.004
<u>Authorized Overrun</u>				
Firm transportation commodity charges:				
32	St. Clair / Bluewater & Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.044	0.069	0.113
33	St. Clair / Bluewater & Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.042	0.069	0.111
34	Ojibway & Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.045	0.070	0.115
35	Ojibway & Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.050	0.070	0.120
36	Parkway to Kirkwall / Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.139	0.011	0.150
37	Parkway to Kirkwall / Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.144	0.011	0.155
38	Kirkwall to Dawn - Union supplied fuel (Nov. 1 - Mar. 31)	0.054	0.024	0.078
39	Kirkwall to Dawn - Union supplied fuel (Apr. 1 - Oct. 31)	0.054	0.024	0.078
40	Dawn to Kirkwall - Union supplied fuel (Nov. 1 - Mar. 31)	0.143	0.010	0.153
41	Dawn to Kirkwall - Union supplied fuel (Apr. 1 - Oct. 31)	0.127	0.010	0.137
42	Dawn to Parkway - Union supplied fuel (Nov. 1 - Mar. 31)	0.170	0.011	0.181
43	Dawn to Parkway - Union supplied fuel (Apr. 1 - Oct.31)	0.154	0.011	0.165
44	Kirkwall to Parkway - Union supplied fuel (Nov. 1 - Mar. 31)	0.055	0.001	0.056
45	Kirkwall to Parkway - Union supplied fuel (Apr. 1 - Oct.31)	0.054	0.001	0.055
46	St. Clair / Bluewater & Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.034 (2)	0.070	0.104 (2)
47	St. Clair / Bluewater & Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	0.034 (2)	0.070	0.104 (2)
48	Ojibway & Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.034 (2)	0.070	0.104 (2)
49	Ojibway & Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	0.034 (2)	0.070	0.104 (2)
50	Parkway to Kirkwall / Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.112 (2)	0.010	0.122 (2)
51	Parkway to Kirkwall / Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	0.112 (2)	0.010	0.122 (2)
52	Kirkwall to Dawn - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.049 (2)	0.002	0.051 (2)
53	Kirkwall to Dawn - Shipper supplied fuel (Apr. 1 - Oct. 31)	0.049 (2)	0.002	0.051 (2)
54	Dawn to Kirkwall - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.094 (2)	0.010	0.104 (2)
55	Dawn to Kirkwall - Shipper supplied fuel (Apr. 1 - Oct. 31)	0.094 (2)	0.010	0.104 (2)
56	Dawn to Parkway - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.112 (2)	0.010	0.122 (2)
57	Dawn to Parkway - Shipper supplied fuel (Apr. 1 - Oct.31)	0.112 (2)	0.010	0.122 (2)
58	Kirkwall to Parkway - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.018 (2)		0.018 (2)
59	Kirkwall to Parkway - Shipper supplied fuel (Apr. 1 - Oct.31)	0.018 (2)		0.018 (2)
60	Dawn to Dawn-Vector - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.001 (2)		0.001 (2)
61	Dawn to Dawn-Vector - Shipper supplied fuel (Apr. 1 - Oct . 31)	0.001 (2)		0.001 (2)
62	Dawn to Dawn-TCPL - Shipper supplied fuel (Nov. 1 - Mar. 31)	0.005 (2)		0.005 (2)
63	Dawn to Dawn-TCPL - Shipper supplied fuel (Apr. 1 - Oct . 31)	0.005 (2)		0.005 (2)

Notes:

- (1) Approved rates presentation adjusted to separate the cap-and-trade charges which were previously embedded in transportation rates.
(2) Plus shipper supplied fuel per rate schedule.

Appendix B



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RATE 01A - SMALL VOLUME GENERAL FIRM SERVICE

ELIGIBILITY

Any customer in Union's North West and North East Zones who is an end user whose total gas requirements at that location are equal to or less than 50,000 m³ per year.

SERVICES AVAILABLE

The following services are available under this rate schedule:

(a) **Sales Service**

For continuous supply of natural gas by Union and associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service, the Monthly, Delivery and Gas Supply Charges shall apply.

(b) **Transportation Service**

For continuous delivery on Union's distribution system from the Point of Receipt on TransCanada's system to the Point of Consumption on the customer's premises of natural gas owned by the customer and transported by TransCanada under a firm transportation service tariff or equivalent National Energy Board Order. For this service, the Monthly and Delivery Charges shall apply. Unless otherwise authorized by Union, customers who initiate a movement to Transportation Service from a Sales Service or Bundled Transportation Service must accept an assignment from Union of transportation capacity on upstream pipeline systems.

Transportation Service customers in the Union North East Zone may contract with Union for transportation service from Dawn to the customer's delivery area. The charges for the transportation service will consist of the Rate C1 Dawn-Parkway firm transportation rate and applicable fuel charges, in accordance with Union's Rate C1 rate schedule, and all applicable third party (i.e. TransCanada) transportation charges on upstream pipelines from Parkway to the customer's delivery area.

(c) **Bundled Transportation Service**

For continuous delivery by Union of gas owned by the customer and for the associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service the Monthly, and Delivery Charges, as well as the Storage and Transportation Charges of the Gas Supply Charge shall apply.

MONTHLY RATES AND CHARGES

<u>APPLICABLE TO ALL SERVICES</u>	<u>Union North West</u>	<u>Union North East</u>
<u>MONTHLY CHARGE</u>	\$21.00	\$21.00
<u>DELIVERY CHARGE</u>	<u>¢ per m³</u>	<u>¢ per m³</u>
First 100 m ³ per month @	9.3853	9.3853
Next 200 m ³ per month @	9.1457	9.1457
Next 200 m ³ per month @	8.7665	8.7665
Next 500 m ³ per month @	8.4185	8.4185
Over 1,000 m ³ per month @	8.1310	8.1310
Delivery-Price Adjustment (All Volumes) (1)	1.2219	1.2219
<u>CAP-AND-TRADE CHARGES (in addition to Delivery Charge)</u>		
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	3.3181
Cap-and-Trade Facility-Related Charge	0.0509	0.0509

Notes:

(1) Includes a temporary charge of 1.2219 cents/m³ expiring March 31, 2018.



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ADDITIONAL CHARGES FOR SALES SERVICE

GAS SUPPLY CHARGES

Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

SYSTEM EXPANSION SURCHARGE ("SES") (if applicable)

The system expansion surcharge is applied to all volumes consumed for a defined term and is applicable to customers within the following approved community expansion project areas:

<u>Community Expansion Project</u>	<u>SES Rate (¢ per m³)</u>	<u>SES Term Expiry</u>
Prince Township	23.0000	December 31, 2039

MONTHLY BILL

The monthly bill will equal the sum of the monthly charges plus the rates multiplied by the applicable gas quantities delivered plus all applicable taxes. If the customer transports its own gas, the Gas Supply Charge under Sales Service will not apply.

MINIMUM MONTHLY BILL

The Minimum Monthly Bill shall be the Monthly Charge.

DELAYED PAYMENT

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

SERVICE AGREEMENT

Customers providing their own gas supply in whole or in part, for transportation by Union, must enter into a Service Agreement with Union.

TERMS AND CONDITIONS OF SERVICE

1. If multiple end-users are receiving service from a customer under this rate, for billing purposes, the Monthly Charge, the Delivery Charge and any other charge that is specific to the location of each end-user shall be used to develop a monthly bill for each end-user at each location. Upon request, possibly for a fee, Union will combine the individual bills on a single invoice or statement for administrative convenience. However, Union will not combine the quantities or demands of several end-use locations so that eligibility to a different rate class will result. Further, Union will not combine the monthly billing data of individual end-users to generate a single bill which is less than the sum of the monthly bills of the individual end-users involved at each location.
2. Customers must enter into a Service Agreement with Union prior to the commencement of service.
3. The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

RATE 10 - LARGE VOLUME GENERAL FIRM SERVICE

ELIGIBILITY

Any customer in Union's North West and North East Zones who is an end-user whose total firm gas requirements at one or more Company-owned meters at one location exceed 50,000 m³ per year.

SERVICES AVAILABLE

The following services are available under this rate schedule:

(a) Sales Service

For continuous supply of natural gas by Union and associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service, the Monthly, Delivery and Gas Supply Charges shall apply.

(b) Transportation Service

For continuous delivery on Union's distribution system from the Point of Receipt on TransCanada's system to the Point of Consumption on the customer's premises of natural gas owned by the customer and transported by TransCanada under a firm transportation service tariff or equivalent National Energy Board Order. For this service, the Monthly, and Delivery Charges shall apply. Unless otherwise authorized by Union, customers who initiate a movement to Transportation Service from a Sales Service or Bundled Transportation Service must accept an assignment from Union of transportation capacity on upstream pipeline systems. Customers may reduce their assignment of transportation capacity in compliance with Union's Turnback Policy.

Transportation Service customers in the Union North East Zone may contract with Union for transportation service from Dawn to the customer's delivery area. The charges for the transportation service will consist of the Rate C1 Dawn-Parkway firm transportation rate and applicable fuel charges, in accordance with Union's Rate C1 rate schedule, and all applicable third party (i.e. TransCanada) transportation charges on upstream pipelines from Parkway to the customer's delivery area.

(c) Bundled Transportation Service

For continuous delivery by Union of gas owned by the customer and for the associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service the Monthly, and Delivery Charges, as well as the Storage and Transportation Charges of the Gas Supply Charge shall apply.

MONTHLY RATES AND CHARGES

<u>APPLICABLE TO ALL SERVICES</u>	<u>Union North West</u>	<u>Union North East</u>
<u>MONTHLY CHARGE</u>	\$70.00	\$70.00
<u>DELIVERY CHARGE</u>	<u>¢ per m³</u>	<u>¢ per m³</u>
First 1,000 m ³ per month @	7.9109	7.9109
Next 9,000 m ³ per month @	6.4258	6.4258
Next 20,000 m ³ per month @	5.7562	5.7562
Next 70,000 m ³ per month @	5.1971	5.1971
Over 100,000 m ³ per month @	3.0790	3.0790
Delivery-Price Adjustment (All Volumes) (1)	1.0857	1.0857
<u>CAP-AND-TRADE CHARGES (in addition to Delivery Charge)</u>		
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	3.3181
Cap-and-Trade Facility-Related Charge	0.0378	0.0378

Notes:

(1) Includes a temporary charge of 1.0857 cents/m³ expiring March 31, 2018.



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ADDITIONAL CHARGES FOR SALES SERVICE

GAS SUPPLY CHARGES

Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

SYSTEM EXPANSION SURCHARGE ("SES") (if applicable)

The system expansion surcharge is applied to all volumes consumed for a defined term and is applicable to customers within the following approved community expansion project areas:

Community Expansion Project
Prince Township

SES Rate (¢ per m³)
23.0000

SES Term Expiry
December 31, 2039

MONTHLY BILL

The monthly bill will equal the sum of the monthly charges plus the rates multiplied by the applicable gas quantities delivered plus all applicable taxes. If the customer transports its own gas, the Gas Supply Charge under Sales Service will not apply.

MINIMUM MONTHLY BILL

The Minimum Monthly Bill shall be the Monthly Charge.

DELAYED PAYMENT

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

SERVICE AGREEMENT

Customers providing their own gas supply in whole or in part, for transportation by Union and customers purchasing gas from Union with maximum daily requirements in excess of 3,000 m³ per day must enter into a Service Agreement with Union.

TERMS AND CONDITIONS OF SERVICE

1. Service shall be for a minimum term of one year.
2. If multiple end-users are receiving service from a customer under this rate, for billing purposes, the Monthly Charge, the Delivery Charge and any other charge that is specific to the location of each end-user shall be used to develop a monthly bill for each end-user at each location. Upon request, possibly for a fee, Union will combine the individual bills on a single invoice or statement for administrative convenience. However, Union will not combine the quantities or demands of several end-use locations so that eligibility to a different rate class will result. Further, Union will not combine the monthly billing data of individual end-users to generate a single bill which is less than the sum of the monthly bills of the individual end-users involved at each location.
3. Customers must enter into a Service Agreement with Union prior to the commencement of service.
4. For the purposes of qualifying for a rate class, the total quantities of gas consumed or expected to be consumed on the customer's contiguous property will be used, irrespective of the number of meters installed.
5. The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

RATE 20 - MEDIUM VOLUME FIRM SERVICE**ELIGIBILITY**

Any customer in Union's North West and North East Zones who is an end-user or who is authorized to serve an end-user of gas through one or more Company-owned meters at one location, and whose total maximum daily requirements for firm or combined firm and interruptible service is 14,000 m³ or more.

SERVICES AVAILABLE

The following services are available under this rate schedule:

(a) Sales Service

For continuous supply of natural gas by Union and associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service, the Monthly, Delivery and Gas Supply Charges shall apply.

(b) Transportation Service

For continuous delivery on Union's distribution system from the Point of Receipt on TransCanada's system to the Point of Consumption on the customer's premises of natural gas owned by the customer. The customer is responsible for obtaining the requisite regulatory approvals for the supply and transmission of such gas to Union's distribution system. For this service, the Monthly, Delivery, Transportation Account and Diversion Transaction Charges shall apply. Unless otherwise authorized by Union, customers who initiate a movement to Transportation Service from a Sales Service or Bundled Transportation Service must accept an assignment from Union of transportation capacity on upstream pipeline systems. Customers may reduce their assignment of transportation capacity in compliance with Union's Turnback Policy.

Transportation Service customers in the Union North East Zone may contract with Union for transportation service from Dawn to the customer's delivery area. The charges for the transportation service will consist of the Rate C1 Dawn-Parkway firm transportation rate and applicable fuel charges, in accordance with Union's Rate C1 rate schedule, and all applicable third party (i.e. TransCanada) transportation charges on upstream pipelines from Parkway to the customer's delivery area.

(c) Bundled Transportation Service

For continuous delivery by Union of gas owned by the customer and for the associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service the Monthly, Delivery, Gas Supply Demand and Commodity Transportation Charges shall apply.

(d) Storage Service

For load balancing purposes for customers using Transportation Service on this rate schedule. If at the sole discretion of Union, adequate supplies exist, bundled and unbundled storage and delivery/redelivery services will be provided.

The charge for Bundled Storage Service will consist of the charges for Transportation Service plus the charges for Bundled Storage Service.

Note: Union has a short-term intermittent gas supply service under Rate 30 of which customers may avail themselves, if they qualify for use of the service.

MONTHLY RATES AND CHARGESAPPLICABLE TO ALL SERVICES – ALL ZONES (1)

<u>MONTHLY CHARGE</u>	\$859.96
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DELIVERY CHARGES (cents per month per m³)

Monthly Demand Charge for first 70,000 m ³ of Contracted Daily Demand	28.6438
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Monthly Demand Charge for all units over 70,000 m ³ of Contracted Daily Demand	16.8440
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Commodity Charge for first 852,000 m ³ of gas volumes delivered	0.5406
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Commodity Charge for all units over 852,000 m ³ of gas volumes delivered	0.3865
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CAP-AND-TRADE CHARGES (in addition to Delivery Charges)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181
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Cap-and-Trade Facility-Related Charge	0.0082
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Notes:

- (1) Either the utility or a customer, or potential customer, may apply to the Ontario Energy Board to fix rates, charges and terms and conditions applicable thereto, different from the rates, charges and terms and conditions specified herein if changed rates, charges and terms and conditions are considered by either party to be necessary, desirable and in the public interest.

ADDITIONAL CHARGES FOR SALES SERVICE

Gas Supply Charge

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

Commodity Transportation

Charge 1 applies for all gas volumes delivered in the billing month up to the volume represented by the Contract Demand multiplied by the number of days in the billing month multiplied by 0.4.

Charge 2 applies for all additional gas volumes delivered in the billing month.

HEAT CONTENT ADJUSTMENT

The gas supply commodity charges hereunder will be adjusted upwards or downwards as described below if the average total heating value of the gas per cubic metre (m³) determined in accordance with Union's Terms and Conditions in any month falls above or below 37.89 MJ per m³, respectively.

The adjustment shall be determined by multiplying the amount otherwise payable by a fraction, where the numerator is the monthly weighted average total heating value per cubic meter and the denominator 37.89.



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COMMISSIONING AND DECOMMISSIONING RATE

The contract may provide that the Monthly Demand Charges specified above shall not apply on all or part of the daily contracted demand used by the customer either during the testing, commissioning and phasing in of gas using equipment or, alternatively, in the decommissioning and phasing out of gas using equipment being displaced by other gas using equipment, for a period not to exceed one year ("the transition period"). To be eligible the new or displaced gas using equipment must be separately meterable. In such event, the contract will provide the following rates that such volume during the transitional period will be charged.

	<u>Union North West</u>	<u>Union North East</u>
<u>MONTHLY CHARGE</u>	\$859.96	\$859.96
<u>DELIVERY CHARGES</u>	<u>cents per m³</u>	<u>cents per m³</u>
Commodity Charge for each unit of gas volumes delivered	2.4240	2.4240
<u>CAP-AND-TRADE CHARGES (in addition to Delivery Charges)</u>		
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	3.3181
Cap-and-Trade Facility-Related Charge	0.0082	0.0082

GAS SUPPLY CHARGES

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

ADDITIONAL CHARGES FOR TRANSPORTATION AND STORAGE SERVICES – ALL ZONES

MONTHLY TRANSPORTATION ACCOUNT CHARGE

For customers that currently have installed or will require installing telemetering equipment	\$226.76
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BUNDLED (T-SERVICE) STORAGE SERVICE CHARGES

Monthly Demand Charge for each unit of Contracted Daily Storage Withdrawal Entitlement (\$/GJ/Month)	\$20.568
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Monthly Storage Demand- Price Adjustment for each unit of Contracted Daily Storage Withdrawal Entitlement: (\$/GJ/Month)	-
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Commodity Charge for each unit of gas withdrawn from storage (\$/GJ)	\$0.208
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Authorized Overrun Commodity Charge on each additional unit of gas Union authorizes for withdrawal from storage (\$/GJ)	\$0.884
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The Authorized Overrun Commodity Charge is payable on all quantities on any Day in excess of the customer's contractual rights, for which authorization has been received. Overrun will be authorized by Union at its sole discretion.

DIVERSION TRANSACTION CHARGE

Charge to a customer Receiving Delivery of diverted gas each time such customer requests a diversion and Union provides the service:	\$10.00
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THE BILL

The bill will equal the sum of the charges for all services selected plus the rates multiplied by the applicable gas quantities delivered or withdrawn for each service chosen plus all applicable taxes. If the customer transports its own gas, the Gas Supply Charge under Sales Service will not apply. If the customer selects Union's Sales Service which includes the Gas Supply Charge, no additional charges for Transportation and Storage Services will apply.

MINIMUM BILL

The minimum bill shall be the Monthly Charge, the Transportation Account Charge and the Demand Charges, as applicable.

DELAYED PAYMENT

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

SERVICE AGREEMENT

All customers must enter into a Service Agreement with Union before receiving service under this rate schedule.

TERMS AND CONDITIONS OF SERVICE

1. Service shall be for a minimum term of one year.
2. If multiple end-users are receiving service from a customer under this rate, for billing purposes, the Monthly Charge, the Delivery Charge, the Transportation Account Charge and any other charge that is specific to the location of each end-user shall be used to develop a monthly bill for each end-user at each location. Upon request, possibly for a fee, Union will combine the individual bills on a single invoice or statement for administrative convenience. However, Union will not combine the quantities or demands of several end-use locations so that eligibility to a different rate class will result. Further, Union will not combine the billing data of individual end-users to generate a single bill which is less than the sum of the bills of the individual end-users involved at each location.
3. Customers must enter into a Service Agreement with Union prior to the commencement of service.
4. For the purposes of qualifying for a rate class, the total quantities of gas consumed or expected to be consumed on the customer's contiguous property will be used, irrespective of the number of meters installed.
5. The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

RATE 25 - LARGE VOLUME INTERRUPTIBLE SERVICE

ELIGIBILITY

Any customer in Union's North West and North East Zones who is an end-user or who is authorized to serve an end-user of gas through one or more Company-owned meters at one location, and whose total maximum daily interruptible requirement is 3,000 m³ or more or the interruptible portion of a maximum daily requirement for combined firm and interruptible service is 14,000 m³ or more and whose operations, in the judgement of Union, can readily accept interruption and restoration of gas service.

SERVICES AVAILABLE

The following services are available under this rate schedule:

(a) Sales Service

For interruptible supply of natural gas by Union and associated transportation services necessary to ensure its delivery in accordance with customer's needs. For this service, the Monthly, Delivery and Gas Supply Charges shall apply.

(b) Transportation Service

For delivery of natural gas owned by the customer on Union's distribution system from the Point of Receipt from TransCanada's system to the Point of Consumption on the customer's or end-user's premises, providing that, in the judgement of Union, acting reasonably, the customer-owned gas does not displace service from Union under a Rate 20 or Rate 100 contract specific to that location. The customer is responsible for obtaining the requisite regulatory approvals for the supply and transmission of such gas to Union's distribution system. For this service, the Monthly, Delivery, Transportation Account and Diversion Transaction Charges shall apply.

Transportation Service customers in the Union North East Zone may contract with Union for transportation service from Dawn to the customer's delivery area. The charges for the transportation service will consist of the Rate C1 Dawn-Parkway firm transportation rate and applicable fuel charges, in accordance with Union's Rate C1 rate schedule, and all applicable third party (i.e. TransCanada) transportation charges on upstream pipelines from Parkway to the customer's delivery area.

NOTE: Union has a short-term intermittent gas supply service under Rate 30 which customers may avail themselves of, if they qualify for use of the service.

MONTHLY RATES AND CHARGES

APPLICABLE TO ALL SERVICES – ALL ZONES (1)

<u>MONTHLY CHARGE</u>	\$289.36
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DELIVERY CHARGES

A Delivery Price for all volumes delivered to the customer to be negotiated between Union and the customer and the average price during the period in which these rates remain in effect shall not exceed:

cents per m³

5.2538

CAP-AND-TRADE CHARGES (in addition to Delivery Charges)

Cap-and-Trade Customer-Related Charge (if applicable)

3.3181

Cap-and-Trade Facility-Related Charge

0.0017

UNAUTHORIZED OVERRUN NON - COMPLIANCE RATE

Unauthorized overrun gas taken any month during a period when a notice of interruption is in effect.

cents per m³

233.7000

Notes:

- (1) Either the utility or a customer, or potential customer, may apply to the Ontario Energy Board to fix rates, charges and terms and conditions applicable thereto, different from the rates, charges and terms and conditions specified herein if changed rates, charges and terms and conditions are considered by either party to be necessary, desirable and in the public interest.



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ADDITIONAL CHARGES FOR SALES SERVICE

Gas Supply Charge

As per applicable rate provided in Schedule "A".

Interruptible Service

Applicable all year at a price agreed upon between Union and the customer and the average price during the period in which these rates remain in effect.

HEAT CONTENT ADJUSTMENT

The gas supply commodity charges hereunder will be adjusted upwards or downwards as described below if the average total heating value of the gas per cubic metre (m³) determined in accordance with Union's Terms and Conditions in any month falls above or below 37.89 MJ per m³, respectively.

The adjustment shall be determined by multiplying the amount otherwise payable by a fraction, where the numerator is the monthly weighted average total heating value per cubic meter and the denominator 37.89.

ADDITIONAL CHARGES FOR TRANSPORTATION – ALL ZONES

MONTHLY TRANSPORTATION ACCOUNT CHARGE:

For customers that currently have installed or will require installing telemetering equipment.

\$226.76

THE BILL

The bill will equal the sum of the monthly charges for all services selected plus the rates multiplied by the applicable gas volumes delivered or withdrawn for each service chosen plus all applicable taxes. If the customer transports its own gas, the Gas Supply Charge under Sales Service will not apply. If the customer selects Union's Sales Service which includes the Gas Supply Charge, no additional charges for Transportation will apply.

MINIMUM BILL

The minimum bill shall be the Monthly Charge and the Transportation Account Charge, if applicable.

DELAYED PAYMENT

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

SERVICE AGREEMENT

All customers must enter into a Service Agreement with Union before receiving service under this rate schedule.



Effective
2018-01-01
Rate 25
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TERMS AND CONDITIONS OF SERVICE

1. Service shall be for a minimum term of one year.
2. If multiple end-users are receiving service from a customer under this rate, for billing purposes, the Monthly Charge, the Delivery Charge, the Transportation Account Charge and any other charge that is specific to the location of each end-user shall be used to develop a monthly bill for each end-user at each location. Upon request, Union will combine the individual bills on a single invoice or statement for administrative convenience. However, Union will not combine the volumes or demands of several end-use locations so that eligibility to a different rate class will result. Further, Union will not combine the monthly billing data of individual end-users to generate a single bill which is less than the sum of the monthly bills of the individual end-users involved at each location.
3. Customers must enter into a Service Agreement with Union prior to the commencement of service.
4. For the purposes of qualifying for a rate class, the total volumes of gas consumed or expected to be consumed on the customer's contiguous property will be used, irrespective of the number of meters installed.
5. The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

RATE 30 - INTERMITTENT GAS SUPPLY SERVICE AND SHORT TERM STORAGE / BALANCING SERVICE**ELIGIBILITY**

Any customer in Union's North West and North East Zones already connected to Union's gas distribution system who is an end-user or is authorized to serve an end-user.

SERVICE AVAILABLE

For intermittent, short-term gas supply which will be a substitute for energy forms other than Company owned gas sold under other rate schedules. This may include situations where customer-owned gas supplies are inadequate and short-term backstopping service is requested or during a situation of curtailment on the basis of price when the purchase price of Spot gas is outside the interruptible service price range. The gas supply service available hereunder is offered only in conjunction with service to the customer under an applicable firm or interruptible service rate schedule of Union. The service is for intermittent gas supply and short term storage / balancing service and will be billed in combination with Monthly, Delivery, and other applicable charges for such services under the applicable rate schedule. Gas supply under this rate will be provided when, at the sole discretion of Union, adequate supplies are available.

GAS SUPPLY CHARGE

The gas supply charge shall be \$5.00 per 10³m³ plus the greater of the incremental cost of gas for Union and the customer's gas supply charge.

SHORT TERM STORAGE / BALANCING SERVICE

Short Term Storage / Balancing Service is:

- i) a combined space and interruptible deliverability service for short-term or off-peak storage in Union's storage facilities, OR
- ii) short-term firm deliverability, OR
- iii) a component of an operational balancing service offered.

In negotiating the rate to be charged for service, the matters that are to be considered include:

- i) the minimum amount of storage service to which a customer is willing to commit,
- ii) whether the customer is contracting for firm or interruptible service during Union's peak or non-peak periods,
- iii) utilization of facilities, and
- iv) competition.

A commodity charge to be negotiated between Union and the customer not to exceed \$6.000/GJ.

THE BILL

The bill for gas supply and/or short term supplemental services under this rate shall be rendered in conjunction with the billing for delivery and other services under the customer's applicable rate for such services.

SERVICE AGREEMENT

All customers must enter into a Service Agreement with Union for this service and must agree therein to curtail or interrupt use of gas under this rate schedule whenever requested to do so by Union.

TERMS AND CONDITIONS OF SERVICE

1. Failure of the customer to interrupt or curtail use of gas on this rate as requested by Union shall be subject to the Unauthorized Overrun Gas Penalty as provided in Union's Terms and Conditions. Anytime the customer has such failure, Union reserves the right to cancel service under this rate.
2. The Terms and Conditions of the applicable rate schedule for delivery of the gas sold hereunder shall also apply.
3. The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

RATE 100 – LARGE VOLUME HIGH LOAD FACTOR FIRM SERVICE**ELIGIBILITY**

Any customer in Union's North West and North East Zones who is an end-user or who is authorized to serve an end-user of gas through one or more Company-owned meters at one location, and whose maximum daily requirement for firm service is 100,000 m³ or more, and whose annual requirement for firm service is equal to or greater than its maximum daily requirement multiplied by 256.

SERVICES AVAILABLE

The following services are available under this rate schedule:

(a) Sales Service

For continuous supply of natural gas by Union and associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service, the Monthly, Delivery and Gas Supply Charges shall apply.

(b) Transportation Service

For continuous delivery on Union's distribution system from the Point of Receipt on TransCanada's system to the Point of Consumption on the customer's premises of natural gas owned by the customer. The customer is responsible for obtaining the requisite regulatory approvals for the supply and transmission of such gas to Union's distribution system. For this service, the Monthly, Delivery, Transportation Account and Diversion Transaction Charges shall apply. Unless otherwise authorized by Union, customers who initiate a movement to Transportation Service from a Sales Service or Bundled Transportation Service must accept an assignment from Union of transportation capacity on upstream pipeline systems. Customers may reduce their assignment of transportation capacity in compliance with Union's Turnback Policy.

Transportation Service customers in the Union North East Zone may contract with Union for transportation service from Dawn to the customer's delivery area. The charges for the transportation service will consist of the Rate C1 Dawn-Parkway firm transportation rate and applicable fuel charges, in accordance with Union's Rate C1 rate schedule, and all applicable third party (i.e. TransCanada) transportation charges on upstream pipelines from Parkway to the customer's delivery area.

(c) Bundled Transportation Service

For continuous delivery by Union of gas owned by the customer and for the associated transportation and storage services necessary to ensure deliverability in accordance with the customer's needs. For this service the Monthly, Delivery, Gas Supply Demand and Commodity Transportation Charges shall apply.

(d) Storage Service

For load balancing purposes for customers using Transportation Service on this rate schedule. If at the sole discretion of Union, adequate supplies exist, bundled and unbundled storage and delivery/redelivery services will be provided.

The charge for Bundled Storage Service will consist of the charges for Transportation Service plus the charges for Bundled Storage Service.

NOTE: Union has a short-term intermittent gas supply service under Rate 30 which customers may avail themselves of, if they qualify for use of the service.

MONTHLY RATES AND CHARGESAPPLICABLE TO ALL SERVICES – ALL ZONES (1)

<u>MONTHLY CHARGE</u>	\$1,340.55
<u>DELIVERY CHARGES</u> (cents per Month per m ³ of Daily Contract Demand)	
Monthly Demand Charge for each unit of Contracted Daily Demand	15.0839
Commodity Charge for each unit of gas volumes delivered (cents/m ³)	0.2200
<u>CAP-AND-TRADE CHARGES</u> (in addition to Delivery Charges)	
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181
Cap-and-Trade Facility-Related Charge	0.0004

Notes:

- (1) Either the utility or a customer, or potential customer, may apply to the Ontario Energy Board to fix rates, charges and terms and conditions applicable thereto, different from the rates, charges and terms and conditions specified herein if changed rates, charges and terms and conditions are considered by either party to be necessary, desirable and in the public interest.

ADDITIONAL CHARGES FOR SALES SERVICEGas Supply Charges

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

Commodity Transportation

Charge 1 applies for all gas volumes delivered in the billing month up to the volume represented by the Contract Demand multiplied by the number of days in the billing month multiplied by 0.3.

Charge 2 applies for all additional gas volumes delivered in the billing month.

HEAT CONTENT ADJUSTMENT

The gas supply commodity charges hereunder will be adjusted upwards or downwards as described below if the average total heating value of the gas per cubic metre (m³) determined in accordance with Union's Terms and Conditions in any month falls above or below 37.89 MJ per m³, respectively.

The adjustment shall be determined by multiplying the amount otherwise payable by a fraction, where the numerator is the monthly weighted average total heating value per cubic meter and the denominator 37.89.



COMMISSIONING AND DECOMMISSIONING RATE

The contract may provide that the Monthly Demand Charges specified above shall not apply on all or part of the daily contracted demand used by the customer either during the testing, commissioning and phasing in of gas using equipment or, alternatively, in the decommissioning and phasing out of gas using equipment being displaced by other gas using equipment, for a period not to exceed one year ("the transitional period"). To be eligible the new or displaced gas using equipment must be separately meterable. In such event, the contract will provide the following rates that such volume during the transitional period will be charged.

	Union <u>North West</u>	Union <u>North East</u>
<u>MONTHLY CHARGE</u>	\$1,340.55	\$1,340.55
<u>DELIVERY CHARGES (cents per m³)</u>		
Commodity Charge for each unit of gas volumes delivered	0.9284	0.9284
<u>CAP-AND-TRADE CHARGES (in addition to Delivery Charges)</u>		
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	3.3181
Cap-and-Trade Facility-Related Charge	0.0004	0.0004

GAS SUPPLY CHARGES

The gas supply charge is comprised of charges for transportation and for commodity and fuel.

The applicable rates are provided in Schedule "A".

ADDITIONAL CHARGES FOR TRANSPORTATION AND STORAGE SERVICES – ALL ZONES

MONTHLY TRANSPORTATION ACCOUNT CHARGE

For customers that currently have installed or will require installing telemetering equipment	\$226.76
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BUNDLED (T-SERVICE) STORAGE SERVICE CHARGES

Monthly Demand Charge for each unit of Contracted Daily Storage Withdrawal Entitlement (\$/GJ/Month)	\$20.568
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Monthly Storage Demand- Price Adjustment for each unit of Contracted Daily Storage Withdrawal Entitlement: (\$/GJ/Month)	-
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Commodity Charge for each unit of gas withdrawn from storage (\$/GJ)	\$0.208
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Authorized Overrun Commodity Charge on each additional unit of gas Union authorizes for withdrawal from storage (\$/GJ)	\$0.884
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The Authorized Overrun Commodity Charge is payable on all quantities on any Day in excess of the customer's contractual rights, for which authorization has been received. Overrun will be authorized by Union at its sole discretion.

DIVERSION TRANSACTION CHARGE

Charge to a customer Receiving Delivery of diverted gas each time such customer requests a diversion and Union provides the service:	\$10.00
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THE BILL

The bill will equal the sum of the charges for all services selected plus the rates multiplied by the applicable gas quantities delivered or withdrawn for each service chosen plus all applicable taxes. If the customer transports its own gas, the Gas Supply Charge under Sales Service will not apply. If the customer selects Union's Sales Service which includes the Gas Supply Charge, no additional charges for Transportation and Storage Services will apply.

MINIMUM BILL

The minimum bill shall be the Monthly Charge, the Transportation Account Charge and the Demand Charges, as applicable.

DELAYED PAYMENT

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

SERVICE AGREEMENT

All customers must enter into a Service Agreement with Union before receiving service under this rate schedule.

TERMS AND CONDITIONS OF SERVICE

1. Service shall be for a minimum term of one year.
2. If multiple end-users are receiving service from a customer under this rate, for billing purposes, the Monthly Charge, the Delivery Charge, the Transportation Account Charge and any other charge that is specific to the location of each end-user shall be used to develop a monthly bill for each end-user at each location. Upon request, possibly for a fee, Union will combine the individual bills on a single invoice or statement for administrative convenience. However, Union will not combine the quantities or demands of several end-use locations so that eligibility to a different rate class will result. Further, Union will not combine the billing data of individual end-users to generate a single bill which is less than the sum of the bills of the individual end-users involved at each location.
3. Customers must enter into a Service Agreement with Union prior to the commencement of service.
4. For the purposes of qualifying for a rate class, the total quantities of gas consumed or expected to be consumed on the customer's contiguous property will be used, irrespective of the number of meters installed.
5. The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.



Effective
2018-01-01
Schedule "A"
Page 1 of 2

Union Gas Limited
Union North
Gas Supply Charges

(A) Availability

Available to customers in Union's North West and North East Delivery Zones.

(B) Applicability:

To all sales customers served under Rate 01A, Rate 10, Rate 20, Rate 100 and Rate 25.

(C) Rates

Utility Sales

Rate 01A (cents / m³)

	<u>Union North West</u>	<u>Union North East</u>
Storage	2.2627	7.0010
Storage - Price Adjustment	-	-
Commodity and Fuel (1)	10.3786	14.0127
Commodity and Fuel - Price Adjustment	1.1618	0.9915
Transportation	6.8594	3.0285
Transportation - Price Adjustment	0.6565	0.6881
Total Gas Supply Charge	<u>21.319</u>	<u>25.7218</u>

Rate 10 (cents / m³)

Storage	1.7066	4.9801
Storage - Price Adjustment	-	-
Commodity and Fuel (1)	10.3786	14.0127
Commodity and Fuel - Price Adjustment	1.1618	0.9915
Transportation	6.0056	2.7768
Transportation - Price Adjustment	0.7330	0.7646
Total Gas Supply Charge	<u>19.9856</u>	<u>23.5257</u>

Notes:

(1) The Commodity and Fuel rate includes a gas supply administration charge of 0.1893 cents/m³.



Effective
2018-01-01
Schedule "A"
Page 2 of 2

Union Gas Limited
Union North
Gas Supply Charges

Utility Sales

Rate 20 (cents / m³)

	<u>Union North West</u>	<u>Union North East</u>
Commodity and Fuel (1)	10.1013	13.6365
Commodity and Fuel - Price Adjustment	1.1618	0.9915
Commodity Transportation - Charge 1	3.6224	2.6450
Transportation 1 - Price Adjustment	(0.0966)	(0.0650)
Commodity Transportation - Charge 2	-	-
Monthly Gas Supply Demand	57.2684	50.9054
Gas Supply Demand - Price Adjustment	-	-
Commissioning and Decommissioning Rate	6.5862	5.4112

Rate 100 (cents / m³)

Commodity and Fuel (1)	10.1013	13.6365
Commodity and Fuel - Price Adjustment	1.1618	0.9915
Commodity Transportation - Charge 1	6.3364	9.2013
Commodity Transportation - Charge 2	-	-
Monthly Gas Supply Demand	112.9067	160.8218
Commissioning and Decommissioning Rate	8.0185	11.4967

Rate 25 (cents / m³)

Gas Supply Charge:		
Interruptible Service	1.4848	1.4848
Minimum	675.9484	675.9484
Maximum		

Natural Gas Liquefaction Service (\$ / GJ) (2)

Gas Supply Charge:		
Interruptible Service		
Minimum		0.3919
Maximum		178.3976

Notes:

- (1) The Commodity and Fuel rate includes a gas supply administration charge of 0.1893 cents/m³.
(2) Billing in energy (\$/GJ) will only apply to the Natural Gas Liquefaction Service.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

SMALL VOLUME GENERAL SERVICE RATE

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To general service customers whose total consumption is equal to or less than 50,000 m³ per year.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

a) Monthly Charge \$21.00

b) Delivery Charge

First	100 m ³	5.1107	¢ per m ³
Next	150 m ³	4.8457	¢ per m ³
All Over	250 m ³	4.1611	¢ per m ³

Delivery - Price Adjustment (All Volumes) (1) 0.5143 ¢ per m³

Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181 ¢ per m ³
Cap-and-Trade Facility-Related Charge	0.0297 ¢ per m ³

c) Storage Charge (if applicable) 0.7328 ¢ per m³

Storage - Price Adjustment (All Volumes) - ¢ per m³

Applicable to all bundled customers (sales and bundled transportation service).

d) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

e) System Expansion Surcharge ("SES") (if applicable)

The system expansion surcharge is applied to all volumes consumed for a defined term and is applicable to customers within the following approved community expansion project areas:

<u>Community Expansion Project</u>	<u>SES Rate (¢ per m³)</u>	<u>SES Term Expiry</u>
Kettle and Stony Point First Nation and Lambton Shores	23.0000	December 31, 2029
Milverton, Rostock and Wartburg	23.0000	December 31, 2032
Delaware Nation of Moraviantown First Nation	23.0000	December 31, 2057

During any month in which a customer terminates service or begins service, the fixed charge for the month will be prorated to such customer.

Notes:

(1) Includes a temporary charge of 0.5143 cents/m³ expiring March 31, 2018.

(D) Supplemental Service to Commercial and Industrial Customers Under Group Meters

Combination of readings from several meters may be authorized by the Company and the Company will not reasonably withhold authorization in cases where meters are located on contiguous pieces of property of the same owner not divided by a public right-of-way.



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2018-01-01
Rate M1
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(E) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(F) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

(G) Overrun Charge

In the event that a direct purchase customer fails to deliver its contracted volumes to Union, and Union has the capability to continue to supply the customer, Union will do so. The customer may pay for the identified delivery charge and the total gas supply charge for utility sales provided in Schedule "A" per m³, plus 7¢ per m³.

Overrun Delivery Charge	5.8435	¢ per m ³	
<u>Cap-and-Trade Charges (in addition to Delivery Charge)</u>			
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³	
Cap-and-Trade Facility-Related Charge	0.0297	¢ per m ³	

(H) Bundled Direct Purchase Delivery

Where a customer elects transportation service under this rate schedule, the customer must enter into a Bundled T Gas Contract with Union for delivery of gas to Union. Bundled T Gas Contract Rates and Gas Purchase Contract Rates are described in rate schedule R1.

(I) Company Policy Relating to Terms of Service

- Customers who temporarily discontinue service during any twelve consecutive months without payment of the monthly fixed charge for the months in which the gas is temporarily disconnected shall pay for disconnection and reconnection.
- When gas is delivered at an absolute pressure in excess of 101.325 kilopascals, then for purposes of measurement, hereunder, such volume of gas shall be corrected to an absolute pressure of 101.325 kilopascals. Atmospheric pressure is assumed to be the levels shown below in kilopascals (absolute) regardless of the actual atmospheric pressure at which the gas is measured and delivered.

<u>Zone</u>	<u>Assumed Atmospheric Pressure kPa</u>		<u>Assumed Atmospheric Pressure kPa</u>
1	100.148	7	97.582
2	99.494	8	97.065
3	98.874	9	96.721
4	98.564	10	100.561
5	98.185	11	99.321
6	97.754	12	98.883

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

LARGE VOLUME GENERAL SERVICE RATE

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To general service customers whose total consumption is greater than 50,000 m³ per year.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

a) Monthly Charge \$70.00

b) Delivery Charge

First	1 000 m ³	5.0819	¢ per m ³
Next	6 000 m ³	4.9857	¢ per m ³
Next	13 000 m ³	4.8041	¢ per m ³
All Over	20 000 m ³	4.4521	¢ per m ³

Delivery – Price Adjustment (All Volumes) (1) 0.3363 ¢ per m³

Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Customer-Related Charge (if applicable) 3.3181 ¢ per m³

Cap-and-Trade Facility-Related Charge 0.0209 ¢ per m³

c) Storage Charge (if applicable) 0.6481 ¢ per m³

Storage - Price Adjustment (All Volumes) - ¢ per m³

Applicable to all bundled customers (sales and bundled transportation service).

d) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

e) System Expansion Surcharge ("SES") (if applicable)

The system expansion surcharge is applied to all volumes consumed for a defined term and is applicable to customers within the following approved community expansion project areas:

<u>Community Expansion Project</u>	<u>SES Rate (¢ per m³)</u>	<u>SES Term Expiry</u>
Kettle and Stony Point First Nation and Lambton Shores	23.0000	December 31, 2029
Milverton, Rostock and Wartburg	23.0000	December 31, 2032
Delaware Nation of Moraviantown First Nation	23.0000	December 31, 2057

During any month in which a customer terminates service or begins service, the fixed charge for the month will be prorated to such customer.

Notes:

(1) Includes a temporary charge of 0.3363 cents/m³ expiring March 31, 2018.

(D) Supplemental Service to Commercial and Industrial Customers Under Group Meters

Combination of readings from several meters may be authorized by the Company and the Company will not reasonably withhold authorization in cases where meters are located on contiguous pieces of property of the same owner not divided by a public right-of-way.



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Rate M2
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(E) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(F) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

(G) Overrun Charge

In the event that a direct purchase customer fails to deliver its contracted volumes to Union, and Union has the capability to continue to supply the customer, Union will do so. The customer may pay for the identified delivery charge and the total gas supply charge for utility sales provided in Schedule "A" per m³, plus 7¢ per m³.

Overrun Delivery Charge	5.7300	¢ per m ³	
<u>Cap-and-Trade Charges (in addition to Delivery Charge)</u>			
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³	
Cap-and-Trade Facility-Related Charge	0.0209	¢ per m ³	

(H) Bundled Direct Purchase Delivery

Where a customer elects transportation service under this rate schedule, the customer must enter into a Bundled T Gas Contract with Union for delivery of gas to Union. Bundled T Gas Contract Rates and Gas Purchase Contract Rates are described in rate schedule R1.

(I) Company Policy Relating to Terms of Service

- Customers who temporarily discontinue service during any twelve consecutive months without payment of the monthly fixed charge for the months in which the gas is temporarily disconnected shall pay for disconnection and reconnection.
- When gas is delivered at an absolute pressure in excess of 101.325 kilopascals, then for purposes of measurement, hereunder, such volume of gas shall be corrected to an absolute pressure of 101.325 kilopascals. Atmospheric pressure is assumed to be the levels shown below in kilopascals (absolute) regardless of the actual atmospheric pressure at which the gas is measured and delivered.

<u>Zone</u>	<u>Assumed Atmospheric Pressure kPa</u>		<u>Assumed Atmospheric Pressure kPa</u>
1	100.148	7	97.582
2	99.494	8	97.065
3	98.874	9	96.721
4	98.564	10	100.561
5	98.185	11	99.321
6	97.754	12	98.883

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.



Effective
2018-01-01
Rate M4
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FIRM INDUSTRIAL AND COMMERCIAL CONTRACT RATE

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a customer who enters into a contract for the purchase or transportation of gas for a minimum term of one year that specifies a daily contracted demand between 2 400 m³ and 60 000 m³.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

1. Bills will be rendered monthly and shall be the total of:

(i) A Monthly Demand Charge

First	8 450 m ³ of daily contracted demand	62.2530	¢ per m ³
Next	19 700 m ³ of daily contracted demand	27.9127	¢ per m ³
All Over	28 150 m ³ of daily contracted demand	23.4505	¢ per m ³

(ii) A Monthly Delivery Commodity Charge

First 422 250 m ³ delivered per month	1.5791	¢ per m ³
Next volume equal to 15 days use of daily contracted demand	1.5791	¢ per m ³
For remainder of volumes delivered in the month	0.6088	¢ per m ³

Delivery - Price Adjustment (All Volumes)	-	¢ per m ³
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Cap-and-Trade Charges (in addition to Delivery Commodity Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
Cap-and-Trade Facility-Related Charge	0.0280	¢ per m ³

(iii) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

2. Overrun Charge

Authorized overrun gas is available provided that it is authorized by Union in advance. Union will not unreasonably withhold authorization. Overrun means gas taken on any day in excess of 103% of contracted daily demand. Authorized overrun will be available April 1 through October 31 at the identified authorized overrun delivery charge and, if applicable, the total gas supply charge for utility sales provided in Schedule "A" per m³ for all volumes purchased.

Unauthorized overrun gas taken in any month shall be paid for at the identified unauthorized overrun delivery charge for the delivery and the total gas supply charge for utility sales provided in Schedule "A" per m³ for all gas supply volumes purchased.

Authorized Overrun Delivery Charge	3.6258	¢ per m ³
Unauthorized Overrun Delivery Charge	5.8435	¢ per m ³

Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
Authorized Cap-and-Trade Facility-Related Charge	0.0280	¢ per m ³
Unauthorized Cap-and-Trade Facility-Related Charge	0.0297	¢ per m ³

3. Firm Minimum Annual Charge

In each contract year, the customer shall purchase from Union or pay for a minimum volume of gas or transportation services equivalent to 146 days use of firm contracted demand. Overrun gas volumes will not contribute to the minimum volume. In the event that the customer shall not take such minimum volume the customer shall pay an amount equal to the deficiency from the minimum volume times the identified firm minimum annual delivery charge and, if applicable a gas supply commodity charge provided in Schedule "A".

Firm Minimum Annual Delivery Charge	1.7964	¢ per m ³
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In the event that the contract period exceeds one year the annual minimum volume will be prorated for any part year.

4. Interruptible Service

Union may agree, in its sole discretion, to combine a firm service with an interruptible service provided that the amount of interruptible volume to be delivered and agreed upon by Union and the customer shall be no less than 350,000 m³ per year.

The price of all gas delivered by Union pursuant to any contract, contract amendment, or contract renewal shall be determined on the basis of the following schedules:

a) (i) Monthly Delivery Commodity Charge

Daily Contracted Demand Level (CD)

2 400 m ³ ≤ CD < 17 000 m ³	3.0395	¢ per m ³
17 000 m ³ ≤ CD < 30 000 m ³	2.9096	¢ per m ³
30 000 m ³ ≤ CD < 50 000 m ³	2.8413	¢ per m ³
50 000 m ³ ≤ CD ≤ 60 000 m ³	2.7934	¢ per m ³

Delivery - Price Adjustment (All Volumes)	-	¢ per m ³
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Cap-and-Trade Charges (in addition to Delivery Commodity Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
Cap-and-Trade Facility-Related Charge	0.0249	¢ per m ³

(ii) Days Use of Interruptible Contract Demand

The price determined under Paragraph 4(a) of "Rates" will be reduced by the amount based on the number of Days Use of Contracted Demand as scheduled below:

For 75 days use of contracted demand	0.0530	¢ per m ³
For each additional days use of contracted demand up to a maximum of 275 days, an additional discount of	0.00212	¢ per m ³

(iii) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel. The applicable rates are provided in Schedule "A".

(iv) Monthly Charge	\$644.05	per month
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- b) In each contract year, the customer shall take delivery from Union, or in any event pay for, if available and not accepted by the customer, a minimum volume of gas or transportation services as specified in the contract between the parties and which will not be less than 350 000 m³ per annum. Overrun volumes will not contribute to the minimum volume. In the event that the customer shall not take such minimum volume, the customer shall pay an amount equal to the deficiency from the minimum volume times the identified interruptible minimum annual delivery charge, and if applicable, a gas supply charge provided in Schedule "A".

In the event that the contract period exceeds one year, the annual minimum volume will be prorated for any part year.

Interruptible Minimum Annual Delivery Charge	3.2537	¢ per m ³
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- c) Overrun gas is available without penalty provided that it is authorized by Union in advance. Union will not unreasonably withhold authorization. Overrun means gas taken on any day in excess of 105% of contracted daily demand.

Unauthorized overrun gas taken in any month shall be paid for at the identified unauthorized overrun delivery charge and the total gas supply charge for utility sales provided in Schedule "A" per m³ for all gas supply volumes purchased.

Unauthorized Overrun Delivery Charge	5.8435	¢ per m ³
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Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
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Cap-and-Trade Facility-Related Charge	0.0297	¢ per m ³
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Unauthorized Overrun Non-Compliance Rate:

Unauthorized overrun gas taken any month during a period when a notice of interruption is in effect shall be paid for at the rate of 233.7000 ¢ per m³ (\$60 per GJ) for the delivery.

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(E) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems for all volumes. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

(F) Bundled Direct Purchase Delivery

Where a customer elects transportation service under this rate schedule the customer must enter into a Bundled T Gas Contract with Union for delivery of gas to Union.

Bundled T Gas Contract Rates and Gas Purchase Contract Rates are described in rate schedule R1.

INTERRUPTIBLE INDUSTRIAL AND COMMERCIAL CONTRACT RATE

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a customer who enters into a contract for the purchase or transportation of gas for a minimum term of one year that specifies a daily contracted demand between 2 400 m³ and 60 000 m³ inclusive.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

1. Interruptible Service

The price of all gas delivered by Union pursuant to any contract, contract amendment, or contract renewal shall be determined on the basis of the following schedules:

(i) Monthly Delivery Commodity Charge

Daily Contracted Demand Level (CD)

2 400 m ³ ≤ CD < 17 000 m ³	3.0395	¢ per m ³
17 000 m ³ ≤ CD < 30 000 m ³	2.9096	¢ per m ³
30 000 m ³ ≤ CD < 50 000 m ³	2.8413	¢ per m ³
50 000 m ³ ≤ CD ≤ 60 000 m ³	2.7934	¢ per m ³

Delivery - Price Adjustment (All Volumes)	-	¢ per m ³
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Cap-and-Trade Charges (in addition to Delivery Commodity Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
Cap-and-Trade Facility-Related Charge	0.0249	¢ per m ³

(ii) Days Use of Interruptible Contract Demand

The price determined under Paragraph 1(a) of "Rates" will be reduced by the amount based on the number of Days Use of Contracted Demand as scheduled below:

For 75 days use of contracted demand	0.0530	¢ per m ³
For each additional days use of contracted demand up to a maximum of 275 days, an additional discount of	0.0021	¢ per m ³

(iii) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel. The applicable rates are provided in Schedule "A".

(iv) Monthly Charge	\$644.05	per month
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- In each contract year, the customer shall take delivery from Union, or in any event pay for, if available and not accepted by the customer, a minimum volume of gas or transportation services as specified in the contract between the parties and which will not be less than 350 000 m³ per annum. Overrun volumes will not contribute to the minimum volume. In the event that the customer shall not take such minimum volume, the customer shall pay an amount equal to the deficiency from the minimum volume times the identified interruptible minimum annual delivery charge, and if applicable, a gas supply charge provided in Schedule "A".

In the event that the contract period exceeds one year, the annual minimum volume will be prorated for any part year.

Interruptible Minimum Annual Delivery Charge	3.2537	¢ per m ³
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3. Overrun gas is available without penalty provided that it is authorized by Union in advance. Union will not unreasonably withhold authorization. Overrun means gas taken on any day in excess of 105% of contracted daily demand.

Unauthorized overrun gas taken in any month shall be paid for at the identified unauthorized overrun delivery charge and the total gas supply charge for utility sales provided in Schedule "A" per m³ for all gas supply volumes purchased.

Unauthorized Overrun Delivery Charge	5.8435	¢ per m ³
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Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
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Cap-and-Trade Facility-Related Charge	0.0297	¢ per m ³
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Unauthorized Overrun Non-Compliance Rate:

Unauthorized overrun gas taken any month during a period when a notice of interruption is in effect shall be paid for at the rate of 233.7000 ¢ per m³ (\$60 per GJ) for the delivery.

4. Non-Interruptible Service

Union may agree, in its sole discretion, to combine an interruptible service with a firm service in which case the amount of firm daily demand to be delivered shall be agreed upon by Union and the customer.

a) The monthly demand charge for firm daily deliveries will be 34.8081 ¢ per m³.

b) The commodity charge for firm service shall be the rate for firm service at Union's firm rates net of a monthly demand charge of 34.8081 ¢ per m³ of daily contracted demand. The commodity charge includes cap-and-trade facility-related charges related to the firm service.

c) The interruptible commodity charge will be established under Clause 1 of this schedule.

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(E) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

(F) Bundled Direct Purchase Delivery

Where a customer elects transportation service under this rate schedule the customer must enter into a Bundled T Gas Contract with Union for delivery of gas to Union.

Bundled T Gas Contract Rates and Gas Purchase Contract Rates are described in rate schedule R1.

SPECIAL LARGE VOLUME INDUSTRIAL AND COMMERCIAL CONTRACT RATE

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a Customer

- a) who enters into a contract for the purchase or transportation of gas for a minimum term of one year that specifies a combined maximum daily requirement for firm, interruptible and seasonal service of at least 60 000 m³; and
- b) who has site specific energy measuring equipment that will be used in determining energy balances.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

1. Bills will be rendered monthly and shall be the total of:

(i) A Monthly Demand Charge

A negotiated Monthly Demand Charge for each m³ of daily contracted firm demand up to 34.9210 ¢ per m³

(ii) A Monthly Delivery Commodity Charge

(1) A Monthly Firm Delivery Commodity Charge for all firm volumes of	0.3623 ¢ per m ³	
and a Delivery - Price Adjustment of	-	¢ per m ³

(2) A Monthly Interruptible Delivery Commodity Charge for all interruptible volumes to be negotiated between Union and the customer not to exceed an annual average of	6.5059 ¢ per m ³	
and a Delivery - Price Adjustment of	-	¢ per m ³

(3) A Monthly Seasonal Delivery Commodity Charge for all seasonal volumes to be negotiated between Union and the customer not to exceed an annual average of	3.2537 ¢ per m ³	
and a Delivery - Price Adjustment of	-	¢ per m ³

Cap-and-Trade Charges (in addition to Delivery Commodity Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181 ¢ per m ³	
Cap-and-Trade Facility-Related Charge	0.0288 ¢ per m ³	

(iii) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel. The applicable rates are provided in Schedule "A".

(iv) Overrun Gas

Overrun gas is available without penalty provided that it is authorized by Union in advance. Union will not unreasonably withhold authorization.

Unauthorized overrun gas taken in any month shall be paid for at the M1 rate in effect at the time the overrun occurs, plus, if applicable, the total gas supply charge for utility sales provided in Schedule "A" per m³ for all the gas supply volumes purchased.

Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181 ¢ per m ³	
Cap-and-Trade Facility-Related Charge	0.0297 ¢ per m ³	

Unauthorized Overrun Non-Compliance Rate:

Unauthorized overrun gas taken any month during a period when a notice of interruption is in effect shall be paid for at the rate of 233.7000 ¢ per m³ (\$60 per GJ) for the delivery.

2. In negotiating the Monthly Interruptible and Seasonal Commodity Charges, the matters to be considered include:
 - (a) The volume of gas for which the customer is willing to contract,
 - (b) The load factor of the customer's anticipated gas consumption, the pattern of annual use, and the minimum annual quantity of gas which the customer is willing to contract to take or in any event pay for,
 - (c) Interruptible or curtailment provisions, and
 - (d) Competition.
3. In each contract year, the customer shall take delivery from Union, or in any event, pay for if available and not accepted by the customer, a minimum volume of gas as specified in the contract between the parties. Overrun gas volumes will not contribute to the minimum volume.
4. The contract may provide that the Monthly Demand Charge specified in Rate Section 1 above shall not apply on all or part of the daily contracted firm demand used by the customer during the testing, commissioning, phasing in, decommissioning and phasing out of gas-using equipment for a period not to exceed one year (the "transition period"). In such event, the contract will provide for a Monthly Delivery Commodity Charge to be applied on such volume during the transition at the identified commissioning and decommissioning rate and the total gas supply charge for utility sales provided in Schedule "A" per m³, if applicable.

Commissioning and Decommissioning Rate	4.6628	¢ per m ³	
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Cap-and-Trade Charges (in addition to Commissioning and Decommissioning Rate)

Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³	
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Cap-and-Trade Facility-Related Charge	0.0288	¢ per m ³	
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5. Either the utility or a customer, or potential customer, may apply to the Ontario Energy Board to fix rates and other charges different from the rates and other charges specified herein if the changed rates and other charges are considered by either party to be necessary, desirable and in the public interest.

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(E) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

(F) Bundled Direct Purchase Delivery and Short Term Supplemental Services

Where a customer elects transportation service and/or a short term supplemental service under this rate schedule, the customer must enter into a Contract under rate schedule R1.

LARGE WHOLESALE SERVICE RATE**(A) Availability**

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a distributor who enters into a contract to purchase and/or receive delivery of a firm supply of gas for distribution to its customers and who agrees to take or pay for an annual quantity of at least two million cubic metres.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

(i) A Monthly Demand Charge of established daily demand determined in accordance with the service contract, such demand charge to be computed on a calendar month basis and a pro-rata charge to be made for the fraction of a calendar month which will occur if the day of first regular delivery does not fall on the first day of a month.	23.5397 ¢ per m ³
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(ii) A Delivery Commodity Charge for gas delivered of	0.1788 ¢ per m ³
and a Delivery - Price Adjustment of	- ¢ per m ³

<u>Cap-and-Trade Charges (in addition to Delivery Commodity Charge)</u>	
Cap-and-Trade Facility-Related Charge	0.0248 ¢ per m ³

(iii) Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.
The applicable rates are provided in Schedule "A".

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(E) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.



(F) Overrun Charge

Authorized:

For all quantities on any day in excess of 103% of the customer's contractual rights, for which authorization has been received, the customer will be charged at the identified authorized overrun delivery charge. Overrun will be authorized by Union at its sole discretion.

Unauthorized:

For all quantities on any day in excess of 103% of the customer's contractual rights, for which authorization has not been received, the customer will be charged at the identified unauthorized overrun delivery charge.

Authorized Overrun Delivery Charge	0.9527 ¢ per m ³	
Unauthorized Overrun Delivery Charge	36.0000 ¢ per m ³	
<u>Cap-and-Trade Charges (in addition to Delivery Charge)</u>		
Cap-and-Trade Facility-Related Charge	0.0248 ¢ per m ³	

(G) Bundled Direct Purchase Delivery

Where a customer elects transportation service under this rate schedule the customer must enter into a Bundled T Gas Contract with Union for delivery of gas to Union.

Bundled T Gas Contract Rates and Gas Purchase Contract Rates are described in rate schedule R1.

SMALL WHOLESALE SERVICE RATE**(A) Availability**

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a non-contract distributor who purchases and/or receives delivery of a firm supply of gas for distribution only to its own customers.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated which may be higher than the identified rates.

1. A Delivery Commodity Charge of 7.1737 ¢ per m³ |

Cap-and-Trade Charges (in addition to Delivery Commodity Charge)

Cap-and-Trade Facility-Related Charge 0.0258 ¢ per m³ |

2. Gas Supply Charge (if applicable)

The gas supply charge is comprised of charges for transportation and for commodity and fuel.

The applicable rates are provided in Schedule "A".

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

(E) Direct Purchase

Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union, and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

(F) Overrun Charge

In the event that a direct purchase customer fails to deliver its contracted volumes to Union, and Union has the capability to continue to supply the customer, Union will do so. This gas shall be paid for at the identified unauthorized overrun delivery charge and, if applicable, the total gas supply charge for utility sales provided in Schedule "A" per m³, plus 7¢ per m³ for all gas supply volumes purchased.

Unauthorized Overrun Delivery Charge 5.8435 ¢ per m³ |

Cap-and-Trade Charges (in addition to Delivery Charge)

Cap-and-Trade Facility-Related Charge 0.0297 ¢ per m³ |

(G) Bundled Direct Purchase Delivery

Where a customer elects transportation service under this rate schedule, the customer must enter into a Bundled T Gas Contract with Union for delivery of gas to Union.

Bundled T Gas Contract Rates and Gas Purchase Contract Rates are described in rate schedule R1.

BUNDLED DIRECT PURCHASE CONTRACT RATE

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a customer who enters into a Receipt Contract or Gas Purchase Contract for delivery and/or sale of gas to Union.

(C) Rates

	<u>Demand Charge Rate/GJ/month</u>	<u>Commodity Charges/Credits Rate/GJ</u>
a) Transportation by Union For gas delivered to Union at any point other than the Ontario Point(s) of Receipt, Union will charge a customer all approved tolls and charges, incurred by Union to transport the gas to the		
b) Firm Backstop Gas Applied to the contracted Firm Backstop Gas Supply Service	\$1.530	
Backstop Gas Commodity Charge On all quantities supplied by Union to the Ontario Point(s) of Receipt		\$4.005
c) Reasonable Efforts Backstop Gas Paid on all quantities of gas supplied by Union to the customer's Point(s) of Consumption		\$5.033
d) Banked Gas Purchase T-service		Note (1)
e) Failure to Deliver Applied to all quantities not delivered to Union in the event the customer's supply fails		\$2.835
f) Short Term Storage / Balancing Service (2) Maximum		\$6.000
g) Discretionary Gas Supply Service ("DGSS")		Note (3)
h) Parkway Delivery Commitment Incentive ("PDCI")		\$(0.159)



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Rate R1
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Notes:

(1) The charge for banked gas purchases shall be the higher of the daily spot cost at Dawn in the month of or the month following the month in which gas is sold under this rate and shall not be less than Union's approved weighted average cost of gas.

(2) Short Term Storage / Balancing Service is:

- i) a combined space and interruptible deliverability service for short-term or off-peak storage in Union's storage facilities, OR
- ii) short-term firm deliverability, OR
- iii) a component of an operational balancing service offered.

In negotiating the rate to be charged for short term storage services, the matters that are to be considered include:

- i) The minimum amount of storage service to which a customer is willing to commit,
- ii) Whether the customer is contracting for firm or interruptible service during Union's peak or non-peak periods,
- iii) Utilization of facilities, and
- iv) Competition.

(3) Discretionary Gas Supply Service price reflects the "back-to-back" price plus gas supply administration charge.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

STORAGE AND TRANSPORTATION RATES FOR CONTRACT CARRIAGE CUSTOMERS

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a customer:

- a) whose qualifying annual transportation volume for combined firm and interruptible service is at least 2 500 000 m³ or greater and has a daily firm contracted demand up to 140,870 m³; and
- b) who enters into a Carriage Service Contract with Union for the transportation or the storage and transportation of Gas for use at facilities located within Union's gas franchise area; and
- c) who has meters with electronic recording at each Point of Consumption; and
- d) who has site specific energy measuring equipment that will be used in determining energy balances; and
- e) for whom Union has determined transportation and/or storage capacity is available.

For the purposes of qualifying for a rate class, the total quantities of gas consumed or expected to be consumed on the customer's contiguous property will be used, irrespective of the number of meters installed.

(C) Rates

The following rates shall be charged for all quantities contracted or handled as appropriate. The identified rates represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

STORAGE SERVICE:

	<u>Demand Charge Rate/GJ/mo</u>	<u>Commodity Charge Rate/GJ</u>	<u>For Customers Providing Their Own Compressor Fuel</u>	
			<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
a) Annual Firm Storage Space Applied to contracted Maximum Annual Storage Space	\$0.011			
b) Annual Firm Injection/Withdrawal Right: Applied to the contracted Maximum Annual Firm Injection/Withdrawal Right				
Union provides deliverability Inventory	\$1.457			
Customer provides deliverability Inventory (4)	\$1.184			
c) Incremental Firm Injection Right: Applied to the contracted Maximum Incremental Firm Injection Right	\$1.184			
d) Annual Interruptible Withdrawal Right: Applied to the contracted Maximum Annual Interruptible Withdrawal Right	\$1.184			

	Demand Charge <u>Rate/GJ/mo</u>	Commodity Charge <u>Rate/GJ</u>	For Customers Providing <u>Their Own Compressor Fuel</u>	
			<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
e) Withdrawal Commodity Paid on all quantities withdrawn from storage up to the Maximum				
Daily Storage Withdrawal Quantity		\$0.022	0.408%	\$0.008
f) Injection Commodity Paid on all quantities injected into storage up to the Maximum Daily Storage Injection Quantity		\$0.022	0.408%	\$0.008
g) Short Term Storage / Balancing Service Maximum		\$6.000		

Notes:

1. Demand charges for Annual Services are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year. Demand charges apply whether Union or the customer provides the fuel.
2. Annual Firm Injection Rights are equal to 100% of their respective Annual Firm Withdrawal Rights. Injection Rights in excess of the Annual Firm Injection Rights will be charged at the Incremental Firm Injection Right.
3. Annual Firm Storage Space

The maximum storage space available to a customer at the rates specified herein is determined by one of the following storage allocation methodologies:

3.1 Aggregate Excess

Aggregate excess is the difference between the customer's total 151-day winter consumption (November 1 through March 31) and the customer's average daily consumption (Daily Contract Quantity) for the contract year multiplied by 151 days of winter. This calculation will be done using two years of historical data (with 25% weighting for each year) and one year of forecast data (with 50% weighting). If a customer is new, or an existing customer is undergoing a significant change in operations, the allocation will be based on forecast consumption only, as negotiated between Union and the customer. Once sufficient historical information is available for the customer, the standard calculation will be done. At each contract renewal, the aggregate excess calculation will be performed to set the new space allocation.

3.2 Obligated daily contract quantity multiple of 15

Obligated daily contract quantity is the firm daily quantity of gas which the customer must deliver to Union. The 15 x obligated daily contract quantity calculation will be done using the daily contract quantity for the upcoming contract year. At each contract renewal, the 15 x obligated daily contract quantity calculation will be performed to set the new space allocation.

Customers may contract for less than their maximum entitlement of firm storage space.

4. Annual Injection/Withdrawal Right

The maximum level of deliverability available to a customer at the rates specified herein is determined by one of the following methodologies:

4.1 The greater of obligated daily contract quantity or firm daily contract demand less obligated daily contract quantity.

Customers may contract for less than their maximum entitlement of deliverability. A customer may contract up to this maximum entitlement with a combination of firm and interruptible deliverability as specified in Section (C) Storage Service.

5. Additional storage space or deliverability, in excess of the allocated entitlements per Notes 3 and 4, may be available at market prices.
6. Storage Space and Withdrawal Rights are not assignable to any other party without the prior written consent of Union.

7. Deliverability Inventory being defined as 20% of annual storage space.
8. Short Term Storage / Balancing Service is:
- i) a combined space and interruptible deliverability service for short-term or off-peak storage in Union's storage facilities, or
 - ii) short-term firm deliverability, or
 - iii) a component of an operational balancing service offered.

In negotiating the rate to be charged for service, the matters that are to be considered include:

- i) The minimum amount of storage service to which a customer is willing to commit,
- ii) Whether the customer is contracting for firm or interruptible service during Union's peak or non-peak periods,
- iii) Utilization of facilities, and
- iv) Competition.

TRANSPORTATION CHARGES:

	Demand Charge	Union Providing Compressor Fuel Commodity Charge	For Customers Providing Their Own Compressor Fuel Fuel Ratio (5)	Commodity Charge
	<u>Rate/m³/mo</u>	<u>Rate/m³</u>		<u>Rate/m³</u>
a) Annual Firm Transportation Applied to the Firm Daily Contract Demand				
First 28,150 m ³ per month	41.1636 ¢			
Next 112,720 m ³ per month	28.4393 ¢			
b) Firm Transportation Commodity Paid on all firm quantities redelivered to the customer's Point(s) of Consumption Commodity Charge (All volumes)		0.1584 ¢	0.323%	0.1138 ¢
c) Interruptible Transportation Commodity Paid on all interruptible quantities redelivered to the customer's Point(s) of Consumption Maximum		6.5059 ¢	0.323%	6.4613 ¢
<u>Cap-and-Trade Charges (in addition to Transportation Commodity Charge)</u>				
Cap-and-Trade Customer-Related Charge (if applicable)		3.3181 ¢		3.3181 ¢
Cap-and-Trade Facility-Related Charge		0.0167 ¢		0.0167 ¢

Notes:

1. All demand charges are paid monthly during the term of the contract for not less than one year unless Union, at its sole discretion, accepts a term of less than one year. Demand charges apply whether Union or the customer provides the fuel.
2. In negotiating the rate to be charged for the transportation of gas under Interruptible Transportation, the matters that are to be considered include:
 - a) The amount of the interruptible transportation for which customer is willing to contract,
 - b) The anticipated load factor for the interruptible transportation quantities,
 - c) Interruptible or curtailment provisions, and
 - d) Competition.
3. In each contract year, the customer shall pay for a Minimum Interruptible Transportation Activity level as specified in the Contract. Overrun activity will not contribute to the minimum activity level.
4. Transportation fuel ratios do not apply to customers served from dedicated facilities directly connected to third party transmission systems with custody transfer metering at the interconnect.
5. Either Union or a customer, or potential customer, may apply to the Ontario Energy Board to fix rates and other charges different from the rates and other charges specified herein if the changed rates and other charges are considered by either party to be necessary, desirable and in the public interest.

SUPPLEMENTAL CHARGES:

Rates for supplemental services are provided in Schedule "A".

Notes:

1. All demand charges are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year.

OVERRUN SERVICE:
1. Annual Storage Space

Authorized

Authorized Overrun is provided as Storage/Balancing Service. It is payable on all quantities on any Day in excess of the customer's contracted Maximum Storage Space. Overrun will be authorized by Union at its sole discretion. Storage Space Overrun equal to the customer's firm deliveries from TCPL: less the customer's Firm Daily Contract Demand, all multiplied by the Days of Interruption called during the period of November 1 to March 31, will be automatically authorized until the following July 1.

Unauthorized

If in any month, the customer has gas in storage in excess of the contracted Maximum Storage Space, and which has not been authorized by Union or provided for under a short term supplemental storage service, such an event will constitute an occurrence of Unauthorized Overrun. The Unauthorized Overrun rate will be \$6.000 per GJ applied to the greatest excess for each occurrence.

If on any Day the gas storage balance for the account of the customer is less than zero, the Unauthorized Overrun charge will apply for each GJ of gas below a zero inventory level and this amount of gas shall be deemed not to have been withdrawn from storage. The gas shall be deemed to have been sold to the customer at the highest spot price at Dawn in the month of occurrence and the month following occurrence as identified in the Canadian Gas Price Reporter and shall not be less than Union's approved weighted average cost of gas. If the customer has contracted to provide its own deliverability inventory, the zero inventory level shall be deemed to mean twenty percent (20%) of the Annual Firm Storage Space.

2. Injection, Withdrawals and Transportation

Authorized

The following Overrun rates are applied to any quantities transported, injected or withdrawn in excess of 103% of the Contract parameters. Overrun will be authorized by Union at its sole discretion.

Automatic authorization of Injection Overrun will be given during all Days a customer has been interrupted.

	<u>Firm or Interruptible Service</u>		
	<u>Union Providing Compressor Fuel Commodity Charge</u>	<u>For Customers Providing Their Own Compressor Fuel Fuel Ratio</u>	<u>Commodity Charge</u>
Storage Injections	\$0.087/GJ	0.881%	\$0.056/GJ
Storage Withdrawals	\$0.087/GJ	0.881%	\$0.056/GJ
Transportation	1.5117 ¢/m ³	0.323%	1.4671 ¢/m ³
<u>Cap-and-Trade Charges (in addition to Transportation Charge)</u>			
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181 ¢/m ³		3.3181 ¢/m ³
Cap-and-Trade Facility-Related Charge	0.0167 ¢/m ³		0.0167 ¢/m ³

Unauthorized

For all quantities on any Day in excess of 103% of the customer's contractual rights, for which authorization has not been received, the customer will be charged the identified unauthorized overrun charge, as appropriate.

Unauthorized Overrun Storage Injections and Withdrawals Charge	\$1.500	per GJ	
Unauthorized Overrun Transportation Charge	5.8435	¢ per m ³	
<u>Cap-and-Trade Charges (in addition to Transportation Charge)</u>			
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³	
Cap-and-Trade Facility-Related Charge	0.0297	¢ per m ³	

Unauthorized Overrun Non-Compliance Rate:

Unauthorized overrun gas taken any month during a period when a notice of interruption is in effect shall be paid for at the rate of 233.7000 ¢ per m³ (\$60 per GJ) for the delivery.

3. Storage / Balancing Service

Authorized

The following Overrun rates are applied to any quantities stored in excess of the Contract parameters. Overrun will be authorized by Union Gas at its sole discretion.

	Firm Service
	<u>Rate/GJ</u>
Space	\$6.000
Injection / Withdrawal Maximum	\$6.000

OTHER SERVICES & CHARGES:

1. Monthly Charge

In addition to the rates and charges described previously for each Point of Consumption, a Monthly Charge shall be applied as follows:

Monthly Charge	\$1,895.82
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2. Diversion of Gas

The availability of the right to divert gas will be based on Union's ability to accommodate the diversion. The price to be charged for the right to divert shall be determined through negotiation.

3. Delivery Obligations

Unless otherwise authorized by Union, all other customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

4. Additional Service Information

Additional information on Union's T1 service offering can be found at:
www.uniongas.com/business/account-services/unionline/contracts-rates/T1-service-features

The additional information consists of, but is not limited to, the following:

- i. Storage space and deliverability entitlement;
- ii. The determination of gas supply receipt points and delivery obligations;
- iii. The nomination schedule;
- iv. The management of multiple redelivery points by a common fuel manager; and
- v. The availability of supplemental transactional services including title transfers.

5. Parkway Delivery Commitment Incentive ("PDCI")

For all Parkway Delivery Obligation ("PDO") volumes delivered to Union.

Rate/GJ

PDCI

\$(0.159)

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

STORAGE AND TRANSPORTATION RATES FOR CONTRACT CARRIAGE CUSTOMERS**(A) Availability**

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a customer:

- a) who has a daily firm contracted demand of at least 140 870 m³. Firm and/or interruptible daily contracted demand of less than 140,870 m³ cannot be combined for the purposes of qualifying for this rate class; and
- b) who enters into a Carriage Service Contract with Union for the transportation or the storage and transportation of Gas for use at facilities located within Union's gas franchise area; and
- c) who has meters with electronic recording at each Point of Consumption; and
- d) who has site specific energy measuring equipment that will be used in determining energy balances; and
- e) for whom Union has determined transportation and/or storage capacity is available.

For the purposes of qualifying for a rate class, the total quantities of gas consumed or expected to be consumed on the customer's contiguous property will be used, irrespective of the number of meters installed.

(C) Rates

The following rates shall be charged for all quantities contracted or handled as appropriate. The identified rates represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

STORAGE SERVICE:

	Demand Charge <u>Rate/GJ/mo</u>	Commodity Charge <u>Rate/GJ</u>	<u>For Customers Providing Their Own Compressor Fuel</u>	
			<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
a) Annual Firm Storage Space Applied to contracted Maximum Annual Storage Space	\$0.011			
b) Annual Firm Injection/Withdrawal Right: Applied to the contracted Maximum Annual Firm Injection/Withdrawal Right Union provides deliverability Inventory	\$1.457			
Customer provides deliverability Inventory (4)	\$1.184			
c) Incremental Firm Injection Right: Applied to the contracted Maximum Incremental Firm Injection Right	\$1.184			
d) Annual Interruptible Withdrawal Right: Applied to the contracted Maximum Annual Interruptible Withdrawal Right	\$1.184			

	Demand Charge <u>Rate/GJ/mo</u>	Commodity Charge <u>Rate/GJ</u>	<u>For Customers Providing Their Own Compressor Fuel</u> Fuel <u>Ratio</u>	Commodity Charge <u>Rate/GJ</u>
e) Withdrawal Commodity Paid on all quantities withdrawn from storage up to the Maximum Daily Storage Withdrawal Quantity		\$0.022	0.408%	\$0.008
f) Injection Commodity Paid on all quantities injected into storage up to the Maximum Daily Storage Injection Quantity		\$0.022	0.408%	\$0.008
g) Short Term Storage / Balancing Service Maximum		\$6.000		
h) Daily Variance Account Interruptible Injections/Withdrawals Paid on all quantities withdrawn from and injected into the Daily Variance Account up to the Maximum Injection/Withdrawal Quantity		\$0.087	0.881%	\$0.056

Notes:

1. Demand charges for Annual Services are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year. Demand charges apply whether Union or the customer provides the fuel.
2. Annual Firm Injection Rights are equal to 100% of their respective Annual Firm Withdrawal Rights. Injection Rights in excess of the Annual Firm Injection Rights will be charged at the Incremental Firm Injection Right.
3. Annual Firm Storage Space

The maximum storage space available to a customer at the rates specified herein is determined by one of the following storage allocation methodologies:

3.1 Aggregate Excess

Aggregate excess is the difference between the customer's total 151-day winter consumption (November 1 through March 31) and the customer's average daily consumption (Daily Contract Quantity) for the contract year multiplied by 151 days of winter. This calculation will be done using two years of historical data (with 25% weighting for each year) and one year of forecast data (with 50% weighting). If a customer is new, or an existing customer is undergoing a significant change in operations, the allocation will be based on forecast consumption only, as negotiated between Union and the customer. Once sufficient historical information is available for the customer, the standard calculation will be done. At each contract renewal, the aggregate excess calculation will be performed to set the new space allocation.

3.2 Obligated daily contract quantity multiple of 15

Obligated daily contract quantity is the firm daily quantity of gas which the customer must deliver to Union. The 15 x obligated daily contract quantity calculation will be done using the daily contract quantity for the upcoming contract year. At each contract renewal, the 15 x obligated daily contract quantity calculation will be performed to set the new space allocation.

3.3 For new, large (daily firm transportation demand requirements in excess of 1,200,000 m³/day) gas fired power generation customers, storage space is determined by peak hourly consumption x 24 x 4 days. Should the customer elect firm deliverability less than their maximum entitlement (see Note 4.2), the maximum storage space available at the rates specified herein is 10 x firm storage deliverability contracted, not to exceed peak hourly consumption x 24 x 4 days.

3.4 Contract Demand multiple of 10

For customers with non-obligated supply and who are not eligible for Section 3.3 above, the maximum storage space is determined as 9 x firm daily Contract Demand and the Daily Variance Account maximum storage space is determined as 1 x firm daily Contract Demand.

Customers may contract for less than their maximum entitlement of firm storage space.

4. Annual Injection/Withdrawal Right

The maximum level of deliverability available to a customer at the rates specified herein is determined by one of the following methodologies:

4.1 The greater of obligated daily contract quantity or firm daily contract demand less obligated daily contract quantity.

4.2 For new, large (daily firm transportation demand requirements in excess of 1,200,000 m³/day) gas fired power generation customers, the maximum entitlement of firm storage deliverability is 24 times the customer's peak hourly consumption, with 1.2% firm deliverability available at the rates specified herein.

4.3 For customers with non-obligated supply and are not eligible for Section 4.2 above, the firm storage deliverability is determined as 1.2% of firm storage space, excluding the firm storage space associated with the Daily Variance Account. For the Daily Variance Account, the storage deliverability is available on an interruptible basis up to the customer's firm contracted demand.

Customers may contract for less than their maximum entitlement of deliverability. A customer may contract up to this maximum entitlement with a combination of firm and interruptible deliverability as specified in Section (C) Storage Service.

5. Additional storage space or deliverability, in excess of the allocated entitlements per Notes 3 and 4, may be available at market prices.

6. Storage Space and Withdrawal Rights are not assignable to any other party without the prior written consent of Union.

7. Deliverability Inventory being defined as 20% of annual storage space.

8. Short Term Storage / Balancing Service is:

- i) a combined space and interruptible deliverability service for short-term or off-peak storage in Union's storage facilities, or
- ii) short-term firm deliverability, or
- iii) a component of an operational balancing service offered.

In negotiating the rate to be charged for service, the matters that are to be considered include:

- i) The minimum amount of storage service to which a customer is willing to commit,
- ii) Whether the customer is contracting for firm or interruptible service during Union's peak or non-peak periods,
- iii) Utilization of facilities, and
- iv) Competition.

TRANSPORTATION CHARGES:

	Demand Charge	Union Providing Compressor Fuel Commodity Charge	For Customers Providing Their Own Compressor Fuel Fuel Ratio (5)	Commodity Charge
	<u>Rate/m³/mo</u>	<u>Rate/m³</u>		<u>Rate/m³</u>
a) Annual Firm Transportation Demand Applied to the Firm Daily Contract Demand				
First 140,870 m ³ per month	32.6795 ¢			
All over 140,870 m ³ per month	17.2859 ¢			
b) Firm Transportation Commodity Paid on all firm quantities redelivered to the customer's Point(s) of Consumption Commodity Charge (All volumes)		0.0690 ¢	0.295%	0.0282 ¢
c) Interruptible Transportation Commodity Paid on all interruptible quantities redelivered to the customer's Point(s) of Consumption Maximum		6.5059 ¢	0.295%	6.4651 ¢
<u>Cap-and-Trade Charges (in addition to Transportation Commodity Charge)</u>				
Cap-and-Trade Customer-Related Charge (if applicable)		3.3181 ¢		3.3181 ¢
Cap-and-Trade Facility-Related Charge		0.0115 ¢		0.0115 ¢

Notes:

1. All demand charges are paid monthly during the term of the contract for not less than one year unless Union, at its sole discretion, accepts a term of less than one year. Demand charges apply whether Union or the customer provides the fuel.
2. Effective January 1, 2007, new customers and existing customers with incremental daily firm demand requirements in excess of 1,200,000 m³/day and who are directly connected to i) the Dawn-Trafalgar transmission system in close proximity to Parkway or ii) a third party pipeline, have the option to pay for service using a Billing Contract Demand. The Billing Contract Demand shall be determined by Union such that the annual revenues over the term of the contract will recover the invested capital, return on capital and operating and maintenance costs associated with the dedicated service in accordance with Union's system expansion policy. The firm transportation demand charge will be applied to the Billing Contract Demand. For customers choosing the Billing Contract Demand option, the authorized transportation overrun rate will apply to all volumes in excess of the Billing Contract Demand but less than the daily firm demand requirement.
3. In negotiating the rate to be charged for the transportation of gas under Interruptible Transportation, the matters that are to be considered include:
 - a) The amount of the interruptible transportation for which customer is willing to contract,
 - b) The anticipated load factor for the interruptible transportation quantities,
 - c) Interruptible or curtailment provisions, and
 - d) Competition.
4. In each contract year, the customer shall pay for a Minimum Interruptible Transportation Activity level as specified in the Contract. Overrun activity will not contribute to the minimum activity level.
5. Transportation fuel ratios do not apply to customers served from dedicated facilities directly connected to third party transmission systems with custody transfer metering at the interconnect.
6. Firm transportation fuel ratio does not apply to new customers or existing customers with incremental daily firm demand requirements in excess of 1,200,000 m³/day that contract for M12 Dawn to Parkway transportation service equivalent to 100% of their daily firm demand requirement. If a customer with a daily firm demand requirement in excess of 1,200,000 m³/day contracts for M12 Dawn to Parkway transportation service at less than 100% of their firm daily demand requirement, the firm transportation fuel ratio will be applicable to daily volumes not transported under the M12 transportation contract.
7. Either Union or a customer, or potential customer, may apply to the Ontario Energy Board to fix rates and other charges different from the rates and other charges specified herein if the changed rates and other charges are considered by either party to be necessary, desirable and in the public interest.

SUPPLEMENTAL CHARGES:

Rates for supplemental services are provided in Schedule "A".

Notes:

1. All demand charges are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year.

OVERRUN SERVICE:**1. Annual Storage Space**

Authorized

Authorized Overrun is provided as Storage/Balancing Service. It is payable on all quantities on any Day in excess of the customer's contracted Maximum Storage Space. Overrun will be authorized by Union at its sole discretion. Storage Space Overrun equal to the customer's firm deliveries from TCPL: less the customer's Firm Daily Contract Demand, all multiplied by the Days of Interruption called during the period of November 1 to March 31, will be automatically authorized until the following July 1. Authorized Overrun is not applicable to the Daily Variance Account.

Unauthorized

If in any month, the customer has gas in storage in excess of the contracted Maximum Storage Space, and which has not been authorized by Union or provided for under a short term supplemental storage service, such an event will constitute an occurrence of Unauthorized Overrun. The Unauthorized Overrun rate will be \$6.000 per GJ applied to the greatest excess for each occurrence.

If on any Day the gas storage balance for the account of the customer is less than zero, the Unauthorized Overrun charge will apply for each GJ of gas below a zero inventory level and this amount of gas shall be deemed not to have been withdrawn from storage. The gas shall be deemed to have been sold to the customer at the highest spot price at Dawn in the month of occurrence and the month following occurrence as identified in the Canadian Gas Price Reporter and shall not be less than Union's approved weighted average cost of gas. If the customer has contracted to provide its own deliverability inventory, the zero inventory level shall be deemed to mean twenty percent (20%) of the Annual Firm Storage Space.

2. Injection, Withdrawals and Transportation

Authorized

The following Overrun rates are applied to any quantities transported, injected or withdrawn in excess of 103% of the Contract parameters. Overrun will be authorized by Union at its sole discretion. The Authorized Overrun rates are not applicable to the Daily Variance Account.

Automatic authorization of Injection Overrun will be given during all Days a customer has been interrupted.

	Union Providing Compressor Fuel Commodity Charge	For Customers Providing Their Own Compressor Fuel Fuel Ratio	Commodity Charge
Storage Injections	\$0.087/GJ	0.881%	\$0.056/GJ
Storage Withdrawals	\$0.087/GJ	0.881%	\$0.056/GJ
Transportation	1.1434 ¢/m ³	0.295%	1.1026 ¢/m ³
<u>Cap-and-Trade Charges (in addition to Transportation Charge)</u>			
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181 ¢/m ³		3.3181 ¢/m ³
Cap-and-Trade Facility-Related Charge	0.0115 ¢/m ³		0.0115 ¢/m ³

Unauthorized

For all quantities on any Day in excess of 103% of the customer's contractual rights, for which authorization has not been received, the customer will be charged the identified unauthorized overrun charge, as appropriate. For the Daily Variance Account, this unauthorized storage overrun rate will be charged on all quantities in excess of the Daily Variance Account maximum injection/withdrawal quantity.

Unauthorized Overrun Storage Injections and Withdrawals Charge	\$1.500	per GJ
Unauthorized Overrun Transportation Charge	5.8435	¢ per m ³
<u>Cap-and-Trade Charges (in addition to Transportation Charge)</u>		
Cap-and-Trade Customer-Related Charge (if applicable)	3.3181	¢ per m ³
Cap-and-Trade Facility-Related Charge	0.0297	¢ per m ³

Unauthorized Overrun Non-Compliance Rate:

Unauthorized overrun gas taken any month during a period when a notice of interruption is in effect shall be paid for at the rate of 233.7000 ¢ per m³ (\$60 per GJ) for the delivery.

3. Storage / Balancing Service

Authorized

The following Overrun rates are applied to any quantities stored in excess of the Contract parameters. Overrun will be authorized by Union Gas at its sole discretion.

	Firm Service
	<u>Rate/GJ</u>
Space	\$6.000
Injection / Withdrawal Maximum	\$6.000

OTHER SERVICES & CHARGES:**1. Monthly Charge**

In addition to the rates and charges described previously for each Point of Consumption, a Monthly Charge shall be applied as follows:

Monthly Charge	\$5,437.16
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2. Diversion of Gas

The availability of the right to divert gas will be based on Union's ability to accommodate the diversion. The price to be charged for the right to divert shall be determined through negotiation.

3. Delivery Obligations

The delivery options available to customers are detailed at:
www.uniongas.com/business/account-services/unionline/contracts-rates/T1-service-features

Unless otherwise authorized by Union, all other customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

4. Nominations

Effective January 1, 2007, new customers and existing customers with incremental daily firm demand requirements in excess of 1,200,000 m³/day who have non obligated deliveries may contract to use Union's 5 additional nomination windows (13 in total) for the purposes of delivering gas to Union. These windows are in addition to the standard NAESB and TCPL STS nomination windows. Customers taking the additional nomination window service will pay an additional monthly demand charge of \$0.000/GJ/day/month multiplied by the non-obligated daily contract quantity.



5. Additional Service Information

Additional information on Union's T2 service offering can be found at:
www.uniongas.com/business/account-services/unionline/contracts-rates/T1-service-features

The additional information consists of, but is not limited to, the following:

- i. Storage space and deliverability entitlement;
- ii. The determination of gas supply receipt points and delivery obligations;
- iii. The nomination schedule;
- iv. The management of multiple redelivery points by a common fuel manager; and
- v. The availability of supplemental transactional services including title transfers.

6. Parkway Delivery Commitment Incentive ("PDCI")

For all Parkway Delivery Obligation ("PDO") volumes delivered to Union.

Rate/GJ

PDCI

\$(0.159)

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.



STORAGE AND TRANSPORTATION RATES FOR CONTRACT CARRIAGE CUSTOMERS

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a Distributor:

- a) whose minimum annual transportation of natural gas is 700 000 m³ or greater; and
- b) who enters into a Carriage Service Contract with Union for the transportation or the storage and transportation of Gas for distribution to its customers; and
- c) who has meters with electronic recording at each Point of Redelivery; and
- d) for whom Union has determined transportation and/or storage capacity is available.

(C) Rates

The following rates shall be charged for all quantities contracted or handled as appropriate. The identified rates represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

STORAGE SERVICE:

	Demand Charge <u>Rate/GJ/mo</u>	Commodity Charge <u>Rate/GJ</u>	<u>For Customers Providing Their Own Compressor Fuel</u>	
			<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
a) Annual Firm Storage Space Applied to contracted Maximum Annual Storage Space	\$0.011			
b) Annual Firm Injection/Withdrawal Right: Applied to the contracted Maximum Annual Firm Injection/Withdrawal Right Union provides deliverability Inventory	\$1.457			
Customer provides deliverability Inventory (4)	\$1.184			
c) Incremental Firm Injection Right: Applied to the contracted Maximum Incremental Firm Injection Right	\$1.184			
d) Annual Interruptible Withdrawal Right: Applied to the contracted Maximum Annual Interruptible Withdrawal Right	\$1.184			
e) Withdrawal Commodity Paid on all quantities withdrawn from storage up to the Maximum Daily Storage Withdrawal Quantity		\$0.022	0.408%	\$0.008
f) Injection Commodity Paid on all quantities injected into storage up to the Maximum Daily Storage Injection Quantity		\$0.022	0.408%	\$0.008
g) Short Term Storage / Balancing Service Maximum		\$6.000		

Notes:

1. Demand charges for Annual Services are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year. Demand charges apply whether Union or the customer provides the fuel.
2. Annual Firm Injection Rights are equal to 100% of their respective Annual Firm Withdrawal Rights. Injection Rights in excess of the Annual Firm Injection Rights will be charged at the Incremental Firm Injection Right.
3. Annual Firm Storage Space

The maximum storage space available to a customer at the rates specified herein is determined by one of the following storage allocation methodologies:

3.1 Aggregate Excess

Aggregate excess is the difference between the customer's total 151-day winter consumption (November 1 through March 31) and the customer's average daily consumption (Daily Contract Quantity) for the contract year multiplied by 151 days of winter. This calculation will be done using two years of historical data (with 25% weighting for each year) and one year of forecast data (with 50% weighting). If a customer is new, or an existing customer is undergoing a significant change in operations, the allocation will be based on forecast consumption only, as negotiated between Union and the customer. Once sufficient historical information is available for the customer, the standard calculation will be done. At each contract renewal, the aggregate excess calculation will be performed to set the new space allocation.

3.2 Obligated daily contract quantity multiple of 15

Obligated daily contract quantity is the firm daily quantity of gas which the customer must deliver to Union. The 15 x obligated daily contract quantity calculation will be done using the daily contract quantity for the upcoming contract year. At each contract renewal, the 15 x obligated daily contract quantity calculation will be performed to set the new space allocation.

Customers may contract for less than their maximum entitlement of firm storage space.

4. Annual Injection/Withdrawal Right

The maximum level of deliverability available to a customer at the rates specified herein is determined to be the greater of obligated daily contract quantity or firm daily contract demand less obligated daily contract quantity.

Customers may contract for less than their maximum entitlement of deliverability. A customer may contract up to this maximum entitlement with a combination of firm and interruptible deliverability as specified in Section (C) Storage Service.

5. Additional storage space or deliverability, in excess of the allocated entitlements per Notes 3 and 4, may be available at market prices.
6. Storage Space and Withdrawal Rights are not assignable to any other party without the prior written consent of Union.
7. Deliverability Inventory being defined as 20% of annual storage space.
8. Short Term Storage / Balancing Service is:
 - i) a combined space and interruptible deliverability service for short-term or off-peak storage in Union's storage facilities, OR
 - ii) short-term firm deliverability, OR
 - iii) a component of an operational balancing service offered.

In negotiating the rate to be charged for this service, the matters that are to be considered include:

- i) The minimum amount of storage service to which a customer is willing to commit,
- ii) Whether the customer is contracting for firm or interruptible service during Union's peak or non-peak periods,
- iii) Utilization of facilities, and
- iv) Competition.

TRANSPORTATION CHARGES:

	Demand Charge	Union Providing Compressor Fuel Commodity Charge	For Customers Providing Their Own Compressor Fuel Fuel Ratio	Commodity Charge
	<u>Rate/m³/mo</u>	<u>Rate/m³</u>		<u>Rate/m³</u>
a) Annual Firm Transportation Demand Applied to the Firm Daily Contract Demand	17.9887 ¢			
b) Firm Transportation Commodity Paid on all firm quantities redelivered to the Customer's Point(s) of Redelivery		0.1287 ¢	0.412%	0.0717 ¢
<u>Cap-and-Trade Charges (in addition to Transportation Commodity Charge)</u> Cap-and-Trade Facility-Related Charge		0.0235 ¢		0.0235 ¢

Notes:

1. All demand charges are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year. Demand charges apply whether Union or the customer provides the fuel.

SUPPLEMENTAL CHARGES

Rates for supplemental services are provided in Schedule "A".

Notes:

1. All demand charges are paid monthly during the term of the contract for not less than one year unless Union, in its sole discretion, accepts a term of less than one year.

OVERRUN SERVICE
1. Annual Storage Space
Authorized

Authorized Overrun is provided as Storage/Balancing Service. It is payable on all quantities on any Day in excess of the customer's contracted Maximum Storage Space. Overrun will be authorized by Union at its sole discretion.

Unauthorized

If in any month, the customer has gas in storage in excess of the contracted Maximum Storage Space, and which has not been authorized by Union or provided for under a short term supplemental storage service, such an event will constitute an occurrence of Unauthorized Overrun. The Unauthorized Overrun rate will be \$6.000 per GJ applied to the greatest excess for each occurrence.

If on any Day, the gas storage balance for the account of the customer is less than zero, the Unauthorized Overrun charge will apply for each GJ of gas below a zero inventory level and this amount of gas shall be deemed not to have been withdrawn from storage. The gas shall be deemed to have been sold to the customer at the highest spot price at Dawn in the month of occurrence and the month following occurrence as identified in the Canadian Gas Price Reporter and shall not be less than Union's approved weighted average cost of gas. If the customer has contracted to provide its own deliverability inventory, the zero inventory level shall be deemed to mean twenty percent (20%) of the Annual Firm Storage Space.

2. Injection, Withdrawals and Transportation

Authorized

The following Overrun rates are applied to any quantities transported, injected or withdrawn in excess of 103% of the Contract parameters. Overrun will be authorized by Union at its sole discretion.

	Union Providing Compressor Fuel Commodity Charge	For Customers Providing Their Own Compressor Fuel Fuel Ratio	Commodity Charge	
Storage Injections	\$0.087/GJ	0.881%	\$0.056/GJ	
Storage Withdrawals	\$0.087/GJ	0.881%	\$0.056/GJ	
Transportation	0.7201 ¢/m ³	0.412%	0.6631 ¢/m ³	
<u>Cap-and-Trade Charges (in addition to Transportation Charge)</u>				
Cap-and-Trade Facility-Related Charge	0.0235 ¢/m ³		0.0235 ¢/m ³	

Unauthorized

For all quantities on any Day in excess of 103% of the customer's contractual rights, for which authorization has not been received, the customer will be charged the identified unauthorized overrun charge, as appropriate.

Unauthorized Overrun Storage Injections and Withdrawals Charge	\$9.243	per GJ	
Unauthorized Overrun Transportation Charge	36.0000	¢ per m ³	
<u>Cap-and-Trade Charges (in addition to Transportation Charge)</u>			
Cap-and-Trade Facility-Related Charge	0.0235	¢ per m ³	

3. Short Term Storage Services

Authorized

The following Overrun rates are applied to any quantities stored in excess of the Contract parameters. Overrun will be authorized by Union Gas at its sole discretion.

	Firm Service <u>Rate/GJ</u>
Space	\$6.000
Injection / Withdrawal Maximum	\$6.000



OTHER SERVICES & CHARGES

1. Monthly Charge

In addition to the rates and charges described previously for each Point of redelivery a Monthly Charge shall be applied to each specific customer as follows:

	<u>Monthly Charge</u>
City of Kitchener	\$ 19,838.78
NRG	\$ 3,045.46
Six Nations	\$ 1,015.15

If a customer combines Sales Service with Contract Carriage Service, the monthly charge will be prorated such that the customer will under both services pay no more than the above monthly charge.

2. Diversion of Gas

The availability of the right to divert gas will be based on Union's ability to accommodate the diversion. The price to be charged for the right to divert shall be determined through negotiation.

3. Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must obligate to deliver at a point(s) specified by Union and must acquire and maintain firm transportation on all upstream pipeline systems. Customers initiating direct purchase arrangements must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

4. Parkway Delivery Commitment Incentive ("PDCI")

For all Parkway Delivery Obligation ("PDO") volumes delivered to Union.	<u>Rate/GJ</u>
PDCI	\$(0.159)

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.



Effective
2018-01-01
Schedule "A"

Gas Supply Charges

(A) Availability:

Available to customers in Union's Southern Delivery Zone.

(B) Applicability:

To all sales customers served under Rate M1, Rate M2, Rate M4, Rate M5A, Rate M7, Rate M9, Rate M10 and storage and transportation customers taking supplemental services under Rate T1, Rate T2 and Rate T3.

(C) Rates:

cents / m³

Utility Sales

Commodity and Fuel	13.7303 (1)
Commodity and Fuel - Price Adjustment	3.4547
Transportation	-
Total Gas Supply Commodity Charge	<u>17.1850</u>

Minimum Annual Gas Supply Commodity Charge

Rate M4 Firm and Rate M5A Interruptible Contract	0.1893
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Storage and Transportation Supplemental Services - Rate T1, Rate T2 & Rate T3

\$/GJ

Monthly demand charges:	
Firm gas supply service	60.300
Firm backstop gas	1.530
Commodity charges:	
Gas supply	3.549
Backstop gas	4.005
Reasonable Efforts Backstop Gas	5.033
Supplemental Inventory	Note (2)
Supplemental Gas Sales Service (cents / m ³)	16.8528
Failure to Deliver: Applied to quantities not delivered to Union in the event the customer's supply fails	2.835
Discretionary Gas Supply Service (DGSS)	Note (3)

Notes:

- (1) The Commodity and Fuel rate includes a gas supply administration charge of 0.1893 cents/m³.
- (2) The charge for banked gas purchases shall be the higher of the daily spot gas cost at Dawn in the month of or the month following the month in which gas is sold under this rate and shall not be less than Union's approved weighted average cost of gas.
- (3) Reflects the "back to back" price plus a gas supply administration charge.

Effective January 1, 2018
O.E.B. Order # EB-2017-0087

Chatham, Ontario

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.



Effective
2018-01-01
Rate U2
Page 1 of 3

STORAGE RATES FOR UNBUNDLED CUSTOMERS

(A) Availability

Available to customers in Union's Southern Delivery Zone.

(B) Applicability

To a customer, or an agent, who is authorized to service residential and non-contract commercial and industrial end-users paying for the Monthly Fixed Charge and Delivery charge under Rate M1 or Rate M2:

- a) who enters into an Unbundled Service Contract with Union for the storage of Gas for use at facilities located within Union's gas franchise area;
- b) who contracts for Standard Peaking Service (SPS) with Union unless the customer can demonstrate that it has a replacement to the deliverability available in the SPS physically tied into Union's system and an OEB approved rate to provide the SPS replacement service;
- c) who accepts daily estimates of consumption at Points of Consumption as prepared by Union so that they may nominate an equivalent amount from storage, upstream transportation, or Ontario Producers authorized to sell to third parties;
- d) who nominates injections and withdrawals from storage and deliveries on upstream pipeline systems daily or Ontario Producers authorized to sell to third parties;
- e) for whom Union has determined storage capacity is available; and
- f) who accepts a monthly bill as prepared by Union.

(C) Rates

The following rates shall be charged for all volumes contracted or handled as appropriate. The identified rates represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

STORAGE SERVICE

	<u>Demand Charge Rate/GJ/mo</u>	<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
i) Standard Storage Service (SSS)			
a) Combined Storage Space & Deliverability Applied to contracted Maximum Storage Space	\$0.023		
b) Injection Commodity		0.408%	\$0.026
c) Withdrawal Commodity		0.408%	\$0.026
ii) Standard Peaking Service (SPS)			
a) Combined Storage Space & Deliverability Applied to contracted Maximum Storage Space	\$0.114		
b) Injection Commodity		0.408%	\$0.026
c) Withdrawal Commodity		0.881%	\$0.026
iii) Supplemental Service			
a) Incremental Firm Injection Right: (5) Applied to the contracted Maximum Incremental Firm Injection Right	\$1.028		

	<u>Demand Charge Rate/GJ/mo</u>	<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
b) Incremental Firm Withdrawal Right: (5) Applied to the contracted Maximum Incremental Firm Withdrawal Right	\$1.028		
c) Short Term Storage / Balancing Service - Maximum			\$6.000

Notes:

- Demand charges for Annual Services are paid monthly during the term of the Contract, which shall not be less than one year, unless Union, in its sole discretion, accepts a term of less than one year.
- Daily Firm Injection and Withdrawal Rights shall be pursuant to the Storage Contract.
- Storage Space, Withdrawal Rights, and Injection Rights are not assignable to any other party without the prior written consent of Union and where necessary, approval from the Ontario Energy Board.
- Short Term Storage / Balancing service (less than 2 years) is:
 - a combined space and interruptible deliverability service for short-term or off-peak storage in Union's storage facilities, OR
 - short-term incremental firm deliverability, OR
 - a component of an operational balancing service offered.

In negotiating the rate to be charged for service, the matters that are to be considered include:

- The minimum amount of storage service to which a customer is willing to commit,
- Whether the customer is contracting for firm or interruptible service during Union's peak or non-peak periods,
- Utilization of facilities,
- Competition, and
- Term.

- Union's ability to offer incremental injection and withdrawal rights is subject to annual asset availability.

OVERRUN SERVICE

1. Injection and Withdrawal

Authorized	<u>Fuel Ratio</u>	<u>Commodity Charge Rate/GJ</u>
Injection	0.881%	\$0.060
Withdrawal	0.881%	\$0.060

Unauthorized

If in any month, the customer has gas in storage in excess of the contracted Maximum Storage Space or the gas storage balance for the account of the customer is less than zero or the customer has injected or withdrawn volumes from storage which exceeds their contractual rights, and which has not been authorized by Union or provided for under a short term storage/balancing service, such an event will constitute an occurrence of Unauthorized Overrun. The Unauthorized Overrun rate during the November 1 to April 15 period will be \$60.00 per GJ. The Unauthorized Overrun rate during the April 16 to October 31 period will be \$6.000 per GJ.

OTHER SERVICES & CHARGES

1. Unless otherwise authorized by Union, customers who are delivering gas to Union under direct purchase arrangements must commit to provide a call at Parkway, throughout the winter period, for a specified number of days. Customers initiating direct purchase arrangements, who previously received Gas Supply service, must also accept, unless otherwise authorized by Union, an assignment from Union of transportation capacity on upstream pipeline systems.

2. Parkway Delivery Commitment Incentive ("PDCI")

For all Parkway Delivery Obligation ("PDO") volumes delivered to Union.

Rate/GJ

PDCI

\$(0.159)

(D) Delayed Payment

The monthly late payment charge equal to 1.5% per month or 18% per annum (for an approximate effective rate of 19.56% per annum) multiplied by the total of all unpaid charges will be added to the bill if full payment is not received by the late payment effective date, which is 20 days after the bill has been issued.

TRANSPORTATION RATES

(A) Applicability

The charges under this schedule shall be applicable to a Shipper who enters into a Transportation Service Contract with Union.

Applicable Points

Dawn as a receipt point: Dawn (TCPL), Dawn (Facilities), Dawn (Tecumseh), Dawn (Vector) and Dawn (TSLE).

Dawn as a delivery point: Dawn (Facilities).

(B) Services

Transportation Service under this rate schedule shall be for transportation on Union's Dawn - Parkway facilities.

(C) Rates

The identified rates represent maximum prices for service. These rates may change periodically.

Multi-year prices may also be negotiated, which may be higher than the identified rates.

	Monthly Demand Charges (applied to daily contract demand) <u>Rate/GJ</u>	<u>Fuel and Commodity Charges</u>		
		<u>Union Supplied Fuel</u> Fuel and Commodity Charge <u>Rate/GJ</u>	<u>Shipper Supplied Fuel</u>	
			<u>Fuel</u> <u>Ratio %</u>	<u>Commodity Charge</u> <u>Rate/GJ</u>
			<u>AND</u>	
<u>Firm Transportation (1), (5)</u>				
Dawn to Parkway	\$3.716	Monthly fuel and commodity rates shall be in accordance with schedule "C".	Monthly fuel ratios shall be in accordance with schedule "C".	
Dawn to Kirkwall	\$3.154			
Kirkwall to Parkway	\$0.561			
<u>M12-X Firm Transportation</u>				
Between Dawn, Kirkwall and Parkway	\$4.590	Monthly fuel and commodity rates shall be in accordance with schedule "C".	Monthly fuel ratios shall be in accordance with schedule "C".	
<u>Limited Firm/Interruptible Transportation (1)</u>				
Dawn to Parkway – Maximum	\$8.918	Monthly fuel and commodity rates shall be in accordance with schedule "C".	Monthly fuel ratios shall be in accordance with schedule "C".	
Dawn to Kirkwall – Maximum	\$8.918			
Parkway (TCPL / EGT) to Parkway (Cons) / Lisgar (2)	n/a		0.158%	
<u>Cap-and-Trade Facility-Related Charges (applied to all quantities transported)</u>				
Dawn to Kirkwall / Parkway (Cons) / Lisgar		\$0.006		\$0.006
Dawn to Parkway (TCPL / EGT)		\$0.009		\$0.009
Kirkwall to Parkway (Cons) / Lisgar		\$0.002		\$0.002
Kirkwall to Parkway (TCPL / EGT)		\$0.005		\$0.005
Parkway to Dawn / Kirkwall		\$0.003		\$0.003
Kirkwall to Dawn		\$0.002		\$0.002
Parkway (TCPL / EGT) to Parkway (Cons) / Lisgar (2)		\$0.002		\$0.002

(C) Rates (Cont'd)
Authorized Overrun (3)

Authorized overrun rates will be payable on all quantities in excess of Union's obligation on any day. The overrun charges payable will be calculated at the following rates. Overrun will be authorized at Union's sole discretion.

Fuel and Commodity Charges

	Union Supplied Fuel	Shipper Supplied Fuel	
	Fuel and Commodity Charge Rate/GJ	Fuel Ratio %	Commodity Charge Rate/GJ
<u>Transportation Overrun</u>			
Dawn to Parkway	Monthly fuel and commodity rates shall be in accordance with schedule "C".	Monthly fuel ratios shall be in accordance with schedule "C".	\$0.122
Dawn to Kirkwall			\$0.104
Kirkwall to Parkway			\$0.018
Parkway (TCPL) Overrun (4)	n/a	0.721%	n/a
<u>M12-X Firm Transportation</u>			
Between Dawn, Kirkwall and Parkway	Monthly fuel and commodity rates shall be in accordance with schedule "C".	Monthly fuel ratios shall be in accordance with schedule "C".	\$0.151
<u>Cap-and-Trade Facility-Related Charges (applied to all quantities transported)</u>			
Dawn to Kirkwall / Parkway (Cons) / Lisgar	\$0.006		\$0.006
Dawn to Parkway (TCPL / EGT)	\$0.009		\$0.009
Kirkwall to Parkway (Cons) / Lisgar	\$0.002		\$0.002
Kirkwall to Parkway (TCPL / EGT)	\$0.005		\$0.005
Parkway to Dawn / Kirkwall	\$0.003		\$0.003
Kirkwall to Dawn	\$0.002		\$0.002
Parkway (TCPL / EGT) to Parkway (Cons) / Lisgar (2)	\$0.002		\$0.002

Unauthorized Overrun

Authorized Overrun rates will be payable on all quantities up to 2% in excess of Union's contractual obligation.

The Unauthorized Overrun shall be the higher of the reported daily spot price of gas at either Dawn, Parkway, Niagara or Iroquois in the month of or the month following the month in which the overrun occurred plus 25% for all usage on any day in excess of 102% of Union's contractual obligation.

Nomination Variances

Where Union and the shipper have entered into a Limited Balancing Agreement ("LBA"), the rate for unauthorized parking or drafting which results from nomination variances shall equal the "Balancing Fee" rate as described under Article XXII of TransCanada PipeLines Transportation Tariff.

Notes for Section (C) Rates:

- (1) The annual transportation commodity charge is calculated by application of the YCRR Formula, as per Section (D). The annual transportation fuel required is calculated by application of the YCR Formula, as per Section (D).
- (2) This rate is for westerly transportation within the Parkway yard, from Parkway (TCPL) or Parkway (EGT) to Parkway (Cons) or Lisgar.
- (3) For purposes of applying the YCRR Formula or YCR Formula (Section (D)) to transportation overrun quantities, the transportation commodity revenue will be deemed to be equal to the commodity charge of the applicable service as detailed in Section (B).
- (4) This ratio will be applied to all gas quantities for which Union is obligated to deliver to Parkway (Cons) or Lisgar and has agreed to deliver to Parkway (TCPL) or Parkway (EGT) on an interruptible basis. This will be in addition to any rate or ratio paid for transportation easterly to Parkway (Cons) or Lisgar.
- (5) A demand charge of \$0.070/GJ/day/month will be applicable for customers contracting for firm all day transportation service in addition to the demand charges appearing on this schedule for firm transportation service to either Kirkwall or Parkway.

(D) Transportation Commodity

The annual fuel charge in kind or in dollars for transportation service in any contract year shall be equal to the sum of the application of the following equation applied monthly for the 12 months April through March (The "YCRR" or "YCR" Formula). An appropriate adjustment in the fuel charges will be made in May for the previous 12 months ending March 31st to obtain the annual fuel charges as calculated using the applicable "YCRR" or "YCR" Formula. At Union's sole discretion Union may make more frequent adjustments than once per year. The YCRR and YCR adjustments must be paid/remitted to/from Shippers at Dawn within one billing cycle after invoicing.

$$YCR = \sum_{1}^{4} [(0.001580 \times (QT1 + QT3)) + (DSFx(QT1 + QT3)) + F_{ST}] \text{ For June 1 to Sept. 30}$$

plus

$$\sum_{5}^{12} [0.001580 \times (QT1 + Q3)) + (DWFxQT1) + F_{WT}] \text{ For Oct. 1 to May 31}$$

$$YCRR = \sum_{1}^{4} [(0.001580 \times (QT1 + QT3)) + (DSFx(QT1 + QT3)) + F_{ST}]xR \text{ For June 1 to Sept. 30}$$

plus

$$\sum_{5}^{12} [(0.001580 \times (QT1 + QT3)) + (DWFxQT1) + F_{WT}]xR \text{ For Oct. 1 to May 31}$$

where: DSF = 0.00000 for Dawn summer fuel requirements
DWF = 0.0020 for Dawn winter fuel requirements

in which:

YC Yearly Commodity Required

The sum of 12 separate monthly calculations of Commodity Quantities required for the period from April through March.

YCRR Yearly Commodity Revenue Required

The sum of 12 separate monthly calculations of Commodity Revenue required for the period April through March.

QT1 Monthly quantities in GJ transported easterly hereunder received at Dawn at not less than 4 850 kPa but less than 5 860 kPa (compression required at Dawn).

QT3 Monthly quantities in GJ transported westerly hereunder received at the Parkway Delivery Point.

F_{WT} The individual Shipper's monthly share of compressor fuel used in GJ which was required at Union's Lobo, Bright, Trafalgar and Parkway Compressor Stations ("Lobo", "Bright", "Trafalgar" and "Parkway") to transport the same Shipper's QT1 monthly quantities easterly.

Lobo, Bright, Trafalgar and Parkway compressor fuel required by each Shipper will be calculated each month.

The monthly Lobo and Bright compressor fuel will be allocated to each Shipper in the same proportion as the Shipper's monthly quantities transported is to the monthly transported quantity for all users including Union.

The monthly Parkway and Trafalgar compressor fuel used will be allocated to each Shipper in the same proportion as the monthly quantity transported to Parkway (TCPL) for each user is to the total monthly quantity transported for all users including Union.

(D) Transportation Commodity (Cont'd)

F_{ST} The individual Shipper's monthly share of compressor fuel used in GJ which was required at Union's Lobo, Bright, Trafalgar and Parkway compressor stations to transport the same Shipper's quantity on the Trafalgar system.

Lobo, Bright, Trafalgar and Parkway compressor fuel required by each Shipper will be calculated each month.

R Union's weighted average cost of gas in \$/GJ.

Notes

- (i) In the case of Easterly flow, direct deliveries by TCPL at Parkway to Union or on behalf of Union to Union's Transportation Shippers will be allocated to supply Union's markets on the Dawn-Parkway facilities starting at Parkway and proceeding westerly to successive laterals until exhausted.

(E) Provision for Compressor Fuel

For a Shipper that has elected to provide its own compressor fuel.

Transportation Fuel

On a daily basis, the Shipper will provide Union at the delivery point and delivery pressure as specified in the contract, a quantity (the "Transportation Fuel Quantity") representing the Shipper's share of compressor fuel and unaccounted for gas for transportation service on Union's system.

The Transportation Fuel Quantity will be determined on a daily basis, as follows:

Transportation Fuel Quantity = Transportation Quantity x Transportation Fuel Ratio.

In the event that the actual quantity of fuel supplied by the Shipper was different from the actual fuel quantity as calculated using the YCR formula, an adjustment will be made in May for the previous 12 months ending March 31st.

Nominations

The Shipper will be required to nominate its Transportation Fuel Quantity in addition to its normal nominations for transportation services.

(F) Terms of Service

The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A" for contracts in effect before October 1, 2010. The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A 2010" for contracts in effect on or after October 1, 2010.

(G) Nominations

Nominations under this rate schedule shall be in accordance with the attached Schedule "B" for contracts in effect before October 1, 2010. Nominations under this rate schedule shall be in accordance with the attached Schedule "B 2010" for contracts in effect on or after October 1, 2010.

(H) Monthly Fuel Rates and Ratios

Monthly fuel rates and ratios under this rate schedule shall be in accordance with Schedule "C".

(I) Receipt and Delivery Points and Pressures

Receipt and Delivery Points and Pressures under this rate schedule shall be in accordance with Schedule "D 2010" for contracts in effect on or after October 1, 2010.

**RATE M12
GENERAL TERMS & CONDITIONS**

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

1. "Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;
2. "cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;
3. "day" shall mean a period of twenty-four (24) consecutive hours beginning at 9:00 a.m. Central Standard time. The reference date for any day shall be the calendar date upon which the twenty-four (24) hour period shall commence;
4. "delivery" shall mean any gas that is delivered by Union into Shipper's possession, or to the possession of Shipper's agent;
5. "firm" shall mean service not subject to curtailment or interruption except under Articles XI and XII of this Schedule "A";
6. "gas" shall mean gas as defined in the Ontario Energy Board Act, 1998, S.O. 1998, c.15, Sch. B, as amended, supplemented or re-enacted from time to time;
7. "gross heating value" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;
8. "interruptible service" shall mean service subject to curtailment or interruption, after notice, at any time;
9. "Interconnecting Pipeline" shall mean a pipeline that directly connects to the Union pipeline system;
10. "joule" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term "megajoule" (MJ) shall mean 1,000,000 joules. The term "gigajoule" (GJ) shall mean 1,000,000,000 joules;
11. "limited interruptible service" shall mean gas service subject to interruption or curtailment on a limited number of days as specified in the Contract;
12. "m³" shall mean cubic metre of gas and "10³m³" shall mean 1,000 cubic metres of gas;
13. "month" shall mean the period beginning at 9:00 a.m. Central Standard time on the first day of a calendar month and ending at 9:00 a.m. Central Standard time on the first day of the following calendar month;
14. "OEB" means the Ontario Energy Board;
15. "pascal" (Pa) shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term "kilopascal" (kPa) shall mean 1,000 pascals;
16. "receipt" shall mean any gas that is delivered into Union's possession, or the possession of Union's agent;
17. "Shipper" shall have the meaning as defined in the Contract and shall also include Shipper's agent(s);

SCHEDULE "A"

18. "TCPL" means TransCanada PipeLines Limited;
19. "cricondenth therm hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;
20. "hydrocarbon dewpoint" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;
21. "specific gravity" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;
22. "Wobbe Number" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. Natural Gas: The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.
2. Freedom from objectionable matter: The gas to be delivered to/by Union hereunder,
 - a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to or interference with the proper operation of the lines, regulators, meters or other appliances through which it flows,
 - b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas nor more than four hundred and sixty (460) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,
 - d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenth therm hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one point forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas.

SCHEDULE "A"

3. Non-conforming Gas: In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.
4. Quality of Gas Received: The quality of the gas to be received by Union hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II, but, Union will also accept gas of a quality as set out in any other Interconnecting Pipeline's general terms and conditions, provided that all Interconnecting Pipelines accept such quality of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in Union's M12 Rate Schedule.

III. MEASUREMENTS

1. Storage, Transportation, and/or Sales Unit: The unit of the gas delivered to Union shall be a megajoule or a gigajoule. The unit of gas transported or stored by Union shall be a megajoule or a gigajoule. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.
2. Determination of Volume and Energy:
 - a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.
 - b. The supercompressibility factor shall be determined in accordance with either the "Manual for Determination of Supercompressibility Factors for Natural Gas" (PAR Project NX-19) published in 1962 or with American Gas Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.
 - c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.
 - d. Upon request by Union, Shipper shall obtain measurement of the total quantity of gas received by Union hereunder from the Interconnecting Pipeline. Such measurement shall be done in accordance with established practices between Union and the Interconnecting Pipeline.

IV. RECEIPT POINT AND DELIVERY POINT

1. Unless otherwise specified in the Contract, the point or points of receipt for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in the Contract, where Union takes possession of the gas.
2. Unless otherwise specified in the Contract, the point or points of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection as specified in the Contract where Shipper takes possession of the gas.

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

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VI. FACILITIES ON SHIPPER'S PROPERTY

SCHEDULE "A"

Except under those conditions where Union is delivering to TCPL for TCPL or Shipper at Union's Parkway Point of Delivery, or to an Interconnecting Pipeline, or where otherwise specified in the Contract, the following will apply:

1. Construction and Maintenance: Union, at its own expense may construct, maintain and operate on Shipper's property at the delivery point a measuring station properly equipped with a meter or meters and any other necessary measuring equipment for properly measuring the gas redelivered under the Contract. Shipper will grant to Union a lease and/or rights-of-way over property of Shipper as required by Union to install such facilities and to connect same to Union's pipeline.
2. Entry: Union, its servants, agents and each of them may at any reasonable time on notice (except in cases of emergency) to Shipper or his duly authorized representative enter Shipper's property for the purpose of constructing, maintaining, removing, operating and/or repairing station equipment.
3. Property: The said station and equipment will be and remain the property of Union notwithstanding it is constructed on and attached to the realty of Shipper, and Union may at its own expense remove it upon termination of the Contract and will do so if so requested by Shipper.

VII. MEASURING EQUIPMENT

1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.
2. Metering by Others: In the event that all or any gas delivered to/by Union hereunder is measured by a meter that is owned and operated by an Interconnecting Pipeline, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas delivered to/by Union on behalf of the Shipper. The standard of measurement and tests for the gas delivered to/by Union hereunder shall be in accordance with the general terms and conditions as incorporated in that Interconnecting Pipeline company's gas tariff as approved by their regulatory body.
3. Check Measuring Equipment: Shipper may install, maintain and operate, at the redelivery point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the delivery point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.
4. Rights of Parties: The measuring equipment installed by either party, together with any building erected by it for such equipment, shall be and remain its property. However, Union and Shipper shall have the right to have representatives present at the time of any installing, reading, cleaning, changing, repairing, inspecting, testing, calibrating, or adjusting done in connection with the other's measuring equipment used in measuring or checking the measurement of deliveries of gas to/by Union under the Contract. Either party will give the other party reasonable notice of its intention to carry out the acts herein specified. The records from such measuring equipment shall remain the property of their owner, but upon request each will submit to the other its records and charts, together with calculations therefrom, for inspection and verification, subject to return within ten (10) days after receipt thereof.
5. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing redeliveries of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.

SCHEDULE "A"

6. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.
7. Error in Metering or Meter Failure: In the event of an error in metering or a meter failure, (such error or failure being determined through check measurement by Union or any other available method), then Shipper shall enforce its rights as Shipper with the Interconnecting Pipeline(s) to remedy such error or failure including enforcing any inspection and/or verification rights and procedures.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the 10th day of each month for all services furnished during the preceding month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding month's billing, an adjustment based on any difference between actual quantities and estimated quantities, without any interest charge. If presentation of a bill to Shipper is delayed after the 10th day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.

IX. PAYMENTS

1. Monthly Payments: Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a business day, then payment must be received in Union's account on the first business day preceding the twentieth (20th) day of the month.
2. Remedies for Non-payment: Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due,
 - a. Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment.
 - b. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract, may suspend service(s) until such amount is paid. Notwithstanding such suspension, all demand charges shall continue to accrue hereunder as if such suspension were not in place.

If Shipper in good faith disputes the amount of any such bill or part thereof Shipper shall pay to Union such amounts as it concedes to be correct. At any time thereafter, within twenty (20) days of a demand made by Union, Shipper shall furnish financial assurances satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination. Such a final determination may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case. Union shall not be entitled to suspend service(s) because of such non-payment unless and until default occurs in the conditions of such financial assurances or default occurs in payment of any other amount due to Union hereunder.

Notwithstanding the foregoing paragraph(s), Shipper is not relieved from the obligation to continue its deliveries of gas to Union under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. Billing Adjustments: If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such

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overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "bill" next following shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within six (6) years from the date of the incorrect billing. In the event any refund is issued with Shipper's gas bill, the aforesaid date of refund shall be deemed to be the date of the issue of bill.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act of the Province of Ontario, or any act passed in amendment thereof or substitution therefore, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

1. The term "**force majeure**" as used herein shall mean acts of God, strikes, lockouts or any other industrial disturbance, acts of the public enemy, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of governments and people, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or lines of pipe, inability to obtain materials, supplies, permits or labour, any laws, orders, rules, regulations, acts or restraints of any governmental body or authority (civil or military), any act or omission that is excused by any event or occurrence of the character herein defined as constituting force majeure, any act or omission by parties not controlled by the party having the difficulty and any other similar cases not within the control of the party claiming suspension and which by the exercise of due diligence such party is unable to prevent or overcome.
2. In the event that either the Shipper or Union is rendered unable, in whole or in part, by force majeure, to perform or comply with any obligation or condition of the Contract, such party shall give notice and full particulars of such force majeure in writing delivered by hand, fax or other direct written electronic means to the other party as soon as possible after the occurrence of the cause relied on and subject to the provision of this Article.
3. Neither party shall be entitled to the benefit of the provisions of force majeure hereunder if any or all of the following circumstances prevail: the failure resulting in a condition of force majeure was caused by the negligence of the party claiming suspension; the failure was caused by the party claiming suspension where such party failed to remedy the condition by making all reasonable efforts (short of litigation, if such remedy would require litigation); the party claiming suspension failed to resume the performance of such condition obligations with reasonable dispatch; the failure was caused by lack of funds; the party claiming suspension did not, as soon as possible after determining, or within a period within which it should acting reasonably have determined, that the occurrence was in the nature of force majeure and would affect its ability to observe or perform any of its conditions or obligations under the Contract, give to the other party the notice required hereunder.
4. The party claiming suspension shall likewise give notice as soon as possible after the force majeure condition is remedied, to the extent that the same has been remedied, and that such party has resumed or is then in a position to resume the performance of the obligations and conditions of the Contract.

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5. An event of force majeure on Union's system will excuse the failure to deliver gas by Union or the failure to accept gas by Union hereunder, and both parties shall be excused from performance of their obligations hereunder, except for payment obligations, to the extent of and for the duration of the force majeure.
6. Upstream or Downstream Force Majeure: An event of force majeure upstream or downstream of Union's system shall not relieve Shipper of any payment obligations.
7. Delay of Firm Transportation Services: Despite Article XI herein, if Union is prevented, by reason of an event of force majeure on Union's system from delivering gas on the Day or Days upon which Union has accepted gas from Shipper, Union shall thereafter make all reasonable efforts to deliver such quantities as soon as practicable and on such Day or Days as are agreed to by Shipper and Union. If Union accepts such gas on this basis, Shipper shall not receive any demand charge relief as contemplated under Article XI herein.
8. Demand Charge Relief for Firm Transportation Services: Despite Article XI herein, if on any Day Union fails to accept gas from Shipper by reason of an event of force majeure on Union's system and fails to deliver the quantity of gas nominated hereunder by Shipper up to the firm Contract Demand for that Contract, then for that Day the Monthly demand charge shall be reduced by an amount equal to the applicable Daily Demand Rate, as defined in this paragraph, multiplied by the difference between the quantity of gas actually delivered by Union during such Day and the quantity of gas which Shipper in good faith nominated on such Day. The term "**Daily Demand Rate**" shall mean the Monthly demand charge or equivalent pursuant to the M12 Rate Schedule divided by the number of days in the month for which such rate is being calculated.
9. If, due to the occurrence of an event of force majeure as outlined above, the capacity for gas deliveries by Union is impaired, it will be necessary for Union to curtail Shipper's gas receipts to Union hereunder, via proration based on utilization of such facilities for the Day. This prorating shall be determined by multiplying the capability of such facilities as available downstream of the impairment on the Day, by a fraction where the numerator is Shipper's nominated firm quantity and the denominator is the total of all such nominated firm quantities for nominated services and planned consumption for in-franchise customers on the Day. For the purposes of this Article XI, firm services shall mean all firm services provided by Union to in-franchise customers and ex-franchise shippers.

XII. DEFAULT AND TERMINATION

In case of the breach or non-observance or non-performance on the part of either party hereto of any covenant, proviso, condition, restriction or stipulation contained in the Contract (but not including herein failure to take or make delivery in whole or in part of the gas delivered to/by Union hereunder occasioned by any of the reasons provided for in Article XI hereof) which has not been waived by the other party, then and in every such case and as often as the same may happen, the Non-defaulting party may give written notice to the Defaulting party requiring it to remedy such default and in the event of the Defaulting party failing to remedy the same within a period of thirty (30) days from receipt of such notice, the Non-defaulting party may at its sole option declare the Contract to be terminated and thereupon the Contract shall be terminated and be null and void for all purposes other than and except as to any liability of the parties under the same incurred before and subsisting as of termination. The right hereby conferred upon each party shall be in addition to, and not in derogation of or in substitution for, any other right or remedy which the parties respectively at law or in equity shall or may possess.

XIII. MODIFICATION

Subject to Union's M12 Rate Schedule, Schedule A, Article XV and the ability of Union to amend the M12 Rate Schedule with the approval of the OEB, no amendment or modification of the Contract shall be effective unless the same shall be in writing and signed by each of the Shipper and Union.

XIV. NON-WAIVER AND FUTURE DEFAULT

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XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

**RATE M12
GENERAL TERMS & CONDITIONS**

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

"Authorized Overrun" shall mean the amount by which Shipper's Authorized Quantity exceeds the Contract Demand;

"Available Capacity" shall mean at any time, Union's remaining available capacity to provide Transportation Services;

"Business Day" shall mean any day, other than Saturday, Sunday or any days on which national banks in the Province of Ontario are authorized to close;

"Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;

"Contract Year" shall mean a period of three hundred and sixty-five (365) consecutive days; provided however, that any such period which contains a date of February 29 shall consist of three hundred and sixty-six (366) consecutive days, commencing on November 1 of each year; except for the first Contract Year which shall commence on the Commencement Date and end on the first October 31 that follows such date;

"cricondenthem hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;

"cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"Day" shall mean a period of twenty-four (24) consecutive hours beginning at 10:00 a.m. Eastern Clock Time. The reference date for any Day shall be the calendar date upon which the twenty-four (24) hour period shall commence;

"delivery" shall mean any gas that is delivered by Union into Shipper's possession, or to the possession of Shipper's agent;

"Eastern Clock Time" shall mean the local clock time in the Eastern Time Zone on any Day;

"Expansion Facilities" shall mean any new facilities to be constructed by Union in order to provide Transportation Services;

"firm" shall mean service not subject to curtailment or interruption except under Articles XI, XII and XVIII herein;

"gas" shall mean gas as defined in the Ontario Energy Board Act, 1998, S.O. 1998, c.15, Sch. B, as amended, supplemented or re-enacted from time to time;

"gross heating value" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;

"hydrocarbon dewpoint" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;

"Interruptible Service HUB Contract" shall mean a contract between Shipper and Union under which Union provides interruptible HUB service;

"interruptible service" or **"Interruptible"** shall mean service subject to curtailment or interruption, after notice, at any time;

"Interconnecting Pipeline" shall mean a pipeline that directly connects to the Union pipeline system;

"joule" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term **"megajoule"** (MJ) shall mean 1,000,000 joules. The term **"gigajoule"** (GJ) shall mean 1,000,000,000 joules;

"Loaned Quantities" shall mean those quantities of gas loaned to Shipper under the Facilitating Agreement;

"m³" shall mean cubic metre of gas and **"10³m³"** shall mean 1,000 cubic metres of gas;

"Month" shall mean the period beginning at 10:00 a.m. Eastern Clock Time on the first day of a calendar month and ending at 10:00 a.m. Eastern Clock Time on the first day of the following calendar month;

"NAESB" shall mean North American Energy Standards Board;

"OEB" means the Ontario Energy Board;

"Open Season" or **"open season"** shall mean an open access auction or bidding process held by Union as a method of allocating capacity;

"pascal" (Pa) shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term **"kilopascal"** (kPa) shall mean 1,000 pascals;

"receipt" shall mean any gas that is delivered into Union's possession, or the possession of Union's agent;

"Shipper" shall have the meaning as defined in the Contract, and shall also include Shipper's agent(s);

"specific gravity" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"Taxes" shall mean any tax (other than tax on income or tax on property), duty, royalty, levy, license, fee or charge not included in the charges and rates as per the applicable rate schedule (including but not limited to charges under any form of cap and trade, carbon tax, or similar system) and that is levied, assessed or made by any governmental authority on the gas itself, or the act, right, or privilege of producing, severing, gathering, storing, transporting, handling, selling or delivering gas under the Contract;

"TCPL" means TransCanada PipeLines Limited;

"Wobbe Number" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. **Natural Gas:** The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.
2. **Freedom from objectionable matter:** The gas to be delivered to/by Union hereunder,
 - a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to, or interference with, the proper operation of the lines, regulators, meters or other appliances through which it flows,

- b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas, nor more than four hundred and sixty (460) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,
 - d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenthem hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one point forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas.
3. Non-conforming Gas: In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.
4. Quality of Gas Received: The quality of the gas to be received by Union hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II, but, Union will also accept gas of a quality as set out in any other Interconnecting Pipeline's general terms and conditions, provided that all Interconnecting Pipelines accept such quality of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in Union's M12 Rate Schedule.

III. MEASUREMENTS

1. Storage, Transportation, and/or Sales Unit: The unit of the gas delivered to Union shall be a megajoule or a gigajoule. The unit of gas transported or stored by Union shall be a megajoule or a gigajoule. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.
2. Determination of Volume and Energy:
- a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.
 - b. The supercompressibility factor shall be determined in accordance with either the "Manual for Determination of Supercompressibility Factors for Natural Gas" (PAR Project NX-19) published in 1962 or with American Gas Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.
 - c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.
 - d. Upon request by Union, Shipper shall obtain measurement of the total quantity of gas received by Union hereunder from the Interconnecting Pipeline. Such measurement shall be done in accordance with established practices between Union and the Interconnecting Pipeline.

IV. RECEIPT POINT AND DELIVERY POINT

1. Unless otherwise specified in the Contract, the point or points of receipt and point or points of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in the Contract, where possession of the gas changes from one party to the other, and as per Schedule "D 2010".

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

1. Possession of Gas: Union accepts no responsibility for any gas prior to such gas being delivered to Union at the Receipt Point or after its delivery by Union at the Delivery Point. As between the parties hereto, Union shall be deemed to be in control and possession of and responsible for all such gas from the time that such gas enters Union's system until such gas is delivered to Shipper.
2. Liability: Shipper agrees that Union is not a common carrier and is not an insurer of Shipper's gas, and that Union shall not be liable to Shipper or any third party for loss of gas in Union's possession, except to the extent such loss is caused entirely by Union's negligence or wilful misconduct.

VI. FACILITIES ON SHIPPER'S PROPERTY

Except under those conditions where Union is delivering to TCPL for TCPL or Shipper at Parkway (TCPL), or to an Interconnecting Pipeline, or where otherwise specified in the Contract, the following will apply:

1. Construction and Maintenance: Union, at its own expense may construct, maintain and operate on Shipper's property at the delivery point a measuring station properly equipped with a meter or meters and any other necessary measuring equipment for properly measuring the gas redelivered under the Contract. Shipper will grant to Union a lease and/or rights-of-way over property of Shipper as required by Union to install such facilities and to connect same to Union's pipeline.
2. Entry: Union, its servants, agents and each of them may at any reasonable time on notice (except in cases of emergency) to Shipper or his duly authorized representative enter Shipper's property for the purpose of constructing, maintaining, removing, operating and/or repairing station equipment.
3. Property: The said station and equipment will be and remain the property of Union notwithstanding it is constructed on and attached to the realty of Shipper, and Union may at its own expense remove it upon termination of the Contract and will do so if so requested by Shipper.

VII. MEASURING EQUIPMENT

1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.
2. Metering by Others: In the event that all or any gas delivered to/by Union hereunder is measured by a meter that is owned and operated by an Interconnecting Pipeline, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas delivered to/by Union on behalf of the Shipper. The standard of measurement and tests for the gas delivered to/by Union hereunder shall be in accordance with the general terms and conditions as incorporated in that Interconnecting Pipeline company's gas tariff as approved by its regulatory body.
3. Check Measuring Equipment: Shipper may install, maintain and operate, at the redelivery point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the delivery point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.

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4. Rights of Parties: The measuring equipment installed by either party, together with any building erected by it for such equipment, shall be and remain its property. However, Union and Shipper shall have the right to have representatives present at the time of any installing, reading, cleaning, changing, repairing, inspecting, testing, calibrating, or adjusting done in connection with the other's measuring equipment used in measuring or checking the measurement of deliveries of gas to/by Union under the Contract. Either party will give the other party reasonable notice of its intention to carry out the acts herein specified. The records from such measuring equipment shall remain the property of their owner, but upon request each will submit to the other its records and charts, together with calculations therefrom, for inspection and verification, subject to return within ten (10) days after receipt thereof.
5. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing receipts and deliveries of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.
6. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.
7. Error in Metering or Meter Failure: In the event of an error in metering or a meter failure, (such error or failure being determined through check measurement by Union or any other available method), then Shipper shall enforce its rights as Shipper with the Interconnecting Pipeline(s) to remedy such error or failure including enforcing any inspection and/or verification rights and procedures.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the tenth (10th) day of each month for all Transportation Services furnished during the preceding Month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding Month's billing, an adjustment based on any difference between actual quantities and estimated quantities, without any interest charge. If presentation of a bill to Shipper is delayed after the tenth (10th) day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.
3. Amendment of Statements: For the purpose of completing a final determination of the actual quantities of gas handled in any of the Transportation Services to Shipper, the parties shall have the right to amend their statement for a period equal to the time during which the Interconnecting Pipeline retains the right to amend their statements, which period shall not exceed three (3) years from the date of termination of the Contract.

IX. PAYMENTS

1. Monthly Payments: Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a Business Day, then payment must be received in Union's account on the first Business Day preceding the twentieth (20th) day of the month.
2. Remedies for Non-payment: Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due,

- a. Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment; and,
- b. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract, may suspend Services until such amount is paid. Notwithstanding such suspension, all demand charges shall continue to accrue hereunder as if such suspension were not in place.

If Shipper in good faith disputes the amount of any such bill or part thereof Shipper shall pay to Union such amounts as it concedes to be correct. At any time thereafter, within twenty (20) days of a demand made by Union, Shipper shall furnish financial assurances satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination. Such a final determination may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case. Union shall not be entitled to suspend Services because of such non-payment unless and until default occurs in the conditions of such financial assurances or default occurs in payment of any other amount due to Union hereunder.

Notwithstanding the foregoing, Shipper is not relieved from the obligation to continue its deliveries of gas to Union under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. Billing Adjustments: If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "**bill next following**" shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within three (3) years from the date of the incorrect billing. In the event any refund is issued with Shipper's bill, the aforesaid date of refund shall be deemed to be the date of the issue of bill.
4. Taxes: In addition to the charges and rates as per the applicable rate schedules and price schedules, Shipper shall pay all Taxes which are imposed currently or subsequent to the execution of the Contract by any legal authority having jurisdiction and any amount in lieu of such Taxes paid or payable by Union.
5. Set Off: If either party shall, at any time, be in arrears under any of its payment obligations to the other party under the Contract, then the party not in arrears shall be entitled to reduce the amount payable by it to the other party in arrears under the Contract, or any other contract, by an amount equal to the amount of such arrears or other indebtedness to the other party. In addition to the foregoing remedy, Union may, upon forty-eight (48) hours verbal notice, to be followed by written notice, take possession of any or all of Shipper's gas under the Contract or any enhancement to the Contract, which shall be deemed to have been assigned to Union, to reduce such arrears or other indebtedness to Union.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act, 1991, or any act passed in amendment thereof or substitution therefore, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

1. Definition: The term "**force majeure**" as used herein shall mean acts of God, strikes, lockouts or any other industrial disturbance, acts of the public enemy, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of governments and people, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or lines of pipe, inability to obtain materials, supplies, permits or labour, any laws, orders, rules, regulations, acts or restraints of any governmental body or authority (civil or military), any act or omission that is excused by any event or occurrence of the character herein defined as constituting force majeure, any act or omission by parties not controlled by the party having the difficulty and any other similar cases not within the control of the party claiming suspension and which by the exercise of due diligence such party is unable to prevent or overcome.
2. Notice: In the event that either the Shipper or Union is rendered unable, in whole or in part, by force majeure, to perform or comply with any obligation or condition of the Contract, such party shall give notice and full particulars of such force majeure in writing delivered by hand, fax or other direct written electronic means to the other party as soon as possible after the occurrence of the cause relied on and subject to the provision of this Article.
3. Exclusions: Neither party shall be entitled to the benefit of the provisions of force majeure hereunder if any or all of the following circumstances prevail: the failure resulting in a condition of force majeure was caused by the negligence of the party claiming suspension; the failure was caused by the party claiming suspension where such party failed to remedy the condition by making all reasonable efforts (short of litigation, if such remedy would require litigation); the party claiming suspension failed to resume the performance of such condition obligations with reasonable dispatch; the failure was caused by lack of funds; the party claiming suspension did not, as soon as possible after determining, or within a period within which it should acting reasonably have determined, that the occurrence was in the nature of force majeure and would affect its ability to observe or perform any of its conditions or obligations under the Contract, give to the other party the notice required hereunder.
4. Notice of Remedy: The party claiming suspension shall likewise give notice as soon as possible after the force majeure condition is remedied, to the extent that the same has been remedied, and that such party has resumed or is then in a position to resume the performance of the obligations and conditions of the Contract.
5. Obligation to Perform: An event of force majeure on Union's system will excuse the failure to deliver gas by Union or the failure to accept gas by Union hereunder, and both parties shall be excused from performance of their obligations hereunder, except for payment obligations, to the extent of and for the duration of the force majeure.
6. Upstream or Downstream Force Majeure: An event of force majeure upstream or downstream of Union's system shall not relieve Shipper of any payment obligations.
7. Delay of Firm Transportation Services: Despite Article XI herein, if Union is prevented, by reason of an event of force majeure on Union's system from delivering gas on the Day or Days upon which Union has accepted gas from Shipper, Union shall thereafter make all reasonable efforts to deliver such quantities as soon as practicable and on such Day or Days as are agreed to by Shipper and Union. If Union accepts such gas on this basis, Shipper shall not receive any demand charge relief as contemplated under Article XI herein.
8. Demand Charge Relief for Firm Transportation Services: Despite Article XI herein, if on any Day Union fails to accept gas from Shipper by reason of an event of force majeure on Union's system and fails to deliver the quantity of gas nominated hereunder by Shipper up to the firm Contract Demand for that Contract, then for that Day the Monthly demand charge shall be reduced by an amount equal to the applicable Daily Demand Rate, as defined in this paragraph, multiplied by the difference between the quantity of gas actually delivered by Union during such Day and the quantity of gas which Shipper in good faith nominated on such Day. The term "**Daily Demand Rate**" shall mean the Monthly demand charge or equivalent pursuant to the M12 Rate Schedule divided by the number of days in the month for which such rate is being calculated.
9. Proration of Firm Transportation Service: If, due to the occurrence of an event of force majeure as outlined above, the capacity for gas deliveries by Union is impaired, it will be necessary for Union to curtail Shipper's gas receipts to Union hereunder, via proration based on utilization of such facilities for the Day. This prorating shall be determined by

multiplying the capability of such facilities as available downstream of the impairment on the Day, by a fraction where the numerator is Shipper's nominated firm quantity and the denominator is the total of all such nominated firm quantities for nominated services and planned consumption for in-franchise customers on the Day. For the purposes of this Article XI, firm services shall mean all firm services provided by Union to in-franchise customers and ex-franchise shippers.

XII. DEFAULT AND TERMINATION

In case of the breach or non-observance or non-performance on the part of either party hereto of any covenant, proviso, condition, restriction or stipulation contained in the Contract (but not including herein failure to take or make delivery in whole or in part of the gas delivered to/by Union hereunder occasioned by any of the reasons provided for in Article XI herein) which has not been waived by the other party, then and in every such case and as often as the same may happen, the non-defaulting party may give written notice to the defaulting party requiring it to remedy such default and in the event of the defaulting party failing to remedy the same within a period of thirty (30) days from receipt of such notice, the non-defaulting party may at its sole option declare the Contract to be terminated and thereupon the Contract shall be terminated and be null and void for all purposes other than and except as to any liability of the parties under the same incurred before and subsisting as of termination. The right hereby conferred upon each party shall be in addition to, and not in derogation of or in substitution for, any other right or remedy which the parties respectively at law or in equity shall or may possess.

XIII. AMENDMENT

Subject to Article XV herein and the ability of Union to amend the applicable rate schedules and price schedules, with the approval of the OEB (if required), no amendment or modification of the Contract shall be effective unless the same shall be in writing and signed by each of the Shipper and Union.

XIV. NON-WAIVER AND FUTURE DEFAULT

No waiver of any provision of the Contract shall be effective unless the same shall be in writing and signed by the party entitled to the benefit of such provision and then such waiver shall be effective only in the specific instance and for the specified purpose for which it was given. No failure on the part of Shipper or Union to exercise, and no course of dealing with respect to, and no delay in exercising, any right, power or remedy under the Contract shall operate as a waiver thereof.

XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

XVI. ALLOCATION OF CAPACITY

1. Requests for Transportation Service: A potential shipper may request firm transportation service on Union's system at any time. Any request for firm M12 transportation service must include: potential shipper's legal name, Receipt Point(s), Delivery Point(s), Commencement Date, Initial Term, Contract Demand and proposed payment. This is applicable for M12 service requests for firm transportation service with minimum terms of ten (10) years where Expansion Facilities are required or a minimum term of five (5) years for use of existing capacity.
2. Expansion Facilities: If requests for firm transportation services cannot be met through existing capacity such that the only way to satisfy the requests for transportation service would require the construction of Expansion Facilities which create new capacity, Union shall allocate any such new capacity by open season, subject to the terms of the open season, and these General Terms and Conditions.

3. Open Seasons: If requests for long-term firm transportation service can be met through existing facilities upon which long-term capacity is becoming available, Union shall allocate such long-term capacity by open season, subject to the terms of the open season, and these General Terms and Conditions. "**Long-term**", for the purposes of this Article XVI, means, in the case of a transportation service, a service that has a term of one year or greater.
4. Awarding Open Season Capacity: Capacity requests received during an open season shall be awarded starting with those bids with the highest economic value. If the economic values of two or more independent bids are equal, then service shall be allocated on a pro-rata basis. The economic value shall be based on the net present value which shall be calculated based on the proposed per-unit rate and the proposed term of the contract and without regard to the proposed Contract Demand ("**NPV**").
5. Available Capacity Previously Offered in Open Season: Union may at any time allocate capacity to respond to any M12 transportation service request through an open season. If a potential shipper requests M12 transportation service that can be provided through Available Capacity that was previously offered by Union in an open season but was not awarded, then:
 - a. Any such request must conform to the requirements of Section 1 of this Article XVI;
 - b. Union shall allocate capacity to serve such request pursuant to this Section 5, and subject to these General Terms and Conditions and Union's standard form M12 transportation contract;
 - c. Union may reject a request for M12 transportation service for any of the following reasons:
 - i) if there is insufficient Available Capacity to fully meet the request, but if that is the only reason for rejecting the request for service, Union must offer to supply the Available Capacity to the potential shipper;
 - ii) if the proposed monthly payment is less than Union's Monthly demand charge plus fuel requirements for the applicable service;
 - iii) if prior to Union accepting the request for transportation service Union receives a request for transportation service from one or more other potential shippers and there is, as a result, insufficient Available Capacity to service all the requests for service, in which case Union shall follow the procedure in Section 5 d hereof; -
 - iv) if Union does not provide the type of transportation service requested; or
 - v) if all of the conditions precedent specified in Article XXI Sections 1 and 2 herein have not been satisfied or waived.
 - d. Union will advise the potential shipper in writing whether Union accepts or rejects the request for service, subject to Article XVI 5 c, within 5 calendar days of receiving a request for M12 transportation service. If Union rejects a request for service, Union shall inform the potential shipper of the reasons why its request is being rejected; and
 - e. If Union has insufficient Available Capacity to service all pending requests for transportation service Union may:
 - i) Reject all the pending requests for transportation service and conduct an open season; or
 - ii) Union shall inform all the potential shippers who have submitted a pending request for transportation service that it does not have sufficient capacity to service all pending requests for service, and Union shall provide all such potential shippers with an equal opportunity to submit a revised request for service. Union shall then allocate the Available Capacity to the request for transportation service with the highest economic value to Union. If the economic values of two or more requests are equal, then service shall be allocated on a pro-rata basis. The economic value of any request shall be based on the NPV.

XVII. RENEWALS

Contracts with an Initial Term of five (5) years or greater will continue in full force and effect beyond the Initial Term, automatically renewing for a period of one (1) year, and every one (1) year thereafter. Shipper may reduce the Contract Demand or terminate the Contract with notice in writing by Shipper at least two (2) years prior to the expiration thereof.

XVIII. SERVICE CURTAILMENT

1. Right to Curtail: Union shall have the right to curtail or not to schedule part or all of Transportation Services, in whole or in part, on all or a portion of its pipeline system at any time for reasons of Force Majeure or when, in Union sole discretion, acting reasonably, capacity or operating conditions so require or it is desirable or necessary to make modifications, repairs or operating changes to its pipeline system. Union shall provide Shipper such notice of such curtailment as is reasonable under the circumstances. If due to any cause whatsoever Union is unable to receive or deliver the quantities of Gas which Shipper has requested, then Union shall order curtailment by all Shippers affected and to the extent necessary to remove the effect of the disability. Union has a priority of service policy to determine the order of service curtailment. In order to place services on the priority of service list, Union considers the following business principles: appropriate level of access to core services, customer commitment, encouraging appropriate contracting, materiality, price and term, and promoting and enabling in-franchise consumption.

The Priority ranking for all services utilizing Union Gas' storage, transmission and distribution system as applied to both in-franchise and ex-franchise services are as follows; with number 1 having the highest priority and the last interrupted.

1. Firm In-franchise Transportation and Distribution services and firm Ex-franchise services (Note 1)
2. In-franchise Interruptible Distribution services
3. C1/M12 IT Transport and IT Exchanges with Take or Pay rates
4. Balancing (Hub Activity) < = 100 GJ/d; Balancing (Direct Purchase) < = 500 GJ/d; In-franchise distribution authorized overrun (Note 3)
5. C1/M12 IT Transport and IT Exchanges at premium rates
6. C1/M12 Overrun < = 20% of CD (Note 4)
7. Balancing (Direct Purchase) > 500 GJ/d
8. Balancing (Hub Activity) > 100 GJ/d; C1/M12 IT Transport and IT Exchanges
9. C1/M12 Overrun > 20% of CD
10. C1/M12 IT Transport and IT Exchanges at a discount
11. Late Nominations

Notes:

1. Nominated services must be nominated on the NAESB Timely Nomination Cycle otherwise they are considered to be late nomination and are therefore interruptible.
 2. Higher value or more reliable IT is contemplated in the service and contract, when purchase at market competitive prices.
 3. Captures the majority of customers that use Direct Purchase balancing transactions.
 4. Captures the majority of customers that use overrun.
2. Capacity Procedures: Union reserves the right to change its procedures for sharing interruptible capacity and will provide Shipper with two (2) months prior notice of any such change.
 3. Maintenance: Union's facilities from time to time may require maintenance or construction. If such maintenance or construction is required, and in Union's sole opinion, acting reasonably, such maintenance or construction may impact Union's ability to meet Shipper's requirements, Union shall provide at least ten (10) days notice to Shipper, except in the case of an emergency. In the event the maintenance impacts Union's ability to meet Shipper's requirements, Union shall not be liable for any damages and shall not be deemed in breach of the Contract. To the extent that Union's ability to accept and/or deliver Shipper's gas is impaired, the Monthly demand charge shall be reduced in accordance with Article XI Section 8 and available capacity allocated in accordance with Article XI Section 9 herein.

Union shall use reasonable efforts to determine a mutually acceptable period during which such maintenance or construction will occur and also to limit the extent and duration of any impairments. Union will endeavour to schedule and complete the maintenance and construction, which would normally be expected to impact on Union's ability to meet Shipper's requirements, during the period from April 1 through to November 1.

XIX. SHIPPER'S REPRESENTATIONS AND WARRANTIES

1. Shipper's Warranty: Shipper warrants that it will, if required, maintain, or have maintained on its behalf, all external approvals including the governmental, regulatory, import/export permits and other approvals or authorizations that are required from any federal, state or provincial authorities for the gas quantities to be handled under the Contract. Shipper further warrants that it shall maintain in effect the Facilitating Agreements.
2. Financial Representations: Shipper represents and warrants that the financial assurances (including the Initial Financial Assurances and Security) (if any) shall remain in place throughout the term hereof, unless Shipper and Union agree otherwise. Shipper shall notify Union in the event of any change to the financial assurances throughout the term hereof. Should Union have reasonable grounds to believe that Shipper will not be able to perform or continue to perform any of its obligations under the Contract as a result of one of the following events ("**Material Event**");
 - a. Shipper is in default, which default has not been remedied, of the Contract or is in default of any other material contract with Union or another party; or,
 - b. Shipper's corporate or debt rating falls below investment grade according to at least one nationally recognized rating agency; or,
 - c. Shipper ceases to be rated by a nationally recognized agency; or,
 - d. Shipper has exceeded credit available as determined by Union from time to time,

then Shipper shall within fourteen (14) days of receipt of written notice by Union, obtain and provide to Union a letter of credit or other security in the form and amount reasonably required by Union (the "**Security**"). The Security plus the Initial Financial Assurances shall not exceed twelve (12) months of Monthly demand charges (in accordance with Article IX herein) multiplied by Contract Demand. In the event that Shipper does not provide to Union such Security within such fourteen (14) day period, Union may deem a default under the Default and Termination provisions of Article XII herein.

In the event that Shipper in good faith, reasonably believes that it should be entitled to reduce the amount of or value of the Security previously provided, it may request such a reduction from Union and to the extent that the Material Event has been mitigated or eliminated, Union shall return all or a portion of the Security to Shipper within fourteen (14) Business Days after receipt of the request.

XX. MISCELLANEOUS PROVISIONS

1. Permanent Assignment: Shipper may assign the Contract to a third party ("Assignee"), up to the Contract Demand, (the "Capacity Assigned"). Such assignment shall require the prior written consent of Union and release of obligations by Union for the Capacity Assigned from the date of assignment. Such consent and release shall not be unreasonably withheld and shall be conditional upon the Assignee providing, amongst other things, financial assurances as per Article XXI herein. Any such assignment will be for the full rights, obligations and remaining term of the Contract as relates to the Capacity Assigned.
2. Temporary Assignment: Shipper may, upon notice to Union, assign all or a part of its service entitlement under the Contract (the "Assigned Quantity") and the corresponding rights and obligations to an Assignee on a temporary basis for not less than one calendar month. Such assignment shall not be unreasonably withheld and shall be conditional upon the Assignee executing the Facilitating Agreement as per Article XXI herein. Notwithstanding such assignment, Shipper shall remain obligated to Union to perform and observe the covenants and obligations contained herein in regard to the Assigned Quantity to the extent that Assignee fails to do so.
3. Title to Gas: Shipper represents and warrants to Union that Shipper shall have good and marketable title to, or legal authority to deliver to Union, all gas delivered to Union hereunder. Furthermore, Shipper hereby agrees to indemnify and save Union harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising from or out of claims of any or all third parties to such gas or on account of Taxes, or other charges thereon.

XXI. PRECONDITIONS TO TRANSPORTATION SERVICES

1. Union Conditions: The obligations of Union to provide Transportation Services hereunder are subject to the following conditions precedent, which are for the sole benefit of Union and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Union shall have obtained, in form and substance satisfactory to Union, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required to provide the Transportation Services; and,
 - b. Union shall have obtained all internal approvals that are necessary or appropriate to provide the transportation Services; and,
 - c. Union shall have received from Shipper the requisite financial assurances reasonably necessary to ensure Shipper's ability to honour the provisions of the Contract (the "**Initial Financial Assurances**"). The Initial Financial Assurances, if required, will be as determined solely by Union; and,
 - d. Shipper and Union shall have entered into the Interruptible Service HUB Contract or equivalent (the "**Facilitating Agreement**") with Union.
2. Shipper Conditions: The obligations of Shipper hereunder are subject to the following conditions precedent, which are for the sole benefit of Shipper and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Shipper shall, as required, have entered into the necessary contracts with Union and/or others to facilitate the Transportation Services contemplated herein, including contracts for upstream and downstream transportation, and shall specifically have an executed and valid Facilitating Agreement; and shall, as required, have entered into the necessary contracts to purchase the gas quantities handled under the Contract; and,
 - b. Shipper shall have obtained, in form and substance satisfactory to Shipper, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required from federal, state, or provincial authorities for the gas quantities handled under the Contract; and,
 - c. Shipper shall have obtained all internal approvals that are necessary or appropriate for the Shipper to execute the Contract.
3. Satisfaction of Conditions: Union and Shipper shall each use due diligence and reasonable efforts to satisfy and fulfil the conditions precedent specified in this Article XXI Section 1 a, c, and d and Section 2 a and b. Each party shall notify the other forthwith in writing of the satisfaction or waiver of each condition precedent for such party's benefit. If a party concludes that it will not be able to satisfy a condition precedent that is for its benefit, such party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations thereunder.
4. Non-Satisfaction of Conditions: If any of the conditions precedent in this Article XXI Section 1 c or Section 2 are not satisfied or waived by the party entitled to the benefit of that condition by the Conditions Date as such term is defined in the Contract, then either party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations hereunder, provided that any rights or remedies that a party may have for breaches of the Contract prior to such termination and any liability a party may have incurred before such termination shall not thereby be released.

**RATE M12
NOMINATIONS**

- a) For Services provided either under this rate schedule or referenced to this rate schedule:
- i) For Services required on any day Shipper shall provide Union with details regarding the quantity it desires to be handled at the applicable Receipt Point(s) and/or Delivery Point(s), and such additional information as Union determines to be necessary (a "**Nomination**").
 - ii) All Nominations shall be submitted by electronic means via *Unionline*. Union, in its sole discretion, may amend or modify the nominating procedures or *Unionline* at any time. Nominations shall be submitted so as to be received by Union in accordance with timelines established by Union, which reflect the NAESB standard nomination cycles. Union will accept all Nominations on each of the nomination cycles. Nominations made after the applicable deadline shall not be accepted except at the sole discretion of Union. The nomination cycle timelines are posted on Union's website and the nomination deadlines are provided in *Unionline*.
 - iii) For customers electing firm all day transportation service, nominations shall be provided to Union's Gas Management Services as outlined in the F24 –T Agreement.
- b) Union shall determine whether or not all or any portion of the Nomination will be accepted. In the event Union determines that it will not accept such Nomination, Union shall advise Shipper of the reduced quantity (the "**Quantity Available**") for Services at the applicable points as outlined in each nomination cycle. After receiving such advice from Union but no later than one half hour after the Quantities Available deadline as outlined in each nomination cycle, Shipper shall provide a "**Revised Nomination**" to Union which shall be no greater than the Quantity Available. If such Revised Nomination is not provided within the time allowed as required above or such Revised Nomination is greater than the Quantity Available, then the Revised Nomination shall be deemed to be the Quantity Available. If the Revised Nomination (delivered within the time allowed as required above) is less than the Quantity Available, then such lesser amount shall be the Revised Nomination.
- c) That portion of a Shipper's Nomination or Revised Nomination, as set out in (a) and (b), above, which Union shall accept for Services hereunder, shall be known as Shipper's "**Authorized Quantity**".
- d) If on any day the actual quantities handled by Union, for each of the Services authorized, exceed Shipper's Authorized Quantity, and such excess was caused by either Shipper's incorrect nomination or by its delivering or receiving too much gas, then the amount by which the actual quantities handled for each of the Services exceed Shipper's Authorized Quantity, such excess shall be deemed "**Unauthorized Overrun**".
- e) The daily quantity of gas nominated by Shipper will be delivered by Shipper at rates of flow that are as nearly constant as possible, however, Union shall use reasonable efforts to take receipt of gas on any day at an hourly rate of flow up to one twentieth (1/20) of the quantity received for that day. Union shall have the right to limit Services when on any day the cumulative hourly imbalance between receipts and deliveries exceeds one twentieth (1/20) of the quantity handled for that day, for each applicable Service.
- f) A nomination for a daily quantity of gas on any day shall remain in effect and apply to subsequent days unless and until Union receives a new nomination from Shipper or unless Union gives Shipper written notice that it is not acceptable in accordance with either (a) or (b) of this schedule.
- g) Except for periods of gas or quantity balancing as provided in the Contract, nominations by Shipper for deliveries to Union and redeliveries by Union shall be the same delivery of gas by Union either to Shipper or a Shipper's Account with Union.

**RATE M12
NOMINATIONS**

1. For Transportation Services required on any Day under the Contract, Shipper shall provide Union with details regarding the quantity of Gas it desires to be handled at the applicable Receipt Point(s) and/or Delivery Point(s), and such additional information as Union determines to be necessary (a "**Nomination**").
2. All Nominations shall be submitted by electronic means via *Unionline*. Union, in its sole discretion, may amend or modify the nominating procedures or *Unionline* at any time. Nominations shall be submitted so as to be received by Union in accordance with timelines established by Union, which reflect the NAESB standard nomination cycles. Union will accept all Nominations on each of the nomination cycles. Nominations made after the applicable deadline shall not be accepted except at the sole discretion of Union. The nomination cycle timelines are posted on Union's website and the nomination deadlines are provided in *Unionline*.
3. Union shall determine whether or not all or any portion of the Nomination will be scheduled at each nomination cycle. With respect to each nomination cycle, in the event Union determines that it will not schedule such Nomination, Union shall advise Shipper of the reduced quantity (the "**Quantities Available**") for Transportation Services at the applicable points as outlined in each nomination cycle. After receiving such advice from Union, but no later than one half hour after the Quantities Available deadline as outlined in each nomination cycle, Shipper shall provide a revised nomination ("**Revised Nomination**") to Union which shall be no greater than the Quantity Available. If such Revised Nomination is not provided within the time allowed as required above or such Revised Nomination is greater than the Quantities Available, then the Revised Nomination shall be deemed to be the Quantities Available. If the Revised Nomination (delivered with the time allowed as required above) is less than the Quantity Available, then such lesser amount shall be the Revised Nomination.
4. For Shippers electing firm all day transportation service, nominations shall be provided to Union's Gas Management Services as outlined in the F24 –T Agreement.
5. For Transportation Services requiring Shipper to provide compressor fuel in kind, the nominated fuel requirements will be calculated by rounding to the nearest whole GJ.
6. All Timely Nominations shall have rollover options. Specifically, Shippers shall have the ability to nominate for several days, months or years, provided the Nomination start date and end date are both within the term of the Transportation Agreement.
7. Nominations received after the nomination deadline shall, if accepted by Union, be scheduled after Nominations received before the nomination deadline.
8. All Services are required to be nominated in whole Gigajoules (GJ).
9. To the extent Union is unable to complete a Nomination confirmation due to inaccurate, untimely or incomplete data involving an Interconnecting Pipeline entity, Union shall undertake reasonable efforts to confirm the transaction on a non-discriminatory basis until such time that the transaction is adequately verified by the parties, or until such time that Union determines that the Nomination is invalid at which time the Union shall reject the Nomination.
10. That portion of a Shipper's Nomination or Revised Nomination, as set out in paragraphs 1 and 3 above, which Union shall schedule for Transportation Services hereunder, shall be known as Shipper's "**Authorized Quantity**".
11. If on any day the actual quantities handled by Union, for each of the Transportation Services authorized, exceed Shipper's Authorized Quantity, and such excess was caused by either Shipper's incorrect nomination or by its delivering or receiving too much gas, then the amount by which the actual quantities handled for each of the Transportation

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Services exceed Shipper's Authorized Quantity shall be deemed "**Unauthorized Overrun**".

12. The daily quantity of gas nominated by Shipper will be delivered by Shipper at rates of flow that are as nearly constant as possible, however, Union shall use reasonable efforts to take receipt of gas on any day at an hourly rate of flow up to one twentieth (1/20th) of the quantity received for that day. Union shall have the right to limit Transportation Services when on any day the cumulative hourly imbalance between receipts and deliveries exceeds one twentieth (1/20th) of the quantity handled for that day, for each applicable Transportation Service.
13. The parties hereto recognize that with respect to Transportation Services, on any day, receipts of gas by Union and deliveries of gas by Union may not always be exactly equal, but each party shall cooperate with the other in order to balance as nearly as possible the quantities transacted on a daily basis, and any imbalances arising shall be allocated to the Facilitating Agreement and shall be subject to the respective terms and charges contained therein, and shall be resolved in a timely manner.
14. Shipper may designate via *Unionline* access request form, a third party as agent for purposes of providing a Nomination, and for giving and receiving notices related to Nominations, and Union shall only accept nominations from the agent. Any such designation, if acceptable to Union, shall be effective following the receipt and processing of the written notice and will remain in effect until revoked in writing by Shipper.

UNION GAS LIMITED

M12 Monthly Transportation Fuel Ratios and Fuel Rates

Firm or Interruptible Transportation Commodity

Effective January 1, 2018

Month	VT1 Easterly Dawn to Parkway (TCPL), Parkway (EGT) With Dawn Compression		VT1 Easterly Dawn to Kirkwall, Lisgar, Parkway (Consumers) With Dawn Compression		M12-X Westerly Kirkwall to Dawn	
	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate
	(%)	(\$/GJ)	(%)	(\$/GJ)	(%)	(\$/GJ)
April	0.879	0.031	0.546	0.019	0.158	0.006
May	0.626	0.022	0.373	0.013	0.158	0.006
June	0.523	0.019	0.275	0.010	0.158	0.006
July	0.508	0.018	0.262	0.009	0.158	0.006
August	0.405	0.014	0.159	0.006	0.158	0.006
September	0.401	0.014	0.159	0.006	0.158	0.006
October	0.750	0.027	0.461	0.016	0.158	0.006
November	0.894	0.032	0.624	0.022	0.158	0.006
December	1.012	0.036	0.743	0.026	0.158	0.006
January	1.166	0.041	0.882	0.031	0.158	0.006
February	1.107	0.039	0.831	0.029	0.158	0.006
March	1.033	0.037	0.742	0.026	0.158	0.006

Month	M12-X Easterly Kirkwall to Parkway (TCPL), Parkway (EGT)		M12-X Easterly Kirkwall to Lisgar, Parkway (Consumers)		M12-X Westerly Parkway to Kirkwall, Dawn	
	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate
	(%)	(\$/GJ)	(%)	(\$/GJ)	(%)	(\$/GJ)
April	0.491	0.017	0.158	0.006	0.301	0.011
May	0.411	0.015	0.158	0.006	0.301	0.011
June	0.406	0.014	0.158	0.006	0.301	0.011
July	0.404	0.014	0.158	0.006	0.301	0.011
August	0.404	0.014	0.158	0.006	0.301	0.011
September	0.400	0.014	0.158	0.006	0.301	0.011
October	0.448	0.016	0.158	0.006	0.301	0.011
November	0.427	0.015	0.158	0.006	0.158	0.006
December	0.428	0.015	0.158	0.006	0.158	0.006
January	0.442	0.016	0.158	0.006	0.158	0.006
February	0.434	0.015	0.158	0.006	0.158	0.006
March	0.449	0.016	0.158	0.006	0.158	0.006

UNION GAS LIMITED

M12 Monthly Transportation Authorized Overrun Fuel Ratios and Fuel Rates

Firm or Interruptible Transportation Commodity

Effective January 1, 2018

Month	VT1 Easterly Dawn to Parkway (TCPL), Parkway (EGT) With Dawn Compression		VT1 Easterly Dawn to Kirkwall, Lisgar, Parkway (Consumers) With Dawn Compression		M12-X Westerly Kirkwall to Dawn	
	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate
	(%)	(\$/GJ)	(%)	(\$/GJ)	(%)	(\$/GJ)
April	1.499	0.175	1.166	0.164	0.778	0.179
May	1.246	0.166	0.993	0.157	0.778	0.179
June	1.143	0.163	0.895	0.154	0.778	0.179
July	1.128	0.162	0.882	0.153	0.778	0.179
August	1.025	0.159	0.779	0.150	0.778	0.179
September	1.021	0.158	0.779	0.150	0.778	0.179
October	1.371	0.171	1.081	0.161	0.778	0.179
November	1.514	0.176	1.244	0.166	0.778	0.179
December	1.632	0.180	1.363	0.171	0.778	0.179
January	1.786	0.186	1.502	0.175	0.778	0.179
February	1.727	0.183	1.451	0.174	0.778	0.179
March	1.653	0.181	1.362	0.171	0.778	0.179

Month	M12-X Easterly Kirkwall to Parkway (TCPL), Parkway (EGT)		M12-X Easterly Kirkwall to Lisgar, Parkway (Consumers)		M12-X Westerly Parkway to Kirkwall, Dawn	
	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel Rate
	(%)	(\$/GJ)	(%)	(\$/GJ)	(%)	(\$/GJ)
April	1.111	0.190	0.778	0.179	0.921	0.184
May	1.031	0.188	0.778	0.179	0.921	0.184
June	1.026	0.187	0.778	0.179	0.921	0.184
July	1.024	0.187	0.778	0.179	0.921	0.184
August	1.024	0.187	0.778	0.179	0.921	0.184
September	1.020	0.187	0.778	0.179	0.921	0.184
October	1.068	0.189	0.778	0.179	0.921	0.184
November	1.047	0.188	0.778	0.179	0.778	0.179
December	1.048	0.188	0.778	0.179	0.778	0.179
January	1.062	0.189	0.778	0.179	0.778	0.179
February	1.054	0.188	0.778	0.179	0.778	0.179
March	1.069	0.189	0.778	0.179	0.778	0.179

**RATE M12
RECEIPT AND DELIVERY POINTS AND PRESSURES**

1. Receipt and Delivery Points:

The following defines each Receipt Point and/or Delivery Point, as indicated (R= Receipt Point; D= Delivery Point)

R,D	<u>DAWN (FACILITIES):</u>	Union's Compressor Station site situated in the northwest corner of Lot Twenty-Five (25), Concession II, in the Township of Dawn-Euphemia, in the County of Lambton. This point is applicable for quantities of gas that have been previously transported or stored under other contracts that Shipper may have in place with Union.
R	<u>DAWN (TCPL):</u>	At the junction of Union's and TCPL's facilities, at or adjacent to Dawn (Facilities).
R	<u>DAWN (TECUMSEH):</u>	At the junction of Union's and Enbridge Gas Distribution Inc.'s (Enbridge) Tecumseh Gas Storage's facilities, at or adjacent to Dawn (Facilities).
R	<u>DAWN (TSLE):</u>	At the junction of Union's and Enbridge Gas Distribution Inc.'s (" Enbridge ") NPS 16 Tecumseh Sombra Line Extension facilities; at or adjacent to Dawn (Facilities).
R	<u>DAWN (VECTOR):</u>	At the junction of Union's and Vector Pipeline Limited Partnership (" Vector ") facilities, at or adjacent to Dawn (Facilities).
R,D	<u>PARKWAY (TCPL):</u>	At the junction of Union's and TCPL's facilities, at or adjacent to Union's facilities situated in the Part Lot 9 and Part Lot 10, Concession IX, New Survey, Town of Milton, Regional Municipality of Halton (now part of City of Mississauga).
R,D	<u>KIRKWALL:</u>	At the junction of Union's and TCPL's facilities at or adjacent to Union's facilities situated in Part Lot Twenty-Five (25), Concession 7, Town of Flamborough.
D	<u>PARKWAY (CONSUMERS):</u>	At the junction of Union's and Enbridge's facilities, at or adjacent to Union's facilities situated in Part Lot 9 and Part Lot 10, Concession IX, New Survey, Town of Milton, Regional Municipality of Halton (now part of City of Mississauga).
D	<u>PARKWAY (EGT):</u>	At the junction of Union's and Enbridge's facilities, at or adjacent to Union's facilities situated in Part Lot 9 and Part Lot 10, Concession IX, New Survey, Town of Milton, Regional Municipality of Halton (now part of City of Mississauga).
D	<u>LISGAR:</u>	At the junction of the facilities of Union and Enbridge situated at 6620 Winston Churchill Boulevard, City of Mississauga.

2. Receipt and Delivery Pressures:

(a) All Gas tendered by or on behalf of Shipper to Union shall be tendered at the Receipt Point(s) at Union's prevailing pressure at that Receipt Point, or at such pressure as per operating agreements between Union and the applicable Interconnecting Pipeline as amended or restated from time to time.

(b) All Gas tendered by or on behalf of Union to Shipper shall be tendered at the Delivery Point(s) at Union's prevailing pressure at that Delivery Point or at such pressure as per agreements between Union and the applicable Interconnecting Pipeline as amended or restated from time to time.

(c) Under no circumstances shall Union be obligated to receive or deliver gas hereunder at pressures exceeding the maximum allowable operating pressures prescribed under any applicable governmental regulations; nor shall Union be required to make any physical deliveries or to accept any physical receipts which its existing facilities cannot accommodate.



Effective
2018-01-01
Rate M13
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TRANSPORTATION OF LOCALLY PRODUCED GAS

(A) Applicability

The charges under this rate schedule shall be applicable to a customer who enters into a contract with Union for gas received at a local production point to be transported to Dawn.

Applicable Points

Dawn as a delivery point: Dawn (Facilities).

(B) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

Demand Commodity

	Demand Charge <u>Rate/Month</u>	Commodity Charge <u>Rate/GJ</u>	Union Supplied Fuel Fuel and Commodity Charge <u>Rate/GJ</u>	Shipper Supplied Fuel Fuel <u>Ratio %</u>	AND	Commodity Charge <u>Rate/GJ</u>
1. Monthly fixed charge per Customer Station	\$957.58					
2. Transmission Commodity Charge		\$0.035				
3. Delivery Commodity Charge			\$0.006	0.158%		
4. Cap-and-Trade Facility-Related Charge (applied to all quantities transported)			\$0.002			\$0.002

These charges are in addition to the transportation, storage and/or balancing charges which shall be paid for under Rate M12 or Rate C1, or other services that may be negotiated.

5. Overrun Services

Authorized Overrun

Authorized overrun will be payable on all quantities transported in excess of Union's obligation on any day. The overrun charges payable will be calculated at the identified authorized overrun charge. Overrun will be authorized at Union's sole discretion.

	Union Supplied Fuel Fuel and Commodity Charge <u>Rate/GJ</u>	Shipper Supplied Fuel Fuel <u>Ratio %</u>	AND	Commodity Charge <u>Rate/GJ</u>
Authorized Overrun Charge	\$0.144	0.158%		\$0.139
Cap-and-Trade Facility-Related Charge (applied to all quantities transported)	\$0.002			\$0.002

Unauthorized Overrun

Authorized Overrun rates payable on all volumes up to 2% in excess of Union's contractual obligation.

The Unauthorized Overrun rate during the November 1 to April 15 period will be \$50 per GJ for all usage on any day in excess of 102% of Union's contractual obligation. The Unauthorized Overrun rate during the April 16 to October 31 period will be \$9.373 per GJ for all usage on any day in excess of 102% of Union's contractual obligation.

(C) Terms of Service

The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A 2013" for contracts in effect on or after January 1, 2013.

Effective January 1, 2018 Chatham, Ontario
O.E.B. Order # EB-2017-0087

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

**RATE M13
GENERAL TERMS & CONDITIONS**

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

"Aid to Construction" shall include any and all costs, expenses, amounts, damages, obligations, or other liabilities (whether of a capital or operating nature, and whether incurred before or after the date of the Contract) actually paid by Union (including amounts paid to affiliates for services rendered in accordance with the Affiliate Relationships Code as established by the OEB) in connection with or in respect of satisfying the conditions precedent set out in Article XXI herein (including without limitation the cost of construction, installation and connection of any required meter station as described in Article IX, Section 6, the obtaining of all governmental, regulatory and other third party approvals, and the obtaining of rights of way) whether resulting from Union's negligence or not, except for any costs that have arisen from the gross negligence, fraud, or wilful misconduct of Union;

"Average Local Producer Heat" ("ALPH") shall mean the heat content value as set by Union, and shall be determined by volumetrically averaging the gross heat content of all produced gas delivered to the Union system by Ontario Local Producers. The ALPH shall be expressed in GJ/10³m³ and may be adjusted from time to time by Union;

"Business Day" shall mean any day, other than Saturday, Sunday or any days on which national banks in the Province of Ontario are authorized to close;

"Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;

"Contract Year" shall mean a period of three hundred and sixty-five (365) consecutive days; provided however, that any such period which contains a date of February 29 shall consist of three hundred and sixty-six (366) consecutive days, commencing on November 1 of each year; except for the first Contract Year which shall commence on the Commencement Date and end on the first October 31 that follows such date;

"cricondenthem hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;

"cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"Dawn Quantity" shall mean the total daily quantity of gas in GJ delivered at Dawn (Facilities), which is equal to the total energy of all gas supplied daily to Union at the Receipt Point(s). The Dawn Quantity shall be calculated utilizing the following factor equation: Dawn Quantity = Produced Volume x ALPH;

"Day" shall mean a period of twenty-four (24) consecutive hours beginning at 10:00 a.m. Eastern Clock Time. The reference date for any Day shall be the calendar date upon which the twenty-four (24) hour period shall commence;

"Delivery Point" shall mean the point where Union shall deliver the Dawn Quantity and/or Market Quantity to Shipper and as further defined in Schedule 1 of the Contract;

"Distribution Demand" shall mean the varying demand for the supply of gas, as determined by Union, on Union's pipeline and distribution system for users of gas who are supplied or delivered gas by Union's pipeline and distribution system;

"Eastern Clock Time" shall mean the local clock time in the Eastern Time Zone on any Day;

"firm" shall mean service not subject to curtailment or interruption except under Articles XI, XII and XVIII herein;

"Firm Daily Variability Demand" shall mean the established quantity set forth in Schedule 2 of the Contract, which is the

permitted difference between the Dawn Quantity and the Market Quantity;

"**gas**" shall mean gas as defined in the Ontario Energy Board Act, 1998, S.O. 1998, c.15, Sch. B, as amended, supplemented or re-enacted from time to time;

"**gross heating value**" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;

"**hydrocarbon dewpoint**" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;

"**Interruptible Service HUB Contract**" shall mean a contract between Shipper and Union under which Union provides interruptible HUB service;

"**Interconnecting Pipeline**" shall mean a pipeline that directly connects to the Union pipeline and distribution system;

"**joule**" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term "**megajoule**" (MJ) shall mean 1,000,000 joules. The term "**gigajoule**" (GJ) shall mean 1,000,000,000 joules;

"**m³**" shall mean cubic metre of gas and "**10³m³**" shall mean 1,000 cubic metres of gas;

"**MAOP**" shall mean the maximum allowable operating pressure of Union's pipeline and distribution system and as further defined in Schedule 1 of the Contract;

"**Market Quantity**" shall mean the daily quantity in GJ nominated for Name Change Service that Day by Shipper at Dawn (Facilities);

"**Maximum Daily Quantity**" shall mean the maximum quantity of gas Shipper may deliver to Union at a Receipt Point on any Day, as further defined in Schedule 1;

"**Month**" shall mean the period beginning at 10:00 a.m. Eastern Clock Time on the first day of a calendar month and ending at 10:00 a.m. Eastern Clock Time on the first day of the following calendar month;

"**Name Change Service**" shall mean an interruptible administrative service whereby Union acknowledges for Shipper a change in title of a gas quantity from Shipper to a third party at the Delivery Point;

"**OEB**" means the Ontario Energy Board;

"**pascal**" ("**Pa**") shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term "**kilopascal**" ("**kPa**") shall mean 1,000 pascals;

"**Produced Volume**" shall mean the aggregate of all actual volumes of gas in 10³m³, delivered by Shipper to Union at all Receipt Points on any Day;

"**Producer Balancing Account**" shall mean the gas balance held by Union for Shipper, or owed by Shipper to Union, at the Delivery Point. Where the Producer Balancing Account is zero or a positive number, the account is in a credit position, and where the Producer Balancing Account is less than zero, the account is in a debit position;

"**Producer Balancing Service**" shall mean a Service whereby Union either calculates a credit or debit to the Producer Balancing Account by subtracting the Market Quantity from the Dawn Quantity. Where such amount is greater than zero, Union will credit the Producer Balancing Account, or where such amount is less than zero, Union will debit the Producer Balancing Account. This Service shall be performed on a retroactive basis on the terms and conditions contained in Schedule 2 of the Contract, as may be revised from time to time by Union;

"**Receipt Point**" shall mean the point(s) where Union shall receive gas from Shipper;

"Sales Agreement" shall mean the Ontario Gas Purchase Agreement(s) entered into between Shipper and Union;

"Shipper" shall have the meaning as defined in the Contract, and shall also include Shipper's agent(s);

"specific gravity" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"System Capacity" shall mean the volumetric capacity that exists from time to time within Union's pipeline and distribution system which determines Union's ability to accept volumes of gas into Union's pipeline and distribution system hereunder. System Capacity shall be determined by Union and such determination, in addition to the physical characteristics of Union's pipeline and distribution system Distribution Demand, shall also include consideration of Union's local Distribution Demand, Union's total system Distribution Demand, availability of Union's gas storage capacity, and other gas being purchased and/or delivered into Union's pipeline and distribution system;

"Taxes" shall mean any tax (other than tax on income or tax on property), duty, royalty, levy, license, fee or charge not included in the charges and rates as per the applicable rate schedule (including but not limited to charges under any form of cap and trade, carbon tax, or similar system) and that is levied, assessed or made by any governmental authority on the gas itself, or the act, right, or privilege of producing, severing, gathering, storing, transporting, handling, selling or delivering gas under the Contract;

"Wobbe Number" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. **Natural Gas:** The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.
2. **Freedom from objectionable matter:** The gas to be delivered to Union at the Receipt Point(s) hereunder,
 - a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to, or interference with, the proper operation of the lines, regulators, meters or other appliances through which it flows,
 - b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas, nor more than one hundred (100) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,
 - d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenthem hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one point

forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas,

- k. shall not exceed forty-three degrees Celsius (43°C), and,
- l. shall not be odourized by Shipper.

3. **Non-conforming Gas:**

- a. In the event that the quality of the gas does not conform or if Union, acting reasonably, suspects the quality of the gas may not conform to the specifications herein, then Shipper shall, if so directed by Union acting reasonably, forthwith carry out, at Shipper's cost, whatever field testing of the gas quality as may be required to ensure that the quality requirements set out herein are met, and to provide Union with a certified copy of such tests. If Shipper does not carry out such tests forthwith, Union may conduct such test and Shipper shall reimburse Union for all costs incurred by Union for such testing.
- b. If Shipper's gas fails at any time to conform to the requirements of this Article II, Union, in addition to its other remedies, may refuse to accept delivery of gas at the Receipt Points hereunder until such deficiency has been remedied by Shipper. Each Party agrees to notify the other verbally, followed by written notification, of any such deficiency of quality.

4. **Quality of Gas Received:** The quality of the gas to be received by Union at the Receipt Point(s) hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II, but, Union will use reasonable efforts to accept gas of a quality that may deviate from the quality standards set out therein.

5. **Quality of Gas at Dawn:** The quality of the gas to be delivered to Union at Dawn (Facilities) or the gas to be delivered by Union to Shipper at Dawn (Facilities) hereunder is to be of a merchantable quality and in accordance with the quality standards and measurement standards as set out by Union in this Article II, except that total sulphur limit shall be not more than four hundred and sixty (460) milligrams per cubic metre of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.

III. MEASUREMENTS

1. **Service Unit:** The unit of the gas delivered to Union shall be a quantity of 10³m³. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.

2. **Determination of Volume and Energy:**

- a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.
- b. The supercompressibility factor shall be determined in accordance with either the "**Manual for Determination of Supercompressibility Factors for Natural Gas**" (PAR Project NX-19) published in 1962 or with American Gas Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.
- c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.

IV. RECEIPT POINT AND DELIVERY POINT

The point(s) of receipt and point of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in Schedule 1 of the Contract, where possession of the gas changes from one party to the other.

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

1. Possession of Gas: Union accepts no responsibility for any gas prior to such gas being delivered to Union at the Receipt Point or after its delivery by Union at the Delivery Point. As between the parties hereto, Union shall be deemed to be in control and possession of and responsible for all such gas from the time that such gas enters Union's system until such gas is delivered to Shipper.
2. Liability: Shipper agrees that Union is not a common carrier and is not an insurer of Shipper's gas, and that Union shall not be liable to Shipper or any third party for loss of gas in Union's possession, except to the extent such loss is caused entirely by Union's negligence or wilful misconduct.

VI. FACILITIES ON SHIPPER'S PROPERTY

1. Meter Station: Union shall provide, at the Receipt Point(s), according to the terms hereunder, the meter station required to receive and measure the Produced Volume of gas received by Union from Shipper. Shipper agrees, if requested by Union, to provide Union with sufficient detailed information regarding Shipper's current and expected operations in order to aid Union in Union's design of the meter station.
2. Union Obligations: Pursuant to Article VI. Section 1 herein, Union shall purchase, install and maintain, at the Receipt Point(s):
 - a. a meter and any associated recording gauges as are necessary; and,
 - b. a suitable gas odourizing injection facility where Union deems such facility to be necessary.
3. Union Equipment: All equipment installed by Union at the Receipt Point(s) shall remain the property of Union at all times, notwithstanding the fact that it may be affixed to Shipper's property. Union shall be entitled to remove said equipment at any time within a period of sixty (60) days from any termination or expiry of the Contract. Shipper shall take all necessary steps to ensure Union may enter onto the Receipt Point(s) to remove such equipment for a period of sixty (60) days after termination or expiry of the Contract or the Sales Agreement.
4. Shipper Obligations: Upon Union's request Shipper shall, at Shipper's own cost and expense:
 - a. obtain a registered lease or freehold ownership at the Receipt Point(s) sufficient to provide Union with free uninterrupted access to, from, under and above the Receipt Point(s), for a term (and extended terms) identical to the Contract, plus sixty (60) days, and shall provide Union with a bona fide copy of such lease agreement prior to Union commencing the construction of the meter station;
 - b. furnish, install, set, and maintain suitable pressure and volume control equipment and such additional equipment as required on Shipper's delivery system, to protect against the overpressuring of Union's facilities, and to limit the daily flow of gas to the corresponding Maximum Daily Quantity applicable to the Receipt Point(s);
 - c. supply, install and maintain a gravel or cut stone covering on each Receipt Point and shall maintain such Receipt Point(s) in a safe and workmanlike manner; and,
 - d. install and maintain a fence satisfactory to Union around the perimeter of each Receipt Point which will adequately secure and protect Union's equipment therein.
5. Maintenance Costs: Shipper shall within thirty (30) days of the delivery of an invoice by Union, reimburse Union for any actual costs reasonably incurred by Union for any repair, replacement, relocation, or upgrading of any meter station

requested by Shipper, or as required by law, or by duly constituted regulatory body, or through good engineering practice. Union shall be responsible for any costs incurred by Union to correct an error made by Union.

VII. MEASURING EQUIPMENT

1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.
2. Metering by Others: In the event that all or any gas received or delivered hereunder is measured by a meter that is owned and operated by an upstream or downstream transporter (the "Transporter") whose facilities may or may not interconnect with Union's, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas received or delivered on behalf of the Shipper. The standard of measurement and tests for the gas delivered to/by Union pursuant to this Article VII, Section 2 shall be in accordance with the general terms and conditions as incorporated in that Transporter's gas tariff as approved by Transporter's regulatory body.
3. Check Measuring Equipment: Shipper may install, maintain and operate, at the Receipt Point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the Receipt Point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.
4. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing receipts of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.
5. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the tenth (10th) day of each month for all Services furnished during the preceding Month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding Month's billing, an adjustment based on any difference between actual quantities and estimated quantities, without any interest charge. If presentation of a bill to Shipper is delayed after the tenth (10th) day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.
3. Amendment of Statements: For the purpose of completing a final determination of the actual quantities of gas handled in any of the Services to Shipper, the parties shall have the right to amend their statement for a period equal to the time during which the companies, that transport the gas contemplated herein for Union and Shipper, retain the right to amend their statements, which period shall not exceed three (3) years from the date of termination of the Contract.

IX. PAYMENTS

1. Monthly Payments: Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a Business Day, then payment must be received in Union's account on the first Business Day preceding the twentieth (20th) day of the month.
2. Remedies for Non-payment: Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due,
 - a. Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment; and,
 - b. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract, may suspend Services until such amount is paid. Notwithstanding such suspension, all demand charges shall continue to accrue hereunder as if such suspension were not in place.

If Shipper in good faith disputes the amount of any such bill or part thereof Shipper shall pay to Union such amounts as it concedes to be correct. At any time thereafter, within twenty (20) days of a demand made by Union, Shipper shall furnish financial assurances satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination. Such a final determination may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case. Union shall not be entitled to suspend Services because of such non-payment unless and until default occurs in the conditions of such financial assurances or default occurs in payment of any other amount due to Union hereunder.

Notwithstanding the foregoing, Shipper is not relieved from the obligation to continue its deliveries of gas to Union under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. Billing Adjustments: If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "**bill next following**" shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within three (3) years from the date of the incorrect billing. In the event any refund is issued with Shipper's bill, the aforesaid date of refund shall be deemed to be the date of the issue of bill.
4. Taxes: In addition to the charges and rates as per the applicable rate schedules and price schedules, Shipper shall pay all Taxes which are imposed currently or subsequent to the execution of the Contract by any legal authority having jurisdiction and any amount in lieu of such Taxes paid or payable by Union.
5. Set Off: If either party shall, at any time, be in arrears under any of its payment obligations to the other party under the Contract, then the party not in arrears shall be entitled to reduce the amount payable by it to the other party in arrears under the Contract, or any other contract, by an amount equal to the amount of such arrears or other indebtedness to the other party. In addition to the foregoing remedy, Union may, upon forty-eight (48) hours verbal notice, to be followed by written notice, take possession of any or all of Shipper's gas under the Contract, which shall be deemed to have been assigned to Union, to reduce such arrears or other indebtedness to Union.
6. Station and Connection Costs: In the event that a meter station must be constructed and/or installed in order to give effect to the Contract, Shipper agrees to pay Union for a portion, as determined by Union, of Union's actual cost, as hereinafter defined, for constructing and installing such station. Shipper also agrees to pay the actual costs to connect such station to Union's pipeline and distribution system. Union shall advise Shipper as to the need for a meter station and shall provide Shipper with an estimate of the Aid to Construction. Such Aid to Construction shall include the costs of all pipe, fittings and materials, third party labour costs and Union's direct labour, labour saving devices, vehicles and

mobile equipment, but shall exclude the purchase costs of gas pressure control equipment and gas meters installed by Union.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act, 1991, or any act passed in amendment thereof or substitution therefore, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

1. Definition: The term "**force majeure**" as used herein shall mean acts of God, strikes, lockouts or any other industrial disturbance, acts of the public enemy, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of governments and people, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or lines of pipe, inability to obtain materials, supplies, permits or labour, any laws, orders, rules, regulations, acts or restraints of any governmental body or authority (civil or military), any act or omission that is excused by any event or occurrence of the character herein defined as constituting force majeure, any act or omission by parties not controlled by the party having the difficulty and any other similar cases not within the control of the party claiming suspension and which by the exercise of due diligence such party is unable to prevent or overcome.
2. Notice: In the event that either the Shipper or Union is rendered unable, in whole or in part, by force majeure, to perform or comply with any obligation or condition of the Contract, such party shall give notice and full particulars of such force majeure in writing delivered by hand, fax or other direct written electronic means to the other party as soon as possible after the occurrence of the cause relied on and subject to the provision of this Article.
3. Exclusions: Neither party shall be entitled to the benefit of the provisions of force majeure hereunder if any or all of the following circumstances prevail: the failure resulting in a condition of force majeure was caused by the negligence of the party claiming suspension; the failure was caused by the party claiming suspension where such party failed to remedy the condition by making all reasonable efforts (short of litigation, if such remedy would require litigation); the party claiming suspension failed to resume the performance of such condition obligations with reasonable dispatch; the failure was caused by lack of funds; the party claiming suspension did not, as soon as possible after determining, or within a period within which it should acting reasonably have determined, that the occurrence was in the nature of force majeure and would affect its ability to observe or perform any of its conditions or obligations under the Contract, give to the other party the notice required hereunder.
4. Notice of Remedy: The party claiming suspension shall likewise give notice as soon as possible after the force majeure condition is remedied, to the extent that the same has been remedied, and that such party has resumed or is then in a position to resume the performance of the obligations and conditions of the Contract.
5. Obligation to Perform: An event of force majeure on Union's system will excuse the failure to deliver gas by Union or the failure to accept gas by Union hereunder, and both parties shall be excused from performance of their obligations hereunder, except for payment obligations, to the extent of and for the duration of the force majeure.
6. Upstream or Downstream Force Majeure: An event of force majeure upstream or downstream of Union's system shall not relieve Shipper of any payment obligations.
7. Delay of Services: Despite Article XI herein, if Union is prevented, by reason of an event of force majeure on Union's system from delivering gas on the Day or Days upon which Union has accepted gas from Shipper, Union shall thereafter make all reasonable efforts to deliver such quantities as soon as practicable and on such Day or Days as are agreed to

by Shipper and Union. If Union accepts such gas on this basis, Shipper shall not receive any demand charge relief as contemplated under Article XI herein.

8. **Firm Daily Variability Demand Charge Relief:** Despite Article XI herein, if on any Day Union fails to accept gas from Shipper by reason of an event of force majeure on Union's system and fails to deliver the quantity of gas nominated hereunder by Shipper up to the Firm Daily Variability Demand for that Contract, then for that Day the Monthly charge shall be reduced by an amount equal to the applicable Firm Daily Variability Demand Rate, as defined in this paragraph, multiplied by the difference between the quantity of gas actually delivered by Union during such Day and the quantity of gas which Shipper in good faith nominated on such Day. The term "**Firm Daily Variability Demand Rate**" shall mean the monthly Firm Daily Variability Demand charge as provided in Schedule 2 of the Contract, divided by the number of days in the month for which such rate is being calculated.

XII. DEFAULT AND TERMINATION

In case of the breach or non-observance or non-performance on the part of either party hereto of any covenant, proviso, condition, restriction or stipulation contained in the Contract (but not including herein failure to take or make delivery in whole or in part of the gas delivered to/by Union hereunder occasioned by any of the reasons provided for in Article XI herein) which has not been waived by the other party, then and in every such case and as often as the same may happen, the non-defaulting party may give written notice to the defaulting party requiring it to remedy such default and in the event of the defaulting party failing to remedy the same within a period of thirty (30) days from receipt of such notice, the non-defaulting party may at its sole option declare the Contract to be terminated and thereupon the Contract shall be terminated and be null and void for all purposes other than and except as to any liability of the parties under the same incurred before and subsisting as of termination. The right hereby conferred upon each party shall be in addition to, and not in derogation of or in substitution for, any other right or remedy which the parties respectively at law or in equity shall or may possess.

In the event that the Contract is terminated pursuant to this Article XII, the parties hereto agree that they shall continue to be bound only by the terms and conditions set forth in the Contract but only for the purpose of determining the actual quantities in Shipper's Producer Balancing Account with such determination being subject to Article X. Such extended period of time shall not exceed one (1) year from the date of termination of the Contract.

XIII. AMENDMENT

Subject to Article XV herein and the ability of Union to amend the applicable rate schedules and price schedules, with the approval of the OEB (if required), no amendment or modification of the Contract shall be effective unless the same shall be in writing and signed by each of the Shipper and Union.

XIV. NON-WAIVER AND FUTURE DEFAULT

No waiver of any provision of the Contract shall be effective unless the same shall be in writing and signed by the party entitled to the benefit of such provision and then such waiver shall be effective only in the specific instance and for the specified purpose for which it was given. No failure on the part of Shipper or Union to exercise, and no course of dealing with respect to, and no delay in exercising, any right, power or remedy under the Contract shall operate as a waiver thereof.

XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

XVI. RESERVED FOR FUTURE USE

N/A

XVII. RENEWALS

The Contract will continue in full force and effect beyond the Initial Term, automatically renewing for a period of one (1) year, and every one (1) year thereafter, subject to notice in writing by either party of termination at least three (3) months prior to the expiration thereof.

XVIII. SERVICE CURTAILMENT

1. Verbal Notice: Excepting instances of emergency, Shipper and Union agree to give at least twenty-four (24) hours verbal notice before a planned curtailment of receipt or delivery, shut-down or start-up.
2. Emergency: Shipper shall complete and maintain a plan which depicts all of the Shipper's gas production facilities including all emergency shut off valves and emergency equipment and provide a copy to Union upon Union's request. Shipper shall provide to Union the names and telephone numbers of those persons whom Union may contact in the event of an emergency situation arising within the Shipper's facilities.
3. Emergency Notice: In the event that Union is notified by a third party or if Union becomes aware of an emergency situation in which Shipper's gas production site, pipeline or associated equipment is involved, Union shall immediately notify Shipper or Shipper's representative of such emergency condition.
4. Right to Modify: Union shall have the right, at all times, to reconstruct or modify Union's pipeline and distribution system and the pressure carried therein, notwithstanding that such reconstruction or modification may reduce the System Capacity available to receive Shipper's gas, or Shipper's ability to deliver gas to Union. Should Union expect any such reconstruction or modification to reduce the delivery or receipt of gas by either party, Union will, where able, provide Shipper with six (6) months' notice or as much notice as is reasonably practical in the circumstances. Union shall use reasonable efforts to assist the Shipper in meeting its Market Quantity in these circumstances.

XIX. SHIPPER'S REPRESENTATIONS AND WARRANTIES

1. Shipper's Warranty: Shipper warrants that it will, if required, maintain, or have maintained on its behalf, all external approvals including the governmental, regulatory, import/export permits and other approvals or authorizations that are required from any federal, state or provincial authorities for the gas quantities to be handled under the Contract. Shipper further warrants that it shall maintain in effect the Facilitating Agreements.
2. Financial Representations: Shipper represents and warrants that the financial assurances (including the Initial Financial Assurances and Security), if any, shall remain in place throughout the term hereof unless Shipper and Union agree otherwise. Shipper shall notify Union in the event of any change to the financial assurances (including the Initial Financial Assurances and Security), if any, throughout the term hereof. Should Union have reasonable grounds to believe that Shipper will not be able to perform or continue to perform any of its obligations under the Contract for any reason (a "**Material Event**"), then Shipper shall within fourteen (14) days of receipt of written notice by Union, obtain and provide to Union a letter of credit or other security in the form and amount reasonably required by Union (the "**Security**"). In the event that Shipper does not provide to Union such Security, Union may deem a default in accordance with the provisions of Article XII herein.

In the event that Shipper in good faith, reasonably believes that it should be entitled to reduce the amount of or value of the Security previously provided, it may request such a reduction from Union and to the extent that the Material Event has been mitigated or eliminated, Union shall return all or a portion of the Security to Shipper within fourteen (14) Business Days after receipt of the request.

3. Licence: Shipper represents and warrants to Union that Shipper possesses a licence to produce gas in the Province of Ontario.

XX. MISCELLANEOUS PROVISIONS

1. Assignment: Shipper may assign the Contract to a third party ("**Assignee**"), up to the Maximum Daily Quantity, (the "**Capacity Assigned**"). Such assignment shall require the prior written consent of Union and release of obligations by Union for the Capacity Assigned from the date of assignment. Such consent and release shall not be unreasonably withheld and shall be conditional upon the Assignee providing, amongst other things, financial assurances as per Article XXI herein. Any such assignment will be for the full rights, obligations and remaining term of the Contract as relates to the Capacity Assigned.
2. Title to Gas: Shipper represents and warrants to Union that Shipper shall have good and marketable title to, or legal authority to deliver to Union, all gas delivered to Union hereunder. Furthermore, Shipper hereby agrees to indemnify and save Union harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising from or out of claims of any or all third parties to such gas or on account of Taxes, or other charges thereon.

XXI. PRECONDITIONS TO SERVICES

1. Union Conditions: The obligations of Union to provide Services hereunder are subject to the following conditions precedent, which are for the sole benefit of Union and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Union shall have obtained, in form and substance satisfactory to Union, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required to provide the Services; and,
 - b. Union shall have obtained all internal approvals that are necessary or appropriate to provide the Services; and,
 - c. Union shall have received from Shipper the requisite financial assurances reasonably necessary to ensure Shipper's ability to honour the provisions of the Contract (the "**Initial Financial Assurances**"). The Initial Financial Assurances, if required, will be as determined solely by Union; and,
 - d. Shipper and Union shall have entered into the Interruptible Service HUB Contract or equivalent (the "**Facilitating Agreement**") with Union; and,
 - e. Union shall, where applicable, have obtained all internal and external approvals including the governmental, regulatory and other approvals or authorizations required to construct any facilities necessary to provide the Services hereunder, which approvals and authorizations, if granted upon conditions, shall be conditions satisfactory to Union; and,
 - f. Union shall, where applicable, have completed and placed into service those facilities necessary to provide the Services hereunder; and,
 - g. Further to Article IX Section 6 herein, Shipper shall pay to Union a payment ("**First Prepayment**") towards the Aid to Construction at the time of the execution of this Agreement. Shipper shall pay a payment prior to installation of the meter station ("**Second Prepayment**"). The foregoing payments are specified in the attached Schedule 1 for the first meter station ("**Receipt Point #1**") to be installed under the Contract. Payments for additional meter stations will be handled by written mutual agreement between the parties. Shipper shall pay Union the difference if the actual Aid to Construction is more than the Prepayments, within thirty (30) days of the delivery of an invoice from Union on which the actual costs for construction and installation of facilities are stated. Union shall pay Shipper the difference if the actual Aid to Construction is less than the Prepayments. In the event Shipper terminates this Agreement prior to Union incurring any costs related to the construction, installation or connection of the meter station, Shipper's Prepayments shall be returned to Seller, without interest, within fifteen (15) days notice to Union of such termination by Shipper. In the event Union has incurred costs, as set out herein, relative to the construction, installation or connection of the meter station prior to being notified by Shipper of Shipper's intention to terminate the Agreement, Union shall deduct such actual costs from Union's return of Shipper's Prepayments. "**Prepayments**" shall mean the sum of the First Prepayment and the Second

Prepayment.

2. Shipper Conditions: The obligations of Shipper hereunder are subject to the following conditions precedent, which are for the sole benefit of Shipper and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Shipper shall, as required, have entered into the necessary contracts with Union and/or others to facilitate the Services contemplated herein, including contracts for upstream and downstream transportation, and shall specifically have an executed and valid Facilitating Agreement; and,
 - b. Shipper shall have obtained, in form and substance satisfactory to Shipper, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required from federal, state, or provincial authorities for the gas quantities handled under the Contract; and,
 - c. Shipper shall have obtained all internal approvals that are necessary or appropriate for the Shipper to execute the Contract; and,
 - d. Shipper shall have cancelled or renegotiated its Sales Agreement, on terms satisfactory to Union, as applicable.
3. Satisfaction of Conditions: Union and Shipper shall each use due diligence and reasonable efforts to satisfy and fulfil the conditions precedent specified in this Article XXI Section 1 a, c, d, e, f, g, and Section 2 a, b, and d. Each party shall notify the other forthwith in writing of the satisfaction or waiver of each condition precedent for such party's benefit. If a party concludes that it will not be able to satisfy a condition precedent that is for its benefit, such party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations thereunder.
4. Non-Satisfaction of Conditions: If any of the conditions precedent in this Article XXI Section 1 c or Section 2 are not satisfied or waived by the party entitled to the benefit of that condition by the Conditions Date as such term is defined in the Contract, or if any of the Shipper payments required under the condition precedent in this Article XXI Section 1 g have not been paid as required in such section, then either party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations hereunder, provided that any rights or remedies that a party may have for breaches of the Contract prior to such termination and any liability a party may have incurred before such termination shall not thereby be released.

STORAGE AND TRANSPORTATION SERVICES TRANSPORTATION CHARGES

(A) Availability

The charges under this rate schedule shall be applicable for transportation service rendered by Union for all quantities transported to and from embedded storage pools located within Union's franchise area and served using Union's distribution and transmission assets.

Applicable Points

Dawn as a receipt point: Dawn (Facilities).
Dawn as a delivery point: Dawn (Facilities).

(B) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

a) Charges Applicable to both Firm and/or Interruptible Transportation Services:

Monthly Fixed Charge per customer station (\$ per month) (1)	\$1,523.40
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Transmission Commodity Charge to Dawn (\$ per GJ)	\$0.035
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Transportation Fuel:	Customers located East of Dawn	Customers located West of Dawn	
Fuel Charges to Dawn			
Commodity Rate - Union supplied fuel (\$ per GJ)	\$0.006	\$0.006	
Fuel Ratio - Shipper supplied fuel (%)	0.158%	0.158%	
Fuel Charges to the Pool			
Commodity Rate - Union supplied fuel (\$ per GJ)	\$0.006	\$0.016	
Fuel Ratio - Shipper supplied fuel (%)	0.185%	0.449%	

b) Firm Transportation Demand Charges: (2)

Monthly Demand Charge applied to contract demand (\$ per GJ)	\$0.774	\$3.155
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c) Cap-and-Trade Facility-Related Charges (applied to all quantities transported):

Cap-and-Trade Facility-Related Charges - To Dawn (\$ per GJ)	\$0.002	\$0.002	
Cap-and-Trade Facility-Related Charges - To the Pool (\$ per GJ)	\$0.002	\$0.005	

(B) Rates (Cont'd)
Authorized Overrun:

The authorized overrun rate payable on all quantities transported in excess of Union's obligation any day shall be:

	Customers located East of Dawn	Customers located West of Dawn	
Firm Transportation:			
Charges to Dawn			
Commodity Rate - Union supplied fuel (\$ per GJ)	\$0.066	\$0.144	
Commodity Rate - Shipper supplied fuel (\$ per GJ)	\$0.060	\$0.139	
Fuel Ratio - Shipper supplied fuel (%)	0.158%	0.158%	
Charges to the Pool			
Commodity Rate - Union supplied fuel (\$ per GJ)	\$0.032	\$0.120	
Commodity Rate - Shipper supplied fuel (\$ per GJ)	\$0.025	\$0.104	
Fuel Ratio - Shipper supplied fuel (%)	0.185%	0.449%	
Cap-and-Trade Facility-Related Charges (applied to all quantities transported):			
Cap-and-Trade Facility-Related Charges - To Dawn (\$ per GJ)	\$0.002	\$0.002	
Cap-and-Trade Facility-Related Charges - To the Pool (\$ per GJ)	\$0.002	\$0.005	

Overrun will be authorized at Union's sole discretion.

Unauthorized Overrun

Authorized Overrun rates payable on all transported quantities up to 2% in excess of Union's contractual obligation.

The Unauthorized Overrun rate during the November 1 to April 15 period will be \$50 per GJ for all usage on any day in excess of 102% of Union's contractual obligation. The Unauthorized Overrun rate during the April 16 to October 31 period will be \$9.373 per GJ for all usage on any day in excess of 102% of Union's contractual obligation.

Charges aforesaid in respect of any given month in accordance with General Terms & Conditions shall be payable no later than the twenty-fifth day of the succeeding month.

Notes for Section (B) Rates:

- (1) The monthly fixed charge will be applied once per month per customer station regardless of service being firm, interruptible or a combination thereof.
- (2) Demand charges will be applicable to customers firm daily contracted demand or the firm portion of a combined firm and interruptible service.

(C) Terms of Service

The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A" for contracts in effect before October 1, 2010. The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A 2013" for contracts in effect on or after January 1, 2013.

SCHEDULE "A"

GENERAL TERMS & CONDITIONS M16 TRANSPORTATION AGREEMENT

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

1. "Banking Day" shall mean a day on which the general offices of the Canadian Imperial Bank of Commerce, 99 King St. W., Chatham, Ontario are open for business;
2. "business day" shall mean a day on which the general offices of Union in Chatham, Ontario are open for business;
3. "Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;
4. "contract year" shall mean a period of three hundred and sixty-five (365) consecutive days, beginning on the day agreed upon by Union and Shipper as set forth in the Contract, or on any anniversary of such date; provided, however, that any such period which contains a date of February 29 shall consist of three hundred and sixty-six (366) consecutive days;
5. "day" shall mean a period of twenty-four (24) consecutive hours beginning at 9:00 a.m. Central Standard time. The reference date for any day shall be the calendar date upon which the twenty-four (24) hour period shall commence;
6. "month" shall mean the period beginning at 9:00 a.m. Central Standard time on the first day of a calendar month and ending at 9:00 a.m. Central Standard time on the first day of the following calendar month;
7. "firm" shall mean service not subject to curtailment or interruption except under Articles XI and XII of this Schedule "B";
8. "interruptible service" shall mean service subject to curtailment or interruption, after notice, at any time;
9. "gas" shall mean gas as defined in the Ontario Energy Board Act, R.S.O. 1980, c. 332, as amended, supplemented or reenacted from time to time;
10. "cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;
11. "m³" shall mean cubic metre of gas and "10³m³" shall mean 1,000 cubic metres of gas;
12. "pascal" (Pa) shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term "kilopascal" (kPa) shall mean 1,000 pascals;
13. "joule" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term "megajoule" (MJ) shall mean 1,000,000 joules. The term "gigajoule" (GJ) shall mean 1,000,000,000 joules;
14. "gross heating value" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;
15. "Shipper" shall have the meaning as defined in the Contract, and shall also include Shipper's agent(s);
16. "subsidiary" means a company in which more than fifty (50) per cent of the issued share capital (having full voting

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rights under all circumstances) is owned or controlled directly or indirectly by another company, by one or more subsidiaries of such other company, or by such other company and one or more of its subsidiaries;

17. "TCPL" means TransCanada PipeLines Limited;
18. "NOVA" means Gas Transmission Ltd.;
19. "Panhandle" means CMS Panhandle Eastern Pipeline Company;
20. "MichCon" means Michigan Consolidated Gas Company;
21. "SCPL" means St. Clair Pipelines (1996) Ltd.;
22. "OEB" means the Ontario Energy Board;
23. "NEB" means the National Energy Board (Canada);
24. "GLGT" means Great Lakes Gas Transmission Company;
25. "CMS" means CMS Gas Transmission and Storage Company;
26. "Consumers" means The Consumers' Gas Company, Limited;
27. "cricondenthm hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;
28. "hydrocarbon dewpoint" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;
29. "specific gravity" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute; and,
30. "Wobbe Number" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. Natural Gas: The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.
2. Freedom from objectionable matter: The gas to be delivered to Union at the Receipt Point(s) hereunder,
 - a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to, or interference with, the proper operation of the lines, regulators, meters or other appliances through which it flows,
 - b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas, nor more than one hundred (100) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,

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- d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenthem hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one point forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas,
 - k. shall not exceed forty-three degrees Celsius (43°C), and,
 - l. shall not be odourized by Shipper.
3. Non-conforming Gas:
- a. In the event that the quality of the gas does not conform or if Union, acting reasonably, suspects the quality of the gas may not conform to the specifications herein, then Shipper shall, if so directed by Union acting reasonably, forthwith carry out, at Shipper's cost, whatever field testing of the gas quality as may be required to ensure that the quality requirements set out herein are met, and to provide Union with a certified copy of such tests. If Shipper does not carry out such tests forthwith, Union may conduct such test and Shipper shall reimburse Union for all costs incurred by Union for such testing.
 - b. If Shipper's gas fails at any time to conform to the requirements of this Article II, Union, in addition to its other remedies, may refuse to accept delivery of gas at the Receipt Points hereunder until such deficiency has been remedied by Shipper. Each Party agrees to notify the other verbally, followed by written notification, of any such deficiency of quality.
 - c. With respect to Article II 2. h. herein, Union may accept the gas subject to Shipper's obligations under the Dehydration Contract, if applicable.
4. Quality of Gas Received: The quality of the gas to be received by Union at the Receipt Point(s) hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II.
5. Quality of Gas at Dawn: The quality of the gas to be delivered to Union at Dawn (Facilities) or the gas to be delivered by Union to Shipper at Dawn (Facilities) hereunder is to be of a merchantable quality and in accordance with the quality standards and measurement standards as set out by Union in this Article II, except that total sulphur limit shall be not more than four hundred and sixty (460) milligrams per cubic metre of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.
6. Odourization of Gas:
- a. Union may odourize or deliver odourized gas under the Contract,
 - b. Shipper shall if requested by Union monitor the mercaptan sulphur content of the gas delivered to Union under the Contract and shall provide at no cost to Union a continuous signal quantifying the mercaptan sulphur content in milligrams per cubic metre.

III. MEASUREMENTS

SCHEDULE "A"

1. Storage, Transportation, and/or Sales Unit: The unit of the gas delivered to Union shall be a megajoule or a gigajoule. The unit of gas transported or stored by Union shall be a megajoule or a gigajoule. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.
2. Determination of Volume and Energy:
 - a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.
 - b. The supercompressibility factor shall be determined in accordance with either the "Manual for Determination of Supercompressibility Factors for Natural Gas" (PAR Project NX-19) published in 1962 or with American Gas Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.
 - c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.
 - d. Upon request by Union, Shipper shall obtain measurement of the total quantity of gas received by Union hereunder from the Interconnecting Pipeline. Such measurement shall be done in accordance with established practices between Union and the Interconnecting Pipeline.

IV. POINT OF RECEIPT AND POINT OF DELIVERY

1. Unless otherwise specified in the Contract, the point or points of receipt for all gas to be covered thereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in the Contract, where Union takes possession of the gas. Whenever the phrase "receipt point" appears herein, it shall mean Point of Receipt as defined in this Article IV.
2. Unless otherwise specified in the Contract, the point or points of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection as specified in the Contract, where Shipper takes possession of the gas. Whenever the phrase "delivery point" shall appear hereon, it shall mean Point of Delivery as defined in this Article IV.

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

N/A

VI. FACILITIES ON SHIPPER'S PROPERTY

N/A

VII. MEASURING EQUIPMENT

1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.
2. Metering by Others: In the event that all or any gas delivered to/by Union hereunder is measured by a meter that is owned and operated by an Interconnecting Pipeline, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas delivered to/by Union on behalf of the Shipper. The standard of

SCHEDULE "A"

measurement and tests for the gas delivered to/by Union hereunder shall be in accordance with the general terms and conditions as incorporated in that Interconnecting Pipeline company's gas tariff as approved by its regulatory body.

3. Check Measuring Equipment: Shipper may install, maintain and operate, at the Custody Transfer Point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the Custody Transfer Point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.
4. Rights of Parties: The measuring equipment installed by either party, together with any building erected by it for such equipment, shall be and remain its property. However, Union and Shipper shall have the right to have representatives present at the time of any installing, reading, cleaning, changing, repairing, inspecting, testing, calibrating, or adjusting done in connection with the other's measuring equipment used in measuring or checking the measurement of deliveries of gas to/by Union under the Contract. Either party will give the other party reasonable notice of its intention to carry out the acts herein specified. The records from such measuring equipment shall remain the property of their owner, but upon request each will submit to the other its records and charts, together with calculations therefrom, for inspection and verification, subject to return within ten (10) days after receipt thereof.
5. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing receipts and deliveries of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.
6. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.
7. Error in Metering or Meter Failure: In the event of an error in metering or a meter failure (such error or failure being determined through check measurement by Union or any other available method), then Shipper shall enforce its rights as Shipper with the Interconnecting Pipeline(s) to remedy such error or failure including enforcing any inspection and/or verification rights and procedures.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the 10th day of each month for all services furnished during the preceding month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding month's billing, an adjustment based on any difference between actual quantities and estimated quantities. If presentation of a bill to Shipper is delayed after the 10th day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.

IX. PAYMENTS

SCHEDULE "A"

1. **Monthly Payments:** Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a business day, then payment must be received in Union's account on the first business day preceding the twentieth (20th) day of the month.
2. **Remedies for Non-payment:** Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due, Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract may suspend service(s) until such amount is paid, provided however, that if Shipper, in good faith shall dispute the amount of any such bill or part thereof and shall pay to Union such amounts as it concedes to be correct and at any time thereafter within twenty (20) days of a demand made by Union shall furnish good and sufficient surety bond satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination which may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case, then Union shall not be entitled to suspend service(s) because of such non-payment unless and until default be made in the conditions of such bond or in payment for any further service(s) to Shipper hereunder.

Notwithstanding the foregoing paragraph, this does not relieve Shipper from the obligation to continue its deliveries of gas under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. **Billing Adjustments:** If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "bill" next following shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within six (6) years from the date of the incorrect billing. In the event any refund is issued with Shipper's bill, the aforesaid date of refund shall be deemed to be the date of the issue of invoice.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act of the Province of Ontario, or any act passed in amendment thereof or substitution therefore, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

N/A

XII. DEFAULT AND TERMINATION

N/A

XIII. MODIFICATION

N/A

XIV. NONWAIVER AND FUTURE DEFAULT

N/A

XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

**RATE M16
GENERAL TERMS & CONDITIONS**

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

"Aid to Construction" shall include any and all costs, expenses, amounts, damages, obligations, or other liabilities (whether of a capital or operating nature, and whether incurred before or after the date of the Contract) actually paid by Union (including amounts paid to affiliates for services rendered in accordance with the Affiliate Relationships Code as established by the OEB) in connection with or in respect of satisfying the conditions precedent set out in Article XXI herein (including without limitation the construction and placing into service of the Union Expansion Facilities, the obtaining of all governmental, regulatory and other third party approvals, and the obtaining of rights of way) whether resulting from Union's negligence or not, except for any costs that have arisen from the gross negligence, fraud, or wilful misconduct of Union;

"Authorized Overrun" shall mean the amount by which Shipper's Authorized Quantity exceeds the firm and interruptible contract demands;

"Authorized Quantity" shall have the meaning given thereto in Schedule "B 2010" of the C1 Rate Schedule;

"Business Day" shall mean any day, other than Saturday, Sunday or any days on which national banks in the Province of Ontario are authorized to close;

"Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;

"Contract Year" shall mean a period of three hundred and sixty-five (365) consecutive days, beginning on the Commencement Date or on any anniversary of such date; provided, however, that any such period which contains a date of February 29 shall consist of three hundred and sixty-six (366) consecutive days;

"cricondentherm hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;

"cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"Custody Transfer Point" That point on the piping system at the Pool Station which is at the Shipper side of the insulating flange on the Union Expansion Facilities, and which point shall serve as the point of custody transfer;

"Day" shall mean a period of twenty-four (24) consecutive hours beginning at 10:00 a.m. Eastern Clock Time. The reference date for any Day shall be the calendar date upon which the twenty-four (24) hour period shall commence;

"Dehydration Contract" shall mean the contract for Dehydration Service between Union and the Shipper as detailed in Schedule 1 of the Contract;

"Delivery Point" shall mean the point(s) where Union shall deliver gas to Shipper as defined in Schedule 1 of the Contract;

"Eastern Clock Time" shall mean the local clock time in the Eastern Time Zone on any Day;

"firm" shall mean service not subject to curtailment or interruption except under Articles XI, XII and XVIII herein;

"gas" shall mean gas as defined in the Ontario Energy Board Act, 1998, S.O. 1998, c. 15, Sch. B, as amended, supplemented or re-enacted from time to time;

"gross heating value" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;

"hydrocarbon dewpoint" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;

"Interconnecting Pipeline" shall mean a pipeline that directly connects to the Union pipeline system;

"Interruptible Service HUB Contract" shall mean a contract between Shipper and Union under which Union provides interruptible HUB service;

"interruptible" shall mean service subject to curtailment or interruption, after notice, at any time;

"joule" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term **"megajoule"** (MJ) shall mean 1,000,000 joules. The term **"gigajoule"** (GJ) shall mean 1,000,000,000 joules;

"m³" shall mean cubic metre of gas and **"10³m³"** shall mean 1,000 cubic metres of gas;

"Month" shall mean the period beginning at 10:00 a.m. Eastern Clock Time on the first day of a calendar month and ending at 10:00 a.m. Eastern Clock Time on the first day of the following calendar month;

"OEB" means the Ontario Energy Board;

"pascal" **"(Pa)"** shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term **"kilopascal"** **"(kPa)"** shall mean 1,000 pascals;

"Pool Quantity" shall mean the actual daily quantity of gas delivered to or received from Shipper at the Custody Transfer Point;

"Pool Station" shall mean the physical location of Union's measurement and control facilities to the pool; the pool name as detailed in Schedule 1 of the Contract;

"Receipt Point" shall mean any one of the points where Union shall receive gas from Shipper as detailed in Schedule 1 of the Contract;

"Shipper" shall have the meaning as defined in the Contract, and shall also include Shipper's agent(s);

"Shipper Quantity" shall, on any Day, be equal to the greater of: (i) the Authorized Quantity for that Day; and (ii) the nomination duly made by Shipper in good faith prior to the nomination deadline for the first nomination window applicable for that Day; provided that in no event shall the Shipper Quantity exceed the firm contract demand;

"specific gravity" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"Taxes" shall mean any tax (other than tax on income or tax on property), duty, royalty, levy, license, fee or charge not included in the charges and rates as per the applicable rate schedule (including but not limited to charges under any form of cap and trade, carbon tax, or similar system) and that is levied, assessed or made by any governmental authority on the gas itself, or the act, right, or privilege of producing, severing, gathering, storing, transporting, handling, selling or delivering gas under the Contract;

"TCPL" means TransCanada PipeLines Limited;

"**Union Expansion Facilities**" shall mean any facilities necessary for Union to provide the Services, including without limiting the generality of the foregoing:

- a. a meter and any associated recording gauges as are necessary;
- b. pressure and/or flow control devices, over pressure protection and telemetry equipment as are necessary;
- c. a suitable gas odourizing injection facility if Union deems such a facility to be necessary
- d. piping, fittings, material, filtration facilities, cathodic protection and insulating flanges;
- e. gas chromatograph, moisture analyzer, piping, fittings, material, filtration facilities, cathodic protection and insulating flanges;

"**Wobbe Number**" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. Natural Gas: The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.
2. Freedom from objectionable matter: The gas to be delivered to Union at the Receipt Point(s) hereunder,
 - a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to, or interference with, the proper operation of the lines, regulators, meters or other appliances through which it flows,
 - b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas, nor more than one hundred (100) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,
 - d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenthem hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one

point forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas,

k. shall not exceed forty-three degrees Celsius (43°C), and,

l. shall not be odourized by Shipper.

3. **Non-conforming Gas:**

- a. In the event that the quality of the gas does not conform or if Union, acting reasonably, suspects the quality of the gas may not conform to the specifications herein, then Shipper shall, if so directed by Union acting reasonably, forthwith carry out, at Shipper's cost, whatever field testing of the gas quality as may be required to ensure that the quality requirements set out herein are met, and to provide Union with a certified copy of such tests. If Shipper does not carry out such tests forthwith, Union may conduct such test and Shipper shall reimburse Union for all costs incurred by Union for such testing.
- b. If Shipper's gas fails at any time to conform to the requirements of this Article II, Union, in addition to its other remedies, may refuse to accept delivery of gas at the Receipt Points hereunder until such deficiency has been remedied by Shipper. Each Party agrees to notify the other verbally, followed by written notification, of any such deficiency of quality.
- c. With respect to Article II 2. h. herein, Union may accept the gas subject to Shipper's obligations under the Dehydration Contract, if applicable.

4. **Quality of Gas Received:** The quality of the gas to be received by Union at the Receipt Point(s) hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II.

5. **Quality of Gas at Dawn:** The quality of the gas to be delivered to Union at Dawn (Facilities) or the gas to be delivered by Union to Shipper at Dawn (Facilities) hereunder is to be of a merchantable quality and in accordance with the quality standards and measurement standards as set out by Union in this Article II, except that total sulphur limit shall be not more than four hundred and sixty (460) milligrams per cubic metre of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.

6. **Odourization of Gas:**

- a. Union may odourize or deliver odourized gas under the Contract,
- b. Shipper shall if requested by Union monitor the mercaptan sulphur content of the gas delivered to Union under the Contract and shall provide at no cost to Union a continuous signal quantifying the mercaptan sulphur content in milligrams per cubic metre.

III. MEASUREMENTS

1. **Storage, Transportation, and/or Sales Unit:** The unit of the gas delivered to Union shall be a megajoule or a gigajoule. The unit of gas transported or stored by Union shall be a megajoule or a gigajoule. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.

2. **Determination of Volume and Energy:**

- a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.

- b. The supercompressibility factor shall be determined in accordance with either the "Manual for Determination of Supercompressibility Factors for Natural Gas" (PAR Project NX-19) published in 1962 or with American Gas Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.
- c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.
- d. Upon request by Union, Shipper shall obtain measurement of the total quantity of gas received by Union hereunder from the Interconnecting Pipeline. Such measurement shall be done in accordance with established practices between Union and the Interconnecting Pipeline.

IV. RECEIPT POINT AND DELIVERY POINT

The point or points of receipt and point or points of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in Schedule 1 of the Contract, where possession of the gas changes from one party to the other.

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

- 1. Possession of Gas: Union accepts no responsibility for any gas prior to such gas being delivered to Union at the Receipt Point or after its delivery by Union at the Delivery Point. As between the parties hereto, Union shall be deemed to be in control and possession of and responsible for all such gas from the time that such gas enters Union's system until such gas is delivered to Shipper.
- 2. Liability: Shipper agrees that Union is not a common carrier and is not an insurer of Shipper's gas, and that Union shall not be liable to Shipper or any third party for loss of gas in Union's possession, except to the extent such loss is caused entirely by Union's negligence or wilful misconduct.

VI. FACILITIES ON SHIPPER'S PROPERTY

- 1. Union Equipment: All of the Union Expansion Facilities shall remain the property of Union. Union shall be entitled to remove said equipment at any time within a period of sixty (60) days from any termination or expiry of the Contract. Shipper shall take all necessary steps to ensure Union may enter the Pool Station to remove such equipment for a period of sixty (60) days after termination or expiry of the Contract.
- 2. Shipper Obligations: Shipper shall, at Shipper's own cost and expense:
 - a. obtain the Pool Station Land Rights; and
 - b. furnish, install, set, and maintain suitable pressure and quantity control equipment and such additional equipment as required on Shipper's delivery system, to protect against the over pressuring of Union's facilities as set out in Article VI of the Contract and Schedule 1 of the Contract, protect Union from receiving gas not meeting the quality specification as set out in Article II herein, and to limit the daily flow of gas to the corresponding parameters as set out in the Article II of the Contract.
- 3. Maintenance Costs: Shipper shall within thirty (30) days of the delivery of an invoice by Union, reimburse Union for any actual costs reasonably incurred by Union for any repair, replacement, relocation, or upgrading of any meter station or any Union Expansion Facilities requested by Shipper, or as required by law or by duly constituted regulatory body, or through good engineering practice. Union shall be responsible for any costs incurred by Union to correct an error made by Union.

4. Operation and Maintenance: Subject to this Article VI Section 3, each party shall be fully responsible for the continued operation, maintenance, repair and replacement of its respective facilities. Both parties agree to maintain cathodic protection on their respective facilities.
5. Inspection: Each party shall inspect its facilities as required by industry standards or by the appropriate regulatory body.
6. Repair or Replacement: Each party shall decide, in its sole discretion, whether its facilities need to be repaired or replaced. In the event that repair or replacement is needed, the party undertaking such work will, to the extent possible, give the other party sixty (60) days' notice and will ensure that the work be done in a manner so as to minimize the amount of time the pipeline has restricted flows.

VII. MEASURING EQUIPMENT

1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.
2. Metering by Others: In the event that all or any gas delivered to/by Union hereunder is measured by a meter that is owned and operated by an Interconnecting Pipeline, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas delivered to/by Union on behalf of the Shipper. The standard of measurement and tests for the gas delivered to/by Union hereunder shall be in accordance with the general terms and conditions as incorporated in that Interconnecting Pipeline company's gas tariff as approved by its regulatory body.
3. Check Measuring Equipment: Shipper may install, maintain and operate, at the Custody Transfer Point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the Custody Transfer Point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.
4. Rights of Parties: The measuring equipment installed by either party, together with any building erected by it for such equipment, shall be and remain its property. However, Union and Shipper shall have the right to have representatives present at the time of any installing, reading, cleaning, changing, repairing, inspecting, testing, calibrating, or adjusting done in connection with the other's measuring equipment used in measuring or checking the measurement of deliveries of gas to/by Union under the Contract. Either party will give the other party reasonable notice of its intention to carry out the acts herein specified. The records from such measuring equipment shall remain the property of their owner, but upon request each will submit to the other its records and charts, together with calculations therefrom, for inspection and verification, subject to return within ten (10) days after receipt thereof.
5. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing receipts and deliveries of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.
6. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.

7. Error in Metering or Meter Failure: In the event of an error in metering or a meter failure, (such error or failure being determined through check measurement by Union or any other available method), then Shipper shall enforce its rights as Shipper with the Interconnecting Pipeline(s) to remedy such error or failure including enforcing any inspection and/or verification rights and procedures.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the tenth (10th) day of each month for all Services furnished during the preceding Month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding Month's billing, an adjustment based on any difference between actual quantities and estimated quantities, without any interest charge. If presentation of a bill to Shipper is delayed after the tenth (10th) day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.
3. Amendment of Statements: For the purpose of completing a final determination of the actual quantities of gas handled under the Contract, Union shall have the right to amend its statements for a period equal to the time during which the Interconnecting Pipeline retains the right to amend their statements, which period shall not exceed three (3) years from the date of termination of the Contract.

IX. PAYMENTS

1. Monthly Payments: Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a Business Day, then payment must be received in Union's account on the first Business Day preceding the twentieth (20th) day of the month.
2. Remedies for Non-payment: Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due,
 - a. Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment; and,
 - b. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract, may suspend Services until such amount is paid. Notwithstanding such suspension, all demand charges shall continue to accrue hereunder as if such suspension were not in place.

If Shipper in good faith disputes the amount of any such bill or part thereof Shipper shall pay to Union such amounts as it concedes to be correct. At any time thereafter, within twenty (20) days of a demand made by Union, Shipper shall furnish financial assurances satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination. Such a final determination may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case. Union shall not be entitled to suspend Services because of such non-payment unless and until default occurs in the conditions of such financial assurances or default occurs in payment of any other amount due to Union hereunder.

Notwithstanding the foregoing, Shipper is not relieved from the obligation to continue its deliveries of gas to Union under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. Billing Adjustments: If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such

overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "**bill next following**" shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within three (3) years from the date of the incorrect billing. In the event any refund is issued with Shipper's bill, the aforesaid date of refund shall be deemed to be the date of the issue of bill.

4. Taxes: In addition to the charges and rates as per the applicable rate schedules and price schedules, Shipper shall pay all Taxes which are imposed currently or subsequent to the execution of the Contract by any legal authority having jurisdiction and any amount in lieu of such Taxes paid or payable by Union.
5. Set Off: If Shipper shall, at any time, be in arrears under any of its payment obligations to Union under the Contract, then Union shall be entitled to reduce the amount payable by Union to Shipper under the Contract or any other contract by an amount equal to the amount of such arrears or other indebtedness to Union. In addition to the foregoing remedy, Union may, upon forty-eight (48) hours verbal notice, to be followed by written notice, take possession of any or all of Shipper's gas under the Contract, which shall be deemed to have been assigned to Union, to reduce such arrears or other indebtedness to Union.
6. Aid to Construction: Shipper agrees to reimburse Union for the Aid to Construction.

In the event Union has incurred costs, as set out herein, relative to the construction, installation or connection of the gas metering station prior to being notified by Shipper of Shipper's intention to terminate the Contract, Shipper shall promptly remit to Union such actual costs on presentation to Shipper of an invoice for same from Union.

All applicable Taxes will be applied to all amounts to be paid under this Section. Shipper warrants and represents that no payment to be made by Shipper under the Contract is subject to any withholding tax.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act, 1991, or any act passed in amendment thereof or substitution therefore, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

1. Definition: The term "**force majeure**" as used herein shall mean acts of God, strikes, lockouts or any other industrial disturbance, acts of the public enemy, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of governments and people, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or lines of pipe, inability to obtain materials, supplies, permits or labour, any laws, orders, rules, regulations, acts or restraints of any governmental body or authority (civil or military), any act or omission that is excused by any event or occurrence of the character herein defined as constituting force majeure, any act or omission by parties not controlled by the party having the difficulty and

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any other similar cases not within the control of the party claiming suspension and which by the exercise of due diligence such party is unable to prevent or overcome.

2. Notice: In the event that either the Shipper or Union is rendered unable, in whole or in part, by force majeure, to perform or comply with any obligation or condition of the Contract, such party shall give notice and full particulars of such force majeure in writing delivered by hand, fax or other direct written electronic means to the other party as soon as possible after the occurrence of the cause relied on and subject to the provision of this Article.
3. Exclusions: Neither party shall be entitled to the benefit of the provisions of force majeure hereunder if any or all of the following circumstances prevail: the failure resulting in a condition of force majeure was caused by the negligence of the party claiming suspension; the failure was caused by the party claiming suspension where such party failed to remedy the condition by making all reasonable efforts (short of litigation, if such remedy would require litigation); the party claiming suspension failed to resume the performance of such condition obligations with reasonable dispatch; the failure was caused by lack of funds; the party claiming suspension did not, as soon as possible after determining, or within a period within which it should acting reasonably have determined, that the occurrence was in the nature of force majeure and would affect its ability to observe or perform any of its conditions or obligations under the Contract, give to the other party the notice required hereunder.
4. Notice of Remedy: The party claiming suspension shall likewise give notice as soon as possible after the force majeure condition is remedied, to the extent that the same has been remedied, and that such party has resumed or is then in a position to resume the performance of the obligations and conditions of the Contract.
5. Obligation to Perform: An event of force majeure on Union's system will excuse the failure to deliver gas by Union or the failure to accept gas by Union hereunder, and both parties shall be excused from performance of their obligations hereunder, except for payment obligations, to the extent of and for the duration of the force majeure.
6. Upstream or Downstream Force Majeure: An event of force majeure upstream or downstream of Union's system shall not relieve Shipper of any payment obligations.
7. Delay of Firm Transportation Services: Despite Article XI herein, if Union is prevented, by reason of an event of force majeure on Union's system from delivering gas on the Day or Days upon which Union has accepted gas from Shipper, Union shall thereafter make all reasonable efforts to deliver such quantities as soon as practicable and on such Day or Days as are agreed to by Shipper and Union. If Union accepts such gas on this basis, Shipper shall not receive any demand charge relief as contemplated under Article XI herein.
8. Demand Charge Relief for Firm Transportation Services: Despite Article XI herein, if on any Day Union fails to accept gas from Shipper by reason of an event of force majeure on Union's system and fails to deliver the quantity of gas nominated hereunder by Shipper up to the firm contract demand for the Contract, then for that Day the Monthly demand charge shall be reduced by an amount equal to the applicable Daily Demand Rate, as defined in this paragraph, multiplied by the difference between the quantity of gas actually delivered by Union during such Day and the quantity of gas which Shipper in good faith nominated on such Day. The term "**Daily Demand Rate**" shall mean the Monthly demand charge or equivalent pursuant to the C1 Rate Schedule divided by the number of days in the month for which such rate is being calculated.
9. Unforeseen Reduction: In addition to the definition of force majeure in Article XI, Section 1 herein, for the purposes of the Contract, it shall also include the unforeseen reduction in natural gas usage and/or capacity of the local transmission system as described in Schedule 1 of the Contract, regardless of the duration of such unforeseen reduction, or any other cause, whether of the kind herein enumerated or otherwise, not within the reasonable control of the party claiming relief hereunder and which, by the exercise of due diligence, such party is unable to prevent or overcome.

XII. DEFAULT AND TERMINATION

In case of the breach or non-observance or non-performance on the part of either party hereto of any covenant, proviso, condition, restriction or stipulation contained in the Contract (but not including herein failure to take or make

delivery in whole or in part of the gas delivered to/by Union hereunder occasioned by any of the reasons provided for in Article XI herein) which has not been waived by the other party, then and in every such case and as often as the same may happen, the non-defaulting party may give written notice to the defaulting party requiring it to remedy such default and in the event of the defaulting party failing to remedy the same within a period of thirty (30) days from receipt of such notice, the non-defaulting party may at its sole option declare the Contract to be terminated and thereupon the Contract shall be terminated and be null and void for all purposes other than and except as to any liability of the parties under the same incurred before and subsisting as of termination. The right hereby conferred upon each party shall be in addition to, and not in derogation of or in substitution for, any other right or remedy which the parties respectively at law or in equity shall or may possess.

XIII. AMENDMENT

Subject to Article XV herein and the ability of Union to amend the applicable rate schedules and price schedules, with the approval of the OEB (if required), no amendment or modification of the Contract shall be effective unless the same shall be in writing and signed by each of the Shipper and Union.

XIV. NON-WAIVER AND FUTURE DEFAULT

No waiver of any provision of the Contract shall be effective unless the same shall be in writing and signed by the party entitled to the benefit of such provision and then such waiver shall be effective only in the specific instance and for the specified purpose for which it was given. No failure on the part of Shipper or Union to exercise, and no course of dealing with respect to, and no delay in exercising, any right, power or remedy under the Contract shall operate as a waiver thereof.

XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

XVI. RESERVED FOR FUTURE USE

N/A

XVII. RENEWALS

The Contract will continue in full force and effect beyond the Initial Term, automatically renewing for a period of one (1) year, and every one (1) year thereafter. Shipper or Union may reduce the contract demands or terminate the Contract, with notice in writing to the other party, at least two (2) years prior to the expiration thereof.

XVIII. SERVICE CURTAILMENT

1. Capacity Sharing: Where requests for interruptible service hereunder exceed the capacity available for such Service, Union will authorize nominations from shippers and allocate capacity as per Union's procedures and policies and shippers shall be so advised. Any interruptible service provided herein are subordinate to any and all firm service supplied by Union, and subordinate to Union's own operational or system requirements.
2. Capacity Procedures: Union reserves the right to change its procedures and policies for sharing interruptible capacity and will provide Shipper with two (2) months' notice of any such change.

3. Maintenance: Union's facilities from time to time may require maintenance or construction. In the event that such event occurs and in Union's sole opinion, acting reasonably, may impact its ability to meet Shipper's requirements, Union shall provide at least ten (10) days' notice to the Shipper, except in the case of emergencies. In the event the maintenance impacts Union's ability to meet Shipper's requirements, Union shall not be liable for any damages and shall not be deemed to be in breach of the Contract. To the extent that Union's ability to receive or deliver gas is impaired, Demand Charge Relief shall be calculated and credited to Shipper's invoice in accordance with Article XI, Section 8 herein. Union shall use reasonable efforts to determine a mutually acceptable period during which such maintenance or construction will occur and also to limit the extent and duration of any impairments. Union will endeavour to schedule and complete the maintenance and construction, that can be scheduled and completed, and which would normally be expected to impact on Union's ability to meet its obligations of any Contract Year, during the period from April 1 through to October 31.
4. Shipper's Facilities: Shipper shall complete and maintain a plan which depicts all of Shipper's production storage facilities including all emergency shut off valves and emergency equipment and provide a copy to Union upon Union's request. Shipper shall provide to Union the names and telephone numbers of those persons whom Union may contact in the event of an emergency situation arising within the Shipper's facilities.

XIX. SHIPPER'S REPRESENTATIONS AND WARRANTIES

1. Shipper's Warranty: Shipper warrants that it will, if required, maintain, or have maintained on its behalf, all external approvals including the governmental, regulatory, import/export permits and other approvals or authorizations that are required from any federal, state or provincial authorities for the gas quantities to be handled under the Contract. Shipper further warrants that it shall maintain in effect the Facilitating Agreements.
2. Financial Representations: Shipper represents and warrants that the financial assurances (including the Initial Financial Assurances and Security), if any, shall remain in place throughout the term hereof unless Shipper and Union agree otherwise. Shipper shall notify Union in the event of any change to the financial assurances (including the Initial Financial Assurances and Security), if any, throughout the term hereof. Should Union have reasonable grounds to believe that Shipper will not be able to perform or continue to perform any of its obligations under the Contract for any reason (a "**Material Event**"), then Shipper shall within fourteen (14) days of receipt of written notice by Union, obtain and provide to Union a letter of credit or other security in the form and amount reasonably required by Union (the "**Security**"). In the event that Shipper does not provide to Union such Security, Union may deem a default in accordance with the provisions of Article XII herein.

In the event that Shipper in good faith, reasonably believes that it should be entitled to reduce the amount of or value of the Security previously provided, it may request such a reduction from Union and to the extent that the Material Event has been mitigated or eliminated, Union shall return all or a portion of the Security to Shipper within fourteen (14) Business Days after receipt of the request.

3. License: Shipper represents and warrants to Union that Shipper possesses all licenses and permits needed to inject gas into, store gas in, and remove gas from the pool.

XX. MISCELLANEOUS PROVISIONS

1. Assignment: Shipper may not assign the Contract without the written consent of Union and, if required, the approval of the OEB. Should Union consent to the assignment, and if OEB approval is needed, Union will apply for OEB approval with all costs of the application to be paid by Shipper.
2. Title to Gas: Shipper represents and warrants to Union that Shipper shall have good and marketable title to, or legal authority to deliver to Union, all gas delivered to Union hereunder. Furthermore, Shipper hereby agrees to indemnify and save Union harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising from or out of claims of any or all third parties to such gas or on account of Taxes, or other charges thereon.

XXI. PRECONDITIONS TO TRANSPORTATION SERVICES

1. Union Conditions: The obligations of Union to provide Services hereunder are subject to the following conditions precedent, which are for the sole benefit of Union and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Union shall have obtained, in form and substance satisfactory to Union, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required to provide the Services; and,
 - b. Union shall have obtained all internal approvals that are necessary or appropriate to provide the Services; and,
 - c. Union shall have received from Shipper the requisite financial assurances reasonably necessary to ensure Shipper's ability to honour the provisions of the Contract (the "**Initial Financial Assurances**"). The Initial Financial Assurances, if required, will be as determined solely by Union; and,
 - d. Shipper and Union shall have entered into the Interruptible Service HUB Contract or equivalent (the "**Facilitating Agreement**") with Union; and,
 - e. Shipper shall have paid any amounts owing pursuant to Schedule 1 Aid to Construction; and,
 - f. With regard to the Union Expansion Facilities:
 - i. Union shall have obtained, in form and substance satisfactory to Union, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations required to construct the Union Expansion Facilities;
 - ii. Union shall have obtained all internal approvals that are necessary or appropriate to construct the Union Expansion Facilities;
 - iii. Union shall have completed and placed into service the Union Expansion Facilities; and,
 - g. Shipper shall, at Shipper's own cost and expense, have obtained a registered lease or freehold ownership in Union's favour for the Union Expansion Facilities located at the Pool Station satisfactory to Union and sufficient to provide Union with free uninterrupted access to, from, under and above the Pool Station for a term (and extended terms) identical to the Contract, plus sixty (60) days (such land rights being referred to as the "**Pool Station Land Rights**"), and shall provide Union with a bona fide copy of such agreements prior to Union commencing the construction of the Union Expansion Facilities.
2. Shipper Conditions: The obligations of Shipper hereunder are subject to the following conditions precedent, which are for the sole benefit of Shipper and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Shipper shall, as required, have entered into the necessary contracts with Union and/or others to facilitate the Services contemplated herein, including contracts for upstream and downstream transportation, and shall specifically have an executed and valid Facilitating Agreement; and shall, as required, have entered into the necessary contracts to purchase the gas quantities handled under the Contract; and,
 - b. Shipper shall have obtained, in form and substance satisfactory to Shipper, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required from federal, state, or provincial authorities for the gas quantities handled under the Contract; and,

- c. Shipper shall have obtained all internal approvals that are necessary or appropriate for the Shipper to execute the Contract.
3. Satisfaction of Conditions: Union and Shipper shall each use due diligence and reasonable efforts to satisfy and fulfil the conditions precedent specified in this Article XXI Section 1 a, c, d, e, f i., f iii., and g and Section 2 a and b. Each party shall notify the other forthwith in writing of the satisfaction or waiver of each condition precedent for such party's benefit. If a party concludes that it will not be able to satisfy a condition precedent that is for its benefit, such party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations thereunder.
4. Non-Satisfaction of Conditions: If any of the conditions precedent in this Article XXI Section 1 c or Section 2 are not satisfied or waived by the party entitled to the benefit of that condition by the Conditions Date as such term is defined in the Contract, then either party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations hereunder, provided that any rights or remedies that a party may have for breaches of the Contract prior to such termination and any liability a party may have incurred before such termination shall not thereby be released.

CROSS FRANCHISE TRANSPORTATION RATES

(A) Applicability

To a Shipper who enters into a Contract with Union for delivery by Shipper of gas to Union at one of Union's points listed below for redelivery by Union to Shipper at one of Union's points.

<u>Applicable Points</u>	(1)	(2)
	Ojibway	WDA
	St. Clair	NDA
	Dawn*	SSMDA
	Parkway	SWDA
	Kirkwall	CDA
	Bluewater	EDA

*Dawn as a receipt point: Dawn (TCPL), Dawn (Facilities), Dawn (Tecumseh), Dawn (Vector) and Dawn (TSLE).

*Dawn as a delivery point: Dawn (Facilities).

(B) Services

Transportation Service under this rate schedule is transportation on Union's pipeline facilities between any two Points as specified in Section (A), column 1.

(C) Rates

The identified rates (excluding gas supply charges, if applicable) represent maximum prices for service. These rates may change periodically. Multi-year prices may also be negotiated, which may be higher than the identified rates.

Transportation Service (1):

	Monthly Demand Charges (applied to daily contract demand) Rate/GJ	Fuel and Commodity Charges					
		Union Supplied Fuel		Shipper Supplied Fuel			Commodity Charge Rate/GJ
		Fuel and Commodity Charge		Fuel Ratio		AND	
		Apr.1-Oct.31 Rate/GJ	Nov.1-Mar.31 Rate/GJ	Apr.1-Oct.31 %	Nov.1-Mar.31 %		
a) Firm Transportation							
Between:							
St.Clair & Dawn	\$3.155	\$0.007	\$0.009	0.208%	0.267%		
Ojibway & Dawn	\$3.155	\$0.016	\$0.011	0.449%	0.305%		
Bluewater & Dawn	\$3.155	\$0.007	\$0.009	0.208%	0.267%		
From:							
Parkway to Kirkwall	\$0.874	\$0.011	\$0.006	0.301%	0.158%		
Parkway to Dawn	\$0.874	\$0.011	\$0.006	0.301%	0.158%		
Kirkwall to Dawn	\$1.542	\$0.006	\$0.006	0.158%	0.158%		
Dawn to Kirkwall	\$3.154	\$0.011	\$0.027	0.319%	0.764%		
Dawn to Parkway	\$3.716	\$0.021	\$0.037	0.585%	1.042%		
Kirkwall to Parkway	\$0.561	\$0.015	\$0.015	0.423%	0.436%		
b) Firm Transportation between two points within Dawn							
Dawn to Dawn-Vector	\$0.030	n/a	n/a	0.341%	0.158%		
Dawn to Dawn-TCPL	\$0.139	n/a	n/a	0.158%	0.353%		
c) Interruptible Transportation between two points within Dawn*							
*includes Dawn (TCPL), Dawn Facilities, Dawn (Tecumseh), Dawn (Vector) and Dawn (TSLE)				0.158%	0.158%		
d) Interruptible and Short Term (1 year or less) Firm Transportation:		\$75.00					



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(C) Rates (Cont'd)

	<u>Fuel and Commodity Charges</u>					
	<u>Union Supplied Fuel</u>		<u>Shipper Supplied Fuel</u>			
	<u>Fuel and Commodity Charge</u>		<u>Fuel Ratio</u>		<u>AND</u>	<u>Commodity Charge</u>
	<u>Apr.1-Oct.31</u>	<u>Nov.1-Mar.31</u>	<u>Apr.1-Oct.31</u>	<u>Nov.1-Mar.31</u>		
	<u>Rate/GJ</u>	<u>Rate/GJ</u>	<u>%</u>	<u>%</u>		<u>Rate/GJ</u>
e) Cap-and-Trade Facility-Related Charges (applied to all quantities transported):						
St.Clair / Ojibway / Bluewater & Dawn	\$0.004	\$0.004				\$0.004
Parkway to Dawn / Kirkwall	\$0.003	\$0.003				\$0.003
Kirkwall to Dawn	\$0.002	\$0.002				\$0.002
Dawn to Kirkwall / Parkway (Cons) / Lisgar	\$0.006	\$0.006				\$0.006
Dawn to Parkway (TCPL)	\$0.009	\$0.009				\$0.009
Kirkwall to Parkway (Cons) / Lisgar	\$0.002	\$0.002				\$0.002
Kirkwall to Parkway (TCPL)	\$0.005	\$0.005				\$0.005
Dawn to Dawn-Vector	\$0.003	\$0.003				\$0.003
Dawn to Dawn-TCPL	\$0.004	\$0.004				\$0.004
Interruptible Transportation between two points within Dawn*						
*includes Dawn (TCPL), Dawn Facilities, Dawn (Tecumseh), Dawn (Vector) and Dawn (TSLE)						\$0.002

Authorized Overrun:

The following Overrun rates are applied to any quantities transported in excess of the Contract parameters. Overrun will be authorized at Union's sole discretion.

	<u>Union Supplied Fuel</u>		<u>Shipper Supplied Fuel</u>			
	<u>Fuel and Commodity Charge</u>		<u>Fuel Ratio</u>		<u>AND</u>	<u>Commodity Charge</u>
	<u>Apr.1-Oct.31</u>	<u>Nov.1-Mar.31</u>	<u>Apr.1-Oct.31</u>	<u>Nov.1-Mar.31</u>		
	<u>Rate/GJ</u>	<u>Rate/GJ</u>	<u>%</u>	<u>%</u>		<u>Rate/GJ</u>
a) Firm Transportation						
Between:						
St.Clair & Dawn	\$0.111	\$0.113	0.208%	0.267%		\$0.104
Ojibway & Dawn	\$0.120	\$0.115	0.449%	0.305%		\$0.104
Bluewater & Dawn	\$0.111	\$0.113	0.208%	0.267%		\$0.104
From:						
Parkway to Kirkwall	\$0.155	\$0.150	0.921%	0.778%		\$0.122
Parkway to Dawn	\$0.155	\$0.150	0.921%	0.778%		\$0.122
Kirkwall to Dawn	\$0.078	\$0.078	0.778%	0.778%		\$0.051
Dawn to Kirkwall	\$0.137	\$0.153	0.939%	1.384%		\$0.104
Dawn to Parkway	\$0.165	\$0.181	1.205%	1.662%		\$0.122
Kirkwall to Parkway	\$0.055	\$0.056	1.043%	1.056%		\$0.018
b) Firm Transportation within Dawn						
Dawn to Dawn-Vector	n/a	n/a	0.341%	0.158%		\$0.001
Dawn to Dawn-TCPL	n/a	n/a	0.158%	0.353%		\$0.005
c) Cap-and-Trade Facility-Related Charges (applied to all quantities transported):						
St.Clair / Ojibway / Bluewater & Dawn	\$0.004	\$0.004				\$0.004
Parkway to Dawn / Kirkwall	\$0.003	\$0.003				\$0.003
Kirkwall to Dawn	\$0.002	\$0.002				\$0.002
Dawn to Kirkwall / Parkway (Cons) / Lisgar	\$0.006	\$0.006				\$0.006
Dawn to Parkway (TCPL)	\$0.009	\$0.009				\$0.009
Kirkwall to Parkway (Cons) / Lisgar	\$0.002	\$0.002				\$0.002
Kirkwall to Parkway (TCPL)	\$0.005	\$0.005				\$0.005
Dawn to Dawn-Vector	\$0.003	\$0.003				\$0.003
Dawn to Dawn-TCPL	\$0.004	\$0.004				\$0.004

Authorized overrun for short-term firm transportation is available at negotiated rates.



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(C) Rates (Cont'd)

Unauthorized Overrun:

The Unauthorized Overrun rate shall be the higher of the reported daily spot price of gas at either, Dawn, Parkway, Niagara, Iroquois or Chicago in the month of or the month following the month in which the overrun occurred plus 25% for all usage on any day in excess of 102% of Union's contractual obligation.

Notes for Section (C) Rates:

- (1) A demand charge of \$0.070/GJ/day/month will be applicable to customers contracting for firm all day transportation service in addition to the demand charges appearing on this schedule for all firm transportation service paths.

(D) Terms of Service

The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A" for contracts in effect before October 1, 2010. The General Terms & Conditions applicable to this rate schedule shall be in accordance with the attached Schedule "A 2010" for contracts in effect on or after October 1, 2010.

(E) Nominations

Nominations under this rate schedule shall be in accordance with the attached Schedule "B" for contracts in effect before October 1, 2010. Nominations under this rate schedule shall be in accordance with the attached Schedule "B 2010" for contracts in effect on or after October 1, 2010.

(F) Receipt and Delivery Points and Pressures

Receipt and Delivery Points and Pressures under this rate schedule shall be in accordance with Schedule "C 2010" for contracts in effect on or after October 1, 2010.

Effective January 1, 2018 Chatham, Ontario
O.E.B. Order # EB-2017-0087

Supersedes EB-2017-0278 Rate Schedule effective October 1, 2017.

**RATE C1
GENERAL TERMS & CONDITIONS**

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

1. "Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;
2. "cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;
3. "day" shall mean a period of twenty-four (24) consecutive hours beginning at 9:00 a.m. Central Standard time. The reference date for any day shall be the calendar date upon which the twenty-four (24) hour period shall commence;
4. "delivery" shall mean any gas that is delivered by Union into Shipper's possession, or to the possession of Shipper's agent;
5. "firm" shall mean service not subject to curtailment or interruption except under Articles XI and XII of this Schedule "A";
6. "gas" shall mean gas as defined in the Ontario Energy Board Act, 1998, S.O. 1998, c.15, Sch. B, as amended, supplemented or re-enacted from time to time;
7. "gross heating value" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;
8. "interruptible service" shall mean service subject to curtailment or interruption, after notice, at any time;
9. "Interconnecting Pipeline" shall mean a pipeline that directly connects to the Union pipeline system;
10. "joule" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term "megajoule" (MJ) shall mean 1,000,000 joules. The term "gigajoule" (GJ) shall mean 1,000,000,000 joules;
11. "limited interruptible service" shall mean gas service subject to interruption or curtailment on a limited number of days as specified in the Contract;
12. "m³" shall mean cubic metre of gas and "10³m³" shall mean 1,000 cubic metres of gas;
13. "month" shall mean the period beginning at 9:00 a.m. Central Standard time on the first day of a calendar month and ending at 9:00 a.m. Central Standard time on the first day of the following calendar month;
14. "OEB" means the Ontario Energy Board;
15. "pascal" (Pa) shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term "kilopascal" (kPa) shall mean 1,000 pascals;
16. "receipt" shall mean any gas that is delivered into Union's possession, or the possession of Union's agent;
17. "Shipper" shall have the meaning as defined in the Contract and shall also include Shipper's agent(s);

SCHEDULE "A"

18. "TCPL" means TransCanada Pipelines Limited;
19. "cricondenth therm hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;
20. "hydrocarbon dewpoint" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;
21. "specific gravity" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;
22. "Wobbe Number" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. Natural Gas: The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.
2. Freedom from objectionable matter: The gas to be delivered to/by Union hereunder,
 - a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to, or interference with, the proper operation of the lines, regulators, meters or other appliances through which it flows,
 - b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas, nor more than four hundred and sixty (460) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,
 - d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenth therm hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one point forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas.

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3. Non-conforming Gas: In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.
4. Quality of Gas Received: The quality of the gas to be received by Union hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II, but, Union will also accept gas of a quality as set out in any other Interconnecting Pipeline's general terms and conditions, provided that all Interconnecting Pipelines accept such quality of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in Union's C1 Rate Schedule.

III. MEASUREMENTS

1. Storage, Transportation, and/or Sales Unit: The unit of the gas delivered to Union shall be a megajoule or a gigajoule. The unit of gas transported or stored by Union shall be a megajoule or a gigajoule. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.
2. Determination of Volume and Energy:
 - a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.
 - b. The supercompressibility factor shall be determined in accordance with either the "Manual for Determination of Supercompressibility Factors for Natural Gas" (PAR Project NX-19) published in 1962 or with American Gas Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.
 - c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.
 - d. Upon request by Union, Shipper shall obtain measurement of the total quantity of gas received by Union hereunder from the Interconnecting Pipeline. Such measurement shall be done in accordance with established practices between Union and the Interconnecting Pipeline.

IV. RECEIPT POINT AND DELIVERY POINT

1. Unless otherwise specified in the Contract, the point or points of receipt for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in the Contract, where Union takes possession of the gas.
2. Unless otherwise specified in the Contract, the point or points of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection as specified in the Contract where Shipper takes possession of the gas.

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

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VI. FACILITIES ON SHIPPER'S PROPERTY

SCHEDULE "A"

Except under those conditions where Union is delivering to TCPL for TCPL or Shipper at Union's Parkway Point of Delivery, or to an Interconnecting Pipeline, or where otherwise specified in the Contract, the following will apply:

1. Construction and Maintenance: Union, at its own expense may construct, maintain and operate on Shipper's property at the delivery point a measuring station properly equipped with a meter or meters and any other necessary measuring equipment for properly measuring the gas redelivered under the Contract. Shipper will grant to Union a lease and/or rights-of-way over property of Shipper as required by Union to install such facilities and to connect same to Union's pipeline.
2. Entry: Union, its servants, agents and each of them may at any reasonable time on notice (except in cases of emergency) to Shipper or his duly authorized representative enter Shipper's property for the purpose of constructing, maintaining, removing, operating and/or repairing station equipment.
3. Property: The said station and equipment will be and remain the property of Union notwithstanding it is constructed on and attached to the realty of Shipper, and Union may at its own expense remove it upon termination of the Contract and will do so if so requested by Shipper.

VII. MEASURING EQUIPMENT

1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.
2. Metering by Others: In the event that all or any gas delivered to/by Union hereunder is measured by a meter that is owned and operated by an Interconnecting Pipeline, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas delivered to/by Union on behalf of the Shipper. The standard of measurement and tests for the gas delivered to/by Union hereunder shall be in accordance with the general terms and conditions as incorporated in that Interconnecting Pipeline company's gas tariff as approved by their regulatory body.
3. Check Measuring Equipment: Shipper may install, maintain and operate, at the redelivery point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the delivery point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.
4. Rights of Parties: The measuring equipment installed by either party, together with any building erected by it for such equipment, shall be and remain its property. However, Union and Shipper shall have the right to have representatives present at the time of any installing, reading, cleaning, changing, repairing, inspecting, testing, calibrating, or adjusting done in connection with the other's measuring equipment used in measuring or checking the measurement of deliveries of gas to/by Union under the Contract. Either party will give the other party reasonable notice of its intention to carry out the acts herein specified. The records from such measuring equipment shall remain the property of their owner, but upon request each will submit to the other its records and charts, together with calculations therefrom, for inspection and verification, subject to return within ten (10) days after receipt thereof.
5. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing receipts and deliveries of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.

SCHEDULE "A"

6. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.
7. Error in Metering or Meter Failure: In the event of an error in metering or a meter failure, (such error or failure being determined through check measurement by Union or any other available method), then Shipper shall enforce its rights as Shipper with the Interconnecting Pipeline(s) to remedy such error or failure including enforcing any inspection and/or verification rights and procedures.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the 10th day of each month for all services furnished during the preceding month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding month's billing, an adjustment based on any difference between actual quantities and estimated quantities, without any interest charge. If presentation of a bill to Shipper is delayed after the 10th day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.

IX. PAYMENTS

1. Monthly Payments: Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a business day, then payment must be received in Union's account on the first business day preceding the twentieth (20th) day of the month.
2. Remedies for Non-payment: Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due,
 - a. Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment.
 - b. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract, may suspend service(s) until such amount is paid. Notwithstanding such suspension, all demand charges shall continue to accrue hereunder as if such suspension were not in place.

If Shipper in good faith disputes the amount of any such bill or part thereof Shipper shall pay to Union such amounts as it concedes to be correct. At any time thereafter, within twenty (20) days of a demand made by Union, Shipper shall furnish financial assurances satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination. Such a final determination may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case. Union shall not be entitled to suspend service(s) because of such non-payment unless and until default occurs in the conditions of such financial assurances or default occurs in payment of any other amount due to Union hereunder.

Notwithstanding the foregoing paragraph(s), Shipper is not relieved from the obligation to continue its deliveries of gas to Union under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. Billing Adjustments: If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such

overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "bill" next following shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within six (6) years from the date of the incorrect billing. In the event any refund is issued with Shipper's gas bill, the aforesaid date of refund shall be deemed to be the date of the issue of bill.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act of the Province of Ontario, or any act passed in amendment thereof or substitution thereof, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

1. The term "**force majeure**" as used herein shall mean acts of God, strikes, lockouts or any other industrial disturbance, acts of the public enemy, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of governments and people, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or lines of pipe, inability to obtain materials, supplies, permits or labour, any laws, orders, rules, regulations, acts or restraints of any governmental body or authority (civil or military), any act or omission that is excused by any event or occurrence of the character herein defined as constituting force majeure, any act or omission by parties not controlled by the party having the difficulty and any other similar cases not within the control of the party claiming suspension and which by the exercise of due diligence such party is unable to prevent or overcome.
2. In the event that either the Shipper or Union is rendered unable, in whole or in part, by force majeure, to perform or comply with any obligation or condition of the Contract, such party shall give notice and full particulars of such force majeure in writing delivered by hand, fax or other direct written electronic means to the other party as soon as possible after the occurrence of the cause relied on and subject to the provision of this Article.
3. Neither party shall be entitled to the benefit of the provisions of force majeure hereunder if any or all of the following circumstances prevail: the failure resulting in a condition of force majeure was caused by the negligence of the party claiming suspension; the failure was caused by the party claiming suspension where such party failed to remedy the condition by making all reasonable efforts (short of litigation, if such remedy would require litigation); the party claiming suspension failed to resume the performance of such condition obligations with reasonable dispatch; the failure was caused by lack of funds; the party claiming suspension did not, as soon as possible after determining, or within a period within which it should acting reasonably have determined, that the occurrence was in the nature of force majeure and would affect its ability to observe or perform any of its conditions or obligations under the Contract, give to the other party the notice required hereunder.
4. The party claiming suspension shall likewise give notice as soon as possible after the force majeure condition is remedied, to the extent that the same has been remedied, and that such party has resumed or is then in a position to resume the performance of the obligations and conditions of the Contract.

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5. An event of force majeure on Union's system will excuse the failure to deliver gas by Union or the failure to accept gas by Union hereunder, and both parties shall be excused from performance of their obligations hereunder, except for payment obligations, to the extent of and for the duration of the force majeure.
6. Upstream or Downstream Force Majeure: An event of force majeure upstream or downstream of Union's system shall not relieve Shipper of any payment obligations.
7. Delay of Firm Transportation Services: Despite Article XI herein, if Union is prevented, by reason of an event of force majeure on Union's system from delivering gas on the Day or Days upon which Union has accepted gas from Shipper, Union shall thereafter make all reasonable efforts to deliver such quantities as soon as practicable and on such Day or Days as are agreed to by Shipper and Union. If Union accepts such gas on this basis, Shipper shall not receive any demand charge relief as contemplated under Article XI herein.
8. Demand Charge Relief for Firm Transportation Services: Despite Article XI herein, if on any Day Union fails to accept gas from Shipper by reason of an event of force majeure on Union's system and fails to deliver the quantity of gas nominated hereunder by Shipper up to the firm Contract Demand for that Contract, then for that Day the Monthly demand charge shall be reduced by an amount equal to the applicable Daily Demand Rate, as defined in this paragraph, multiplied by the difference between the quantity of gas actually delivered by Union during such Day and the quantity of gas which Shipper in good faith nominated on such Day. The term "**Daily Demand Rate**" shall mean the Monthly demand charge or equivalent pursuant to the C1 Rate Schedule divided by the number of days in the month for which such rate is being calculated.
9. If, due to the occurrence of an event of force majeure as outlined above, the capacity for gas deliveries by Union is impaired, it will be necessary for Union to curtail Shipper's gas receipts to Union hereunder, via proration based on utilization of such facilities for the Day. This prorating shall be determined by multiplying the capability of such facilities as available downstream of the impairment on the Day, by a fraction where the numerator is Shipper's nominated firm quantity and the denominator is the total of all such nominated firm quantities for nominated services and planned consumption for in-franchise customers on the Day. For the purposes of this Article XI, firm services shall mean all firm services provided by Union to in-franchise customers and ex-franchise shippers.

XII. DEFAULT AND TERMINATION

In case of the breach or non-observance or non-performance on the part of either party hereto of any covenant, proviso, condition, restriction or stipulation contained in the Contract (but not including herein failure to take or make delivery in whole or in part of the gas delivered to/by Union hereunder occasioned by any of the reasons provided for in Article XI hereof) which has not been waived by the other party, then and in every such case and as often as the same may happen, the Non-defaulting party may give written notice to the Defaulting party requiring it to remedy such default and in the event of the Defaulting party failing to remedy the same within a period of thirty (30) days from receipt of such notice, the Non-defaulting party may at its sole option declare the Contract to be terminated and thereupon the Contract shall be terminated and be null and void for all purposes other than and except as to any liability of the parties under the same incurred before and subsisting as of termination. The right hereby conferred upon each party shall be in addition to, and not in derogation of or in substitution for, any other right or remedy which the parties respectively at law or in equity shall or may possess.

XIII. MODIFICATION

Subject to Union's C1 Rate Schedule, Schedule A, Article XV and the ability of Union to amend the C1 Rate Schedule with the approval of the OEB, no amendment or modification of the Contract shall be effective unless the same shall be in writing and signed by each of the Shipper and Union.

XIV. NON-WAIVER AND FUTURE DEFAULT

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XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

**RATE C1
GENERAL TERMS & CONDITIONS**

I. DEFINITIONS

Except where the context expressly requires or states another meaning, the following terms, when used in these General Terms & Conditions and in any contract into which these General Terms & Conditions are incorporated, shall be construed to have the following meanings:

"Authorized Overrun" shall mean the amount by which Shipper's Authorized Quantity exceeds the Contract Demand;

"Available Capacity" shall mean at any time, Union's remaining available capacity to provide Transportation Services;

"Business Day" shall mean any day, other than Saturday, Sunday or any days on which national banks in the Province of Ontario are authorized to close;

"Contract" shall refer to the Contract to which these General Terms & Conditions shall apply, and into which they are incorporated;

"Contract Year" shall mean a period of three hundred and sixty-five (365) consecutive days; provided however, that any such period which contains a date of February 29 shall consist of three hundred and sixty-six (366) consecutive days, commencing on November 1 of each year; except for the first Contract Year which shall commence on the Commencement Date and end on the first October 31 that follows such date;

"cricondenthem hydrocarbon dewpoint" shall mean the highest hydrocarbon dewpoint temperature on the phase envelope;

"cubic metre" shall mean the volume of gas which occupies one cubic metre when such gas is at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"Day" shall mean a period of twenty-four (24) consecutive hours beginning at 10:00 a.m. Eastern Clock Time. The reference date for any Day shall be the calendar date upon which the twenty-four (24) hour period shall commence;

"delivery" shall mean any gas that is delivered by Union into Shipper's possession, or to the possession of Shipper's agent;

"Eastern Clock Time" shall mean the local clock time in the Eastern Time Zone on any Day;

"Expansion Facilities" shall mean any new facilities to be constructed by Union in order to provide Transportation Services;

"firm" shall mean service not subject to curtailment or interruption except under Articles XI, XII and XVIII herein;

"gas" shall mean gas as defined in the Ontario Energy Board Act, 1998, S.O. 1998, c.15, Sch. B, as amended, supplemented or re-enacted from time to time;

"gross heating value" shall mean the total heat expressed in megajoules per cubic metre (MJ/m³) produced by the complete combustion at constant pressure of one (1) cubic metre of gas with air, with the gas free of water vapour and the temperature of the gas, air and products of combustion at standard temperature and all water formed by the combustion reaction condensed to the liquid state;

"hydrocarbon dewpoint" shall mean temperature at a specific pressure where hydrocarbon vapour condensation begins;

"Interruptible Service HUB Contract" shall mean a contract between Shipper and Union under which Union provides interruptible HUB service;

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"**interruptible service**" or "**Interruptible**" shall mean service subject to curtailment or interruption, after notice, at any time;

"**Interconnecting Pipeline**" shall mean a pipeline that directly connects to the Union pipeline system;

"**joule**" (J) shall mean the work done when the point of application of a force of one (1) newton is displaced a distance of one (1) metre in the direction of the force. The term "**megajoule**" (MJ) shall mean 1,000,000 joules. The term "**gigajoule**" (GJ) shall mean 1,000,000,000 joules;

"**Limited Firm**" shall mean gas service subject to interruption or curtailment on a limited number of Days as specified in the Contract;

"**Loaned Quantities**" shall mean those quantities of gas loaned to Shipper under the Facilitating Agreement;

"**m**³" shall mean cubic metre of gas and "10³m³" shall mean 1,000 cubic metres of gas;

"**Month**" shall mean the period beginning at 10:00 a.m. Eastern Clock Time on the first day of a calendar month and ending at 10:00 a.m. Eastern Clock Time on the first day of the following calendar month;

"**NAESB**" shall mean North American Energy Standards Board;

"**OEB**" means the Ontario Energy Board;

"**Open Season**" or "**open season**" shall mean an open access auction or bidding process held by Union as a method of allocating capacity;

"**pascal**" ("**Pa**") shall mean the pressure produced when a force of one (1) newton is applied to an area of one (1) square metre. The term "kilopascal" ("**kPa**") shall mean 1,000 pascals;

"**receipt**" shall mean any gas that is delivered into Union's possession, or the possession of Union's agent;

"**Shipper**" shall have the meaning as defined in the Contract, and shall also include Shipper's agent(s);

"**specific gravity**" shall mean density of the gas divided by density of air, with both at a temperature of 15 degrees Celsius, and at a pressure of 101.325 kilopascals absolute;

"**Taxes**" shall mean any tax (other than tax on income or tax on property), duty, royalty, levy, license, fee or charge not included in the charges and rates as per the applicable rate schedule (including but not limited to charges under any form of cap and trade, carbon tax, or similar system) and that is levied, assessed or made by any governmental authority on the gas itself, or the act, right, or privilege of producing, severing, gathering, storing, transporting, handling, selling or delivering gas under the Contract;

"**TCPL**" means TransCanada PipeLines Limited;

"**Wobbe Number**" shall mean gross heating value of the gas divided by the square root of its specific gravity.

II. GAS QUALITY

1. **Natural Gas:** The minimum gross heating value of the gas delivered to/by Union hereunder, shall be thirty-six (36) megajoules per cubic metre. The maximum gross heating value of the gas delivered to/by Union hereunder shall be forty point two (40.2) megajoules per cubic metre. The gas to be delivered hereunder to Union may be a commingled supply from Shipper's gas sources of supply. The gas to be delivered by Union may be a commingled supply from Union's sources of gas supply; provided, however, that helium, natural gasoline, butane, propane and other hydrocarbons, except methane, may be removed prior to delivery to Shipper. Further, Union may subject, or permit the subjection of, the gas to compression, dehydration, cooling, cleaning and other processes.

2. Freedom from objectionable matter: The gas to be delivered to/by Union hereunder,
- a. shall be commercially free from bacteria, sand, dust, gums, crude oils, lubricating oils, liquids, chemicals or compounds used in the production, treatment, compression or dehydration of the gas or any other objectionable substance in sufficient quantity so as to render the gas toxic, unmerchantable or cause injury to, or interference with, the proper operation of the lines, regulators, meters or other appliances through which it flows,
 - b. shall not contain more than seven (7) milligrams of hydrogen sulphide per cubic metre of gas, nor more than four hundred and sixty (460) milligrams of total sulphur per cubic metre of gas,
 - c. shall not contain more than five (5) milligrams of mercaptan sulphur per cubic metre of gas,
 - d. shall not contain more than two point zero (2.0) molar percent by volume of carbon dioxide in the gas,
 - e. shall not contain more than zero point four (0.4) molar percent by volume of oxygen in the gas,
 - f. shall not contain more than zero point five (0.5) molar percent by volume of carbon monoxide in the gas,
 - g. shall not contain more than four point zero (4.0) molar percent by volume of hydrogen in the gas,
 - h. shall not contain more than sixty-five (65) milligrams of water vapour per cubic metre of gas,
 - i. shall not have a cricondenthem hydrocarbon dewpoint exceeding minus eight (-8) degrees Celsius,
 - j. shall have Wobbe Number from forty seven point fifty (47.50) megajoules per cubic metre of gas to fifty one point forty six (51.46) megajoules per cubic metre of gas, maximum of one point five (1.5) mole percent by volume of butane plus (C4+) in the gas, and maximum of four point zero (4.0) mole percent by volume of total inerts in the gas in order to be interchangeable with other Interconnecting Pipeline gas.
3. Non-conforming Gas: In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in this Article II.
4. Quality of Gas Received: The quality of the gas to be received by Union hereunder is to be of a merchantable quality and in accordance with the quality standards as set out by Union in this Article II, but, Union will also accept gas of a quality as set out in any other Interconnecting Pipeline's general terms and conditions, provided that all Interconnecting Pipelines accept such quality of gas. In addition to any other right or remedy of a party, each party shall be entitled to refuse to accept delivery of any gas which does not conform to any of the specifications set out in Union's C1 Rate Schedule.

III. MEASUREMENTS

1. Storage, Transportation, and/or Sales Unit: The unit of the gas delivered to Union shall be a megajoule or a gigajoule. The unit of gas transported or stored by Union shall be a megajoule or a gigajoule. The unit of gas delivered by Union shall be a megajoule, a gigajoule, a cubic metre (m³) or one thousand cubic metres (10³m³) at Union's discretion.
2. Determination of Volume and Energy:
- a. The volume and energy amounts determined under the Contract shall be determined in accordance with the Electricity and Gas Inspection Act (Canada), RSC 1985, c E-4- (the "**Act**") and the Electricity and Gas Inspection Regulations, SOR 86/131 (the "**Regulations**"), and any documents issued under the authority of the Act and Regulations and any amendments thereto.
 - b. The supercompressibility factor shall be determined in accordance with either the "Manual for Determination of Supercompressibility Factors for Natural Gas" (PAR Project NX-19) published in 1962 or with American Gas

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Association Transmission Measurement Committee Report No. 8, Nov. 1992, at Union's discretion, all as amended from time to time.

- c. The volume and/or energy of the gas delivered to/by Union hereunder shall be determined by the measurement equipment designated in Article VII herein.
- d. Upon request by Union, Shipper shall obtain measurement of the total quantity of gas received by Union hereunder from the Interconnecting Pipeline. Such measurement shall be done in accordance with established practices between Union and the Interconnecting Pipeline.

IV. RECEIPT POINT AND DELIVERY POINT

- 1. Unless otherwise specified in the Contract, the point or points of receipt and point or points of delivery for all gas to be covered hereunder shall be on the outlet side of the measuring stations located at or near the point or points of connection specified in the Contract, where possession of the gas changes from one party to the other, and as per Schedule "C 2010".

V. POSSESSION OF AND RESPONSIBILITY FOR GAS

- 1. Possession of Gas: Union accepts no responsibility for any gas prior to such gas being delivered to Union at the Receipt Point or after its delivery by Union at the Delivery Point. As between the parties hereto, Union shall be deemed to be in control and possession of and responsible for all such gas from the time that such gas enters Union's system until such gas is delivered to Shipper.
- 2. Liability: Shipper agrees that Union is not a common carrier and is not an insurer of Shipper's gas, and that Union shall not be liable to Shipper or any third party for loss of gas in Union's possession, except to the extent such loss is caused entirely by Union's negligence or wilful misconduct.

VI. FACILITIES ON SHIPPER'S PROPERTY

Except under those conditions where Union is delivering to TCPL for TCPL or Shipper at Parkway (TCPL), or to an Interconnecting Pipeline, or where otherwise specified in the Contract, the following will apply:

- 1. Construction and Maintenance: Union, at its own expense may construct, maintain and operate on Shipper's property at the delivery point a measuring station properly equipped with a meter or meters and any other necessary measuring equipment for properly measuring the gas redelivered under the Contract. Shipper will grant to Union a lease and/or rights-of-way over property of Shipper as required by Union to install such facilities and to connect same to Union's pipeline.
- 2. Entry: Union, its servants, agents and each of them may at any reasonable time on notice (except in cases of emergency) to Shipper or his duly authorized representative enter Shipper's property for the purpose of constructing, maintaining, removing, operating and/or repairing station equipment.
- 3. Property: The said station and equipment will be and remain the property of Union notwithstanding it is constructed on and attached to the realty of Shipper, and Union may at its own expense remove it upon termination of the Contract and will do so if so requested by Shipper.

VII. MEASURING EQUIPMENT

- 1. Metering by Union: Union will install and operate meters and related equipment as required and in accordance with the Act and Regulations referenced in Article III herein.

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2. Metering by Others: In the event that all or any gas delivered to/by Union hereunder is measured by a meter that is owned and operated by an Interconnecting Pipeline, then Union and Shipper agree to accept that metering for the purpose of determining the volume and energy of gas delivered to/by Union on behalf of the Shipper. The standard of measurement and tests for the gas delivered to/by Union hereunder shall be in accordance with the general terms and conditions as incorporated in that Interconnecting Pipeline company's gas tariff as approved by its regulatory body.
3. Check Measuring Equipment: Shipper may install, maintain and operate, at the redelivery point, at its own expense, such check measuring equipment as desired, provided that such equipment shall be so installed as not to interfere with the operation of Union's measuring equipment at or near the delivery point, and shall be installed, maintained and operated in conformity with the same standards and specifications applicable to Union's metering facilities.
4. Rights of Parties: The measuring equipment installed by either party, together with any building erected by it for such equipment, shall be and remain its property. However, Union and Shipper shall have the right to have representatives present at the time of any installing, reading, cleaning, changing, repairing, inspecting, testing, calibrating, or adjusting done in connection with the other's measuring equipment used in measuring or checking the measurement of deliveries of gas to/by Union under the Contract. Either party will give the other party reasonable notice of its intention to carry out the acts herein specified. The records from such measuring equipment shall remain the property of their owner, but upon request each will submit to the other its records and charts, together with calculations therefrom, for inspection and verification, subject to return within ten (10) days after receipt thereof.
5. Calibration and Test of Measuring Equipment: The accuracy of Union's measuring equipment shall be verified by Union at reasonable intervals, and if requested, in the presence of representatives of Shipper, but Union shall not be required to verify the accuracy of such equipment more frequently than once in any thirty (30) day period. In the event either party notifies the other that it desires a special test of any measuring equipment, the parties shall co-operate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test, if called for by Shipper, shall be borne by Shipper if the measuring equipment tested is found to be in error by not more than two per cent (2%). If, upon test, any measuring equipment is found to be in error by not more than two per cent (2%), previous recordings of such equipment shall be considered accurate in computing receipts and deliveries of gas, but such equipment shall be adjusted at once to record as near to absolute accuracy as possible. If the test conducted shows a percentage of inaccuracy greater than two percent (2%), the financial adjustment, if any, shall be calculated in accordance with the Act and Regulations, as may be amended from time to time and in accordance with any successor statutes and regulations.
6. Preservation of Metering Records: Union and Shipper shall each preserve for a period of at least six (6) years all test data, and other relevant records.
7. Error in Metering or Meter Failure: In the event of an error in metering or a meter failure, (such error or failure being determined through check measurement by Union or any other available method), then Shipper shall enforce its rights as Shipper with the Interconnecting Pipeline(s) to remedy such error or failure including enforcing any inspection and/or verification rights and procedures.

VIII. BILLING

1. Monthly Billing Date: Union shall render bills on or before the tenth (10th) day of each month for all Transportation Services furnished during the preceding Month. Such charges may be based on estimated quantities, if actual quantities are unavailable in time to prepare the billing. Union shall provide, in a succeeding Month's billing, an adjustment based on any difference between actual quantities and estimated quantities, without any interest charge. If presentation of a bill to Shipper is delayed after the tenth (10th) day of the month, then the time of payment shall be extended accordingly, unless Shipper is responsible for such delay.
2. Right of Examination: Both Union and Shipper shall have the right to examine at any reasonable time the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, chart or computation made under or pursuant to the provisions of the Contract.
3. Amendment of Statements: For the purpose of completing a final determination of the actual quantities of gas handled in any of the Transportation Services to Shipper, the parties shall have the right to amend their statement for a period equal to

the time during which the Interconnecting Pipeline retains the right to amend their statements, which period shall not exceed three (3) years from the date of termination of the Contract.

IX. PAYMENTS

1. Monthly Payments: Shipper shall pay the invoiced amount directly into Union's bank account as directed on the invoice on or before the twentieth (20th) day of each month. If the payment date is not a Business Day, then payment must be received in Union's account on the first Business Day preceding the twentieth (20th) day of the month.
2. Remedies for Non-payment: Should Shipper fail to pay all of the amount of any bill as herein provided when such amount is due,
 - a. Shipper shall pay to Union interest on the unpaid portion of the bill accruing at a rate per annum equal to the minimum commercial lending rate of Union's principal banker in effect from time to time from the due date until the date of payment; and,
 - b. If such failure to pay continues for thirty (30) days after payment is due, Union, in addition to any other remedy it may have under the Contract, may suspend Services until such amount is paid. Notwithstanding such suspension, all demand charges shall continue to accrue hereunder as if such suspension were not in place.

If Shipper in good faith disputes the amount of any such bill or part thereof Shipper shall pay to Union such amounts as it concedes to be correct. At any time thereafter, within twenty (20) days of a demand made by Union, Shipper shall furnish financial assurances satisfactory to Union, guaranteeing payment to Union of the amount ultimately found due upon such bill after a final determination. Such a final determination may be reached either by agreement, arbitration decision or judgement of the courts, as may be the case. Union shall not be entitled to suspend Services because of such non-payment unless and until default occurs in the conditions of such financial assurances or default occurs in payment of any other amount due to Union hereunder.

Notwithstanding the foregoing, Shipper is not relieved from the obligation to continue its deliveries of gas to Union under the terms of any agreement, where Shipper has contracted to deliver specified quantities of gas to Union.

3. Billing Adjustments: If it shall be found that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under the provisions of the Contract and Shipper shall have actually paid the bills containing such overcharge or undercharge, Union shall refund the amount of any such overcharge and interest shall accrue from and including the first day of such overcharge as paid to the date of refund and shall be calculated but not compounded at a rate per annum determined each day during the calculation period to be equal to the minimum commercial lending rate of Union's principal banker, and the Shipper shall pay the amount of any such undercharge, but without interest. In the event Union renders a bill to Shipper based upon measurement estimates, the required adjustment to reflect actual measurement shall be made on the bill next following the determination of such actual measurement, without any charge of interest. In the event an error is discovered in the amount billed in any statement rendered by Union, such error shall be adjusted by Union. Such overcharge, undercharge or error shall be adjusted by Union on the bill next following its determination (where the term "**bill next following**" shall mean a bill rendered at least fourteen (14) days after the day of its determination), provided that claim therefore shall have been made within three (3) years from the date of the incorrect billing. In the event any refund is issued with Shipper's bill, the aforesaid date of refund shall be deemed to be the date of the issue of bill.
4. Taxes: In addition to the charges and rates as per the applicable rate schedules and price schedules, Shipper shall pay all Taxes which are imposed currently or subsequent to the execution of the Contract by any legal authority having jurisdiction and any amount in lieu of such Taxes paid or payable by Union.

Shipper shall make reasonable efforts to eliminate/minimize the withholding tax related to the fees/payments paid to Union, including but not limited to requesting from Union the relevant documentation necessary to determine the appropriate withholding, if any, for tax purposes. In the event taxes are withheld from the fees/payment paid by Shipper, Shipper shall remit such withheld taxes to the applicable taxing authority and Shipper will provide Union, after the calendar year end, Union's Federal Form 1042-S and a comparable state/international form, if applicable, within the applicable statutory time frame.

5. Set Off: If either party shall, at any time, be in arrears under any of its payment obligations to the other party under the Contract, then the party not in arrears shall be entitled to reduce the amount payable by it to the other party in arrears under the Contract, or any other contract, by an amount equal to the amount of such arrears or other indebtedness to the other party. In addition to the foregoing remedy, Union may, upon forty-eight (48) hours verbal notice, to be followed by written notice, take possession of any or all of Shipper's gas under the Contract or any enhancement to the Contract, which shall be deemed to have been assigned to Union, to reduce such arrears or other indebtedness to Union.

X. ARBITRATION

If and when any dispute, difference or question shall arise between the parties hereto touching the Contract or anything herein contained, or the construction hereof, or the rights, duties or liabilities of the parties in relation to any matter hereunder, the matter in dispute shall be submitted and referred to arbitration within ten (10) days after written request of either party. Upon such request each party shall appoint an arbitrator, and the two so appointed shall appoint a third. A majority decision of the arbitrators shall be final and binding upon both parties. In all other respects the provisions of the Arbitration Act, 1991, or any act passed in amendment thereof or substitution therefore, shall apply to each such submission. Operations under the Contract shall continue, without prejudice, during any such arbitration and the costs attributable to such arbitration shall be shared equally by the parties hereto.

XI. FORCE MAJEURE

1. Definition: The term "**force majeure**" as used herein shall mean acts of God, strikes, lockouts or any other industrial disturbance, acts of the public enemy, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of governments and people, civil disturbances, explosions, breakage or accident to machinery or lines of pipe, freezing of wells or lines of pipe, inability to obtain materials, supplies, permits or labour, any laws, orders, rules, regulations, acts or restraints of any governmental body or authority (civil or military), any act or omission that is excused by any event or occurrence of the character herein defined as constituting force majeure, any act or omission by parties not controlled by the party having the difficulty and any other similar cases not within the control of the party claiming suspension and which by the exercise of due diligence such party is unable to prevent or overcome.
2. Notice: In the event that either the Shipper or Union is rendered unable, in whole or in part, by force majeure, to perform or comply with any obligation or condition of the Contract, such party shall give notice and full particulars of such force majeure in writing delivered by hand, fax or other direct written electronic means to the other party as soon as possible after the occurrence of the cause relied on and subject to the provision of this Article.
3. Exclusions: Neither party shall be entitled to the benefit of the provisions of force majeure hereunder if any or all of the following circumstances prevail: the failure resulting in a condition of force majeure was caused by the negligence of the party claiming suspension; the failure was caused by the party claiming suspension where such party failed to remedy the condition by making all reasonable efforts (short of litigation, if such remedy would require litigation); the party claiming suspension failed to resume the performance of such condition obligations with reasonable dispatch; the failure was caused by lack of funds; the party claiming suspension did not, as soon as possible after determining, or within a period within which it should acting reasonably have determined, that the occurrence was in the nature of force majeure and would affect its ability to observe or perform any of its conditions or obligations under the Contract, give to the other party the notice required hereunder.
4. Notice of Remedy: The party claiming suspension shall likewise give notice as soon as possible after the force majeure condition is remedied, to the extent that the same has been remedied, and that such party has resumed or is then in a position to resume the performance of the obligations and conditions of the Contract.
5. Obligation to Perform: An event of force majeure on Union's system will excuse the failure to deliver gas by Union or the failure to accept gas by Union hereunder, and both parties shall be excused from performance of their obligations hereunder, except for payment obligations, to the extent of and for the duration of the force majeure.

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6. Upstream or Downstream Force Majeure: An event of force majeure upstream or downstream of Union's system shall not relieve Shipper of any payment obligations.
7. Delay of Firm Transportation Services: Despite Article XI herein, if Union is prevented, by reason of an event of force majeure on Union's system from delivering gas on the Day or Days upon which Union has accepted gas from Shipper, Union shall thereafter make all reasonable efforts to deliver such quantities as soon as practicable and on such Day or Days as are agreed to by Shipper and Union. If Union accepts such gas on this basis, Shipper shall not receive any demand charge relief as contemplated under Article XI herein.
8. Demand Charge Relief for Firm Transportation Services: Despite Article XI herein, if on any Day Union fails to accept gas from Shipper by reason of an event of force majeure on Union's system and fails to deliver the quantity of gas nominated hereunder by Shipper up to the firm Contract Demand for that Contract, then for that Day the Monthly demand charge shall be reduced by an amount equal to the applicable Daily Demand Rate, as defined in this paragraph, multiplied by the difference between the quantity of gas actually delivered by Union during such Day and the quantity of gas which Shipper in good faith nominated on such Day. The term "**Daily Demand Rate**" shall mean the Monthly demand charge or equivalent pursuant to the C1 Rate Schedule divided by the number of days in the month for which such rate is being calculated.
9. Proration of Firm Transportation Service: If, due to the occurrence of an event of force majeure as outlined above, the capacity for gas deliveries by Union is impaired, it will be necessary for Union to curtail Shipper's gas receipts to Union hereunder, via proration based on utilization of such facilities for the Day. This prorating shall be determined by multiplying the capability of such facilities as available downstream of the impairment on the Day, by a fraction where the numerator is Shipper's nominated firm quantity and the denominator is the total of all such nominated firm quantities for nominated services and planned consumption for in-franchise customers on the Day. For the purposes of this Article XI, firm services shall mean all firm services provided by Union to in-franchise customers and ex-franchise shippers.

XII. DEFAULT AND TERMINATION

In case of the breach or non-observance or non-performance on the part of either party hereto of any covenant, proviso, condition, restriction or stipulation contained in the Contract (but not including herein failure to take or make delivery in whole or in part of the gas delivered to/by Union hereunder occasioned by any of the reasons provided for in Article XI herein) which has not been waived by the other party, then and in every such case and as often as the same may happen, the non-defaulting party may give written notice to the defaulting party requiring it to remedy such default and in the event of the defaulting party failing to remedy the same within a period of thirty (30) days from receipt of such notice, the non-defaulting party may at its sole option declare the Contract to be terminated and thereupon the Contract shall be terminated and be null and void for all purposes other than and except as to any liability of the parties under the same incurred before and subsisting as of termination. The right hereby conferred upon each party shall be in addition to, and not in derogation of or in substitution for, any other right or remedy which the parties respectively at law or in equity shall or may possess.

XIII. AMENDMENT

Subject to Article XV herein and the ability of Union to amend the applicable rate schedules and price schedules, with the approval of the OEB (if required), no amendment or modification of the Contract shall be effective unless the same shall be in writing and signed by each of the Shipper and Union.

XIV. NON-WAIVER AND FUTURE DEFAULT

No waiver of any provision of the Contract shall be effective unless the same shall be in writing and signed by the party entitled to the benefit of such provision and then such waiver shall be effective only in the specific instance and for the specified purpose for which it was given. No failure on the part of Shipper or Union to exercise, and no course of dealing with respect to, and no delay in exercising, any right, power or remedy under the Contract shall operate as a waiver thereof.

XV. LAWS, REGULATIONS AND ORDERS

The Contract and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules and regulations of any competent legislative body, or duly constituted authority now or hereafter having jurisdiction and the Contract shall be varied and amended to comply with or conform to any valid order or direction of any board, tribunal or administrative agency which affects any of the provisions of the Contract.

XVI. ALLOCATION OF CAPACITY

1. Requests for Transportation Service: A potential shipper may request transportation service on Union's system at any time. Any request for C1 transportation service must include: potential shipper's legal name, Receipt Point(s), Delivery Point(s), Commencement Date, Initial Term, Contract Demand, proposed payment, and type of transportation service requested.
2. Expansion Facilities: If requests for firm transportation services cannot be met through existing capacity such that the only way to satisfy the requests for transportation service would require the construction of Expansion Facilities which create new capacity, Union shall allocate any such new capacity by open season, subject to the terms of the open season, and these General Terms and Conditions.
3. Open Seasons: If requests for long-term transportation service can be met through existing facilities upon which long-term capacity is becoming available, Union shall allocate such long-term capacity by open season, subject to the terms of the open season, and these General Terms and Conditions. "**Long-term**", for the purposes of this Article XVI, means, in the case of a transportation service, a service that has a term of one year or greater.
4. Awarding Open Season Capacity: Capacity requests received during an open season shall be awarded starting with those bids with the highest economic value. If the economic values of two or more independent bids are equal, then service shall be allocated on a pro-rata basis. The economic value shall be based on the net present value which shall be calculated based on the proposed per- unit rate and the proposed term of the contract and without regard to the proposed Contract Demand ("**NPV**").
5. Available Capacity Previously Offered in Open Season: Union may at any time allocate capacity to respond to any C1 transportation service request through an open season. If a potential shipper requests C1 transportation service that can be provided through Available Capacity that was previously offered by Union in an open season but was not awarded, then:
 - a. Any such request must conform to the requirements of Section 1 of this Article XVI;
 - b. Union shall allocate capacity to serve such request pursuant to this Section 5, and subject to these General Terms and Conditions and Union's standard form C1 transportation contract;
 - c. Union may reject a request for C1 transportation service for any of the following reasons:
 - i) if there is insufficient Available Capacity to fully meet the request, but if that is the only reason for rejecting the request for service, Union must offer to supply the Available Capacity to the potential shipper;
 - ii) if the proposed monthly payment is less than Union's Monthly demand charge plus fuel requirements for the applicable service;
 - iii) if prior to Union accepting the request for transportation service Union receives a request for transportation service from one or more other potential shippers and there is, as a result, insufficient Available Capacity to service all the requests for service, in which case Union shall follow the procedure in Section 5 d hereof;
 - iv) if Union does not provide the type of transportation service requested; or
 - v) if all of the conditions precedent specified in Article XXI Sections 1 and 2 herein have not been satisfied or waived.

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- d. Union will advise the potential shipper in writing whether Union accepts or rejects the request for service, subject to Article XVI 5(c) within 5 calendar days of receiving a request for C1 transportation service. If Union rejects a request for service, Union shall inform the potential shipper of the reasons why its request is being rejected; and
- e. If Union has insufficient Available Capacity to service all pending requests for transportation service Union may:
 - i) Reject all the pending requests for transportation service and conduct an open season; or
 - ii) Union shall inform all the potential shippers who have submitted a pending request for transportation service that it does not have sufficient capacity to service all pending requests for service, and Union shall provide all such potential shippers with an equal opportunity to submit a revised request for service. Union shall then allocate the Available Capacity to the request for transportation service with the highest economic value to Union. If the economic values of two or more requests are equal, then service shall be allocated on a pro-rata basis. The economic value of any request shall be based on the NPV.

XVII. RENEWALS

- 1. Contracts with an Initial Term of five (5) years or greater, with Receipt Points and Delivery Points of Parkway or Kirkwall or Dawn (Facilities), will continue in full force and effect beyond the Initial Term, automatically renewing for a period of one (1) year, and every one (1) year thereafter. Shipper may reduce the Contract Demand or terminate the Contract with notice in writing by Shipper at least two (2) years prior to the expiration thereof.

For all other contracts, the Contract will continue in full force and effect until the end of the Initial Term, but shall not renew.

XVIII. SERVICE CURTAILMENT

- 1. Right to Curtail: Union shall have the right to curtail or not to schedule part or all of Transportation Services, in whole or in part, on all or a portion of its pipeline system at any time for reasons of Force Majeure or when, in Union sole discretion, acting reasonably, capacity or operating conditions so require or it is desirable or necessary to make modifications, repairs or operating changes to its pipeline system. Union shall provide Shipper such notice of such curtailment as is reasonable under the circumstances. If due to any cause whatsoever Union is unable to receive or deliver the quantities of Gas which Shipper has requested, then Union shall order curtailment by all Shippers affected and to the extent necessary to remove the effect of the disability. Union has a priority of service policy to determine the order of service curtailment. In order to place services on the priority of service list, Union considers the following business principles: appropriate level of access to core services, customer commitment, encouraging appropriate contracting, materiality, price and term, and promoting and enabling in-franchise consumption.

The Priority ranking for all services utilizing Union Gas' storage, transmission and distribution system as applied to both in-franchise and ex-franchise services are as follows; with number 1 having the highest priority and the last interrupted.

- 1. Firm In-franchise Transportation and Distribution services and firm Ex-franchise services (Note 1)
- 2. In-franchise Interruptible Distribution services
- 3. C1/M12 IT Transport and IT Exchanges with Take or Pay rates
- 4. Balancing (Hub Activity) ≤ 100 GJ/d; Balancing (Direct Purchase) ≤ 500 GJ/d; In-franchise distribution authorized overrun (Note 3)
- 5. C1/M12 IT Transport and IT Exchanges at premium rates
- 6. C1/M12 Overrun $\leq 20\%$ of CD (Note 4)
- 7. Balancing (Direct Purchase) > 500 GJ/d
- 8. Balancing (Hub Activity) > 100 GJ/d; C1/M12 IT Transport and IT Exchanges
- 9. C1/M12 Overrun $> 20\%$ of CD
- 10. C1/M12 IT Transport and IT Exchanges at a discount
- 11. Late Nominations

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1. Nominated services must be nominated on the NAESB Timely Nomination Cycle otherwise they are considered to be late nomination and are therefore interruptible.
 2. Higher value or more reliable IT is contemplated in the service and contract, when purchase at market competitive prices.
 3. Captures the majority of customers that use Direct Purchase balancing transactions.
 4. Captures the majority of customers that use overrun.
2. Capacity Procedures: Union reserves the right to change its procedures for sharing interruptible capacity and will provide Shipper with two (2) months prior notice of any such change.
3. Maintenance: Union's facilities from time to time may require maintenance or construction. If such maintenance or construction is required, and in Union's sole opinion, acting reasonably, such maintenance or construction may impact Union's ability to meet Shipper's requirements, Union shall provide at least ten (10) days notice to Shipper, except in the case of an emergency. In the event the maintenance impacts Union's ability to meet Shipper's requirements, Union shall not be liable for any damages and shall not be deemed in breach of the Contract. To the extent that Union's ability to accept and/or deliver Shipper's gas is impaired, the Monthly demand charge shall be reduced in accordance with Article XI Section 8 and available capacity allocated in accordance with Article XI Section 9 herein.

Union shall use reasonable efforts to determine a mutually acceptable period during which such maintenance or construction will occur and also to limit the extent and duration of any impairments. Union will endeavour to schedule and complete the maintenance and construction, which would normally be expected to impact on Union's ability to meet Shipper's requirements, during the period from April 1 through to November 1.

XIX. SHIPPER'S REPRESENTATIONS AND WARRANTIES

1. Shipper's Warranty: Shipper warrants that it will, if required, maintain, or have maintained on its behalf, all external approvals including the governmental, regulatory, import/export permits and other approvals or authorizations that are required from any federal, state or provincial authorities for the gas quantities to be handled under the Contract. Shipper further warrants that it shall maintain in effect the Facilitating Agreements.
2. Financial Representations: Shipper represents and warrants that the financial assurances (including the Initial Financial Assurances and Security) (if any) shall remain in place throughout the term hereof, unless Shipper and Union agree otherwise. Shipper shall notify Union in the event of any change to the financial assurances throughout the term hereof. Should Union have reasonable grounds to believe that Shipper will not be able to perform or continue to perform any of its obligations under the Contract as a result of one of the following events ("**Material Event**"):
 - a. Shipper is in default, which default has not been remedied, of the Contract or is in default of any other material contract with Union or another party; or,
 - b. Shipper's corporate or debt rating falls below investment grade according to at least one nationally recognized rating agency; or,
 - c. Shipper ceases to be rated by a nationally recognized agency; or,
 - d. Shipper has exceeded credit available as determined by Union from time to time,

then Shipper shall within fourteen (14) days of receipt of written notice by Union, obtain and provide to Union a letter of credit or other security in the form and amount reasonably required by Union (the "**Security**"). The Security plus the Initial Financial Assurances shall not exceed twelve (12) months of Monthly demand charges (in accordance with Article IX herein) multiplied by Contract Demand. In the event that Shipper does not provide to Union such Security within such fourteen (14) day period, Union may deem a default under the Default and Termination provisions of Article XII herein.

In the event that Shipper in good faith, reasonably believes that it should be entitled to reduce the amount of or value of the Security previously provided, it may request such a reduction from Union and to the extent that the Material Event has been mitigated or eliminated, Union shall return all or a portion of the Security to Shipper within fourteen (14) Business Days after

receipt of the request.

XX. MISCELLANEOUS PROVISIONS

1. Permanent Assignment: Shipper may assign the Contract to a third party ("Assignee"), up to the Contract Demand, (the "Capacity Assigned"). Such assignment shall require the prior written consent of Union and release of obligations by Union for the Capacity Assigned from the date of assignment. Such consent and release shall not be unreasonably withheld and shall be conditional upon the Assignee providing, amongst other things, financial assurances as per Article XXI herein. Any such assignment will be for the full rights, obligations and remaining term of the Contract as relates to the Capacity Assigned.
2. Temporary Assignment: Shipper may, upon notice to Union, assign all or a part of its service entitlement under the Contract (the "Assigned Quantity") and the corresponding rights and obligations to an Assignee on a temporary basis for not less than one calendar month. Such assignment shall not be unreasonably withheld and shall be conditional upon the Assignee executing the Facilitating Agreement as per Article XXI herein. Notwithstanding such assignment, Shipper shall remain obligated to Union to perform and observe the covenants and obligations contained herein in regard to the Assigned Quantity to the extent that Assignee fails to do so.
3. Title to Gas: Shipper represents and warrants to Union that Shipper shall have good and marketable title to, or legal authority to deliver to Union, all gas delivered to Union hereunder. Furthermore, Shipper hereby agrees to indemnify and save Union harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising from or out of claims of any or all third parties to such gas or on account of Taxes, or other charges thereon.

XXI. PRECONDITIONS TO TRANSPORTATION SERVICES

1. Union Conditions: The obligations of Union to provide Transportation Services hereunder are subject to the following conditions precedent, which are for the sole benefit of Union and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Union shall have obtained, in form and substance satisfactory to Union, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required to provide the Transportation Services; and,
 - b. Union shall have obtained all internal approvals that are necessary or appropriate to provide the Transportation Services; and,
 - c. Union shall have received from Shipper the requisite financial assurances reasonably necessary to ensure Shipper's ability to honour the provisions of the Contract (the "**Initial Financial Assurances**"). The Initial Financial Assurances, if required, will be as determined solely by Union; and,
 - d. Shipper and Union shall have entered into the Interruptible Service HUB Contract or equivalent (the "**Facilitating Agreement**") with Union.
2. Shipper Conditions: The obligations of Shipper hereunder are subject to the following conditions precedent, which are for the sole benefit of Shipper and which may be waived or extended in whole or in part in the manner provided in the Contract:
 - a. Shipper shall, as required, have entered into the necessary contracts with Union and/or others to facilitate the Transportation Services contemplated herein, including contracts for upstream and downstream transportation, and shall specifically have an executed and valid Facilitating Agreement; and shall, as required, have entered into the necessary contracts to purchase the gas quantities handled under the Contract; and,

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- b. Shipper shall have obtained, in form and substance satisfactory to Shipper, and all conditions shall have been satisfied under, all governmental, regulatory and other third party approvals, consents, orders and authorizations, that are required from federal, state, or provincial authorities for the gas quantities handled under the Contract; and,
 - c. Shipper shall have obtained all internal approvals that are necessary or appropriate for the Shipper to execute the Contract.
3. Satisfaction of Conditions: Union and Shipper shall each use due diligence and reasonable efforts to satisfy and fulfil the conditions precedent specified in this Article XXI Section 1 a, c, and d and Section 2 a and b. Each party shall notify the other forthwith in writing of the satisfaction or waiver of each condition precedent for such party's benefit. If a party concludes that it will not be able to satisfy a condition precedent that is for its benefit, such party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations thereunder.
4. Non-Satisfaction of Conditions: If any of the conditions precedent in this Article XXI Section 1 c or Section 2 are not satisfied or waived by the party entitled to the benefit of that condition by the Conditions Date as such term is defined in the Contract, then either party may, upon written notice to the other party, terminate the Contract and upon the giving of such notice, the Contract shall be of no further force and effect and each of the parties shall be released from all further obligations hereunder, provided that any rights or remedies that a party may have for breaches of the Contract prior to such termination and any liability a party may have incurred before such termination shall not thereby be released.

**RATE C1
NOMINATIONS**

- a) For Services provided either under this rate schedule or referenced to this rate schedule:
- i) For Services required on any day Shipper shall provide Union with details regarding the quantity it desires to be handled at the applicable Receipt Point(s) and/or Delivery Point(s), and such additional information as Union determines to be necessary (a "**Nomination**").
 - ii) All Nominations shall be submitted by electronic means via *Unionline*. Union, in its sole discretion, may amend or modify the nominating procedures or *Unionline* at any time. Nominations shall be submitted so as to be received by Union in accordance with timelines established by Union, which reflect the NAESB standard nomination cycles. Union will accept all Nominations on each of the nomination cycles. Nominations made after the applicable deadline shall not be accepted except at the sole discretion of Union. The nomination cycle timelines are posted on Union's website and the nomination deadlines are provided in *Unionline*.
 - iii) For customers electing firm all day transportation, nominations shall be provided to Union's Gas Management Services as outlined in the F24 –T Agreement.
- b) Union shall determine whether or not all or any portion of the Nomination will be accepted. In the event Union determines that it will not accept such Nomination, Union shall advise Shipper of the reduced quantity (the "**Quantity Available**") for Services at the applicable points as outlined in each nomination cycle. After receiving such advice from Union but no later than one half hour after the Quantities Available deadline as outlined in each nomination cycle, Shipper shall provide a "**Revised Nomination**" to Union which shall be no greater than the Quantity Available. If such Revised Nomination is not provided within the time allowed as required above or such Revised Nomination is greater than the Quantity Available, then the Revised Nomination shall be deemed to be the Quantity Available. If the Revised Nomination (delivered within the time allowed as required above) is less than the Quantity Available, then such lesser amount shall be the Revised Nomination.
- c) That portion of a Shipper's Nomination or Revised Nomination, as set out in (a) and (b), above, which Union shall accept for Services hereunder, shall be known as Shipper's "**Authorized Quantity**".
- d) If on any day the actual quantities handled by Union, for each of the Services authorized, exceed Shipper's Authorized Quantity, and such excess was caused by either Shipper's incorrect nomination or by its delivering or receiving too much gas, then the amount by which the actual quantities handled for each of the Services exceed Shipper's Authorized Quantity, such excess shall be deemed "**Unauthorized Overrun**".
- e) The daily quantity of gas nominated by Shipper will be delivered by Shipper at rates of flow that are as nearly constant as possible, however, Union shall use reasonable efforts to take receipt of gas on any day at an hourly rate of flow up to one twentieth (1/20) of the quantity received for that day. Union shall have the right to limit Services when on any day the cumulative hourly imbalance between receipts and deliveries exceeds one twentieth (1/20) of the quantity handled for that day, for each applicable Service.
- f) A nomination for a daily quantity of gas on any day shall remain in effect and apply to subsequent days unless and until Union receives a new nomination from the Shipper or unless Union gives Shipper written notice that it is not acceptable in accordance with either (a) or (b) of this schedule.
- g) Except for periods of gas or quantity balancing as provided in the Contract, nominations by Shipper for deliveries to Union and redeliveries by Union shall be the same delivery of gas by Union either to Shipper or a Shipper's Account with Union.

**RATE C1
NOMINATIONS**

1. For Transportation Services required on any Day under the Contract, Shipper shall provide Union with details regarding the quantity of Gas it desires to be handled at the applicable Receipt Point(s) and/or Delivery Point(s), and such additional information as Union determines to be necessary (a "**Nomination**").
2. All Nominations shall be submitted by electronic means via *Unionline*. Union, in its sole discretion, may amend or modify the nominating procedures or *Unionline* at any time. Nominations shall be submitted so as to be received by Union in accordance with timelines established by Union, which reflect the NAESB standard nomination cycles. Union will accept all Nominations on each of the nomination cycles. Nominations made after the applicable deadline shall not be accepted except at the sole discretion of Union. The nomination cycle timelines are posted on Union's website and the nomination deadlines are provided in *Unionline*.
3. Union shall determine whether or not all or any portion of the Nomination will be scheduled at each nomination cycle. With respect to each nomination cycle, in the event Union determines that it will not schedule such Nomination, Union shall advise Shipper of the reduced quantity (the "**Quantities Available**") for Transportation Services at the applicable points as outlined in each nomination cycle. After receiving such advice from Union, but no later than one half hour after the Quantities Available deadline as outlined in each nomination cycle, Shipper shall provide a revised nomination ("**Revised Nomination**") to Union which shall be no greater than the Quantity Available. If such Revised Nomination is not provided within the time allowed as required above or such Revised Nomination is greater than the Quantities Available, then the Revised Nomination shall be deemed to be the Quantities Available. If the Revised Nomination (delivered with the time allowed as required above) is less than the Quantity Available, then such lesser amount shall be the Revised Nomination.
4. For Shippers electing firm all day transportation service, nominations shall be provided to Union's Gas Management Services as outlined in the F24 –T Agreement.
5. For Transportation Services requiring Shipper to provide compressor fuel in kind, the nominated fuel requirements will be calculated by rounding to the nearest whole GJ.
6. All Timely Nominations shall have rollover options. Specifically, Shippers shall have the ability to nominate for several days, months or years, provided the Nomination start date and end date are both within the term of the Transportation Agreement.
7. Nominations received after the nomination deadline shall, if accepted by Union, be scheduled after Nominations received before the nomination deadline.
8. All Services are required to be nominated in whole Gigajoules (GJ).
9. To the extent Union is unable to complete a Nomination confirmation due to inaccurate, untimely or incomplete data involving an Interconnecting Pipeline entity, Union shall undertake reasonable efforts to confirm the transaction on a non-discriminatory basis until such time that the transaction is adequately verified by the parties, or until such time that Union determines that the Nomination is invalid at which time the Union shall reject the Nomination.
10. That portion of a Shipper's Nomination or Revised Nomination, as set out in paragraphs 1 and 3 above, which Union shall schedule for Transportation Services hereunder, shall be known as Shipper's "**Authorized Quantity**".
11. If on any day the actual quantities handled by Union, for each of the Transportation Services authorized, exceed Shipper's Authorized Quantity, and such excess was caused by either Shipper's incorrect nomination or by its delivering or receiving too much gas, then the amount by which the actual quantities handled for each of the Transportation

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Services exceed Shipper's Authorized Quantity shall be deemed "**Unauthorized Overrun**".

12. The daily quantity of gas nominated by Shipper will be delivered by Shipper at rates of flow that are as nearly constant as possible, however, Union shall use reasonable efforts to take receipt of gas on any day at an hourly rate of flow up to one twentieth (1/20th) of the quantity received for that day. Union shall have the right to limit Transportation Services when on any day the cumulative hourly imbalance between receipts and deliveries exceeds one twentieth (1/20th) of the quantity handled for that day, for each applicable Transportation Service.
13. The parties hereto recognize that with respect to Transportation Services, on any day, receipts of gas by Union and deliveries of gas by Union may not always be exactly equal, but each party shall cooperate with the other in order to balance as nearly as possible the quantities transacted on a daily basis, and any imbalances arising shall be allocated to the Facilitating Agreement and shall be subject to the respective terms and charges contained therein, and shall be resolved in a timely manner.
14. Shipper may designate via *Unionline* access request form, a third party as agent for purposes of providing a Nomination, and for giving and receiving notices related to Nominations, and Union shall only accept nominations from the agent. Any such designation, if acceptable to Union, shall be effective following the receipt and processing of the written notice and will remain in effect until revoked in writing by Shipper.

RATE C1
RECEIPT AND DELIVERY POINTS AND PRESSURES

1. Receipt and Delivery Points:

The following defines each Receipt Point and/or Delivery Point, as indicated (R= Receipt Point; D= Delivery Point)

R, D	<u>DAWN (FACILITIES):</u>	Union's Compressor Station site situated in the northwest corner of Lot Twenty-Five (25), Concession II, in the Township of Dawn-Euphemia, in the County of Lambton. This point is applicable for quantities of gas that have been previously transported or stored under other contracts that Shipper may have in place with Union.
R, D	<u>DAWN (TCPL):</u>	At the junction of Union's and TCPL's facilities, at or adjacent to Dawn (Facilities).
R, D	<u>DAWN (TECUMSEH):</u>	At the junction of Union's and Enbridge Gas Distribution Inc.'s (Enbridge) Tecumseh Gas Storage's facilities, at or adjacent to Dawn (Facilities).
R, D	<u>DAWN (TSLE):</u>	At the junction of Union's and Enbridge Gas Distribution Inc.'s (" Enbridge ") NPS 16 Tecumseh Sombra Line Extension facilities; at or adjacent to Dawn (Facilities)
R, D	<u>DAWN (VECTOR):</u>	At the junction of Union's and Vector Pipeline Limited Partnership (" Vector ") facilities, at or adjacent to Dawn (Facilities).
R, D	<u>PARKWAY (TCPL):</u>	At the junction of Union's and TCPL's facilities, at or adjacent to Union's facilities situated in the Part Lot 9 and Part Lot 10, Concession IX, New Survey, Town of Milton, Regional Municipality of Halton (now part of City of Mississauga)
R, D	<u>KIRKWALL:</u>	At the junction of Union's and TCPL's facilities at or adjacent to Union's facilities situated in Part Lot Twenty-Five (25), Concession 7, Town of Flamborough.
D	<u>PARKWAY (CONSUMERS):</u>	At the junction of Union's and Enbridge's facilities, at or adjacent to Union's facilities situated in Part Lot 9 and Part Lot 10, Concession IX, New Survey, Town of Milton, Regional Municipality of Halton (now part of City of Mississauga)
D	<u>LISGAR:</u>	At the junction of the facilities of Union and Enbridge situated at 6620 Winston Churchill Boulevard, City of Mississauga.
R, D	<u>OJIBWAY:</u>	At the junction of Union's and Panhandle Eastern Pipe Line Company, LP's (" Panhandle ") facilities, located at the International Border between Canada and the United States in the St. Clair River.
R, D	<u>ST.CLAIR (MICHCON):</u>	At the junction of Michigan Consolidated Gas Company's (" MichCon ") and St. Clair Pipelines L.P.'s facilities, located at the International Border between Canada and the United States in the St. Clair River.

R, D **BLUEWATER:** At the junction of Bluewater Gas Storage, LLC ("**Bluewater**") and St. Clair Pipelines L.P.'s facilities, located at the International Border between Canada and the United States in the St. Clair River.

2. Receipt and Delivery Pressures:

(a) All Gas tendered by or on behalf of Shipper to Union shall be tendered at the Receipt Point(s) at Union's prevailing pressure at that Receipt Point, or at such pressure as per operating agreements between Union and the applicable Interconnecting Pipeline as amended or restated from time to time.

(b) All Gas tendered by or on behalf of Union to Shipper shall be tendered at the Delivery Point(s) at Union's prevailing pressure at that Delivery Point or at such pressure as per agreements between Union and the applicable Interconnecting Pipeline as amended or restated from time to time.

(c) Under no circumstances shall Union be obligated to receive or deliver gas hereunder at pressures exceeding the maximum allowable operating pressures prescribed under any applicable governmental regulations; nor shall Union be required to make any physical deliveries or to accept any physical receipts which its existing facilities cannot accommodate.

Appendix C

UNION GAS LIMITED
Infranchise Customers
Summary of Average Interruptible Rate and Price Adjustment Changes for Rates 25, M4, M5A, M7, T1 and T2
Effective January 1, 2018

Line No.	Particulars (cents / m ³)	Monthly Charge Increase / (Decrease) (a)	Delivery Commodity Charge Increase / (Decrease) (b)	Delivery - Price Adjustment Increase / (Decrease) (c)	Gas Commodity Price Adjustment Rate (1) (d)
	Rate 25 - All Zones				
1	Including Cap-and-Trade Customer-Related Charge	(\$17.39)	(0.0016)		(0.2720)
2	Excluding Cap-and-Trade Customer-Related Charge	(\$17.39)	(0.0016)		(0.2720)
	Rate M4 - Interruptible				
3	Including Cap-and-Trade Customer-Related Charge	(\$10.10)	0.0742		
4	Excluding Cap-and-Trade Customer-Related Charge	(\$10.10)	0.0742		
	Rate M5A - Interruptible				
5	Including Cap-and-Trade Customer-Related Charge	(\$10.10)	0.0742		
6	Excluding Cap-and-Trade Customer-Related Charge	(\$10.10)	0.0742		
	Rate M7				
	Interruptible				
7	Including Cap-and-Trade Customer-Related Charge		0.0632		
8	Excluding Cap-and-Trade Customer-Related Charge		0.0632		
	Seasonal				
9	Including Cap-and-Trade Customer-Related Charge		0.0632		
10	Excluding Cap-and-Trade Customer-Related Charge		0.0632		
	Rate T1 - Interruptible				
	Transportation - Union supplies fuel				
11	Including Cap-and-Trade Customer-Related Charge		(0.0031)		
12	Excluding Cap-and-Trade Customer-Related Charge		(0.0031)		
	Transportation - Customer supplies fuel				
13	Including Cap-and-Trade Customer-Related Charge		0.0061		
14	Excluding Cap-and-Trade Customer-Related Charge		0.0061		
	Rate T2 - Interruptible				
	Transportation - Union supplies fuel				
15	Including Cap-and-Trade Customer-Related Charge		0.0008		
16	Excluding Cap-and-Trade Customer-Related Charge		0.0008		
	Transportation - Customer supplies fuel				
17	Including Cap-and-Trade Customer-Related Charge		0.0119		
18	Excluding Cap-and-Trade Customer-Related Charge		0.0119		

Notes:

(1) Applies to sales service customers only.

Appendix D

Appendix E

UNION GAS LIMITED
Miscellaneous Non-Energy Charges

Line No.	Service	Fee
	Residential Customer Class Service	
1	Connection Charge	\$35
2	Temporary Seal - Turn-off (Seasonal)	\$22
3	Temporary Seal - Turn-on (Seasonal)	\$35
4	Landlord Turn-on	\$35
5	Disconnect/Reconnect for Non-Payment	\$65
	Commercial/Industrial Customer Class Service	
6	Connection Charge	\$38
7	Temporary Seal - Turn-off (Seasonal)	\$22
8	Temporary Seal - Turn-on (Seasonal)	\$38
9	Landlord Turn-on	\$38
10	Disconnect/Reconnect for Non-Payment	\$65
	Statement of Account/History Statements	
11	History Statement (previous year)	\$15/statement
12	History Statement (beyond previous year)	\$40/hour
13	Duplicate Bills * (if processed by system)	No charge
14	Duplicate Bills * (if manually processed)	\$15/statement
	Dispute Meter Test Charges	
15	Meter Test - Residential Meter	\$50 flat fee for removal and test
16	Meter Test - Commercial/Industrial Meter	Hourly charge based on actual costs
	Direct Purchase Administration Charges	
17	Monthly fee per bundled t-service contract or unbundled U2 contract	\$75.00
18	Monthly per customer fee	\$0.19
19	Invoice Vendor Adjustment (IVA) fee (for each successfully submitted IVA transaction)	\$1.09

Notes:

- * Duplicate bill charges only apply when customer wants two copies of a bill. Lost bills from the last billing period will be replaced free of charge.

Appendix F

UNION GAS LIMITED**Accounting Entries for
Short-term Storage and Other Balancing Services
Deferral Account No. 179-70**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 571
Storage Revenue

Credit - Account No. 179-70
Other Deferred Charges - Short-term Storage and Other Balancing Services

To record, as a debit (credit) in Deferral Account No. 179-70 the utility portion of actual net revenues for Short-term Storage and Other Balancing Services, less the 10% shareholder incentive to provide these services and less the net revenue forecast for these services as approved by the Board for ratemaking purposes. The utility portion of actual net revenues for Short-term Storage and Other Balancing Services is determined by allocating total margins received from the sale of these services based on the utility share of the total quantity of the services sold each calendar year. The utility share reflects the transactions supported by utility storage space (up to the 100 PJ cap – both planned and excess over planned).

Debit - Account No. 571
Storage Revenue

Credit - Account No. 179-70
Other Deferred Charges – Short-term Storage and Other Balancing Services

To record, as a credit in Deferral Account No. 179-70 payments by Union Gas Limited's non-utility business to its utility business for storage encroachment.

Debit - Account No. 179-70
Other Deferred Charges - Short-term Storage and Other Balancing Services

Credit - Account No. 323
Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-70, interest on the balance in Deferral Account No. 179-70. Simple interest will be computed monthly upon finalization of the year end balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Lost Revenue Adjustment Mechanism
Deferral Account No. 179-75**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-75 Other Deferred Charges - Lost Revenue Adjustment Mechanism
Credit	-	Account No. 529 Other Sales

To record, as a debit (credit) in Deferral Account No. 179-75, the difference between actual margin reductions related to Union's DSM plans and the margin reduction included in gas delivery rates as approved by the Board.

Debit	-	Income Account No. 179-75 Other Deferred Charges - Lost Revenue Adjustment Mechanism
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-75, interest expense on the balance in Deferral Account No. 179-75. Simple interest will be computed monthly upon finalization of the year end balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Transportation Tolls and Fuel – Northern and Eastern Operations Area
Deferral Account No. 179-100**

This account is applicable to the Northern and Eastern Operations of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-100 Other Deferred Charges - Transportation Tolls and Fuel – Northern and Eastern Operations Area
Credit	-	Account No. 663 Transportation of Gas by Others

To record, as a debit (credit) in Deferral Account No. 179-100, the difference in the costs between the actual per unit transportation and associated fuel costs and the forecast per unit transportation and associated fuel costs included in the rates as approved by the Board.

Debit	-	Account No. 179-100 Other Deferred Charges - Transportation Tolls and Fuel – Northern and Eastern Operations Area
Credit	-	Account No. 663 Transportation of Gas by Others

To record, as a debit (credit) in Deferral Account No. 179-100 charges that result from the Limited Balancing Agreement.

Debit	-	Account No. 500 Sales Revenue
Credit	-	Account No. 179-100 Other Deferred Charges - Transportation Tolls and Fuel – Northern and Eastern Operations Area

To record, as a credit (debit) in Deferral Account No. 179-100 revenue from T-Service customers for load balancing service resulting from the Limited Balancing Agreement.

Debit	-	Account No. 179-100 Other Deferred Charges - Transportation Tolls and Fuel – Northern and Eastern Operations Area
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-100 interest expense on the balance in Deferral Account No. 179-100. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Unbundled Services Unauthorized Storage Overrun
Deferral Account No. 179-103**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A, prescribed under the Ontario Energy Board Act.

Debit - Account No.571
 Storage Revenue

Credit - Account No. 179-103
 Other Deferred Charges – Unbundled Services Unauthorized Storage Overrun

To record as a credit (debit) in Deferral Account No. 179-103 any unauthorized storage overrun charges incurred by customers electing unbundled service.

Debit - Account No. 179-103
 Other Deferred Charges – Unbundled Services Unauthorized Storage Overrun

Credit - Account No. 323
 Other Interest Expense

To record as a debit (credit) in Deferral Account No. 179-103, interest on the balance in Deferral Account No. 179-103. Simple interest will be computed on the monthly opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
North Purchase Gas Variance Account
Deferral Account No. 179-105**

This account is applicable to the Northern and Eastern Operations area of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 179-105
 Other Deferred Charges – North Purchase Gas Variance Account

Credit - Account No. 623
 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-105, the difference between the unit cost of gas purchased each month for the Northern and Eastern Operations area and the unit cost of gas included in the gas sales rates as approved by the Board, including the difference between the actual heat content of the gas purchased and the forecast heat content included in gas sales rates.

Debit - Account No. 179-105
 Other Deferred Charges - North Purchase Gas Variance Account

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-105, interest expense on the balance in Deferral Account No. 179-105. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
South Purchase Gas Variance Account
Deferral Account No. 179-106**

This account is applicable to the Southern Operations area of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 179-106
 Other Deferred Charges – South Purchase Gas Variance Account

Credit - Account No. 623
 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-106, the difference between the unit cost of gas purchased each month for the Southern Operations and the unit cost of gas included in the gas sales rates as approved by the Board, including the difference between the actual heat content of the gas purchased and the forecast heat content included in gas sales rates.

Debit - Account No. 179-106
 Other Deferred Charges - South Purchase Gas Variance Account

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-106, interest expense on the balance in Deferral Account No. 179-106. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Spot Gas Variance Account
Deferral Account No. 179-107**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 179-107
Other Deferred Charges –Spot Gas Variance Account

Credit - Account No. 623
Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-107, the difference between the unit cost of spot gas purchased each month and the unit cost of gas included in the gas sales rates as approved by the Board on the spot volumes purchased in excess of planned purchases.

Debit - Account No. 623
Cost of Gas

Credit - Account No. 179-107
Other Deferred Charges –Spot Gas Variance Account

To record, as a credit (debit) in Deferral Account No. 179-107, the approved gas supply charges recovered through the delivery component of rates.

Debit - Account No. 179-107
Other Deferred Charges – Spot Gas Variance Account

Credit - Account No. 323
Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-107, interest expense on the balance in Deferral Account No. 179-107. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Unabsorbed Demand Cost (UDC) Variance Account
Deferral Account No. 179-108**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-108 Other Deferred Charges – Unabsorbed Demand Cost Variance Account
Credit	-	Account No. 663 Transportation of Gas by Others

To record, as a debit (credit) in Deferral Account No. 179-108, the difference between the actual unabsorbed demand costs incurred by Union and the amount of unabsorbed demand charges included in rates as approved by the Board.

Debit	-	Account No. 663 Transportation of Gas by Others
Credit	-	Account No. 179-108 Other Deferred Charges – Unabsorbed Demand Cost Variance Account

To record, as a credit (debit) in Deferral Account No. 179-108, the benefit from the temporary assignment of unutilized capacity under Union's transportation contracts to the Northern and Eastern Operations Area. The benefit will be equal to the recovery of pipeline demand charges and other charges resulting from the temporary assignment of unutilized capacity that have been included in gas sales rates.

Debit	-	Account No. 179-108 Other Deferred Charges – Unabsorbed Demand Cost Variance Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-108, interest expense on the balance in Deferral Account No. 179-108. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Inventory Revaluation Account
Deferral Account No. 179-109**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A, prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-109 Other Deferred Charges – Inventory Revaluation
Credit	-	Account No. 152 Gas in Storage - Available for Sale

To record, as a debit (credit) in Deferral Account No. 179-109, the decrease (increase) in the value of gas inventory available for sale to sales service customers due to changes in Union's weighted average cost of gas approved by the Board for rate making purposes.

Debit	-	Account No. 179-109 Other Deferred Charges – Inventory Revaluation Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-109, interest expense on the balance in Deferral Account No. 179-109. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Demand Side Management Variance Account
Deferral Account No. 179-111**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No.179-111
 Demand Side Management Variance Account

Credit - Account No. 728
 General Expense

To record as a debit (credit) in Deferral Account No. 179-111, the difference between actual and the approved direct DSM expenditure budget currently approved for recovery in rates, provided that any excess over the approved direct DSM expenditure budget does not exceed 15% of the direct DSM expenditure budget. Any excess over the approved direct DSM expenditure budget for the year must be for incremental DSM volume savings that are cost effective as determined by the Total Resource Cost Test.

Debit - Account No.179-111
 Other Deferred Charges – Demand Side Management Variance Account

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-111, interest expense on the balance in Deferral Account No. 179-111. Simple interest will be computed monthly upon finalization of the year end balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Gas Distribution Access Rule (GDAR) Costs
Deferral Account No. 179-112**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-112 Other Deferred Charges - Deferred Gas Distribution Access Rule (GDAR) Costs
Credit	-	Account No. 728 General Expense

To record, as a debit (credit) in Deferral Account No. 179-112 the difference between the actual costs required to implement the appropriate process and system changes to achieve compliance with GDAR and the costs included in rates as approved by the Board.

Debit	-	Account No.179-112 Other Deferred Charges - Deferred Gas Distribution Access Rule (GDAR) Costs
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-112, interest on the balance in Deferral Account No. 179-112. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
CGAAP to IFRS Conversion Costs
Deferral Account No. 179-120**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 179-120
 Other Deferred Charges - CGAAP to IFRS Conversion Costs

Credit - Account No. 728
 General Expense

To record, as a debit (credit) in Deferral Account No. 179-120 the difference between the actual incremental one-time administrative costs incurred to convert accounting policies and processes from their current compliance with Canadian Generally Accepted Accounting Principles (CGAAP) to their future compliance with International Financial Reporting Standards (IFRS) and the costs included in rates as approved by the Board.

Debit - Account No.179-120
 Other Deferred Charges - CGAAP to IFRS Conversion Costs

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-120, interest on the balance in Deferral Account No. 179-120. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Conservation Demand Management
Deferral Account No. 179-123**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 312
 Non-Gas Operating Revenue

Credit - Account No.179-123
 Other Deferred Charges – Conservation Demand Management

To record, as a credit in Deferral Account No. 179-123, 50% of the actual revenues generated from the Conservation Demand Management (CDM) program that will be paid to customers upon approval by the Board for rate making purposes.

Debit - Account No.179-123
 Other Deferred Charges – Conservation Demand Management

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-123, interest expense on the balance in Deferral Account No. 179-123. Simple interest will be computed monthly on the opening balance in the said account at the short term debt rate as approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Demand Side Management Incentive
Deferral Account No. 179-126**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-126 Other Deferred Charges – Demand Side Management Incentive
Credit	-	Account No. 319 Other Income

To record, as a debit in Deferral Account No. 179-126, the shareholder incentive earned by the Company in relation to its Demand Side Management (DSM) Programs.

Debit	-	Account No. 179-126 Other Deferred Charges – Demand Side Management Incentive
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-126, interest on the balance in Deferral Account No. 179-126. Simple interest will be computed monthly on the opening balance in the said account at the short term debt rate as approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Upstream Transportation Optimization
Deferral Account No. 179-131**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-131 Other Deferred Charges – Upstream Transportation Optimization
Credit	-	Account No. 626 Exchange Gas

To record as a debit in Deferral Account No. 179-131 a receivable from customers and a reduction in cost of gas for the unit rate of optimization revenues refunded to in-franchise customers multiplied by the actual distribution transportation volumes.

Debit	-	Account No. 579 Miscellaneous Operating Revenue
Credit	-	Account No. 179-131 Other Deferred Charges – Upstream Transportation Optimization

To record as a credit in Deferral Account No. 179-131 a payable to customers and a reduction in transportation revenue equal to the ratepayer portion (90%) of the actual net revenue from gas supply optimization activities.

Debit	-	Account No. 323 Other Interest Expense
Credit	-	Account No. 179-131 Other Deferred Charges – Upstream Transportation Optimization

To record, as a debit (credit) in Deferral Account No. 179-131, interest on the balance in Deferral Account No. 179-131. Simple interest will be computed monthly upon finalization of the year- end balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Deferral Clearing Variance Account
Deferral Account No. 179-132**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-132 Other Deferred Charges – Deferral Clearing Variance Account
Credit	-	Account No. 179 Other Deferred Charges

To record as a debit (credit) in Deferral Account No. 179-132 a receivable from (payable to) ratepayers for the amount arising from differences between actual and forecast volumes used for the purposes of clearing non-gas commodity deferral account, earnings sharing and other balances.

Debit	-	Account No. 179-132 Other Deferred Charges – Deferral Clearing Variance Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-132, interest on the balance in Deferral Account No. 179-132. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Normalized Average Consumption (NAC) Account
Deferral Account No. 179-133**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-133 Normalized Average Consumption Account
Credit	-	Account No. 500 Sales Revenue

To record as a debit (credit) in Deferral Account No. 179-133 the variance in revenue resulting from the difference between forecast normalized average consumption (NAC) included in rates as approved by the Board and actual NAC for general service rate classes Rate M1, Rate M2, Rate 01, and Rate 10.

Debit	-	Account No. 179-133 Normalized Average Consumption Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-133, interest on the balance in Deferral Account No. 179-133. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Tax Variance Deferral Account
Deferral Account No. 179-134**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 179-134
 Tax Variance Deferral Account

Credit - Account No. 300
 Operating Revenues

To record as a debit (credit) in Deferral Account No. 179-134 50% of the variance in costs resulting from the difference between the actual tax rates and the approved tax rates included in rates as approved by the Board.

Debit - Account No. 179-134
 Tax Variance Deferral Account

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-134, interest on the balance in Deferral Account No. 179-134. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Unaccounted for Gas (UFG) Volume Variance Account
Deferral Account No. 179-135**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No. 179-135
 UFG Volume Variance Account

Credit - Account No. 654
 Gas Losses

To record as a debit (credit) in Deferral Account No. 179-135 the difference between the UFG recovered in revenue at rates approved by the Board and the actual cost of UFG expensed, in excess of \$5 million.

Debit - Account No. 179-135
 UFG Volume Variance Account

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-135, interest on the balance in Deferral Account No. 179-135. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Parkway West Project Costs
Deferral Account No. 179-136**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No.179-136
 Other Deferred Charges – Parkway West Project Costs

Credit - Account No. 579
 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-136, the difference between the actual revenue requirement related to the costs for the Parkway West Project and the revenue requirement included in rates as approved by the Board.

Debit - Account No.179-136
 Other Deferred Charges – Parkway West Project Costs

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-136, interest on the balance in Deferral Account No. 179-136. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Brantford-Kirkwall/Parkway D Project Costs
Deferral Account No. 179-137**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No.179-137
 Other Deferred Charges – Brantford-Kirkwall/Parkway D Project Costs

Credit - Account No. 579
 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-137, the difference between the actual revenue requirement related to the costs for the Brantford-Kirkwall/Parkway D Project and the revenue requirement included in rates as approved by the Board.

Debit - Account No.179-137
 Other Deferred Charges – Brantford-Kirkwall/Parkway D Project Costs

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-137, interest on the balance in Deferral Account No. 179-137. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Parkway Obligation Rate Variance
Deferral Account No. 179-138**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-138 Other Deferred Charges – Parkway Obligation Rate Variance
Credit	-	Account No. 300 Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-138, the rate variances associated with the timing differences between the effective date of the Parkway delivery obligation changes and the temporary capacity and the inclusion of the cost impacts in approved rates (January 1 of the following year).

Debit	-	Account No.179-138 Other Deferred Charges – Parkway Obligation Rate Variance
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-138, interest on the balance in Deferral Account No. 179-138. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Unaccounted for Gas (UFG) Price Variance Account
Deferral Account No. 179-141**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-141 Other Deferred Charges - UFG Price Variance Account
Credit	-	Account No. 179-106/105 Other Deferred Charges – South/North Purchase Gas Variance Accounts

To record as a debit (credit) in Deferral Account No. 179-141, the variance between the actual price of Union's purchases and the applicable Board-approved reference price, applied to Union's actual experienced UFG volumes.

Debit	-	Account No. 179-141 Other Deferred Charges - UFG Price Variance Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-141, interest on the balance in Deferral Account No. 179-141. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Lobo C Compressor/Hamilton to Milton Pipeline Project Costs
Deferral Account No. 179-142**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No.179-142
 Other Deferred Charges – Lobo C Compressor/Hamilton to Milton Pipeline Project Costs

Credit - Account No. 579
 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-142, the difference between the actual revenue requirement related to the costs for the Lobo C Compressor/Hamilton to Milton Pipeline Project and the revenue requirement included in rates as approved by the Board.

Debit - Account No.179-142
 Other Deferred Charges – Lobo C Compressor/Hamilton to Milton Pipeline Project Costs

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-142, interest on the balance in Deferral Account No. 179-142. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Unauthorized Overrun Non-Compliance Account
Deferral Account No. 179-143**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 500 Sales Revenue
Credit	-	Account No. 179-143 Other Deferred Charges – Unauthorized Overrun Non-Compliance Account

To record as a credit (debit) in Deferral Account No. 179-143 any unauthorized overrun non-compliance charges incurred by interruptible distribution customers for not complying with a distribution interruption.

Debit	-	Account No. 323 Other Interest Expense
Credit	-	Account No. 179-143 Other Deferred Charges – Unauthorized Overrun Non-Compliance Account

To record, as a credit (debit) in Deferral Account No. 179-143, interest on the balance in Deferral Account No. 179-143. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Dawn H/Lobo D/Bright C Compressor Project Costs
Deferral Account No. 179-144**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-144 Other Deferred Charges – Dawn H/Lobo D/Bright C Compressor Project Costs
Credit	-	Account No. 579 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-144, the difference between the actual revenue requirement related to the costs for the Dawn H/Lobo D/Bright C Compressor Project and the revenue requirement included in rates as approved by the Board.

Debit	-	Account No.179-144 Other Deferred Charges – Dawn H/Lobo D/Bright C Compressor Project Costs
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-144, interest on the balance in Deferral Account No. 179-144. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Transportation Tolls and Fuel – Union North West Operations Area
Deferral Account No. 179-145**

This account is applicable to the North West Operations of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-145 Other Deferred Charges – Transportation Tolls and Fuel – Union North West Operations Area
Credit	-	Account No. 623 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-145, the difference in the costs between the actual cost of the transportation portfolio to serve Union North West delivery areas including associated fuel costs and the forecast cost of the transportation portfolio to serve these areas including associated forecast fuel costs as approved by the Board.

Debit	-	Account No. 179-145 Other Deferred Charges - Transportation Tolls and Fuel – Union North West Operations Area
Credit	-	Account No. 623 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-145 charges that result from the Limited Balancing Agreement.

Debit	-	Account No. 500 Sales Revenue
Credit	-	Account No. 179-145 Other Deferred Charges - Transportation Tolls and Fuel – Union North West Operations Area

To record, as a credit (debit) in Deferral Account No. 179-145 revenue from T-Service customers for load balancing service resulting from the Limited Balancing Agreement.

Debit	-	Account No. 179-145 Other Deferred Charges - Transportation Tolls and Fuel – Union North West Operations Area
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-145 interest expense on the balance in Deferral Account No. 179-145. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Transportation Tolls and Fuel – Union North East Operations Area
Deferral Account No. 179-146**

This account is applicable to the North East Operations of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-146 Other Deferred Charges – Transportation Tolls and Fuel – Union North East Operations Area
Credit	-	Account No. 623 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-146, the difference in the costs between the actual cost of the transportation portfolio to serve Union North East delivery areas including associated fuel costs and the forecast cost of the transportation portfolio to serve these areas including associated forecast fuel costs as approved by the Board.

Debit	-	Account No. 179-146 Other Deferred Charges - Transportation Tolls and Fuel – Union North East Operations Area
Credit	-	Account No. 623 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-146 charges that result from the Limited Balancing Agreement.

Debit	-	Account No. 500 Sales Revenue
Credit	-	Account No. 179-146 Other Deferred Charges - Transportation Tolls and Fuel – Union North East Operations Area

To record, as a credit (debit) in Deferral Account No. 179-146 revenue from T-Service customers for load balancing service resulting from the Limited Balancing Agreement.

Debit	-	Account No. 179-146 Other Deferred Charges - Transportation Tolls and Fuel – Union North East Operations Area
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-146 interest expense on the balance in Deferral Account No. 179-146. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Union North West Purchase Gas Variance Account
Deferral Account No. 179-147**

This account is applicable to the North West delivery areas of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-147 Other Deferred Charges – Union North West Purchase Gas Variance Account
Credit	-	Account No. 623 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-147, the difference between the unit cost of gas purchased each month for the Union North West delivery areas and the unit cost of gas included in the gas sales rates as approved by the Board, including the difference between the actual heat content of the gas purchased and the forecast heat content included in gas sales rates.

Debit	-	Account No. 179-147 Other Deferred Charges - Union North West Purchase Gas Variance Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-147, interest expense on the balance in Deferral Account No. 179-147. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
 Union North East Purchase Gas Variance Account
Deferral Account No. 179-148**

This account is applicable to the North East delivery areas of Union Gas Limited. Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-148 Other Deferred Charges – Union North East Purchase Gas Variance Account
Credit	-	Account No. 623 Cost of Gas

To record, as a debit (credit) in Deferral Account No. 179-148, the difference between the unit cost of gas purchased each month for the Union North East delivery areas and the unit cost of gas included in the gas sales rates as approved by the Board, including the difference between the actual heat content of the gas purchased and the forecast heat content included in gas sales rates.

Debit	-	Account No. 179-148 Other Deferred Charges - Union North East Purchase Gas Variance Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-148, interest expense on the balance in Deferral Account No. 179-148. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Burlington Oakville Project Costs
Deferral Account No. 179-149**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No.179-149
 Other Deferred Charges – Burlington Oakville Project Costs

Credit - Account No. 579
 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-149, the difference between the actual revenue requirement related to the costs for the Burlington Oakville Project and the revenue requirement included in rates as approved by the Board.

Debit - Account No.179-149
 Other Deferred Charges – Burlington Oakville Project Costs

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-149, interest on the balance in Deferral Account No. 179-149. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Demand Side Management Cost-Efficiency Incentive Deferral Account (“DSMCEIDA”)
Deferral Account No. 179-150**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 728 General Expense
Credit	-	Account No. 179-150 Other Deferred Charges – DSMCEIDA

The purpose of the DSMCEIDA is to record, as a credit in Deferral Account No. 179-150, the differences between Union Gas Limited’s (Union or the Company) annual approved DSM budget and the actual amounts spent to achieve the total aggregate annual lifetime savings (cumulative cubic metres of natural gas, or CCM) targets made up of all 100% CCM targets across all programs, in accordance with program evaluation results. Any OEB-approved DSMCEIDA amounts will be available to use in meeting the Company’s targets in a subsequent year over the 2015-2020 DSM term.

UNION GAS LIMITED**Accounting Entries for
OEB Cost Assessment Variance Account
Deferral Account No. 179-151**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No. 179-151 Other Deferred Charges – OEB Cost Assessment Variance Account
Credit	-	Account No. 728 General Expense

To record as a debit (credit) in Deferral Account No. 179-151 any differences between OEB cost assessments currently built into rates, and cost assessments that will result from the application of the new cost assessment model effective April 1, 2016.

Debit	-	Account No. 179-151 Other Deferred Charges – OEB Cost Assessment Variance Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-151, interest on the balance in Deferral Account No. 179-151. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Greenhouse Gas Emissions Impact Deferral Account
Deferral Account No. 179-152**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit - Account No.179-152
 Other Deferred Charges – Greenhouse Gas Emissions Impact Deferral Account

Credit - Account No. 728
 General Expense

To record, as a debit (credit) in Deferral Account No. 179-152, the administrative costs associated with the impacts of provincial and federal regulations related to greenhouse gas emission requirements.

Debit - Account No.179-152
 Other Deferred Charges – Greenhouse Gas Emissions Impact Deferral Account

Credit - Account No. 323
 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-152, interest on the balance in Deferral Account No. 179-152. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Base Service North T-Service TransCanada Capacity Deferral Account
Deferral Account No. 179-153**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-153 Other Deferred Charges – Base Service North T-Service TransCanada Capacity Deferral Account
Credit	-	Account No. 140 Accounts Receivable - Customers

To record, as a debit (credit) in Deferral Account No. 179-153, the differences between revenues and costs for the excess capacity from Parkway to the Union Point of Receipt as part of the Base Service offering of the North T-Service Transportation from Dawn.

Debit	-	Account No. 179-153 Other Deferred Charges - Base Service North T-Service TransCanada Capacity Deferral Account
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-153 interest expense on the balance in Deferral Account No. 179-153. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Greenhouse Gas Emissions Compliance Obligation – Customer-Related
Deferral Account No. 179-154**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-154 Other Deferred Charges – Greenhouse Gas Emissions Compliance Obligation – Customer-Related
Credit	-	Account No. 579 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-154, the variance between actual customer-related obligation costs and customer-related obligation costs recovered in rates as approved by the Board.

Debit	-	Account No.179-154 Other Deferred Charges – Greenhouse Gas Emissions Compliance Obligation – Customer-Related
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-154, interest on the balance in Deferral Account No. 179-154. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED

**Accounting Entries for
Greenhouse Gas Emissions Compliance Obligation – Facility-Related
Deferral Account No. 179-155**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-155 Other Deferred Charges – Greenhouse Gas Emissions Compliance Obligation – Facility-Related
Credit	-	Account No. 579 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-155, the variance between actual facility-related obligation costs and facility-related obligation costs recovered in rates as approved by the Board.

Debit	-	Account No.179-155 Other Deferred Charges – Greenhouse Gas Emissions Compliance Obligation – Facility-Related
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-155, interest on the balance in Deferral Account No. 179-155. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

UNION GAS LIMITED**Accounting Entries for
Panhandle Reinforcement Project Costs
Deferral Account No. 179-156**

Account numbers are from the Uniform System of Accounts for Gas Utilities, Class A prescribed under the Ontario Energy Board Act.

Debit	-	Account No.179-156 Other Deferred Charges – Panhandle Reinforcement Project Costs
Credit	-	Account No. 579 Miscellaneous Operating Revenue

To record, as a debit (credit) in Deferral Account No. 179-156, the difference between the actual net delivery revenue requirement related to the costs for the Panhandle Reinforcement Project and the net delivery revenue requirement included in rates as approved by the Board.

Debit	-	Account No.179-156 Other Deferred Charges – Panhandle Reinforcement Project Costs
Credit	-	Account No. 323 Other Interest Expense

To record, as a debit (credit) in Deferral Account No. 179-156, interest on the balance in Deferral Account No. 179-156. Simple interest will be computed monthly on the opening balance in the said account in accordance with the methodology approved by the Board in EB-2006-0117.

Appendix G

UNION GAS LIMITED
Parkway West Project Revenue Requirement

Line No.	Particulars (\$000's)	Revenue Requirement				
		2014 (a)	2015 (b)	2016 (c)	2017 (d)	2018 (e)
	<u>Rate Base Investment</u>					
1	Capital Expenditures	73,978	144,652	800	0	0
2	Average Investment	8,969	102,133	213,094	208,357	203,254
	<u>Revenue Requirement Calculation:</u>					
	<u>Operating Expenses:</u>					
3	Operating and Maintenance Expenses (1)	0	739	1,615	1,649	1,683
4	Depreciation Expense (2)	485	3,026	5,094	5,105	5,105
5	Property Taxes (3)	236	290	510	521	532
6	Total Operating Expenses	721	4,055	7,218	7,274	7,320
7	Required Return (4)	518	5,898	12,306	12,032	11,737
8	Total Operating Expenses and Return	1,239	9,953	19,524	19,306	19,057
	<u>Income Taxes:</u>					
9	Income Taxes - Equity Return (5)	104	1,182	2,466	2,411	2,352
10	Income Taxes - Utility Timing Differences (6)	(1,618)	(4,762)	(5,534)	(4,536)	(3,672)
11	Total Income Taxes	(1,515)	(3,580)	(3,068)	(2,124)	(1,320)
12	Total Revenue Requirement (7)	(276)	6,373	16,457	17,182	17,737
13	Incremental Project Revenue	0	0	0	0	0
14	Net Revenue Requirement	(276)	6,373	16,457	17,182	17,737

Notes:

- (1) 2018 O&M expenses include \$0.488 million in salary, wages and employee expenses, \$0.711 million in contract services and \$0.485 million in materials, utility cost, and company used fuel.
- (2) Depreciation expense at 2013 Board-approved depreciation rates.
- (3) Property taxes include \$0.247 million for land purchases, \$0.195 million for LCU compression and \$0.090 million for pipeline and building taxes.
- (4) The required return for 2018 assumes total rate base of \$203.254 million and a capital structure of 64% long-term debt at 4% and 36% common equity at the 2013 Board-approved return of 8.93%. The 2018 required return calculation is as follows:

$$\begin{aligned} &\$203.254 \text{ million} * 64\% * 4\% = \$5.203 \text{ million plus} \\ &\$203.254 \text{ million} * 36\% * 8.93\% = \$6.534 \text{ million for a total of } \$11.737 \text{ million.} \end{aligned}$$
- (5) Taxes related to the equity component of the return at a tax rate of 26.5%.
- (6) Taxes related to utility timing differences are negative as the capital cost allowance deduction in arriving at taxable income exceeds the provision of book depreciation in the year.
- (7) As per EB-2012-0433 Schedule 12-1, Updated August 2013, line 9.

Brantford-Kirkwall/Parkway D Project - Revenue Requirement

UNION GAS LIMITED
Brantford to Kirkwall and Parkway D Compressor Project Revenue Requirement

Line No.	Particulars (\$000's)	Revenue Requirement			
		2015	2016	2017	2018
		(a)	(b)	(c)	(d)
	<u>Rate Base Investment</u>				
1	Capital Expenditures	200,069	4,007	0	0
2	Average Investment	23,533	197,123	193,535	188,206
	<u>Revenue Requirement Calculation:</u>				
	<u>Operating Expenses:</u>				
3	Operating and Maintenance Expenses (1)	107	642	642	642
4	Depreciation Expense (2)	2,622	5,287	5,329	5,329
5	Property Taxes (3)	142	853	853	853
6	Total Operating Expenses	<u>2,871</u>	<u>6,782</u>	<u>6,824</u>	<u>6,824</u>
7	Required Return (4)	1,359	11,383	11,176	10,868
8	Total Operating Expenses and Return	<u>4,230</u>	<u>18,165</u>	<u>18,001</u>	<u>17,693</u>
	<u>Income Taxes:</u>				
9	Income Taxes - Equity Return (5)	272	2,281	2,240	2,178
10	Income Taxes - Utility Timing Differences (6)	(4,580)	(5,726)	(4,808)	(3,969)
11	Total Income Taxes	<u>(4,307)</u>	<u>(3,445)</u>	<u>(2,568)</u>	<u>(1,791)</u>
12	Total Revenue Requirement (7)	<u>(77)</u>	<u>14,720</u>	<u>15,433</u>	<u>15,902</u>
13	Incremental Project Revenue (8)	1,534	9,204	9,204	9,204
14	Net Revenue Requirement	<u>(1,611)</u>	<u>5,516</u>	<u>6,229</u>	<u>6,698</u>

Notes:

- (1) O&M expenses include \$0.012 million for pipeline related O&M and \$0.630 million of annual Parkway Compressor maintenance.
- (2) Depreciation expense at 2013 Board-approved depreciation rates.
- (3) Property taxes include \$0.187 million for compression and \$0.665 million for pipeline and building taxes.
- (4) The required return for 2018 assumes total rate base of \$188.206 million and a capital structure of 64% long-term debt at 4% and 36% common equity at the 2013 Board-approved return of 8.93%. The 2018 required return calculation is as follows:

$$\begin{aligned} &\$188.206 \text{ million} * 64\% * 4\% = \$4.818 \text{ million plus} \\ &\$188.206 \text{ million} * 36\% * 8.93\% = \$6.050 \text{ million for a total of } \$10.868 \text{ million.} \end{aligned}$$
- (5) Taxes related to the equity component of the return at a tax rate of 26.5%.
- (6) Taxes related to utility timing differences are negative as the capital cost allowance deduction in arriving at taxable income exceeds the provision of book depreciation in the year.
- (7) As per EB-2013-0074 Schedule 10-1 line 9.
- (8) As per EB-2013-0074 Schedule 9-4.

Dawn Parkway 2016 System Expansion Project - Revenue Requirement

UNION GAS LIMITED
Hamilton-Milton Pipeline and Lobo C Compressor Project Revenue Requirement

Line No.	Particulars (\$000's)	2016 (a)	2017 (b)	2018 (c)
	<u>Rate Base Investment</u>			
1	Capital Expenditures	378,233	12,482	-
2	Average Investment	44,292	376,925	372,457
	<u>Revenue Requirement Calculation:</u>			
	<u>Operating Expenses:</u>			
3	Operating and Maintenance Expenses (1)	187	1,128	1,150
4	Depreciation Expense (2)	4,528	9,158	9,261
5	Property Taxes (3)	191	1,149	1,172
6	Total Operating Expenses	<u>4,906</u>	<u>11,435</u>	<u>11,583</u>
7	Required Return (6.031% x line 2) (4)	2,671	22,732	22,462
	<u>Income Taxes:</u>			
8	Income Taxes - Equity Return (5)	487	4,147	4,097
9	Income Taxes - Utility Timing Differences (6)	<u>(7,381)</u>	<u>(9,192)</u>	<u>(7,892)</u>
10	Total Income Taxes	<u>(6,894)</u>	<u>(5,046)</u>	<u>(3,795)</u>
11	Total Revenue Requirement (line 6 + line 7 + line 10)	<u>683</u>	<u>29,121</u>	<u>30,251</u>
12	Incremental Project Revenue (7)	<u>1,559</u>	<u>9,357</u>	<u>9,357</u>
13	Net Revenue Requirement (line 11 - line 12)	<u>(876)</u>	<u>19,764</u>	<u>20,894</u>

Notes:

- (1) Expenses include salaries and wages, employee-related expenses, fleet costs, materials and operating expenses.
- (2) Depreciation expense at 2013 Board-approved depreciation rates.
- (3) Property taxes in 2018 include \$0.792 million for the Hamilton-Milton pipeline and \$0.380 million for Lobo C compressor and facilities.
- (4) The required return of 6.031% assumes a capital structure of 64% long-term debt at 4.4% and 36% common equity at the 2013 Board-approved return of 8.93% ($0.64 * 0.044 + 0.36 * 0.0893$)

The 2018 required return calculation is as follows:

\$372.457 million * 64% * 4.4% = \$10.488 million plus

\$372.457 million * 36% * 8.93% = \$11.974 million for a total of \$22.462 million.

- (5) Taxes related to the equity component of the return at a tax rate of 25.5%.
- (6) Taxes related to utility timing differences are negative as the capital cost allowance deduction in arriving at taxable income exceeds the provision of book depreciation in the year.
- (7) Project revenue assumes an estimated M12 Dawn-Parkway rate of \$2.546 GJ/mth and an M12 Kirkwall-Parkway rate of \$0.450 GJ/mth.

The 2018 revenue is calculated as follows:

M12 Dawn-Parkway demands of 270,733 GJ x \$2.546 x 12 / 1000 = \$8.271 million plus

M12 Kirkwall-Parkway demands of 36,301 GJ x \$0.450 x 12 / 1000 = \$0.196 million plus

Union North T-Service demands of 29,115 GJ x \$2.546 x 12 / 1000 = \$0.890 million

UNION GAS LIMITED
Burlington to Oakville Project Revenue Requirement

Line No.	Particulars (\$000's)	2016 (a)	2017 (b)	2018 (c)
	<u>Rate Base Investment</u>			
1	Capital Expenditures	117,710	1,767	0
2	Average Investment	13,584	116,312	114,697
	<u>Revenue Requirement Calculation:</u>			
	<u>Operating Expenses:</u>			
3	Operating and Maintenance Expenses (1)	3	16	16
4	Depreciation Expense (2)	1,186	2,390	2,408
5	Property Taxes (3)	20	117	120
6	Total Operating Expenses	<u>1,208</u>	<u>2,523</u>	<u>2,544</u>
7	Required Return (6.031% x line 2) (4)	819	7,015	6,917
	<u>Income Taxes:</u>			
8	Income Taxes - Equity Return (5)	149	1,280	1,262
9	Income Taxes - Utility Timing Differences (6)	<u>(2,100)</u>	<u>(2,533)</u>	<u>(2,192)</u>
10	Total Income Taxes	<u>(1,951)</u>	<u>(1,254)</u>	<u>(930)</u>
11	Total Revenue Requirement (line 6 + line 7 + line 10)	<u><u>77</u></u>	<u><u>8,284</u></u>	<u><u>8,531</u></u>
12	Incremental Project Revenue	<u>-</u>	<u>-</u>	<u>-</u>
13	Net Revenue Requirement (line 11 - line 12)	<u><u>77</u></u>	<u><u>8,284</u></u>	<u><u>8,531</u></u>

Notes:

- (1) Expenses include labour, contractor services, materials and other operating expenses for the transmission lines of \$0.005 million and stations of \$0.011 million.
- (2) Depreciation expense at 2013 Board-approved depreciation rates.
- (3) Includes pipeline and station property taxes.
- (4) The required return of 6.031% assumes a capital structure of 64% long-term debt at 4.4% and 36% common equity at the 2013 Board-approved return of 8.93% ($0.64 * 0.044 + 0.36 * 0.0893$)
 The 2018 required return calculation is as follows:
 $\$114.697 \text{ million} * 64\% * 4.4\% = \$3.230 \text{ million plus}$
 $\$114.697 \text{ million} * 36\% * 8.93\% = \$3.687 \text{ million for a total of } \6.917 million.
- (5) Taxes related to the equity component of the return at a tax rate of 25.5%.
- (6) Taxes related to utility timing differences are negative as the capital cost allowance deduction in arriving at taxable income exceeds the provision of book depreciation in the year.

2017 Dawn Parkway Project - Revenue Requirement

UNION GAS LIMITED
Lobo D, Bright C and Dawn H Compressor Project Revenue Requirement

Line No.	Particulars (\$000's)	2016 (a)	2017 (b)	2018 (c)
	<u>Rate Base Investment</u>			
1	Capital Expenditures	107,400	500,838	14,267
2	Average Investment	11,432	171,034	592,525
	<u>Revenue Requirement Calculation:</u>			
	<u>Operating Expenses:</u>			
3	Operating and Maintenance Expenses (1)	0	602	3,623
4	Depreciation Expense (2)	1,677	11,310	19,416
5	Property Taxes (3)	0	175	1,051
6	Total Operating Expenses	<u>1,677</u>	<u>12,086</u>	<u>24,091</u>
7	Required Return (5.77% x line 2) (4)	660	9,877	34,217
	<u>Income Taxes:</u>			
8	Income Taxes - Equity Return (5)	126	1,879	6,510
9	Income Taxes - Utility Timing Differences (6)	<u>(4,178)</u>	<u>(17,084)</u>	<u>(22,179)</u>
10	Total Income Taxes	<u>(4,053)</u>	<u>(15,205)</u>	<u>(15,669)</u>
11	Total Revenue Requirement (line 6 + line 7 + line 10)	<u>(1,716)</u>	<u>6,758</u>	<u>42,639</u>
12	Incremental Project Revenue (7)	-	2,925	17,551
13	Net Revenue Requirement (line 11 - line 12)	<u>(1,716)</u>	<u>3,833</u>	<u>25,088</u>

Notes:

- (1) Expenses include salaries and wages, employee-related expenses, fleet costs, materials and operating expenses.
- (2) Depreciation expense at 2013 Board-approved depreciation rates.
- (3) Property taxes in 2018 include \$0.366 million for the Dawn H compressor and facilities and \$0.685 million for Lobo D and Bright C compressors and facilities.
- (4) The required return of 5.77% assumes a capital structure of 64% long-term debt at 4.0% and 36% common equity at the 2013 Board-approved return of 8.93% ($0.64 * 0.04 + 0.36 * 0.0893$)

The 2018 required return calculation is as follows:

\$592.525 million * 64% * 4.0% = \$15.169 million plus

\$592.525 million * 36% * 8.93% = \$19.048 million for a total of \$34.217 million.

- (5) Taxes related to the equity component of the return at a tax rate of 25.5%.
- (6) Taxes related to utility timing differences are negative as the capital cost allowance deduction in arriving at taxable income exceeds the provision of book depreciation in the year.
- (7) Project revenue assumes an estimated M12 Dawn-Parkway rate of \$2.937 GJ/mth, an M12 Kirkwall-Parkway rate of \$0.517 GJ/mth and a Dawn Compression rate of \$0.232 GJ/mth.

The 2018 revenue is calculated as follows:

M12 Dawn-Parkway demands of 441,778 GJ x \$2.937 x 12 / 1000 = \$15.570 million plus

C1 Dawn-Parkway demands (North T-Service) of 5,975 GJ x \$2.937 x 12 / 1000 = \$0.211 million plus

M12 Kirkwall-Parkway demands of 84,854 GJ x \$0.517 x 12 / 1000 = \$0.526 million plus

M12/C1 Dawn Compression demands of 447,753 GJ x \$0.232 x 12 / 1000 = \$1.247 million

UNION GAS LIMITED
Panhandle Reinforcement Project Revenue Requirement

Line No.	Particulars (\$000's)	2018 (a)
	<u>Rate Base Investment</u>	
1	Capital Expenditures	20,818
2	Average Investment	249,046
	<u>Revenue Requirement Calculation:</u>	
	<u>Operating Expenses:</u>	
3	Operating and Maintenance Expenses	15
4	Depreciation Expense	5,185
5	Property Taxes	1,569
6	Total Operating Expenses	<u>6,769</u>
7	Required Return (5.775% x line 2)	14,382
	<u>Income Taxes:</u>	
8	Income Taxes - Equity Return	2,882
9	Income Taxes - Utility Timing Differences	(6,356)
10	Total Income Taxes	<u>(3,474)</u>
11	Total Revenue Requirement (line 6 + line 7 + line 10) (1)	<u><u>17,677</u></u>
12	Incremental Project Revenue (2)	<u>3,104</u>
13	Net Revenue Requirement (line 11 - line 12)	<u><u>14,574</u></u>

Notes:

- (1) EB-2016-0186, Exhibit A, Appendix B, Schedule 1, column (b), line 11.
 (2) Incremental Project Revenue includes incremental project transmission and distribution margin based on October 2017 QRAM rates.

UNION GAS LIMITED
 2018 Revenue Requirement Allocation to Rate Classes
Based on Board-Approved Depreciation Rates

Line No.	Particulars	Total Revenue Requirement (\$000's) (a)	Incremental Project Revenue (2) (\$000's) (b)	Net Revenue Requirement (\$000's) (c) = (a - b)
1	Rate M1	2,563	648	1,915
2	Rate M2	1,314	221	1,092
3	Rate M4	1,585	237	1,348
4	Rate M5	(40)	3	(43)
5	Rate M7	489	73	415
6	Rate M9	(2)	-	(2)
7	Rate M10	(0)	-	(0)
8	Rate T1	1,209	180	1,029
9	Rate T2	8,837	1,295	7,542
10	Rate T3	(7)	-	(7)
11	Subtotal - Union South	15,948	2,658	13,290
12	Excess Utility Space	(35)	-	(35)
13	Rate C1	2,706	368	2,338
14	Rate M12	(191)	-	(191)
15	Rate M13	0	-	0
16	Rate M16	528	77	451
17	Subtotal - Ex-franchise	3,009	445	2,564
18	Rate 01	(941)	-	(941)
19	Rate 10	(131)	-	(131)
20	Rate 20	(99)	-	(99)
21	Rate 100	(77)	-	(77)
22	Rate 25	(29)	-	(29)
23	Subtotal - Union North	(1,277)	-	(1,277)
24	Gas Supply Admin	(3)	-	(3)
25	In-franchise (line 11 + line 23 + line 24)	14,668	2,658	12,010
26	Ex-franchise (line 17)	3,009	445	2,564
27	Total	17,677 (1)	3,104 (3)	14,574

Notes:

- (1) EB-2016-0186, Exhibit A, Appendix B, Schedule 3, column (a), line 26.
 (2) Allocation of Incremental Project Revenue to rate classes based on the 2013 Board-approved Ojibway/St. Clair design day demands updated for the demands of the project.
 (3) Rate Order, Appendix G, p. 2, line 12.

Working Papers

2018 Rates
Overview of Working Papers

- Schedule 1*** **Calculation of Price Cap Index ("PCI")** – This schedule provides the calculation of the average annual percentage change in the GDP IPI FDD over the four quarters ending June 2017.
- Schedule 2*** **Calculation of Price Cap Adjustment** – This schedule provides the 2018 PCI applied to the 2017 approved revenue adjusted for DSM, PDO, capital pass-through, and upstream transportation costs to arrive at the total price cap adjustment.
- Schedule 3*** **Summary of 2018 Proposed Rates** – This schedule summarizes the proposed 2018 rate changes by rate class.
- Schedule 4*** **Detailed In-franchise and Ex-franchise Rates** – This schedule provides detailed support for the proposed rate changes summarized in Schedule 3.
- Schedule 5*** **Rate Impact Continuity** – This schedule provides the rate class-specific impacts of each of the 2018 revenue adjustments to arrive at the final 2018 revenue.
- Schedule 6*** **Percentage Change in Average Unit Price** – This schedule identifies average unit price changes for in-franchise rate classes.
- Schedule 7*** **Summary of Approved 2017 Revenue Changes** – This schedule summarizes the approved revenue changes that occurred during 2017.
- Schedule 8*** **General Service Customer Bill Impacts** – This schedule provides illustrative customer bill impacts for general service customers in Rate M1, Rate M2, Rate 01, and Rate 10.
- Schedule 9*** **Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers** – This schedule provides illustrative customer bill impacts for all Union North and Union South in-franchise rate classes based on typical small and large customers within each rate class.
- Schedule 10*** **Summary of 2018 Capital Pass-Through Adjustments** – This schedule summarizes the 2018 cost adjustments by rate class related to Union's capital pass-through projects.

- Schedule 11** **2017 and 2018 DSM Budget Allocation by Rate Class** – This schedule provides the 2017 and 2018 DSM budget included in rates.
- Schedule 12** **Calculation of 2018 NAC Target Percentage Change** – This schedule provides the calculation of the NAC target percentage change used to adjust billing units for general service classes (Rate M1, Rate M2, Rate 01 and Rate 10).
- Schedule 13** **Summary of S&T Transactional Margin Included in 2018 Rates** – This schedule provides the S&T transactional margin included in in-franchise rates.
- Schedule 14** **Summary of Gas Supply Optimization Margin Included in 2018 Rates** – This schedule summarizes the gas supply optimization margin amounts included in rates and shows the allocation of the ratepayer portion of the margin to rate classes.
- Schedule 15** **Total Upstream Transportation Costs in Union North Rates** – This schedule summarizes the approved changes to upstream transportation costs that occurred during 2017 through the QRAM process that are not subject to the price cap adjustment.
- Schedule 16** **Calculation of 2018 Gas Supply Administration Charge** – This schedule provides the calculation of the 2018 gas supply administration charge included in commodity rates.
- Schedule 17** **LRAM Volume Adjustment** – This schedule provides the LRAM-related volume adjustments by contract rate class included in the 2018 rate calculations.
- Schedule 18** **Calculation of Supplemental Service Charges** – This schedule provides the calculation of Union's supplemental service charges.
- Schedule 19** **Bundled Storage Rate Detail - Southern Operations Area** – This schedule provides the derivation of the Rate M1 and Rate M2 bundled storage rates.
- Schedule 20** **Parkway Delivery Obligation ("PDO") Rate Adjustments** – This schedule provides the 2018 costs related to the PDO and the Parkway Delivery Commitment Incentive ("PDCI").

- Schedule 21*** **Ex-Franchise Transportation Fuel Ratios** – This schedule calculates the fuel ratios including adjustments related to the PCI and the PDO compressor fuel as shown at Working Paper Schedule 20, page 3.
- Schedule 22*** **In-Franchise Transportation Fuel Ratios** – This schedule calculates the fuel ratios including adjustments related to the PCI and the PDO compressor fuel as shown at Working Paper Schedule 20, page 3.
- Schedule 23*** **Union North Storage and Transportation Costs** – This schedule provides the Union North storage and transportation costs for each of the Union North West and Union North East Zones by rate class for the 2018 Gas Supply Plan.

UNION GAS LIMITED
Calculation of Price Cap Index
Effective January 1, 2018

Line No.	Particulars	Annual % Change in GDP IPI FDD (1)		
1	July - September 2016	0.95%		
2	October - December 2016	1.21%		
3	January - March 2017	1.29%		
4	April - June 2017	<u>1.63%</u>		
5	Inflation Factor (Average % Change)	1.27%		
		<u>Inflation Factor</u>	<u>X Factor (2)</u>	<u>2018 PCI</u>
		(a)	(b)	(c) = (a-b)
6	2018 Price Cap Index	1.27%	0.76%	0.51%

Notes:

- (1) Gross Domestic Product Implicit Price Index Final Domestic Demand, sourced from Statistics Canada CanSim Table 380-0066.
(2) Equal to 60% of the Inflation factor in column (a) per EB-2013-0202 Settlement Agreement, p.22.

UNION GAS LIMITED
Calculation of Price Cap Adjustment
Effective January 1, 2018

Line No.	Particulars (\$000's)	General Service (a)	In-Franchise Contract (b)	Total In-Franchise (c) = (a+b)	Ex-Franchise (d)	Total Company (e) = (c+d)
	<u>Calculation of Price Cap Base Revenue</u>					
1	2017 Current Approved Revenue (1)	763,982	147,114	911,095	256,219	1,167,315
	Current year's pre-cap adjustments:					
2	2017 DSM	(42,592)	(15,978)	(58,570)	-	(58,570) (2)
3	2017 Capital Pass-Throughs	9,575	(3,104)	6,471	(83,603)	(77,131) (3)
4	2017 Parkway Delivery Obligation	(15,856)	(9,261)	(25,117)	(663)	(25,780) (4)
5	Upstream Transportation	(88,853)	(7,383)	(96,236)	-	(96,236) (5)
6	Price Cap Base Revenue	<u>626,256</u>	<u>111,388</u>	<u>737,644</u>	<u>171,954</u>	<u>909,598</u>
7	2018 Price Cap Adjustment (Line 6 * PCI %)	<u>3,194</u>	<u>568</u>	<u>3,762</u>	<u>877</u>	<u>4,639</u>
8	2018 PCI %	0.51%	(6)			

Notes:

- (1) Rate Order, Working Papers, Schedule 3, column (a). Rates per Board-approved October 1, 2017 QRAM (EB-2017-0278), excluding revenue associated with the Gas Supply Admin charge, Cap-and-Trade charges, Rate C1 Market Based Storage Services, Short-Term Transportation, Exchanges and Other Transactional not subject to escalation.
- (2) Rate Order, Working Papers, Schedule 3, column (c).
- (3) Rate Order, Working Papers, Schedule 3, column (d), excluding Gas Supply Admin charge and allocation to ex-franchise services not subject to escalation per Note (1).
- (4) Rate Order, Working Papers, Schedule 3, column (e), excluding allocation to ex-franchise services not subject to escalation per Note (1).
- (5) Rate Order, Working Papers, Schedule 15, column (f).
- (6) Rate Order, Working Papers, Schedule 1, column (c).

UNION GAS LIMITED
Summary of 2018 Proposed Rates

Line No.	Particulars	Excluding Cap-and-Trade Charges		Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's)	Price Cap Index (7) (\$000's)	Price Cap Index (%)	Adjustments to 2018 Base Rates				Proposed Revenue (\$000's)	Excluding Cap-and-Trade Charges	
		Current Approved Revenue (1) (\$000's)	Current Approved Rates (2) (cents / m³)	2017 DSM (3) (\$000's)	2017 Capital Pass-Throughs (4) (\$000's)	2017 Parkway Delivery Obligation (5) (\$000's)	2017 Upstream Transportation (6) (\$000's)				2018 DSM (8) (\$000's)	2018 Capital Pass-Throughs (9) (\$000's)	2018 Parkway Delivery Obligation (10) (\$000's)	2018 Upstream Transportation (11) (\$000's)		Proposed Rates (cents / m³)	Rate Change (%)
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)
North Delivery																	
1	Rate 01	159,704	17.5559	(8,100)	7,509	-	(1,836)	157,278	802	0.51%	9,124	(8,971)	-	1,836	160,069	18.0596	2.9%
2	Rate 10	20,666	6.1303	(2,951)	941	-	(485)	18,171	93	0.51%	3,093	(1,090)	-	485	20,752	6.3664	3.9%
3	Rate 20	13,580	2.2403	(1,734)	783	-	(132)	12,497	64	0.51%	1,773	(911)	-	132	13,555	2.2421	0.1%
4	Rate 25	4,340	2.7201	-	242	-	-	4,582	23	0.51%	-	(285)	-	-	4,320	2.7076	-0.5%
5	Rate 100	15,230	0.8392	(1,882)	665	-	(9)	14,004	71	0.51%	1,895	(778)	-	9	15,201	0.8380	-0.1%
6	Total North Delivery	213,520		(14,667)	10,140	-	(2,461)	206,532	1,053		15,885	(12,034)	-	2,461	213,897		
South Delivery & Storage																	
7	Rate M1	410,061	14.1538	(21,550)	8,077	(11,833)	-	384,756	1,962	0.51%	24,375	(5,197)	11,557	-	417,453	14.8650	5.0%
8	Rate M2	61,395	5.4475	(9,992)	(963)	(4,013)	-	46,427	237	0.51%	10,442	2,787	3,908	-	63,801	5.9089	8.5%
9	Rate M4	14,995	4.2933	(2,696)	(419)	(1,290)	-	10,590	54	0.51%	2,742	1,970	1,218	-	16,573	4.8857	13.8%
10	Rate M5A	13,634	2.9291	(3,589)	577	(253)	-	10,368	53	0.51%	3,638	(671)	171	-	13,559	3.0125	2.8%
11	Rate M7	4,900	3.9255	(940)	(220)	(575)	-	3,165	16	0.51%	964	739	548	-	5,432	4.5554	16.0%
12	Rate M9	1,023	1.6844	-	(111)	(227)	-	686	3	0.51%	-	149	210	-	1,048	1.7259	2.5%
13	Rate M10	13	6.7289	-	(2)	(5)	-	5	0	0.51%	-	3	5	-	14	7.1737	6.6%
14	Rate T1	11,618	2.2725	(1,532)	(269)	(812)	-	9,005	46	0.51%	1,573	1,378	718	-	12,719	2.5070	10.3%
15	Rate T2	51,985	1.1308	(3,605)	(3,199)	(4,679)	-	40,502	207	0.51%	3,653	11,379	4,263	-	60,004	1.3139	16.2%
16	Rate T3	6,769	2.4820	-	(815)	(1,419)	-	4,535	23	0.51%	-	1,091	1,361	-	7,011	2.5708	3.6%
17	Total South Delivery & Storage	576,392		(43,903)	2,656	(25,106)	-	510,038	2,601		47,387	13,628	23,959	-	597,614		
18	Total In-Franchise Delivery	789,912		(58,570)	12,796	(25,106)	(2,461)	716,570	3,655		63,272	1,594	23,959	2,461	811,511		

Notes:

- (1) Rate Order, Working Papers, Schedule 7, column (g).
(2) Rate Order, Working Papers, Schedule 4, column (c).
(3) Rate Order, Working Papers, Schedule 11, column (a).
(4) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (m).
(5) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (n) + EB-2016-0296, Exhibit 7, Schedule 3, column (e).
(6) Rate Order, Working Papers, Schedule 15, column (f).

Notes:

- (7) Rate Order, Working Papers, Schedule 2, line 7.
(8) Rate Order, Working Papers, Schedule 11, column (b).
(9) Rate Order, Working Papers, Schedule 10.
(10) Rate Order, Working Papers, Schedule 20, p. 1, column (i).
(11) Rate Order, Working Papers, Schedule 23, p. 1, column (c).

UNION GAS LIMITED
Summary of 2018 Proposed Rates

Line No.	Particulars	Excluding		Adjustments to 2017 Base Rates					Price Cap Index	Price Cap Index (%)	Adjustments to 2018 Base Rates					Proposed Revenue (\$000's)	Excluding	
		Cap-and-Trade Charges		2017 DSM (3)	2017 Capital Pass-Throughs (4)	2017 Parkway Delivery Obligation (5)	2017 Upstream Transportation (6)	2018 DSM (8)			2018 Capital Pass-Throughs (9)	2018 Parkway Delivery Obligation (10)	2018 Upstream Transportation (11)	Proposed Rates (cents / m³)	Rate Change (%)			
		Current Revenue (1)	Current Approved Rates (2)						Proposed Revenue	Proposed Rates								
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	
North Transportation & Storage																		
1	Rate 01	86,683	9.5289	-	(4,769)	(8)	(66,632)	15,274	78	0.51%	-	6,081	7	66,811	88,251	9.9568	4.5%	
2	Rate 10	25,473	7.5561	-	(1,220)	(2)	(19,900)	4,350	22	0.51%	-	1,562	2	19,938	25,873	7.9375	5.0%	
3	Rate 20	7,995	6.5571	-	(318)	(1)	(6,358)	1,318	7	0.51%	-	405	1	6,352	8,083	6.6286	1.1%	
4	Rate 25	696	1.6229	-	4	-	(681)	20	0	0.51%	-	(6)	-	664	677	1.5784	-2.7%	
5	Rate 100	336	-	-	(20)	(0)	(203)	112	1	0.51%	-	25	0	203	342	-		
6	Total North Transportation & Storage	121,184		-	(6,324)	(11)	(93,775)	21,074	107		-	8,066	11	93,968	123,226			
7	Gas Supply Admin Charge	6,723		-	66	-	-	6,789	-		-	(100)	-	-	6,689			
8	Total In-Franchise	917,819		(58,570)	6,537	(25,117)	(96,236)	744,433	3,762		63,272	9,560	23,970	96,429	941,425			
Ex-Franchise																		
9	Rate M12	245,065		-	(81,408)	(652)	-	163,005	831	0.51%	-	114,965	680	-	279,481		14.0%	
10	Rate M13	407		-	5	-	-	412	2	0.51%	-	(2)	-	-	412		1.1%	
11	Rate M16	711		-	10	(3)	-	718	4	0.51%	-	441	2	-	1,165		63.7%	
12	Rate C1	47,403		-	(1,922)	(213)	-	45,268	40		-	4,670	203	-	50,181		5.9%	
13	Total Ex-Franchise	293,587		-	(83,315)	(868)	-	209,404	877		-	120,074	885	-	331,239			
14	Total In-Franchise & Ex-Franchise	1,211,406		(58,570)	(76,778)	(25,985)	(96,236)	953,836	4,639		63,272	129,633	24,855	96,429	1,272,665			

Notes:

- (1) Rate Order, Working Papers, Schedule 7, column (g).
(2) Rate Order, Working Papers, Schedule 4, column (c).
(3) Rate Order, Working Papers, Schedule 11, column (a).
(4) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (m).
(5) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (n) + EB-2016-0296, Exhibit 7, Schedule 3, column (e).
(6) Rate Order, Working Papers, Schedule 15, column (f).

Notes:

- (7) Rate Order, Working Papers, Schedule 2, line 7.
(8) Rate Order, Working Papers, Schedule 11, column (b).
(9) Rate Order, Working Papers, Schedule 10.
(10) Rate Order, Working Papers, Schedule 20, p. 1, column (i).
(11) Rate Order, Working Papers, Schedule 23, p. 1, column (c).

UNION GAS LIMITED
Union North
In-Franchise Customers
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Line No.	Particulars	Billing Units	Current	Current	Current	Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's)	Price Cap	Price Cap
			Approved Forecast Usage	Approved Revenue	Approved Rates	2017 DSM	2017 Capital Pass-Throughs	2017 Parkway Delivery Obligation	2017 Upstream Transportation		Index (8)	Index
			(1)	(2)	(3)	(4)	(5)	(6)	(7)		0.51%	(%)
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h) = (b+d+e+f+g)	(i)	(j)
1	Rate 01 General Service Monthly Charge	bills	3,839,732	80,634	\$21.00	-	5,499	-	-	86,134	439	
	Monthly Delivery Charge - All Zones											
2	First 100 m³	10³m³	268,242	24,418	9.1028	(2,501)	621	-	(578)	21,958	112	
3	Next 200 m³	10³m³	304,582	27,016	8.8698	(2,768)	687	-	(621)	24,314	124	
4	Next 200 m³	10³m³	132,871	11,297	8.5021	(1,157)	287	-	(260)	10,167	52	
5	Next 500 m³	10³m³	90,752	7,410	8.1646	(759)	188	-	(171)	6,668	34	
6	Over 1,000 m³	10³m³	113,243	8,930	7.8858	(915)	227	-	(206)	8,037	41	
7	Delivery Commodity charge - 01		909,690	79,070	8.6920	(8,100)	2,010	-	(1,836)	71,144	363	0.51%
8	Total Delivery - 01		909,690	159,704	17.5559	(8,100)	7,509	-	(1,836)	157,278	802	0.51%
	Gas Transportation											
9	Union North West	10³m³	267,830	18,369	6.8585	-	(29)	-	(18,315)	25	0	
10	Union North East	10³m³	659,134	19,775	3.0002	-	(72)	-	(18,069)	1,635	8	
11	Transportation - 01		926,963	38,144	4.1150	-	(101)	-	(36,384)	1,660	8	0.51%
	Storage											
12	Union North West	10³m³	262,839	5,401	2.0547		(1,349)	(2)	(1,289)	2,760	14	
13	Union North East	10³m³	646,851	43,138	6.6690		(3,319)	(5)	(28,959)	10,854	55	
14	Storage - 01		909,690	48,539	5.3358		(4,668)	(8)	(30,249)	13,615	69	0.51%
15	Total Rate 01		909,690	246,388	27.0848	(8,100)	2,740	(8)	(68,468)	172,552	880	0.51%

- Notes:
- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
 - (2) Rate Order, Working Papers, Schedule 7, column (g).
 - (3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).
 - (4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).
 - (5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).
 - (6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
 - (7) Rate Order, Working Papers, Schedule 15, column (f).
 - (8) Rate Order, Working Papers, Schedule 2, line 8.

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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates				Monthly Customer Charge Adjustment (\$000's) (o)	Proposed Revenue (\$000's) (p)= sum(h:o)	NAC / LRAM Usage Adjustment (13) (10³m³) (q)	Proposed Forecast Usage (r) = (a + q)	Proposed Rates	
			2018 DSM (9) (\$000's) (k)	2018 Capital Pass-Throughs (10) (\$000's) (l)	2018 Parkway Delivery Obligation (11) (\$000's) (m)	2018 Upstream Transportation (12) (\$000's) (n)					Rates (cents / m³) (s) = (p / r)	Rate Change (%) (t)
1	Rate 01 General Service Monthly Charge	bills	-	(6,669)	-	-	730	80,634	-	3,839,732	\$21.00	
	Monthly Delivery Charge - All Zones											
2	First 100 m³	10³m³	2,818	(711)	-	578	(226)	24,529	(6,885)	261,357	9.3853	
3	Next 200 m³	10³m³	3,117	(787)	-	621	(249)	27,141	(7,818)	296,764	9.1457	
4	Next 200 m³	10³m³	1,304	(329)	-	260	(104)	11,349	(3,411)	129,460	8.7665	
5	Next 500 m³	10³m³	855	(216)	-	171	(68)	7,444	(2,329)	88,423	8.4185	
6	Over 1,000 m³	10³m³	1,030	(260)	-	206	(82)	8,971	(2,907)	110,336	8.1310	
7	Delivery Commodity charge - 01		9,124	(2,302)	-	1,836	(730)	79,435	(23,350)	886,340	8.9621	
8	Total Delivery - 01		9,124	(8,971)	-	1,836	0	160,069	(23,350)	886,340	18.0596	2.9%
	Gas Transportation											
9	Union North West	10³m³	-	30	-	18,317		18,371	-	267,830	6.8594	
10	Union North East	10³m³	-	74	-	18,245		19,962	-	659,134	3.0285	
11	Transportation - 01		-	104	-	36,562	-	38,333	-	926,963	4.1353	0.5%
	Storage											
12	Union North West	10³m³	-	1,727	2	1,291	-	5,795	(6,747)	256,092	2.2627	
13	Union North East	10³m³	-	4,250	5	28,958	-	44,123	(16,603)	630,247	7.0010	
14	Storage - 01		-	5,977	7	30,249	-	49,918	(23,350)	886,340	5.6319	5.5%
15	Total Rate 01		9,124	(2,890)	7	68,647	0	248,320	(23,350)	886,340	28.0164	3.4%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

UNION GAS LIMITED
Union North
In-Franchise Customers
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Line No.	Particulars	Billing Units	Current Approved Forecast Usage (1) (a)	Current Approved Revenue (2) (\$000's) (b)	Current Approved Rates (3) (cents / m³) (c)	Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's) (h) = (b+d+e+f+g)	Price Cap Index (8) 0.51% (\$000's) (i)	Price Cap Index (%) (j)
						2017 DSM (4) (\$000's) (d)	2017 Capital Pass-Throughs (5) (\$000's) (e)	2017 Parkway Delivery Obligation (6) (\$000's) (f)	Upstream Transportation (8) (\$000's) (g)			
1	Rate 10 General Service Monthly Charge	bills	24,629	1,724	\$70.00	-	303	-	-	2,027	10	
	Monthly Delivery Charge - All Zones											
2	First 1,000 m³	10³m³	24,725	1,887	7.6310	(294)	64	-	(49)	1,608	8	
3	Next 9,000 m³	10³m³	133,487	8,274	6.1985	(1,289)	279	-	(214)	7,050	36	
4	Next 20,000 m³	10³m³	84,909	4,693	5.5269	(731)	158	-	(118)	4,001	20	
5	Next 70,000 m³	10³m³	64,380	3,213	4.9901	(500)	108	-	(81)	2,739	14	
6	Over 100,000 m³	10³m³	29,612	875	2.9564	(136)	29	-	(22)	746	4	
7	Delivery Commodity charge - 10		337,112	18,942	5.6188	(2,951)	638	-	(485)	16,144	82	0.51%
8	Total Delivery - 10		337,112	20,666	6.1303	(2,951)	941	-	(485)	18,171	93	0.51%
	Gas Transportation											
9	Union North West	10³m³	82,150	4,933	6.0054	-	0	-	(4,931)	3	0	
10	Union North East	10³m³	261,380	7,219	2.7620	-	1	-	(6,632)	588	3	
11	Transportation - 10		343,530	12,153	3.5376	-	2	-	(11,563)	591	3	0.51%
	Storage											
12	Union North West	10³m³	80,615	1,244	1.5437		(292)	(1)	(301)	651	3	
13	Union North East	10³m³	256,497	12,075	4.7078		(930)	(2)	(8,037)	3,107	16	
14	Storage - 10		337,112	13,320	3.9512		(1,222)	(2)	(8,337)	3,758	19	0.51%
										-		
15	Total Rate 10		337,112	46,138	13.6864	(2,951)	(280)	(2)	(20,385)	22,521	115	0.51%

Notes:

(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
(2) Rate Order, Working Papers, Schedule 7, column (g).
(3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).
(4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).
(5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).
(6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
(7) Rate Order, Working Papers, Schedule 15, column (f).
(8) Rate Order, Working Papers, Schedule 2, line 8.

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			Adjustments to 2018 Base Rates										
Line No.	Particulars	Billing Units	2018 DSM	2018 Capital Pass-Throughs	2018 Parkway Delivery Obligation	2018 Upstream Transportation	Customer Charge Adjustment	Proposed Revenue	NAC / LRAM Usage Adjustment	Proposed Forecast Usage	Proposed Rates		
			(9)	(10)	(11)	(12)			(13)			Rates	Rate Change
			(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(10³m³)		(cents / m³)	(%)
			(k)	(l)	(m)	(n)	(o)	(p)= sum(h:o)	(q)	(r) = (a + q)	(s) = (p / r)	(t)	
1	Rate 10 General Service Monthly Charge	bills	-	(361)	-	-	47	1,724	-	24,629	\$70.00		
	Monthly Delivery Charge - All Zones												
2	First 1,000 m³	10³m³	308	(73)	-	49	(9)	1,891	(818)	23,907	7.9109		
3	Next 9,000 m³	10³m³	1,351	(319)	-	214	(38)	8,294	(4,415)	129,072	6.4258		
4	Next 20,000 m³	10³m³	766	(181)	-	118	-	4,726	(2,808)	82,100	5.7562		
5	Next 70,000 m³	10³m³	525	(124)	-	81	-	3,235	(2,129)	62,251	5.1971		
6	Over 100,000 m³	10³m³	143	(34)	-	22	-	882	(979)	28,632	3.0790		
7	Delivery Commodity charge - 10		3,093	(729)	-	485	(47)	19,028	(11,150)	325,962	5.8375		
8	Total Delivery - 10		3,093	(1,090)	-	485	-	20,752	(11,150)	325,962	6.3664	3.9%	
	Gas Transportation												
9	Union North West	10³m³	-	(1)	-	4,931	-	4,934	-	82,150	6.0056		
10	Union North East	10³m³	-	(2)	-	6,669	-	7,258	-	261,380	2.7768		
11	Transportation - 10		-	(3)	-	11,600	-	12,192	-	343,530	3.5489	0.3%	
	Storage												
12	Union North West	10³m³	-	374	1	301	-	1,330	(2,666)	77,949	1.7066		
13	Union North East	10³m³	-	1,190	2	8,036	-	12,351	(8,483)	248,013	4.9801		
14	Storage - 10		-	1,564	2	8,338	-	13,682	(11,150)	325,962	4.1973	6.2%	
15	Total Rate 10		3,093	472	2	20,422	-	46,625	(11,150)	325,962	14.3038	4.5%	

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

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Line No.	Particulars	Billing Units	Adjustments to 2017 Base Rates									
			Current Approved Forecast Usage	Current Approved Revenue	Current Approved Rates	2017 DSM	2017 Capital Pass-Throughs	2017 Parkway Delivery Obligation	Upstream Transportation	Adjusted Revenue (\$000's)	Price Cap Index (8) 0.51% (\$000's)	Price Cap Index (%)
			(1)	(2)	(3)	(4)	(5)	(6)	(8)			
			(a)	(b)	(c)	(d)	(e)	(f)	(g)			
1	Rate 20 Medium Volume Firm Service Monthly Charge	bills	748	662	\$884.46	-	97	-	-	759	4	
2	Monthly Demand Charge											
3	First 70,000 m³	10³m³/d	23,260	6,660	28.6326	(752)	298	-	-	6,205	32	
3	All over 70,000 m³	10³m³/d	19,701	3,317	16.8374	(375)	148	-	-	3,091	16	
4	Monthly Commodity Charge											
5	First 852,000 m³	10³m³	318,773	1,726	0.5413	(369)	146	-	(80)	1,423	7	
5	All over 852,000 m³	10³m³	287,403	1,112	0.3870	(238)	94	-	(52)	916	5	
6	Delivery (Commodity/Demand)		606,176	12,815	2.1140	(1,734)	686	-	(132)	11,635	59	0.51%
7	Transportation Account Charge	10³m³	460	104	\$225.61	-	-	-	-	104	1	
8	Total Delivery - 20		606,176	13,580	2.2403	(1,734)	783	-	(132)	12,497	64	0.51%
9	Gas Supply Demand Charge											
10	Union North West	10³m³	2,962	1,671	56.4242	-	(137)	(0)	(1,408)	126	1	
11	Union North East	10³m³	3,911	1,962	50.1792	-	(181)	(0)	(1,623)	158	1	
11	Gas Supply Demand - 20		6,873	3,634	52.8706	-	(318)	(1)	(3,031)	284	1	0.51%
12	Commodity Transportation 1											
13	Union North West	10³m³	28,383	1,027	3.6200	-	-	-	(944)	84	0	
14	Union North East	10³m³	45,073	1,194	2.6498	-	-	-	(1,089)	105	1	
14	Commodity Transportation 1 - 20		73,456	2,222	3.0247	-	-	-	(2,033)	189	1	0.51%
15	Commodity Transportation 2											
16	Union North West	10³m³	14,503	-	-	-	-	-	-	-	-	
17	Union North East	10³m³	33,976	-	-	-	-	-	-	-	-	
17	Commodity Transportation 2 - 20		48,479	-	-	-	-	-	-	-	-	0.00%
18	Storage (GJ's)											
19	Demand	GJ/d	99,288	2,009	20.238	-	-	-	(1,282)	727	4	
20	Commodity	GJ	639,477	130	0.204	-	-	-	(12)	118	1	
20	Gas Supply Transportation - 20		121,935	7,995	6.5571	-	(318)	(1)	(6,358)	1,318	7	0.51%
21	Total Rate 20		606,176	21,575	3.5593	(1,734)	465	(1)	(6,490)	13,815	70	0.51%

Notes:

(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).

(2) Rate Order, Working Papers, Schedule 7, column (g).

(3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).

(4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).

(5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).

(6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).

(7) Rate Order, Working Papers, Schedule 15, column (f).

(8) Rate Order, Working Papers, Schedule 2, line 8.

UNION GAS LIMITED
Union North
In-Franchise Customers
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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates				Customer Charge Adjustment (\$000's) (o)	Proposed Revenue (\$000's) (p)= sum(h:o)	NAC / LRAM Usage Adjustment (13) (10³m³) (q)	Proposed Forecast Usage (r) = (a + q)	Proposed Rates	
			2018 DSM (9) (\$000's) (k)	2018 Capital Pass-Throughs (10) (\$000's) (l)	2018 Parkway Delivery Obligation (11) (\$000's) (m)	2018 Upstream Transportation (12) (\$000's) (n)					Rates (cents / m³) (s) = (p / r)	Rate Change (%) (t)
1	Rate 20 Medium Volume Firm Service Monthly Charge	bills	-	(119)	-	-		643	-	748	\$859.96	
	Monthly Demand Charge											
2	First 70,000 m³	10³m³/d	769	(344)	-	-		6,662	-	23,260	28.6438	
3	All over 70,000 m³	10³m³/d	383	(171)	-	-		3,318	-	19,701	16.8440	
	Monthly Commodity Charge											
4	First 852,000 m³	10³m³	377	(169)	-	80		1,719	(853)	317,920	0.5406	
5	All over 852,000 m³	10³m³	243	(109)	-	52		1,108	(769)	286,634	0.3865	
6	Delivery (Commodity/Demand)		1,773	(792)	-	132	-	12,807	(1,621)	604,555	2.1184	0.2%
7	Transportation Account Charge	10³m³	-	-	-	-		104	-	460	\$226.76	
8	Total Delivery - 20		1,773	(911)	-	132	-	13,555	(1,621)	604,555	2.2421	0.1%
	Gas Supply Demand Charge											
9	Union North West	10³m³	-	161	0	1,408	-	1,696	-	2,962	57.2684	
10	Union North East	10³m³	-	213	0	1,619	-	1,991	-	3,911	50.9054	
11	Gas Supply Demand - 20		-	374	1	3,027	-	3,687.07	-	6,872.75	53.6477	1.5%
	Commodity Transportation 1											
12	Union North West	10³m³	-	-	-	944	-	1,028	-	28,383	3.6224	
13	Union North East	10³m³	-	-	-	1,086	-	1,192	-	45,073	2.6450	
14	Commodity Transportation 1 - 20		-	-	-	2,030	-	2,220	-	73,456	3.0227	-0.1%
	Commodity Transportation 2											
15	Union North West	10³m³	-	-	-	-	-	-	-	14,503	-	
16	Union North East	10³m³	-	-	-	-	-	-	-	33,976	-	
17	Commodity Transportation 2 - 20		-	-	-	-	-	-	-	48,479	-	0.0%
	Storage (GJ's)											
18	Demand	GJ/d	-	29	-	1,282	-	2,042	-	99,288	20.568	
19	Commodity	GJ	-	2	-	12	-	133	-	639,477	0.208	
20	Gas Supply Transportation - 20		-	405	1	6,352	-	8,083	-	121,935	6.6286	1.1%
21	Total Rate 20		1,773	(506)	1	6,484	-	21,637	(1,621)	604,555	3.5790	0.6%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

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Line No.	Particulars	Billing Units	Current	Current	Current	Adjustments to 2017 Base Rates					Price Cap Index (8) 0.51% (\$000's) (i)	Price Cap Index (%) (j)
			Approved Forecast Usage	Approved Revenue	Approved Rates	2017 DSM	2017 Capital Pass-Throughs	2017 Parkway Delivery Obligation	Upstream Transportation	Adjusted Revenue		
			(1) (a)	(2) (\$000's) (b)	(3) (cents / m³) (c)	(4) (\$000's) (d)	(5) (\$000's) (e)	(6) (\$000's) (f)	(8) (\$000's) (g)	(h) = (b+d+e+f+g) (h)		
	Rate 25 Large Volume Interruptible Service											
1	Monthly Charge	bills	842	258	\$306.75	-	54	-	-	312	2	
2	Monthly Delivery Charge	10³m³	159,555	4,074	2.5531	-	188	-	-	4,261	22	
3	Transportation Account Charge	bills	36	8	\$225.61	-	-	-	-	8	0	
4	Total Delivery - 25		159,555	4,340	2.7201	-	242	-	-	4,582	23	0.51%
5	Gas Supply Transportation	10³m³	42,913	696	1.6229	-	4	-	(681)	20	0	
6	Total Rate 25		159,555	5,036	3.1565	-	246	-	(681)	4,601	23	0.51%
	Rate 100 Large Volume Firm Service											
7	Monthly Charge	bills	226	310	\$1,372.75	-	32	-	-	343	2	
8	Demand	10³m³/d	71,975	10,874	15.1083	(1,411)	474	-	-	9,937	51	
9	Commodity	10³m³	1,814,867	3,995	0.2201	(470)	158	-	(9)	3,673	19	
10	Delivery (Commodity/Demand)		1,814,867	15,179	0.8364	(1,882)	632	-	(9)	13,921	71	0.51%
11	Transportation Account Charge	bills	226	51	\$225.61	-	-	-	-	51	0	
12	Total Delivery - 100		1,814,867	15,230	0.8392	(1,882)	665	-	(9)	14,004	71	0.51%
	Gas Supply Demand Charge											
13	Union North West	10³m³	-	-	114.2215	-	-	-	-	-	-	
14	Union North East	10³m³	-	-	161.5404	-	-	-	-	-	-	
	Commodity Transportation 1											
15	Union North West	10³m³	-	-	6.4075	-	-	-	-	-	-	
16	Union North East	10³m³	-	-	9.2385	-	-	-	-	-	-	
	Commodity Transportation 2											
17	Union North West	10³m³	-	-	-	-	-	-	-	-	-	
18	Union North East	10³m³	-	-	-	-	-	-	-	-	-	
	Storage (GJ's)											
19	Demand	GJ/d	15,600	316	20.238	-	(19)	(0)	(201)	95	0	
20	Commodity	GJ	100,000	20	0.204	-	(1)	(0)	(2)	17	0	
21	Gas Supply - 100		-	336	-	-	(20)	(0)	(203)	112	1	0.51%
22	Total Rate 100		1,814,867	15,566	0.8577	(1,882)	644	(0)	(212)	14,116	72	0.51%

Notes:

(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).

(2) Rate Order, Working Papers, Schedule 7, column (g).

(3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).

(4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).

(5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).

(6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).

(7) Rate Order, Working Papers, Schedule 15, column (f).

(8) Rate Order, Working Papers, Schedule 2, line 8.

UNION GAS LIMITED
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In-Franchise Customers
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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates				Customer Charge Adjustment (\$000's) (o)	Proposed Revenue (\$000's) (p)= sum(h:o)	NAC / LRAM Usage Adjustment (13) (10³m³) (q)	Proposed Forecast Usage (r) = (a + q)	Proposed Rates	
			2018 DSM (9) (\$000's) (k)	2018 Capital Pass-Throughs (10) (\$000's) (l)	2018 Parkway Delivery Obligation (11) (\$000's) (m)	2018 Upstream Transportation (12) (\$000's) (n)					Rates (cents / m³) (s) = (p / r)	Rate Change (%) (t)
1	Rate 25 Large Volume Interruptible Service											
1	Monthly Charge	bills	-	(70)	-	-		244	-	842	\$289.36	
2	Monthly Delivery Charge	10³m³	-	(215)	-	-		4,068	-	159,555	2.5498	
3	Transportation Account Charge	bills	-	-	-	-		8	-	36	\$226.76	
4	Total Delivery - 25		-	(285)	-	-	-	4,320	-	159,555	2.7076	-0.5%
5	Gas Supply Transportation	10³m³	-	(6)	-	664		677	-	42,913	1.5784	
6	Total Rate 25		-	(291)	-	664	-	4,998	-	159,555	3.1322	-0.8%
7	Rate 100 Large Volume Firm Service											
7	Monthly Charge	bills	-	(41)	-	-		303	-	226	\$1,340.55	
8	Demand	10³m³/d	1,421	(552)	-	-		10,857	-	71,975	15.0839	
9	Commodity	10³m³	474	(184)	-	9		3,990	(762)	1,814,105	0.2200	
10	Delivery (Commodity/Demand)		1,895	(736)	-	9	-	15,150	(762)	1,814,105	0.8351	-0.2%
11	Transportation Account Charge	bills	-	-	-	-		51	-	226	\$226.76	
12	Total Delivery - 100		1,895	(778)	-	9	-	15,201	(762)	1,814,105	0.8380	-0.1%
13	Gas Supply Demand Charge											
13	Union North West	10³m³	-	-	-	-	-	-	-	-	112.9067	
14	Union North East	10³m³	-	-	-	-	-	-	-	-	160.8218	
15	Commodity Transportation 1											
15	Union North West	10³m³	-	-	-	-	-	-	-	-	6.3364	
16	Union North East	10³m³	-	-	-	-	-	-	-	-	9.2013	
17	Commodity Transportation 2											
17	Union North West	10³m³	-	-	-	-	-	-	-	-		
18	Union North East	10³m³	-	-	-	-	-	-	-	-		
19	Storage (GJ's)											
19	Demand	GJ/d	-	24	0	201	-	321	-	15,600	20.568	
20	Commodity	GJ	-	2	0	2	-	21	-	100,000	0.208	
21	Gas Supply - 100		-	25	0	203	-	342	-	115,600	-	
22	Total Rate 100		1,895	(752)	0	212	-	15,543	(762)	1,814,105	0.8568	-0.1%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

UNION GAS LIMITED
Union South
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Line No.	Particulars	Billing Units	Current	Current	Current	Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's)	Price Cap	Price Cap Index (%)
			Approved Forecast Usage	Approved Revenue	Approved Rates	2017 DSM	2017 Capital Pass-Throughs	2017 Parkway Delivery Obligation	Upstream Transportation		Index (8) 0.51%	
			(1)	(2)	(3)	(4)	(5)	(6)	(8)		(i)	
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h) = (b+d+e+f+g)		(j)
M1												
1	Monthly Charge	bills	12,706,802	266,843	\$21.00	-	12,469	-	-	279,312	1,424	
Monthly Delivery Commodity Charge												
2	First 100 m³	10³m³	872,593	40,709	4.6653	(7,148)	(2,008)	(3,933)	-	27,621	141	
3	Next 150 m³	10³m³	774,838	34,280	4.4242	(6,025)	(1,691)	(3,312)	-	23,253	119	
4	All over 250 m³	10³m³	1,249,748	47,505	3.8012	(8,377)	(2,343)	(4,589)	-	32,197	164	
5	Total Delivery - M1		2,897,179	389,338	13.4385	(21,550)	6,428	(11,833)	-	362,382	1,848	0.51%
6	Storage	10³m³	2,897,179	20,724	0.7153	-	1,650	-	-	22,373	114	
7	Total Rate M1		2,897,179	410,061	14.1538	(21,550)	8,077	(11,833)	-	384,756	1,962	0.51%
M2												
8	Monthly Charge	bills	81,451	5,702	\$70.00	-	388	-	-	6,089	31	
Monthly Delivery Commodity Charge												
9	First 1,000 m³	10³m³	61,283	2,849	4.6486	(587)	(112)	(235)	-	1,914	10	
10	Next 6,000 m³	10³m³	298,234	13,602	4.5609	(2,805)	(535)	(1,122)	-	9,140	47	
11	Next 13,000 m³	10³m³	336,990	14,740	4.3740	(3,019)	(580)	(1,216)	-	9,925	51	
12	All over 20,000 m³	10³m³	430,521	17,456	4.0546	(3,580)	(686)	(1,440)	-	11,749	60	
13	Total Delivery - M2		1,127,028	54,348	4.8223	(9,992)	(1,525)	(4,013)	-	38,818	198	0.51%
14	Storage	10³m³	1,127,028	7,046	0.6252	-	563	-	-	7,609	39	
15	Total Rate M2		1,127,028	61,395	5.4475	(9,992)	(963)	(4,013)	-	46,427	237	0.51%

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
- (2) Rate Order, Working Papers, Schedule 7, column (g).
- (3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).
- (4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).
- (5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).
- (6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
- (7) Rate Order, Working Papers, Schedule 15, column (f).
- (8) Rate Order, Working Papers, Schedule 2, line 8.

UNION GAS LIMITED
Union South
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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates					Proposed Revenue (\$000's) (p)= sum(h:o)	NAC / LRAM Usage Adjustment (13) (10³m³) (q)	Proposed Forecast Usage (r) = (a + q)	Proposed Rates	
			2018 DSM (9)	2018 Capital Pass-Throughs (10)	2018 Parkway Delivery Obligation (11)	2018 Upstream Transportation (12)	Customer Charge Adjustment (\$000's)				Rates (cents / m³)	Rate Change (%)
			(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)				(s) = (p / r)	(t)
			(k)	(l)	(m)	(n)	(o)					
1	M1 Monthly Charge	bills	-	(15,272)	-	-	1,379	266,843	-	12,706,802	\$21.00	
	Monthly Delivery Commodity Charge											
2	First 100 m³	10³m³	8,101	3,982	3,841	-	(458)	43,227	(26,771)	845,823	5.1107	
3	Next 150 m³	10³m³	6,821	3,353	3,234	-	(386)	36,395	(23,772)	751,066	4.8457	
4	All over 250 m³	10³m³	9,453	4,647	4,482	-	(535)	50,408	(38,341)	1,211,407	4.1611	
5	Total Delivery - M1		24,375	(3,290)	11,557	-	-	396,873	(88,884)	2,808,296	14.1322	5.2%
6	Storage	10³m³	-	(1,907)	-	-		20,580	(88,884)	2,808,296	0.7328	2.4%
7	Total Rate M1		24,375	(5,197)	11,557	-	-	417,453	(88,884)	2,808,296	14.8650	5.0%
8	M2 Monthly Charge	bills	-	(478)	-	-	59	5,702	-	81,451	\$70.00	
	Monthly Delivery Commodity Charge											
9	First 1,000 m³	10³m³	612	229	229	-	(10)	2,984	(2,571)	58,711	5.0819	
10	Next 6,000 m³	10³m³	2,920	1,095	1,093	-	(49)	14,245	(12,514)	285,720	4.9857	
11	Next 13,000 m³	10³m³	3,164	1,186	1,184	-	-	15,510	(14,140)	322,850	4.8041	
12	All over 20,000 m³	10³m³	3,747	1,405	1,402	-	-	18,363	(18,065)	412,456	4.4521	
13	Total Delivery - M2		10,442	3,437	3,908	-	(0)	56,803	(47,291)	1,079,737	5.2609	9.1%
14	Storage	10³m³	-	(650)	-	-		6,997	(47,291)	1,079,737	0.6481	3.7%
15	Total Rate M2		10,442	2,787	3,908	-	(0)	63,801	(47,291)	1,079,737	5.9089	8.5%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

UNION GAS LIMITED
Union South
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Line No.	Particulars	Billing Units	Current Approved Forecast Usage	Current Approved Revenue	Current Approved Rates	Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's)	Price Cap Index (8) 0.51%	Price Cap Index
			(1)	(2)	(3)	2017 DSM (4)	2017 Capital Pass-Throughs (5)	2017 Parkway Delivery Obligation (6)	Upstream Transportation (8)		(i)	(j)
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h) = (b+d+e+f+g)		
M4 Firm Commercial/Industrial Contract Rate												
Monthly Demand Charge												
1	First 8,450 m³	10³m³/d	12,905	7,355	56.9923	(1,151)	(179)	(551)	-	5,474	28	
2	Next 19,700 m³	10³m³/d	7,864	2,009	25.5539	(315)	(49)	(151)	-	1,495	8	
3	All over 28,150 m³	10³m³/d	4,507	968	21.4688	(151)	(24)	(72)	-	720	4	
Monthly Delivery Commodity Charge												
4	First Block	10³m³	341,905	4,624	1.3523	(1,068)	(166)	(512)	-	2,877	15	
5	All remaining use	10³m³	7,358	39	0.5306	(10)	(1)	(4)	-	24	0	
7	Total Rate M4		349,263	14,995	4.2933	(2,696)	(419)	(1,290)	-	10,590	54	0.51%
M5A Interruptible Commercial/Industrial Contract Rate												
Firm contracts												
8	Monthly Demand Charge	10³m³/d	626	199	31.7959	(41)	1	(9)	-	150	1	
9	Monthly Delivery Commodity Charge	10³m³	15,121	349	2.3066	(76)	3	(9)	-	267	1	
10	Total Delivery - Firm M5A		15,121	548	3.6220	(117)	4	(18)	-	417	2	0.51%
Interruptible contracts												
11	Monthly Charge	bills	1,692	1,107	\$654.15	-	79	-	-	1,186	6	
12	Delivery Commodity Charge (Avg Price)	10³m³	450,329	11,979	2.6601	(3,472)	493	(236)	-	8,765	45	
13	Total Delivery -Interruptible M5A		450,329	13,086	2.9059	(3,472)	573	(236)	-	9,951	51	0.51%
14	Total Rate M5A		465,451	13,634	2.9291	(3,589)	577	(253)	-	10,368	53	0.51%

Notes:

(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).

(2) Rate Order, Working Papers, Schedule 7, column (g).

(3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).

(4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).

(5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).

(6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).

(7) Rate Order, Working Papers, Schedule 15, column (f).

(8) Rate Order, Working Papers, Schedule 2, line 8.

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			Adjustments to 2018 Base Rates								Proposed Rates	
Line No.	Particulars	Billing Units	2018 DSM	2018 Capital Pass-Throughs	2018 Parkway Delivery Obligation	2018 Upstream Transportation	Customer Charge Adjustment	Proposed Revenue	NAC / LRAM Usage Adjustment	Proposed Forecast Usage	Rates	Rate Change
			(9)	(10)	(11)	(12)	Adjustment	Revenue	(13)	Forecast Usage	(cents / m³)	(%)
			(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(10³m³)		(s) = (p / r)	(t)
			(k)	(l)	(m)	(n)	(o)	(p)= sum(h:o)	(q)	(r) = (a + q)		
M4 Firm Commercial/Industrial Contract Rate												
Monthly Demand Charge												
1	First	8,450 m³	10³m³/d	1,171	841	520	-	8,034	-	12,905	62.2530	
2	Next	19,700 m³	10³m³/d	320	230	142	-	2,195	-	7,864	27.9127	
3	All over	28,150 m³	10³m³/d	154	111	68	-	1,057	-	4,507	23.4505	
Monthly Delivery Commodity Charge												
4	First Block		10³m³	1,087	781	483	-	5,244	(9,835)	332,070	1.5791	
5	All remaining use		10³m³	9	7	4	-	44	(212)	7,146	0.6088	
7	Total Rate M4			2,742	1,970	1,218	-	16,573	(10,047)	339,216	4.8857	13.8%
M5A Interruptible Commercial/Industrial Contract Rate												
Firm contracts												
8	Monthly Demand Charge		10³m³/d	43	14	9	-	218	-	626	34.8081	
9	Monthly Delivery Commodity Charge		10³m³	75	(5)	6	-	345	(499)	14,622	2.3570	
10	Total Delivery - Firm M5A			118	9	15	-	562	(499)	14,622	3.8461	6.2%
Interruptible contracts												
11	Monthly Charge		bills	-	(102)	-	-	1,090	-	1,692	\$644.05	
12	Delivery Commodity Charge (Avg Price)		10³m³	3,519	(578)	156	-	11,907	(14,863)	435,466	2.7343	
13	Total Delivery -Interruptible M5A			3,519	(680)	156	-	12,997	(14,863)	435,466	2.9845	2.7%
14	Total Rate M5A			3,638	(671)	171	-	13,559	(15,362)	450,088	3.0125	2.8%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

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Line No.	Particulars	Billing Units	Current Approved Forecast Usage	Current Approved Revenue	Current Approved Rates	Adjustments to 2017 Base Rates					Adjusted Revenue (\$000's)	Price Cap Index (8) 0.51%	Price Cap Index (%)
			(1)	(2)	(3)	2017 DSM (4)	2017 Capital Pass-Throughs (5)	2017 Parkway Delivery Obligation (6)	Upstream Transportation (8)	(h) = (b+d+e+f+g)		(i)	(j)
			(a)	(b)	(c)	(d)	(e)	(f)	(g)				
	M7 Special Large Volume Contract Rate Firm Contracts												
1	Monthly Demand Charge	10³m³/d	14,220	4,383	30.8246	(816)	(227)	(438)	-	2,902		15	
2	Monthly Delivery Commodity Charge	10³m³	120,879	468	0.3873	(95)	0	(137)	-	237		1	
3	Total Delivery - Firm M7		120,879	4,851	4.0135	(910)	(227)	(575)	-	3,139		16	0.51%
	Interruptible / Seasonal Contracts												
4	Monthly Delivery Commodity Charge	10³m³	3,949	49	1.2348	(30)	7	-	-	26		0	
5	Total Rate M7		124,828	4,900	3.9255	(940)	(220)	(575)	-	3,165		16	0.51%
	M9 Large Wholesale Service												
6	Monthly Demand Charge	10³m³/d	3,993	891	22.3154	-	(111)	(157)	-	623		3	
7	Monthly Delivery Commodity Charge	10³m³	60,750	132	0.2177	-	0	(70)	-	62		0	
8	Total Rate M9		60,750	1,023	1.6844	-	(111)	(227)	-	686		3	0.51%
	M10 Small Wholesale Service												
9	Monthly Delivery Commodity Charge	10³m³	189	13	6.7289	-	(2)	(5)	-	5		0	
10	Total Rate M10		189	13	6.7289	-	(2)	(5)	-	5		0	0.51%

- Notes:
- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
 - (2) Rate Order, Working Papers, Schedule 7, column (g).
 - (3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).
 - (4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).
 - (5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).
 - (6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
 - (7) Rate Order, Working Papers, Schedule 15, column (f).
 - (8) Rate Order, Working Papers, Schedule 2, line 8.

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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates					Proposed Revenue (\$000's) (p)= sum(h:o)	NAC / LRAM Usage Adjustment (13) (10³m³) (q)	Proposed Forecast Usage (r) = (a + q)	Proposed Rates	
			2018 DSM (9)	2018 Capital Pass-Throughs (10)	2018 Parkway Delivery Obligation (11)	2018 Upstream Transportation (12)	Customer Charge Adjustment (\$000's)				Rates (cents / m³)	Rate Change (%)
			(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)				(s) = (p / r)	(t)
			(k)	(l)	(m)	(n)	(o)					
	M7 Special Large Volume Contract Rate Firm Contracts											
1	Monthly Demand Charge	10³m³/d	843	748	458	-		4,966	-	14,220	34.9210	
2	Monthly Delivery Commodity Charge	10³m³	90	(1)	91	-		418	(5,410)	115,469	0.3623	
3	Total Delivery - Firm M7		933	747	548	-	-	5,384	(5,410)	115,469	4.6628	16.2%
	Interruptible / Seasonal Contracts											
4	Monthly Delivery Commodity Charge	10³m³	30	(9)	-	-		48	(177)	3,773	1.2692	2.8%
5	Total Rate M7		964	739	548	-	-	5,432	(5,587)	119,242	4.5554	16.0%
	M9 Large Wholesale Service											
6	Monthly Demand Charge	10³m³/d	-	150	164	-		940	-	3,993	23.5397	
7	Monthly Delivery Commodity Charge	10³m³	-	(1)	47	-		109	-	60,750	0.1788	
8	Total Rate M9		-	149	210	-	-	1,048	-	60,750	1.7259	2.5%
	M10 Small Wholesale Service											
9	Monthly Delivery Commodity Charge	10³m³	-	3	5	-		14	-	189	7.1737	
10	Total Rate M10		-	3	5	-	-	14	-	189	7.1737	6.6%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

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Line No.	Particulars	Billing Units	Current	Current	Current	Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's)	Price Cap	Price Cap Index (%)
			Approved Forecast Usage (1)	Approved Revenue (2)	Approved Rates (3)	2017 DSM (4)	2017 Capital Pass-Throughs (5)	2017 Parkway Delivery Obligation (6)	Upstream Transportation (8)		Index (8) 0.51% (\$000's) (i)	
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h) = (b+d+e+f+g)		(j)
T1 Storage and Transportation												
Storage (\$/GJ's)												
Demand:												
	Firm injection / withdrawal											
1	Union provides deliverability inventory	GJ/d/mo.	492,360	718	1.459	-	32	-	-	750	4	
2	Customer provides deliverability inventory	GJ/d/mo.	166,800	199	1.186	-	9	-	-	207	1	
3	Incremental firm injection right	GJ/d/mo.	-	-	1.186	-	-	-	-	-	-	
4	Interruptible	GJ/d/mo.	62,244	77	1.186	-	-	-	-	77	0	
5	Space	GJ/d/mo.	22,396,680	245	0.011	-	16	-	-	261	1	
6	Commodity (Customer Provides)	GJ	2,750,300	21	0.008	-	0	-	-	21	0	
7	Commodity (Union Provides)	GJ	-	-	0.022	-	-	-	-	-	-	
8	Customer supplied fuel	GJ	16,442	54	-	-	-	-	-	54	0	
Transportation (cents/ m3)												
Demand												
9	First 28,150 m³	10³m³/d/mo	12,448	4,411	35.4376	(854)	(230)	(273)	-	3,055	16	
10	Next 112,720 m³	10³m³/d/mo	13,002	3,183	24.4833	(616)	(166)	(197)	-	2,205	11	
Commodity												
Firm												
11	All Volumes	10³m³	452,300	615	0.1360	-	4	(267)	-	352	2	
12	Interruptible	10³m³	58,934	789	1.3393	(62)	27	(28)	-	726	4	
13	Monthly Charges	Meter/mo.	528	1,006	\$1,905.94	-	38	-	-	1,045	5	
14	Customer supplied fuel	10³m³	2,979	299	-	-	-	(48)	-	251	1	
15	Total Rate T1		511,234	11,618	2.2725	(1,532)	(269)	(812)	-	9,005	46	0.51%
T2 Storage and Transportation												
Storage (\$/GJ's)												
Demand:												
	Firm injection / withdrawal											
16	Union provides deliverability inventory	GJ/d/mo.	1,516,920	2,213	1.459	-	101	-	-	2,314	12	
17	Customer provides deliverability inventory	GJ/d/mo.	1,336,556	1,588	1.186	-	73	-	-	1,660	8	
18	Incremental firm injection right	GJ/d/mo.	-	-	1.186	-	-	-	-	-	-	
19	Interruptible	GJ/d/mo.	415,704	512	1.186	-	-	-	-	512	3	
20	Space	GJ/d/mo.	106,645,056	1,167	0.011	-	75	-	-	1,242	6	
21	Commodity (Customer Provides)	GJ	7,869,782	60	0.008	-	1	-	-	61	0	
22	Commodity (Union Provides)	GJ	-	-	0.022	-	-	-	-	-	-	
23	Customer supplied fuel	GJ	47,061	154	-	-	-	-	-	154	1	
Transportation (cents/ m3)												
Demand												
24	First 140,870 m³	10³m³/d/mo	49,971	13,215	26.4455	(1,250)	(1,409)	(1,100)	-	9,456	48	
25	All Over 140,870 m³	10³m³/d/mo	167,088	23,373	13.9884	(2,211)	(2,492)	(1,945)	-	16,725	85	
Commodity												
Firm												
26	All Volumes	10³m³	4,259,573	1,729	0.0406	-	4	(1,374)	-	359	2	
27	Interruptible	10³m³	337,695	3,393	1.0047	(143)	154	(32)	-	3,371	17	
28	Monthly Charges	Meter/mo.	444	2,448	\$5,513.81	-	293	-	-	2,741	14	
29	Customer supplied fuel	10³m³	23,922	2,134	-	-	-	(228)	-	1,906	10	
30	Total Rate T2		4,597,268	51,985	1.1308	(3,605)	(3,199)	(4,679)	-	40,502	207	0.51%

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
(2) Rate Order, Working Papers, Schedule 7, column (g).
(3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).
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(5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).
(6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
(7) Rate Order, Working Papers, Schedule 15, column (f).
(8) Rate Order, Working Papers, Schedule 2, line 8.

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			Adjustments to 2018 Base Rates							Proposed Rates		
Line No.	Particulars	Billing Units	2018 DSM (9) (\$000's)	2018 Capital Pass-Throughs (10) (\$000's)	2018 Parkway Delivery Obligation (11) (\$000's)	2018 Upstream Transportation (12) (\$000's)	Customer Charge Adjustment (\$000's)	Proposed Revenue (\$000's)	NAC / LRAM Usage Adjustment (13) (10³m³)	Proposed Forecast Usage (r) = (a + q)	Rates (cents / m³) (s) = (p / r)	Rate Change (%) (t)
			(k)	(l)	(m)	(n)	(o)	(p)= sum(h:o)	(q)	(r) = (a + q)	(s) = (p / r)	(t)
T1 Storage and Transportation												
Storage (\$/GJ's)												
Demand:												
Firm injection / withdrawal												
1	Union provides deliverability inventory	GJ/d/mo.	-	(36)	-	-		718	-	492,360	1.457	
2	Customer provides deliverability inventory	GJ/d/mo.	-	(10)	-	-		198	-	166,800	1.184	
3	Incremental firm injection right	GJ/d/mo.	-	-	-	-		-	-	-	1.184	
4	Interruptible	GJ/d/mo.	-	-	-	-		77	-	62,244	1.184	
5	Space	GJ/d/mo.	-	(21)	-	-		241	-	22,396,680	0.011	
6	Commodity (Customer Provides)	GJ	-	(1)	-	-		21	-	2,750,300	0.008	
7	Commodity (Union Provides)	GJ	-	-	-	-		-	-	-	0.022	
8	Customer supplied fuel	GJ	-	-	-	-		54	-	16,442	-	
Transportation (cents/ m3)												
Demand												
9	First 28,150 m³	10³m³/d/mo	876	892	285	-		5,124	-	12,448	41.1636	
10	Next 112,720 m³	10³m³/d/mo	632	644	206	-		3,698	-	13,002	28.4393	
Commodity												
Firm												
11	All Volumes	10³m³	-	(6)	163	-		511	(3,446)	448,854	0.1138	
12	Interruptible	10³m³	64	(34)	17	-		777	(449)	58,485	1.3287	
13	Monthly Charges	Meter/mo.	-	(49)	-	-		1,001	-	528	\$1,895.82	
14	Customer supplied fuel	10³m³	-	-	47	-		299	-	2,979	-	
15	Total Rate T1		1,573	1,378	718	-	-	12,719	(3,895)	507,339	2.5070	10.3%
T2 Storage and Transportation												
Storage (\$/GJ's)												
Demand:												
Firm injection / withdrawal												
16	Union provides deliverability inventory	GJ/d/mo.	-	(116)	-	-		2,210	-	1,516,920	1.457	
17	Customer provides deliverability inventory	GJ/d/mo.	-	(83)	-	-		1,586	-	1,336,556	1.184	
18	Incremental firm injection right	GJ/d/mo.	-	-	-	-		-	-	-	1.184	
19	Interruptible	GJ/d/mo.	-	-	-	-		514	-	415,704	1.184	
20	Space	GJ/d/mo.	-	(99)	-	-		1,149	-	106,645,056	0.011	
21	Commodity (Customer Provides)	GJ	-	(2)	-	-		59	-	7,869,782	0.008	
22	Commodity (Union Provides)	GJ	-	-	-	-		-	-	-	0.022	
23	Customer supplied fuel	GJ	-	-	-	-		155	-	47,061	-	
Transportation (cents/ m3)												
Demand												
24	First 140,870 m³	10³m³/d/mo	1,267	4,410	1,149	-		16,330	-	49,971	32.6795	
25	All Over 140,870 m³	10³m³/d/mo	2,241	7,799	2,032	-		28,883	-	167,088	17.2859	
Commodity												
Firm												
26	All Volumes	10³m³	-	(7)	840	-		1,193	(28,152)	4,231,421	0.0282	
27	Interruptible	10³m³	145	(182)	20	-		3,372	(2,232)	335,463	1.0051	
28	Monthly Charges	Meter/mo.	-	(341)	-	-		2,414	-	444	\$5,437.16	
29	Customer supplied fuel	10³m³	-	-	223	-		2,139	-	23,922	-	
30	Total Rate T2		3,653	11,379	4,263	-	-	60,004	(30,384)	4,566,884	1.3139	16.2%

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

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Line No.	Particulars	Billing Units	Current	Current	Current	Adjustments to 2017 Base Rates				Adjusted Revenue (\$000's)	Price Cap	Price Cap Index (%)
			Approved Forecast Usage	Approved Revenue	Approved Rates	2017 DSM	2017 Capital Pass-Throughs	2017 Parkway Delivery Obligation	Upstream Transportation		Index (8)	
			(1)	(2)	(3)	(4)	(5)	(6)	(8)		0.51%	
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h) = (b+d+e+f+g)	(i)	(j)
	T3											
	Storage (\$/GJ's)											
	Demand:											
	Firm injection / withdrawal											
1	Union provides deliverability inventory	GJ/d/mo.	-	-	1.459	-	-	-	-	-	-	
2	Customer provides deliverability inventory	GJ/d/mo.	679,320	802	1.186	-	42	-	-	843	4	
3	Incremental firm injection right	GJ/d/mo.	-	-	1.186	-	-	-	-	-	-	
4	Interruptible	GJ/d/mo.	-	-	1.186	-	-	-	-	-	-	
5	Space	GJ/d/mo.	36,614,256	400	0.011	-	26	-	-	426	2	
6	Commodity (Customer Provides)	GJ	4,459,672	34	0.008	-	1	-	-	34	0	
7	Commodity (Union Provides)	GJ	-	-	0.022	-	-	-	-	-	-	
8	Customer supplied fuel	GJ	26,668	87	-	-	-	-	-	87	0	
	Transportation (cents/ m3)											
9	Demand	10³m³/d/mo	28,200	4,715	16.7213	-	(894)	(1,103)	-	2,718	14	
10	Commodity	10³m³	272,712	301	0.1104	-	0	(271)	-	30	0	
11	Monthly Charges	Meter/mo.	12	240	\$19,968.19	-	11	-	-	250	1	
12	Customer supplied fuel	10³m³	1,972	189	-	-	-	(44)	-	145	1	
13	Total Rate T3		<u>272,712</u>	<u>6,769</u>	<u>2.4820</u>	<u>-</u>	<u>(815)</u>	<u>(1,419)</u>	<u>-</u>	<u>4,535</u>	<u>23</u>	<u>0.51%</u>
	Gas Supply Admin Charge			<u>6,723</u>		-	66	-	-	6,789		
14	Total In-franchise			<u>917,819</u>		<u>(58,570)</u>	<u>6,537</u>	<u>(25,117)</u>	<u>(96,236)</u>	<u>744,433</u>	<u>3,762</u>	

Notes:

(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).

(2) Rate Order, Working Papers, Schedule 7, column (g).

(3) EB-2017-0278, Appendix A, rates effective October 1, 2017 (excludes Price Adjustments), minus Cap-and-Trade facility-related unit rates per EB-2016-0296, Exhibit 7, Schedule 1, p. 2, column (g) (where applicable).

(4) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).

(5) EB-2016-0245, Rate Order, Working Papers, Schedule 10, column (d).

(6) EB-2015-0245, Rate Order, Working Papers, Schedule 20, p. 1, column (i) + EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).

(7) Rate Order, Working Papers, Schedule 15, column (f).

(8) Rate Order, Working Papers, Schedule 2, line 8.

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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates				Customer Charge Adjustment (\$000's) (o)	Proposed Revenue (\$000's) (p)= sum(h:o)	NAC / LRAM Usage Adjustment (13) (10³m³) (q)	Proposed Forecast Usage (r) = (a + q)	Proposed Rates	
			2018 DSM (9) (\$000's) (k)	2018 Capital Pass-Throughs (10) (\$000's) (l)	2018 Parkway Delivery Obligation (11) (\$000's) (m)	2018 Upstream Transportation (12) (\$000's) (n)					Rates (cents / m³) (s) = (p / r)	Rate Change (%) (t)
	T3											
	Storage (\$/GJ's)											
	Demand:											
	Firm injection / withdrawal											
1	Union provides deliverability inventory	GJ/d/mo.	-	-	-	-	-	-	-	-	1.457	
2	Customer provides deliverability inventory	GJ/d/mo.	-	(48)	-	-	800	-	-	679,320	1.184	
3	Incremental firm injection right	GJ/d/mo.	-	-	-	-	-	-	-	-	1.184	
4	Interruptible	GJ/d/mo.	-	-	-	-	-	-	-	-	1.184	
5	Space	GJ/d/mo.	-	(34)	-	-	394	-	-	36,614,256	0.011	
6	Commodity (Customer Provides)	GJ	-	(1)	-	-	34	-	-	4,459,672	0.008	
7	Commodity (Union Provides)	GJ	-	-	-	-	-	-	-	-	0.022	
8	Customer supplied fuel	GJ	-	-	-	-	88	-	-	26,668	-	
	Transportation (cents/ m3)											
9	Demand	10³m³/d/mo	-	1,188	1,153	-	5,073	-	-	28,200	17.9887	
10	Commodity	10³m³	-	(1)	166	-	195	-	-	272,712	0.0717	
11	Monthly Charges	Meter/mo.	-	(13)	-	-	238	-	-	12	\$19,838.78	
12	Customer supplied fuel	10³m³	-	-	43	-	189	-	-	1,972	0	
13	Total Rate T3		-	1,091	1,361	-	-	7,011	-	272,712	2.5708	3.6%
	Gas Supply Admin Charge		-	(100)	-	-	-	6,689				
14	Total In-franchise		63,272	9,560	23,970	96,429	0	941,425				

Notes:
(9) Rate Order, Working Papers, Schedule 11, column (b).
(10) Rate Order, Working Papers, Schedule 10, column (d).
(11) Rate Order, Working Papers, Schedule 20.
(12) Rate Order, Working Papers, Schedule 23, column (c).
(13) Rate Order, Working Papers, Schedule 12, p. 2 and 3, column (c) and Rate Order, Working Papers, Schedule 17, column (a).

UNION GAS LIMITED
Union South
Ex-Franchise Customers
Effective January 1, 2018

Line No.	Particulars	Billing Units	Current Approved Forecast Usage (1)	Current Approved Revenue (2) (\$000's)	Current Approved Rates (3) (\$/ GJ)	Adjustments to 2017 Base Rates							Price Cap Index 0.51% (\$000's)	Price Cap Index (%)
						2017 Parkway								
						2017 DSM (\$000's)	2017 Capital Pass-Throughs (\$000's)	Delivery Obligation (\$000's)	Upstream Transportation (\$000's)	Adjusted Revenue (\$000's)				
											(d)	(e)		
			(a)	(b)	(c)						(i)	(j)		
<u>M12 Transportation Service</u>														
<u>Demand:</u>														
	Dawn to Kirkwall													
1	- 12 months	GJ/d/mo	419,318	16,118	2.865	-	(4,402)	-	-	11,716	60			
2	- 10 months	GJ/d/mo	304,563	8,726	2.865	-	(2,383)	-	-	6,343	32			
3	- 2 months	GJ/d/mo	18,365	105	2.865	-	(29)	-	-	76	0			
4	- F24-T - 12 months	GJ/d/mo	49,500	41	0.070	-	0	-	-	41	0			
	Dawn to Parkway													
5	- 12 months	GJ/d/mo	3,920,130	172,578	3.402	-	(67,947)	-	-	104,630	534			
6	- 10 months	GJ/d/mo	65,000	2,211	3.402	-	(607)	-	-	1,604	8			
7	- 3 months	GJ/d/mo	2,000	20	3.402	-	(5)	-	-	15	0			
8	- F24-T - 12 months	GJ/d/mo	307,000	328	0.070	-	0	-	-	328	2			
	M12-X Easterly (between Dawn, Kirkwall and Parkway)													
9	- 12 months	GJ/d/mo	391,011	15,963	3.402	-	(4,384)	-	-	11,579	59			
	M12-X Westerly (between Dawn, Kirkwall and Parkway)													
10	- 12 months	GJ/d/mo	391,011	3,926	0.837	-	(1,110)	-	-	2,815	14			
	Kirkwall to Parkway													
11	- 12 months	GJ/d/mo	138,940	896	0.537	-	(486)	-	-	409	2			
12	- 2 months	GJ/d/mo	174,752	188	0.537	-	(53)	-	-	135	1			
<u>Fuel and Commodity Charges:</u>														
	Fuel													
13	Easterly - Providing Own Fuel	GJ	705,499,899	23,914		-	-	(652)	-	23,262	119			
14	Westerly - Providing Own Fuel	GJ	5,936,749	50		-	-	-	-	50	0			
15	Total Rate M12		711,436,648	245,065		-	(81,408)	(652)	-	163,005	831	0.51%		

- Notes:
- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
 - (2) Rate Order, Working Papers, Schedule 7, Page 2, column (e).
 - (3) EB-2017-0278 Appendix A, rates effective October 1, 2017.
 - (4) EB-2016-0245, Rate Order, Working Papers, Schedule 10, columns (d).
 - (5) EB-2016-0245, Rate Order, Working Papers, Schedule 20.

UNION GAS LIMITED
Union South
Ex-Franchise Customers
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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates						Proposed Rates			
			2018 DSM (\$000's) (k)	2018 Capital Pass-Throughs (\$000's) (l)	2018 Parkway Delivery Obligation (\$000's) (7) (m)	Add Back Upstream Transportation (\$000's) (n) = (-g)	Proposed Revenue (\$000's) (o) = sum(h:n)	Proposed Rates (\$/ GJ) (p) = (o / a)	Demand Adjustment (GJ/d/mo) (q)	Usage including Adjustment (r) = (a + q)	Rates (\$/ GJ) (s) = (o / r)	Rate Change (%) (t)
<u>M12 Transportation Service</u>												
<u>Demand:</u>												
Dawn to Kirkwall												
1	- 12 months	GJ/d/mo	-	5,970	-	-	17,746	-	-	419,318	3.154	
2	- 10 months	GJ/d/mo	-	3,232	-	-	9,607	-	-	304,563	3.154	
3	- 2 months	GJ/d/mo	-	39	-	-	116	-	-	18,365	3.154	
4	- F24-T - 12 months	GJ/d/mo	-	(0)	-	-	42	-	-	49,500	0.070	
Dawn to Parkway												
5	- 12 months	GJ/d/mo	-	96,781	-	-	201,944	-	301,735	4,221,865	3.716	
6	- 10 months	GJ/d/mo	-	803	-	-	2,415	-	-	65,000	3.716	
7	- 3 months	GJ/d/mo	-	7	-	-	22	-	-	2,000	3.716	
8	- F24-T - 12 months	GJ/d/mo	-	(0)	-	-	330	-	-	307,000	0.070	
M12-X Easterly (between Dawn, Kirkwall and Parkway)												
9	- 12 months	GJ/d/mo	-	5,797	-	-	17,435	-	-	391,011	3.716	
M12-X Westerly (between Dawn, Kirkwall and Parkway)												
10	- 12 months	GJ/d/mo	-	1,274	-	-	4,103	-	-	391,011	0.874	
Kirkwall to Parkway												
11	- 12 months	GJ/d/mo	-	1,001	-	-	1,412	-	70,712	209,652	0.561	
12	- 2 months	GJ/d/mo	-	61	-	-	196	-	-	174,752	0.561	
<u>Fuel and Commodity Charges:</u>												
Fuel												
13	Easterly - Providing Own Fuel	GJ	-	-	680	-	24,061	-	-	705,499,899		
14	Westerly - Providing Own Fuel	GJ	-	-	-	-	50	-	-	5,936,749		
15	Total Rate M12		-	114,965	680	-	279,481	-	372,447	711,436,648		14.0%

Notes:
(6) Rate Order, Working Papers, Schedule 10, column (d).
(7) Rate Order, Working Papers, Schedule 20, column (c).

UNION GAS LIMITED
Union South
Ex-Franchise Customers
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Line No.	Particulars	Billing Units	Current Approved Forecast Usage	Current Approved Revenue (2)	Current Approved Rates (3)	Adjustments to 2017 Base Rates								
			(1)	(\$000's)	(\$/ GJ)	2017 DSM		2017 Capital Pass-Throughs	2017 Parkway Delivery Obligation	Upstream Transportation	Adjusted Revenue	Price Cap Index	Price Cap Index	
						(4)	(5)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	(\$000's)	Index (%)
			(a)	(b)	(c)									
M13 Transportation of Locally Produced Gas														
1	Monthly Fixed Charge	monthly	15	171	\$952.72	-	-	-	-	171	1			
2	Transmission Commodity Charge	GJ	5,934,507	203	0.035	-	5	-	-	208	1			
3	Commodity - Providing Own Fuel	GJ	5,934,507	33	0.006	-	-	-	-	33	0			
4	Total Rate M13		<u>5,934,507</u>	<u>407</u>		<u>-</u>	<u>5</u>	<u>-</u>	<u>-</u>	<u>412</u>	<u>2</u>	<u>0.51%</u>		
M16 Transportation Service														
5	Monthly Fixed Charge	monthly	4	73	\$1,515.67	-	-	-	-	73	0			
6	Transmission Commodity Charge	GJ	6,236,394	217	0.035	-	0	-	-	217	1			
Charges West of Dawn:														
7	Firm Demand Charge	GJ/d	17,846	224	1.045	-	9	-	-	233	1			
8	Fuel & UFG to Dawn	GJ	4,098,775	23	0.006	-	-	-	-	23	0			
9	Fuel & UFG to Pool	GJ	4,098,775	65	0.016	-	-	-	-	65	0			
Charges East of Dawn:														
10	Firm Demand Charge	GJ/d	9,067	84	0.770	-	-	-	-	84	0			
11	Fuel & UFG to Dawn	GJ	2,137,619	12	0.006	-	-	-	-	12	0			
12	Fuel & UFG to Pool	GJ	2,137,619	14	0.007	-	-	(3)	-	11	0			
13	Total Rate M16		<u>12,472,788</u>	<u>711</u>		<u>-</u>	<u>10</u>	<u>(3)</u>	<u>-</u>	<u>718</u>	<u>4</u>	<u>0.51%</u>		

Notes:

(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).

(2) Rate Order, Working Papers, Schedule 7, Page 2, column (e).

(3) EB-2017-0278 Appendix A, rates effective October 1, 2017.

(4) EB-2016-0245, Rate Order, Working Papers, Schedule 10, columns (d).

(5) EB-2016-0245, Rate Order, Working Papers, Schedule 20.

UNION GAS LIMITED
Union South
Ex-Franchise Customers
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Line No.	Particulars	Billing Units	Adjustments to 2018 Base Rates				Proposed Revenue (\$000's)	Proposed Rates (\$/ GJ)	Demand Adjustment (GJ/d/mo)	Proposed Rates		
			2018 DSM (\$000's)	2018 Capital Pass-Throughs (6) (\$000's)	2018 Parkway Delivery Obligation (7) (\$000's)	Add Back Upstream Transportation (n) = (-g) (\$000's)				Usage including Adjustment (r) = (a + q)	Rates (\$/ GJ) (s) = (o / r)	Rate Change (%) (t)
			(k)	(l)	(m)	(n) = (-g)	(o) = sum(h:n)	(p) = (o / a)	(q)	(r) = (a + q)	(s) = (o / r)	(t)
M13 Transportation of Locally Produced Gas												
1	Monthly Fixed Charge	monthly	-	-	-	-	172		-	15	\$957.58	
2	Transmission Commodity Charge	GJ	-	(2)	-	-	206		-	5,934,507	0.035	
3	Commodity - Providing Own Fuel	GJ	-	-	-	-	33		-	5,934,507	0.006	
4	Total Rate M13		<u>-</u>	<u>(2)</u>	<u>-</u>	<u>-</u>	<u>412</u>	<u>-</u>	<u>-</u>	<u>5,934,507</u>		<u>1.1%</u>
M16 Transportation Service												
5	Monthly Fixed Charge	monthly	-	-	-	-	73		-	4	\$1,523.40	
6	Transmission Commodity Charge	GJ	-	(0)	-	-	218		-	6,236,394	0.035	
Charges West of Dawn:												
7	Firm Demand Charge	GJ/d	-	441	-	-	676		-	17,846	\$3.155	
8	Fuel & UFG to Dawn	GJ	-	-	-	-	23		-	4,098,775	0.006	
9	Fuel & UFG to Pool	GJ	-	-	-	-	65		-	4,098,775	0.016	
Charges East of Dawn:												
10	Firm Demand Charge	GJ/d	-	-	-	-	84		-	9,067	\$0.774	
11	Fuel & UFG to Dawn	GJ	-	-	-	-	12		-	2,137,619	0.006	
12	Fuel & UFG to Pool	GJ	-	-	2	-	13		-	2,137,619	0.006	
13	Total Rate M16		<u>-</u>	<u>441</u>	<u>2</u>	<u>-</u>	<u>1,165</u>	<u>-</u>	<u>-</u>	<u>12,472,788</u>		<u>63.7%</u>

Notes:
(6) Rate Order, Working Papers, Schedule 10, column (d).
(7) Rate Order, Working Papers, Schedule 20, column (c).

UNION GAS LIMITED
Union South
Ex-Franchise Customers
Effective January 1, 2018

Line No.	Particulars	Billing Units	Current Approved Forecast Usage (1)	Current Approved Revenue (2) (\$000's)	Current Approved Rates (3) (\$/ GJ)	Adjustments to 2017 Base Rates						
						2017 DSM (\$000's)	2017 Capital Pass-Throughs (4) (\$000's)	2017 Parkway Delivery Obligation (5) (\$000's)	Upstream Transportation (\$000's)	Adjusted Revenue (\$000's)	Price Cap Index (\$000's)	Price Cap Index (%)
			(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h) = (b+d+e+f+g)	(i)	(j)
	C1 Cross Franchise Transportation Service											
	Storage Service:											
1	Peak Storage (Short-term)	GJ	22,489,337	7,665		-	239	-	-	7,904	n/a	
	Commodity											
2	Off Peak Storage/ Balancing / Loans	GJ		2,500		-	-	-	-	2,500	n/a	
	Transportation Service:											
	Demand:											
3	St.Clair & Dawn / Ojibway & Dawn - 12 months	GJ/mo	85,460	3,246	1.045	-	45	-	-	3,291	17	
	Parkway to Dawn/Kirkwall											
4	- 12 months	GJ/mo	347,371	3,488	0.837	-	(986)	-	-	2,501	13	
5	- 3 months	GJ/mo	54,357	136	0.837	-	(39)	-	-	98	0	
6	Kirkwall to Dawn	GJ/mo	-	-	1.475	-	-	-	-	-	-	
	Dawn to Parkway											
7	- 12 months	GJ/mo	7,065	424	3.402	-	-	-	-	424	2	
8	- 12 months North T-Service	GJ/mo	30,111	1,229	3.402	-	(1,229)	-	-	-	-	
9	Kirkwall to Parkway	GJ/mo	-	-	0.537	-	-	-	-	-	-	
	Dawn to Dawn-Vector											
10	- 12 months	GJ/mo	92,845	33	0.029	-	-	-	-	33	0	
	Dawn to Dawn-TCPL											
11	- 12 months	GJ/mo	500,000	828	0.138	-	-	-	-	828	4	
	Firm Commodity											
	Easterly											
	Union Providing Fuel											
12	Dawn to Parkway (TCPL / EGT)	GJ	2,423,295	94		-	-	(7)	-	86	0	
	Providing Own Fuel											
13	Dawn to Dawn-TCPL	GJ	5,000,000	85		-	-	-	-	85	0	
14	Dawn to Dawn-Vector	GJ	18,280,703	251		-	-	-	-	251	1	
15	Ojibway to Dawn	GJ	9,968,577	169		-	-	-	-	169	1	
	Westerly - Providing Own Fuel											
16	Parkway to Kirkwall	GJ	-	-		-	-	-	-	-	-	
17	Parkway to Dawn	GJ	3,990,264	53		-	-	-	-	53	0	
18	Short-term Transportation	GJ	177,529,686	11,218		-	48	(206)	-	11,061	n/a	
19	Exchanges			14,918		-	-	-	-	14,918	n/a	
20	Other Transactional			1,067		-	-	-	-	1,067	n/a	
21	Total Rate C1		<u>217,192,525</u>	<u>47,403</u>		<u>-</u>	<u>(1,922)</u>	<u>(213)</u>	<u>-</u>	<u>45,268</u>	<u>40</u>	
22	Total Ex-Franchise			<u>293,587</u>		<u>-</u>	<u>(83,315)</u>	<u>(868)</u>	<u>-</u>	<u>209,404</u>	<u>877</u>	<u>0.42%</u>

Notes:
(1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
(2) Rate Order, Working Papers, Schedule 7, Page 2, column (e).
(3) EB-2017-0278 Appendix A, rates effective October 1, 2017.
(4) EB-2016-0245, Rate Order, Working Papers, Schedule 10, columns (d).
(5) EB-2016-0245, Rate Order, Working Papers, Schedule 20.

UNION GAS LIMITED
Union South
Ex-Franchise Customers
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Line No.	Particulars	Billing Units	Adjustment to 2018 Base Rates				Proposed Revenue (\$000's)	Proposed Rates (\$/ GJ)	Demand Adjustment (GJ/d/mo)	Proposed Rates		
			2018 DSM (\$000's)	2018 Capital Pass-Throughs (6) (\$000's)	2018 Parkway Delivery Obligation (7) (\$000's)	Add Back Upstream Transportation (n) = (-g) (\$000's)				Usage including Adjustment (r) = (a + q)	Rates (\$/ GJ) (s) = (o / r)	Rate Change (%) (t)
			(k)	(l)	(m)	(n) = (-g)	(o) = sum(h:n)	(p) = (o / a)	(q)	(r) = (a + q)	(s) = (o / r)	(t)
	C1 Cross Franchise Transportation Service											
	Storage Service:											
1	Peak Storage (Short-term)	GJ	-	(293)	-	-	7,611		-	22,489,337		
	Commodity											
2	Off Peak Storage/ Balancing / Loans	GJ	-	-	-	-	2,500		-	-		
	Transportation Service:											
	Demand:											
3	St.Clair & Dawn / Ojibway & Dawn - 12 months	GJ/mo	-	2,115	-	-	5,423		-	85,460	3.155	
	Parkway to Dawn/Kirkwall											
4	- 12 months	GJ/mo	-	1,131	-	-	3,645		-	347,371	0.874	
5	- 3 months	GJ/mo	-	44	-	-	143		-	54,357	0.874	
6	Kirkwall to Dawn	GJ/mo	-	-	-	-	-		-	-	1.542	
	Dawn to Parkway											
7	- 12 months	GJ/mo	-	-	-	-	426		-	7,065	3.716	
8	- 12 months North T-Service	GJ/mo	-	1,565	-	-	1,565		4,979	35,090	3.716	
9	Kirkwall to Parkway	GJ/mo	-	-	-	-	-		-	0	0.561	
	Dawn to Dawn-Vector											
10	- 12 months	GJ/mo	-	-	-	-	33		-	92,845	0.030	
	Dawn to Dawn-TCPL											
11	- 12 months	GJ/mo	-	-	-	-	832		-	500,000	0.139	
	Firm Commodity											
	Easterly											
	Union Providing Fuel											
12	Dawn to Parkway (TCPL / EGT)	GJ	-	-	7	-	94		-	2,423,295		
	Providing Own Fuel											
13	Dawn to Dawn-TCPL	GJ	-	-	-	-	85		-	5,000,000		
14	Dawn to Dawn-Vector	GJ	-	-	-	-	252		-	18,280,703		
15	Ojibway to Dawn	GJ	-	-	-	-	170		-	9,968,577		
	Westerly - Providing Own Fuel											
16	Parkway to Kirkwall	GJ	-	-	-	-	-		-	-		
17	Parkway to Dawn	GJ	-	-	-	-	53		-	3,990,264		
18	Short-term Transportation	GJ	-	107	196	-	11,364		-	177,529,686		
19	Exchanges		-	-	-	-	14,918		-	-		
20	Other Transactional		-	-	-	-	1,067		-	-		
21	Total Rate C1		-	4,670	203	-	50,181	-	4,979	217,192,525		5.9%
22	Total Ex-Franchise		-	120,074	885	-	331,239	-	377,426			

Notes:
(6) Rate Order, Working Papers, Schedule 10, column (d).
(7) Rate Order, Working Papers, Schedule 20, column (c).

UNION GAS LIMITED
Rate Impact Continuity
Effective January 1, 2018

Line No.	Particulars	2017 Current Approved Revenue (2) (\$000s) (a)	Price Cap Index (2) (\$000s) (b)	DSM (2) (\$000s) (d)	Capital Pass-Throughs (2) (\$000s) (e)	Parkway Delivery Obligation (2) (\$000s) (f)	Upstream Transportation (\$000's) (h)	Total Excluding Volume Adjustments (i)	Volume Adjustments (j)	Total Including Volume Adjustments (k)
<u>North Delivery</u>										
1	R01 Revenue (\$000s)	159,704	802	1,024	(1,461)	-	-	160,069		160,069
2	Volumes (10³m³)	909,690	909,690	909,690	909,690	909,690	909,690	909,690	(23,350)	886,340
3	Average rate (cents / m³)	17.5559	0.0882	0.1126	(0.1606)	-	-	17.5960	0.4636	18.0596
4	Average rate change (1)		0.5%	0.6%	-0.9%	0.0%	0.0%	0.2%	2.6%	2.9%
5	R10 Revenue (\$000s)	20,666	93	142	(149)	-	-	20,752		20,752
6	Volumes (10³m³)	337,112	337,112	337,112	337,112	337,112	337,112	337,112	(11,150)	325,962
7	Average rate (cents / m³)	6.1303	0.0275	0.0422	(0.0442)	-	-	6.1558	0.2106	6.3664
8	Average rate change (1)		0.4%	0.7%	-0.7%	0.0%	0.0%	0.4%	3.4%	3.9%
9	R20 Revenue (\$000s)	13,580	64	39	(128)	-	-	13,555		13,555
10	Volumes (10³m³)	606,176	606,176	606,176	606,176	606,176	606,176	606,176	(1,621)	604,555
11	Average rate (cents / m³)	2.2403	0.0105	0.0065	(0.0212)	-	-	2.2361	0.0060	2.2421
12	Average rate change (1)		0.5%	0.3%	-0.9%	0.0%	0.0%	-0.2%	0.3%	0.1%
13	R25 Revenue (\$000s)	4,340	23	-	(43)	-	-	4,320		4,320
14	Volumes (10³m³)	159,555	159,555	159,555	159,555	159,555	159,555	159,555	-	159,555
15	Average rate (cents / m³)	2.7201	0.0146	-	(0.0271)	-	-	2.7076	-	2.7076
16	Average rate change (1)		0.5%	0.0%	-1.0%	0.0%	0.0%	-0.5%	0.0%	-0.5%
17	R100 Revenue (\$000s)	15,230	71	13	(113)	-	-	15,201		15,201
18	Volumes (10³m³)	1,814,867	1,814,867	1,814,867	1,814,867	1,814,867	1,814,867	1,814,867	(762)	1,814,105
19	Average rate (cents / m³)	0.8392	0.0039	0.0007	(0.0062)	-	-	0.8376	0.0004	0.8380
20	Average rate change (1)		0.5%	0.1%	-0.7%	0.0%	0.0%	-0.2%	0.0%	-0.1%

Notes:

- (1) Average rate change is compared to column (a).
(2) Rate Order, Working Paper, Schedule 3.

UNION GAS LIMITED
Rate Impact Continuity
Effective January 1, 2018

Line No.	Particulars	2017 Current Approved Revenue (2) (\$000s)	Price Cap Index (2) (\$000s)	DSM (2) (\$000s)	Capital Pass-Throughs (2) (\$000s)	Parkway Delivery Obligation (2) (\$000s)	Upstream Transportation (\$000's)	Total Excluding Volume Adjustments	Volume Adjustments	Total Including Volume Adjustments
		(a)	(b)	(d)	(e)	(f)	(h)	(i)	(j)	(k)
<u>South Delivery & Storage</u>										
1	M1 - Delivery	Revenue (\$000s)	389,338	1,848	2,825	3,138	(276)	-	396,873	396,873
2		Volumes (10³m³)	2,897,179	2,897,179	2,897,179	2,897,179	2,897,179	2,897,179	(88,884)	2,808,296
3		Average rate (cents / m³)	13.4385	0.0638	0.0975	0.1083	(0.0095)	-	13.6986	14.1322
4	M1 - Storage	Revenue (\$000s)	20,724	114	-	(257)	-	-	20,580	20,580
5		Volumes (10³m³)	2,897,179	2,897,179	2,897,179	2,897,179	2,897,179	2,897,179	(88,884)	2,808,296
6		Average rate (cents / m³)	0.7153	0.0039	-	(0.0089)	-	-	0.7104	0.7328
7	M1	Revenue (\$000s)	410,061	1,962	2,825	2,881	(276)	-	417,453	417,453
8		Total Average rate (cents / m³)	14.1538	0.0677	0.0975	0.0994	(0.0095)	-	14.4089	14.8650
9		Average rate change (1)		0.5%	0.7%	0.7%	-0.1%	0.0%	1.8%	5.0%
10	M2 - Delivery	Revenue (\$000s)	54,348	198	451	1,912	(106)	-	56,803	56,803
11		Volumes (10³m³)	1,127,028	1,127,028	1,127,028	1,127,028	1,127,028	1,127,028	(47,291)	1,079,737
12		Average rate (cents / m³)	4.8223	0.0176	0.0400	0.1696	(0.0094)	-	5.0401	5.2609
13	M2 - Storage	Revenue (\$000s)	7,046	39	-	(88)	-	-	6,997	6,997
14		Volumes (10³m³)	1,127,028	1,127,028	1,127,028	1,127,028	1,127,028	1,127,028	(47,291)	1,079,737
15		Average rate (cents / m³)	0.6252	0.0034	-	(0.0078)	-	-	0.6209	0.6481
16	M2	Revenue (\$000s)	61,395	237	451	1,824	(106)	-	63,801	63,801
17		Total Average rate (cents / m³)	5.4475	0.0210	0.0400	0.1619	(0.0094)	-	5.6610	5.9089
18		Average rate change (1)		0.4%	0.7%	3.0%	-0.2%	0.0%	3.9%	8.5%
19	M4	Revenue (\$000s)	14,995	54	46	1,551	(72)	-	16,573	16,573
20		Volumes (10³m³)	349,263	349,263	349,263	349,263	349,263	349,263	(10,047)	339,216
21		Average rate (cents / m³)	4.2933	0.0155	0.0131	0.4440	(0.0207)	-	4.7451	4.8857
22		Average rate change (1)		0.4%	0.3%	10.3%	-0.5%	0.0%	10.5%	13.8%
23	M5	Revenue (\$000s)	13,634	53	49	(94)	(82)	-	13,559	13,559
24		Volumes (10³m³)	465,451	465,451	465,451	465,451	465,451	465,451	(15,362)	450,088
25		Average rate (cents / m³)	2.9291	0.0114	0.0105	(0.0203)	(0.0177)	-	2.9131	3.0125
26		Average rate change (1)		0.4%	0.4%	-0.7%	-0.6%	0.0%	-0.5%	2.8%

Notes:

- (1) Average rate change is compared to column (a).
(2) Rate Order, Working Paper, Schedule 3.

UNION GAS LIMITED
Rate Impact Continuity
Effective January 1, 2018

Line No.	Particulars	2017 Current Approved Revenue (2) (\$000s) (a)	Price Cap Index (2) (\$000s) (b)	DSM (2) (\$000s) (d)	Capital Pass-Throughs (2) (\$000s) (e)	Parkway Delivery Obligation (2) (\$000s) (f)	Upstream Transportation (\$000's) (h)	Total Excluding Volume Adjustments (i)	Volume Adjustments (j)	Total Including Volume Adjustments (k)
<u>South Delivery & Storage (cont.)</u>										
1	M7 Revenue (\$000s)	4,900	16	24	519	(27)	-	5,432		5,432
2	Volumes (10³m³)	124,828	124,828	124,828	124,828	124,828	124,828	124,828	(5,587)	119,242
3	Average rate (cents / m³)	3.9255	0.0129	0.0189	0.4155	(0.0213)	-	4.3515	0.2039	4.5554
4	Average rate change (1)		0.3%	0.5%	10.6%	-0.5%	0.0%	10.9%	5.2%	16.0%
5	M9 Revenue (\$000s)	1,023	3	-	38	(17)	-	1,048		1,048
6	Volumes (10³m³)	60,750	60,750	60,750	60,750	60,750	60,750	60,750	-	60,750
7	Average rate (cents / m³)	1.6844	0.0058	-	0.0633	(0.0275)	-	1.7259	-	1.7259
8	Average rate change (1)		0.3%	0.0%	3.8%	-1.6%	0.0%	2.5%	0.0%	2.5%
9	M10 Revenue (\$000s)	13	0	-	1	0	-	14		14
10	Volumes (10³m³)	189	189	189	189	189	189	189	-	189
11	Average rate (cents / m³)	6.7289	0.0142	-	0.3549	0.0756	-	7.1737	-	7.1737
12	Average rate change (1)		0.2%	0.0%	5.3%	1.1%	0.0%	6.6%	0.0%	6.6%
13	T1 Revenue (\$000s)	11,618	46	41	1,110	(95)	-	12,719		12,719
14	Volumes (10³m³)	511,234	511,234	511,234	511,234	511,234	511,234	511,234	(3,895)	507,339
15	Average rate (cents / m³)	2.2725	0.0090	0.0079	0.2171	(0.0185)	-	2.4879	0.0191	2.5070
16	Average rate change (1)		0.4%	0.3%	9.6%	-0.8%	0.0%	9.5%	0.8%	10.3%
17	T2 Revenue (\$000s)	51,985	207	49	8,180	(415)	-	60,004		60,004
18	Volumes (10³m³)	4,597,268	4,597,268	4,597,268	4,597,268	4,597,268	4,597,268	4,597,268	(30,384)	4,566,884
19	Average rate (cents / m³)	1.1308	0.0045	0.0011	0.1779	(0.0090)	-	1.3052	0.0087	1.3139
20	Average rate change (1)		0.4%	0.1%	15.7%	-0.8%	0.0%	15.4%	0.8%	16.2%
21	T3 Revenue (\$000s)	6,769	23	-	276	(57)	-	7,011		7,011
22	Volumes (10³m³)	272,712	272,712	272,712	272,712	272,712	272,712	272,712	-	272,712
23	Average rate (cents / m³)	2.4820	0.0085	-	0.1013	(0.0209)	-	2.5708	-	2.5708
24	Average rate change (1)		0.3%	0.0%	4.1%	-0.8%	0.0%	3.6%	0.0%	3.6%

Notes:

- (1) Average rate change is compared to column (a).
(2) Rate Order, Working Paper, Schedule 3.

UNION GAS LIMITED
Rate Impact Continuity
Effective January 1, 2018

Line No.	Particulars	2017 Current Approved Revenue (2) (\$000s) (a)	Price Cap Index (2) (\$000s) (b)	DSM (2) (\$000s) (d)	Capital Pass-Throughs (2) (\$000s) (e)	Parkway Delivery Obligation (2) (\$000s) (f)	Upstream Transportation (\$000's) (h)	Total Excluding Volume Adjustments (i)	Volume Adjustments (j)	Total Including Volume Adjustments (k)
<u>North Transportation & Storage</u>										
1	R01 Revenue (\$000s)	86,683	78	-	1,311	(0)	179	88,251		88,251
2	Volumes (10³m³)	909,690	909,690	909,690	909,690	909,690	909,690	909,690	(23,350)	886,340
3	Average rate (cents / m³)	9.5289	0.0086	-	0.1442	(0.0000)	0.0197	9.7012	0.2556	9.9568
4	Average rate change (1)		0.1%	0.0%	1.5%	0.0%	0.2%	1.8%	2.7%	4.5%
5	R10 Revenue (\$000s)	25,473	22	-	341	(0)	37	25,873		25,873
6	Volumes (10³m³)	337,112	337,112	337,112	337,112	337,112	337,112	337,112	(11,150)	325,962
7	Average rate (cents / m³)	7.5561	0.0066	-	0.1012	(0.0000)	0.0111	7.6750	0.2625	7.9375
8	Average rate change (1)		0.1%	0.0%	1.3%	0.0%	0.1%	1.6%	3.5%	5.0%
9	R20 Revenue (\$000s)	7,995	7	-	87	0	(6)	8,083		8,083
10	Volumes (10³m³)	121,935	121,935	121,935	121,935	121,935	121,935	121,935	-	121,935
11	Average rate (cents / m³)	6.5571	0.0055	-	0.0711	0.0000	(0.0051)	6.6286	-	6.6286
12	Average rate change (1)		0.1%	0.0%	1.1%	0.0%	-0.1%	1.1%	0.0%	1.1%
13	R25 Revenue (\$000s)	696	0	-	(2)	-	(17)	677		677
14	Volumes (10³m³)	42,913	42,913	42,913	42,913	42,913	42,913	42,913	-	42,913
15	Average rate (cents / m³)	1.6229	0.0002	-	(0.0053)	-	(0.0394)	1.5784	-	1.5784
16	Average rate change (1)		0.0%	0.0%	-0.3%	0.0%	-2.4%	-2.7%	0.0%	-2.7%
17	R100 Revenue (\$000s)	336	1	-	5	(0)	(0)	342		342
18	Change (1)		0.2%	0.0%	1.5%	0.0%	0.0%	1.6%	0.0%	1.6%
<u>Ex-Franchise</u>										
19	M12 Revenue (\$000s)	245,065	831	-	33,557	28	-	279,481	-	279,481
20	Change (1)		0.3%	0.0%	13.7%	0.0%	0.0%	14.0%	0.0%	14.0%
21	M13 Revenue (\$000s)	407	2	-	2	-	-	412	-	412
22	Change (1)		0.5%	0.0%	0.6%	0.0%	0.0%	1.1%	0.0%	1.1%
23	M16 Revenue (\$000s)	711	4	-	451	(1)	-	1,165	-	1,165
24	Change (1)		0.5%	0.0%	63.4%	-0.1%	0.0%	63.7%	0.0%	63.7%
25	C1 Revenue (\$000s)	47,403	40	-	2,748	(10)	-	50,181	-	50,181
26	Change (1)		0.1%	0.0%	5.8%	0.0%	0.0%	5.9%	0.0%	5.9%
27	Gas Supply Admin	6,723	-	-	(35)	-	-	6,689	-	6,689
28	Totals	1,211,406	4,639	4,702	52,855	(1,130)	193	1,272,665	-	1,272,665

Notes:

- (1) Average rate change is compared to column (a).
(2) Rate Order, Working Paper, Schedule 3.

UNION GAS LIMITED
Union North
Percentage Change in Average Unit Price
Effective January 1, 2018

Line No.	Particulars (cents/m ³)	Rate Class	Current Rates (1) (cents / m ³) (a)	Proposed Rates (2) (cents / m ³) (b)	Rate Change (c) = (b - a)	Percent Change (3) (%) (d) = (c / a)
	Small Volume General Service	01				
1	Delivery		17.5559	18.0596	0.5037	2.9%
2	Gas Supply Transportation		4.1150	4.1353	0.0203	0.5%
3	Storage		5.3358	5.6319	0.2961	5.5%
4	Total		<u>27.0067</u>	<u>27.8268</u>	<u>0.8201</u>	<u>3.0%</u>
	Large Volume General Service	10				
5	Delivery		6.1303	6.3664	0.2361	3.9%
6	Gas Supply Transportation		3.5376	3.5489	0.0113	0.3%
7	Storage		3.9512	4.1973	0.2461	6.2%
8	Total		<u>13.6191</u>	<u>14.1126</u>	<u>0.4935</u>	<u>3.6%</u>
	Medium Volume Firm Service	20				
9	Delivery		2.2403	2.2421	0.0018	0.1%
10	Gas Supply Transportation		6.5571	6.6286	0.0715	1.1%
11	Total		<u>8.7974</u>	<u>8.8707</u>	<u>0.0733</u>	<u>0.8%</u>
12	Large Volume High Load Factor Delivery	100	<u>0.8392</u>	<u>0.8380</u>	<u>(0.0012)</u>	<u>-0.1%</u>
13	Large Volume Interruptible Delivery	25	<u>2.7201</u>	<u>2.7076</u>	<u>(0.0125)</u>	<u>-0.5%</u>

Notes:

- (1) Rate Order, Working Papers, Schedule 4, column (c).
- (2) Rate Order, Working Papers, Schedule 4, column (s).
- (3) Excludes Gas Supply Commodity related costs.

UNION GAS LIMITED
Union South
Percentage Change in Average Unit Price
Effective January 1, 2018

Line No.	Particulars (cents/m ³)	Rate Class	Current Rates (1) (cents / m ³) (a)	Proposed Rates (2) (cents / m ³) (b)	Rate Change (c) = (b - a)	Percent Change (3) (%) (d) = (c / a)
	General Service	M1				
1	Delivery		13.4385	14.1322	0.6937	5.2%
2	Storage		0.7153	0.7328	0.0175	2.4%
3	Total		<u>14.1538</u>	<u>14.8650</u>	<u>0.7112</u>	<u>5.0%</u>
	General Service	M2				
4	Delivery		4.8223	5.2609	0.4386	9.1%
5	Storage		0.6252	0.6481	0.0229	3.7%
6	Total		<u>5.4475</u>	<u>5.9090</u>	<u>0.4615</u>	<u>8.5%</u>
7	Firm Contract Commercial / Industrial Delivery	M4	<u>4.2933</u>	<u>4.8857</u>	<u>0.5924</u>	<u>13.8%</u>
8	Firm Contract Commercial / Industrial Delivery	M5 (F)	<u>3.6220</u>	<u>3.8461</u>	<u>0.2241</u>	<u>6.2%</u>
9	Interruptible Contract Commercial / Industrial Delivery	M5 (I)	<u>2.9059</u>	<u>2.9845</u>	<u>0.0786</u>	<u>2.7%</u>
10	Firm Special Large Volume Contract Delivery	M7 (F)	<u>4.0135</u>	<u>4.6628</u>	<u>0.6493</u>	<u>16.2%</u>
11	Interruptible Special Large Volume Contract Delivery	M7 (I)	<u>1.2348</u>	<u>1.2692</u>	<u>0.0344</u>	<u>2.8%</u>
12	Large Wholesale Service Delivery	M9	<u>1.6844</u>	<u>1.7259</u>	<u>0.0415</u>	<u>2.5%</u>
13	Small Wholesale Service Delivery	M10	<u>6.7289</u>	<u>7.1737</u>	<u>0.4448</u>	<u>6.6%</u>
14	Storage and Transportation Delivery	T1 (F/I)	<u>2.2725</u>	<u>2.5070</u>	<u>0.2345</u>	<u>10.3%</u>
15	Total Delivery excluding fuel		<u>2.2035</u>	<u>2.4374</u>	<u>0.2339</u>	<u>10.6%</u>
16	Storage and Transportation Delivery	T2 (F/I)	<u>1.1308</u>	<u>1.3139</u>	<u>0.1831</u>	<u>16.2%</u>
17	Total Delivery excluding fuel		<u>1.0810</u>	<u>1.2637</u>	<u>0.1827</u>	<u>16.9%</u>
18	Storage and Transportation Distributor Delivery	T3	<u>2.4820</u>	<u>2.5708</u>	<u>0.0888</u>	<u>3.6%</u>

Notes:

- (1) Rate Order, Working Papers, Schedule 4, column (c).
- (2) Rate Order, Working Papers, Schedule 4, column (s).
- (3) Excludes Gas Supply Commodity related costs.

UNION GAS LIMITED
Summary of Approved 2017 Revenue Changes

Line No.	Particulars (\$000's)	2017 Revenue EB-2016-0245 2017 Rates (1)	2017 Revenue Changes					Updated 2017 Revenue for EB-2017-0087
		(a)	EB-2016-0296 PDCI Update (2)	EB-2016-0334 Jan 2017 QRAM (3)	EB-2017-0089 Apr 2017 QRAM (4)	EB-2017-0185 Jul 2017 QRAM (5)	EB-2017-0278 Oct 2017 QRAM (6)	(g) = (a+b+c+d+e+f)
			(b)	(c)	(d)	(e)	(f)	
	<u>North Delivery</u>							
1	Rate 01	161,111	-	(778)	(43)	117	(703)	159,704
2	Rate 10	21,091	-	(235)	(13)	35	(212)	20,666
3	Rate 20	13,723	-	(79)	(4)	12	(72)	13,580
4	Rate 25	4,340	-	-	-	-	-	4,340
5	Rate 100	15,237	-	(3)	(0)	0	(3)	15,230
6	Total In-Franchise North Delivery	<u>215,502</u>	<u>-</u>	<u>(1,096)</u>	<u>(61)</u>	<u>165</u>	<u>(990)</u>	<u>213,520</u>
	<u>South Delivery & Storage</u>							
7	Rate M1	412,278	355	(1,423)	(79)	215	(1,286)	410,061
8	Rate M2	62,135	126	(479)	(27)	72	(433)	61,395
9	Rate M4	15,211	57	(151)	(8)	23	(137)	14,995
10	Rate M5A	13,941	41	(193)	(11)	29	(174)	13,634
11	Rate M7	4,979	23	(56)	(3)	8	(51)	4,900
12	Rate M9	1,055	12	(24)	(1)	4	(22)	1,023
13	Rate M10	13	0	(0)	(0)	0	(0)	13
14	Rate T1	11,611	58	(28)	(2)	4	(25)	11,618
15	Rate T2	51,863	275	(85)	(6)	12	(76)	51,985
16	Rate T3	6,715	53	-	-	-	-	6,769
17	Total In-Franchise South Delivery and Storage	<u>579,802</u>	<u>1,000</u>	<u>(2,438)</u>	<u>(137)</u>	<u>367</u>	<u>(2,203)</u>	<u>576,392</u>
18	Total In-franchise Delivery	<u>795,303</u>	<u>1,000</u>	<u>(3,534)</u>	<u>(198)</u>	<u>531</u>	<u>(3,193)</u>	<u>789,912</u>

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 3.
- (2) EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
- (3) EB-2016-0334, Tab 2, Schedule 3, column (g) & EB-2016-0334, Tab 2, Schedule 2, p. 1, column (a).
- (4) EB-2017-0089, Tab 2, Schedule 3, column (g) & EB-2017-0089, Tab 2, Schedule 2, p. 1, column (a).
- (5) EB-2017-0185, Tab 2, Schedule 3, column (g) & EB-2017-0185, Tab 2, Schedule 2, p. 1, column (a).
- (6) EB-2017-0278, Tab 2, Schedule 3, column (g) & EB-2017-0278, Tab 2, Schedule 2, p. 1, column (a).

UNION GAS LIMITED
Summary of Approved 2017 Revenue Changes

Line No.	Particulars (\$000's)	2017 Revenue EB-2016-0245 2017 Rates (1)	2017 Revenue Changes					Updated 2017 Revenue for EB-2017-0087
		(a)	EB-2016-0296 PDCI Update (2)	EB-2016-0334 Jan 2017 QRAM (3)	EB-2017-0089 Apr 2017 QRAM (4)	EB-2017-0185 Jul 2017 QRAM (5)	EB-2017-0278 Oct 2017 QRAM (6)	(g) = (a+b+c+d+e+f)
			(b)	(c)	(d)	(e)	(f)	
	<u>North Transportation & Storage</u>							
1	Rate 01	85,815	-	71	1,035	(23)	(214)	86,683
2	Rate 10	25,221	-	25	309	(7)	(76)	25,473
3	Rate 20	7,914	-	11	106	(3)	(33)	7,995
4	Rate 25	688	-	2	7	4	(5)	696
5	Rate 100	334	-	0	2	0	(0)	336
6	Total Northern Transportation and Storage	<u>119,972</u>	<u>-</u>	<u>109</u>	<u>1,460</u>	<u>(29)</u>	<u>(329)</u>	<u>121,184</u>
7	Gas Supply Admin Charge	<u>6,723</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>6,723</u>
8	Total In-Franchise	<u>921,999</u>	<u>1,000</u>	<u>(3,425)</u>	<u>1,262</u>	<u>502</u>	<u>(3,522)</u>	<u>917,819</u>
	<u>Ex-Franchise</u>							
9	Rate M12	245,065	-	-	-	-	-	245,065
10	Rate M13	420	-	(7)	(1)	1	(6)	407
11	Rate M16	755	-	(23)	(2)	4	(21)	711
12	Rate C1	47,403	-	-	-	-	-	47,403
13	Total Ex-Franchise	<u>293,643</u>	<u>-</u>	<u>(30)</u>	<u>(2)</u>	<u>5</u>	<u>(27)</u>	<u>293,587</u>
14	Total Union Gas	<u>1,215,642</u>	<u>1,000</u>	<u>(3,455)</u>	<u>1,260</u>	<u>507</u>	<u>(3,549)</u>	<u>1,211,406</u>

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 3.
- (2) EB-2016-0296, Exhibit 7, Schedule 2, p. 1, column (i).
- (3) EB-2016-0334, Tab 2, Schedule 3, column (g) & EB-2016-0334, Tab 2, Schedule 2, p. 1, column (a).
- (4) EB-2017-0089, Tab 2, Schedule 3, column (g) & EB-2017-0089, Tab 2, Schedule 2, p. 1, column (a).
- (5) EB-2017-0185, Tab 2, Schedule 3, column (g) & EB-2017-0185, Tab 2, Schedule 2, p. 1, column (a).
- (6) EB-2017-0278, Tab 2, Schedule 3, column (g) & EB-2017-0278, Tab 2, Schedule 2, p. 1, column (a).

UNION GAS LIMITED
Union South
General Service Customer Bill Impacts

Line No.	Particulars	Rate M1 - Residential (Annual Consumption of 2,200 m³)			Rate M2 - Commercial (Annual Consumption of 73,000 m³)		
		EB-2017-0278 Approved 01-Oct-17 Total Bill (\$) (1) (a)	EB-2017-0087 Proposed 01-Jan-18 Total Bill (\$) (1) (b)	Impact (\$) (c) = (b) - (a)	EB-2017-0278 Approved 01-Oct-17 Total Bill (\$) (1) (d)	EB-2017-0087 Proposed 01-Jan-18 Total Bill (\$) (1) (e)	Impact (\$) (f) = (e) - (d)
	<u>Delivery Charges</u>						
1	Monthly Charge	252.00	252.00	-	840.00	840.00	-
	Delivery Commodity Charge						
2	Cap-and-Trade Customer-Related Charge	73.00	73.00	-	2,422.23	2,422.23	-
3	Other Delivery Commodity	97.83	107.09	9.26	3,321.75	3,633.85	312.10
4	Storage Services	15.75	16.11	0.36	456.38	473.11	16.73
5	Total Delivery Charge	438.58	448.20	9.62	7,040.36	7,369.19	328.83
	<u>Supply Charges</u>						
6	Transportation to Union	-	-	-	-	-	-
7	Commodity	302.10	302.08	(0.02)	10,023.78	10,023.12	(0.66)
8	Total Gas Supply Charge	302.10	302.08	(0.02)	10,023.78	10,023.12	(0.66)
	<u>Total Bill</u>						
9	Including Cap-and-Trade Customer-Related Charge	740.68	750.28	9.60	17,064.14	17,392.31	328.17
10	Excluding Cap-and-Trade Customer-Related Charge	667.68	677.28	9.60	14,641.91	14,970.08	328.17
	<u>Impacts</u>						
11	Sales Service			9.60			328.17
12	Direct Purchase			9.62			328.83
13	Commodity Bill Impact			(0.0%) (2)			(0.0%) (2)
	<u>Total Bill Impact</u>						
14	Including Cap-and-Trade Customer-Related Charge			1.3%			1.9%
15	Excluding Cap-and-Trade Customer-Related Charge			1.4%			2.2%

Notes:

(1) Excludes temporary charges/(credits) and prospective recovery.

(2) Commodity bill impact reflects the impact of the gas commodity bill change divided by the current approved gas commodity bill shown at line 7.

UNION GAS LIMITED
Union North
General Service Customer Bill Impacts

Line No.	Particulars	Union North West Zone Rate 01 - Residential (Annual Consumption of 2,200 m³)			Union North East Zone Rate 01 - Residential (Annual Consumption of 2,200 m³)		
		EB-2017-0278 Approved 01-Oct-17 Total Bill (\$) (1) (a)	EB-2017-0087 Proposed 01-Jan-18 Total Bill (\$) (1) (b)	Impact (\$) (c) = (b) - (a)	EB-2017-0278 Approved 01-Oct-17 Total Bill (\$) (1) (d)	EB-2017-0087 Proposed 01-Jan-18 Total Bill (\$) (1) (e)	Impact (\$) (f) = (e) - (d)
	<u>Delivery Charges</u>						
1	Monthly Charge	252.00	252.00	-	252.00	252.00	-
	Delivery Commodity Charge						
2	Cap-and-Trade Customer-Related Charge	73.00	73.00	-	73.00	73.00	-
3	Other Delivery Commodity	198.05	204.21	6.16	198.05	204.21	6.16
4	Total Delivery Charge	523.05	529.21	6.16	523.05	529.21	6.16
	<u>Supply Charges</u>						
5	Transportation to Union	150.89	150.91	0.02	66.02	66.62	0.60
6	Storage Services	45.19	49.78	4.59	146.73	154.02	7.29
7	Subtotal	196.08	200.69	4.61	212.75	220.64	7.89
8	Commodity	228.36	228.34	(0.02)	308.29	308.27	(0.02)
9	Total Gas Supply Charge	424.44	429.03	4.59	521.04	528.91	7.87
	<u>Total Bill</u>						
10	Including Cap-and-Trade Customer-Related Charge	947.49	958.24	10.75	1,044.09	1,058.12	14.03
11	Excluding Cap-and-Trade Customer-Related Charge	874.49	885.24	10.75	971.09	985.12	14.03
	<u>Impacts</u>						
12	Sales Service			10.75			14.03
13	Direct Purchase			10.77			14.05
14	Commodity Bill Impact			(0.0%) (2)			(0.0%) (2)
	<u>Total Bill Impact</u>						
15	Including Cap-and-Trade Customer-Related Charge			1.1%			1.3%
16	Excluding Cap-and-Trade Customer-Related Charge			1.2%			1.4%

Notes:

(1) Excludes temporary charges/(credits).

(2) Commodity bill impact reflects the impact of the gas commodity bill change divided by the current approved gas commodity bill shown at line 8.

UNION GAS LIMITED
Union North
General Service Customer Bill Impacts

Line No.	Particulars	Union North West Rate 10 - Commercial / Industrial (Annual Consumption of 93,000 m³)			Union North East Rate 10 - Commercial / Industrial (Annual Consumption of 93,000 m³)		
		EB-2017-0278 Approved 01-Oct-17	EB-2017-0087 Proposed 01-Jan-18	Impact	EB-2017-0278 Approved 01-Oct-17	EB-2017-0087 Proposed 01-Jan-18	Impact
		Total Bill (\$) (1)	Total Bill (\$) (1)	(\$)	Total Bill (\$) (1)	Total Bill (\$) (1)	(\$)
		(a)	(b)	(c) = (b) - (a)	(d)	(e)	(f) = (e) - (d)
	<u>Delivery Charges</u>						
1	Monthly Charge	840.00	840.00	-	840.00	840.00	-
	Delivery Commodity Charge						
2	Cap-and-Trade Customer-Related Charge	3,085.83	3,085.83	-	3,085.83	3,085.83	-
3	Other Delivery Commodity	5,892.85	6,075.61	182.76	5,892.85	6,075.61	182.76
4	Total Delivery Charge	9,818.68	10,001.44	182.76	9,818.68	10,001.44	182.76
	<u>Supply Charges</u>						
5	Transportation to Union	5,585.01	5,585.21	0.20	2,568.66	2,582.43	13.77
6	Storage Services	1,435.63	1,587.14	151.51	4,378.24	4,631.50	253.26
7	Subtotal	7,020.64	7,172.35	151.71	6,946.90	7,213.93	267.03
8	Commodity	9,652.93	9,652.09	(0.84)	13,032.65	13,031.81	(0.84)
9	Total Gas Supply Charge	16,673.57	16,824.44	150.87	19,979.55	20,245.74	266.19
	<u>Total Bill</u>						
10	Including Cap-and-Trade Customer-Related Charge	26,492.25	26,825.88	333.63	29,798.23	30,247.18	448.95
11	Excluding Cap-and-Trade Customer-Related Charge	23,406.42	23,740.05	333.63	26,712.40	27,161.35	448.95
	<u>Impacts</u>						
12	Sales Service			333.63			448.95
13	Direct Purchase			334.47			449.79
14	Commodity Bill Impact			(0.0%) (2)			(0.0%) (2)
	<u>Total Bill Impact</u>						
15	Including Cap-and-Trade Customer-Related Charge			1.3%			1.5%
16	Excluding Cap-and-Trade Customer-Related Charge			1.4%			1.7%

Notes:

(1) Excludes temporary charges/(credits).

(2) Commodity bill impact reflects the impact of the gas commodity bill change divided by the current approved gas commodity bill shown at line 8.

UNION GAS LIMITED
Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers - Union North

Line No.	Particulars	Excluding Cap-and-Trade Customer-Related Charge						Including Cap-and-Trade Customer-Related Charge (2)					
		Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087				Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087			
		Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Bill Impact	Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Bill Impact
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)	(h)	(i)	(j)	(k) = (l - g)	(l) = (k / g)
<u>Small Rate 01</u>													
1	Delivery Charges	450	20.4568	456	20.7368	6.16	1.4%	523	23.7750	529	24.0550	6.16	1.2%
2	Gas Supply Charges	521	23.6836	529	24.0414	7.87	1.5%	521	23.6836	529	24.0414	7.87	1.5%
3	Total Bill	971	44.1405	985	44.7782	14.03	1.4%	1,044	47.4586	1,058	48.0964	14.03	1.3%
4	Sales Service Impact					14.03	1.4%					14.03	1.3%
5	Bundled-T (Direct Purchase) Impact					14.05	1.9%					14.05	1.9%
<u>Small Rate 10</u>													
6	Delivery Charges	4,754	7.9228	4,896	8.1606	143	3.0%	6,745	11.2409	6,887	11.4787	143	2.1%
7	Gas Supply Charges	12,890	21.4834	13,062	21.7696	172	1.3%	12,890	21.4834	13,062	21.7696	172	1.3%
8	Total Bill	17,644	29.4062	17,958	29.9302	314	1.8%	19,635	32.7243	19,949	33.2483	314	1.6%
9	Sales Service Impact					314	1.8%					314	1.6%
10	Bundled-T (Direct Purchase) Impact					315	3.4%					315	2.8%
<u>Large Rate 10</u>													
11	Delivery Charges	15,608	6.2430	16,181	6.4725	574	3.7%	23,903	9.5611	24,476	9.7906	574	2.4%
12	Gas Supply Charges	53,709	21.4834	54,424	21.7696	715	1.3%	53,709	21.4834	54,424	21.7696	715	1.3%
13	Total Bill	69,316	27.7264	70,605	28.2421	1,289	1.9%	77,611	31.0445	78,900	31.5602	1,289	1.7%
14	Sales Service Impact					1,289	1.9%					1,289	1.7%
15	Bundled-T (Direct Purchase) Impact					1,291	3.0%					1,291	3.0%
<u>Small Rate 20</u>													
16	Delivery Charges	75,201	2.5067	74,905	2.4968	(296)	-0.4%	174,744	5.8248	174,448	5.8149	(296)	-0.2%
17	Gas Supply Charges	547,733	18.2578	548,828	18.2943	1,095	0.2%	547,733	18.2578	548,828	18.2943	1,095	0.2%
18	Total Bill	622,935	20.7645	623,733	20.7911	798	0.1%	722,478	24.0826	723,276	24.1092	798	0.1%
19	Sales Service Impact					798	0.1%					798	0.1%
20	Bundled-T (Direct Purchase) Impact					825	0.3%					825	0.3%
<u>Large Rate 20</u>													
21	Delivery Charges	291,824	1.9455	291,515	1.9434	(309)	-0.1%	789,539	5.2636	789,230	5.2615	(309)	0.0%
22	Gas Supply Charges	2,639,659	17.5977	2,644,331	17.6289	4,672	0.2%	2,639,659	17.5977	2,644,331	17.6289	4,672	0.2%
23	Total Bill	2,931,483	19.5432	2,935,846	19.5723	4,363	0.1%	3,429,198	22.8613	3,433,561	22.8904	4,363	0.1%
24	Sales Service Impact					4,363	0.1%					4,363	0.1%
25	Bundled-T (Direct Purchase) Impact					4,498	0.5%					4,498	0.3%

Notes:

(1) Reflects approved rates per October 2017 QRAM (EB-2017-0278), Appendix A.

(2) Bill impacts including Cap-and-Trade Customer-Related Charge are applicable to customers for whom Union is required to fulfill Cap-and-Trade obligations.

UNION GAS LIMITED
Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers - Union North

Line No.	Particulars	Excluding Cap-and-Trade Customer-Related Charge						Including Cap-and-Trade Customer-Related Charge (2)					
		Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087				Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087			
		Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Bill Impact	Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Bill Impact
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)	(h)	(i)	(j)	(k) = (l - g)	(l) = (k / g)
	<u>Average Rate 25</u>												
1	Delivery Charges	61,803	2.7166	61,519	2.7041	(284)	-0.5%	137,289	6.0347	137,006	6.0222	(284)	-0.2%
2	Gas Supply Charges	347,172	15.2603	346,139	15.2149	(1,033)	-0.3%	347,172	15.2603	346,139	15.2149	(1,033)	-0.3%
3	Total Bill	408,975	17.9769	407,658	17.9190	(1,317)	-0.3%	484,461	21.2950	483,145	21.2371	(1,317)	-0.3%
4	Sales Service Impact					(1,317)	-0.3%					(1,317)	-0.3%
5	T-Service (Direct Purchase) Impact					(284)	-0.5%					(284)	-0.2%
	<u>Small Rate 100</u>												
6	Delivery Charges	257,308	0.9530	256,601	0.9504	(706)	-0.3%	1,153,195	4.2711	1,152,488	4.2685	(706)	-0.1%
7	Gas Supply Charges	6,634,970	24.5740	6,622,014	24.5260	(12,956)	-0.2%	6,634,970	24.5740	6,622,014	24.5260	(12,956)	-0.2%
8	Total Bill	6,892,277	25.5270	6,878,615	25.4764	(13,662)	-0.2%	7,788,164	28.8451	7,774,502	28.7945	(13,662)	-0.2%
9	Sales Service Impact					(13,662)	-0.2%					(13,662)	-0.2%
10	T-Service (Direct Purchase) Impact					(706)	-0.3%					(706)	-0.1%
	<u>Large Rate 100</u>												
11	Delivery Charges	2,086,720	0.8695	2,083,604	0.8682	(3,115)	-0.1%	10,050,160	4.1876	10,047,044	4.1863	(3,115)	0.0%
12	Gas Supply Charges	57,829,168	24.0955	57,718,951	24.0496	(110,217)	-0.2%	57,829,168	24.0955	57,718,951	24.0496	(110,217)	-0.2%
13	Total Bill	59,915,888	24.9650	59,802,555	24.9177	(113,333)	-0.2%	67,879,328	28.2831	67,765,995	28.2358	(113,333)	-0.2%
14	Sales Service Impact					(113,333)	-0.2%					(113,333)	-0.2%
15	T-Service (Direct Purchase) Impact					(3,115)	-0.1%					(3,115)	0.0%

Notes:

(1) Reflects approved rates per October 2017 QRAM (EB-2017-0278), Appendix A.

(2) Bill impacts including Cap-and-Trade Customer-Related Charge are applicable to customers for whom Union is required to fulfill Cap-and-Trade obligations.

UNION GAS LIMITED
Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers - Union South

Line No.	Particulars	Excluding Cap-and-Trade Customer-Related Charge						Including Cap-and-Trade Customer-Related Charge (2)					
		Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087		Total Bill Change	Bill Impact	Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087		Total Bill Change	Bill Impact
		Total Bill	Unit Rate	Total Bill	Unit Rate			Total Bill	Unit Rate	Total Bill	Unit Rate		
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)	(h)	(i)	(j)	(k) = (l - g)	(l) = (k / g)
	<u>Small Rate M1</u>												
1	Delivery Charges	366	16.6173	375	17.0545	9.62	2.6%	439	19.9355	448	20.3727	9.62	2.2%
2	Gas Supply Charges	302	13.7318	302	13.7309	(0.02)	0.0%	302	13.7318	302	13.7309	(0.02)	0.0%
3	Total Bill	668	30.3491	677	30.7855	9.60	1.4%	741	33.6673	750	34.1036	9.60	1.3%
4	Sales Service Impact					9.60	1.4%					9.60	1.3%
5	Direct Purchase Impact					9.62	2.6%					9.62	2.2%
	<u>Small Rate M2</u>												
6	Delivery Charges	3,957	6.5942	4,227	7.0445	270	6.8%	5,947	9.9123	6,218	10.3626	270	4.5%
7	Gas Supply Charges	8,239	13.7312	8,238	13.7303	(1)	0.0%	8,239	13.7312	8,238	13.7303	(1)	0.0%
8	Total Bill	12,195	20.3254	12,465	20.7748	270	2.2%	14,186	23.6435	14,456	24.0929	270	1.9%
9	Sales Service Impact					270	2.2%					270	1.9%
10	Direct Purchase Impact					270	6.8%					270	4.5%
	<u>Large Rate M2</u>												
11	Delivery Charges	13,289	5.3158	14,393	5.7570	1,103	8.3%	21,585	8.6339	22,688	9.0751	1,103	5.1%
12	Gas Supply Charges	34,328	13.7312	34,326	13.7303	(2)	0.0%	34,328	13.7312	34,326	13.7303	(2)	0.0%
13	Total Bill	47,617	19.0470	48,718	19.4873	1,101	2.3%	55,913	22.3651	57,014	22.8054	1,101	2.0%
14	Sales Service Impact					1,101	2.3%					1,101	2.0%
15	Direct Purchase Impact					1,103	8.3%					1,103	5.1%
	<u>Small Rate M4</u>												
16	Delivery Charges	44,905	5.1320	49,920	5.7051	5,015	11.2%	73,939	8.4501	78,953	9.0232	5,015	6.8%
17	Gas Supply Charges	120,148	13.7312	120,140	13.7303	(8)	0.0%	120,148	13.7312	120,140	13.7303	(8)	0.0%
18	Total Bill	165,053	18.8632	170,060	19.4354	5,007	3.0%	194,087	22.1813	199,093	22.7535	5,007	2.6%
19	Sales Service Impact					5,007	3.0%					5,007	2.6%
20	Direct Purchase Impact					5,015	11.2%					5,015	6.8%
	<u>Large Rate M4</u>												
21	Delivery Charges	340,127	2.8344	383,449	3.1954	43,323	12.7%	738,299	6.1525	781,621	6.5135	43,323	5.9%
22	Gas Supply Charges	1,647,744	13.7312	1,647,636	13.7303	(108)	0.0%	1,647,744	13.7312	1,647,636	13.7303	(108)	0.0%
23	Total Bill	1,987,871	16.5656	2,031,085	16.9257	43,215	2.2%	2,386,043	19.8837	2,429,257	20.2438	43,215	1.8%
24	Sales Service Impact					43,215	2.2%					43,215	1.8%
25	Direct Purchase Impact					43,323	12.7%					43,323	5.9%

Notes:

(1) Reflects approved rates per October 2017 QRAM (EB-2017-0278), Appendix A.

(2) Bill impacts including Cap-and-Trade Customer-Related Charge are applicable to customers for whom Union is required to fulfill Cap-and-Trade obligations.

UNION GAS LIMITED
Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers - Union South

Line No.	Particulars	Excluding Cap-and-Trade Customer-Related Charge						Including Cap-and-Trade Customer-Related Charge (2)					
		Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087				Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087			
		Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Bill Impact	Total Bill	Unit Rate	Total Bill	Unit Rate	Total Bill Change	Bill Impact
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)	(h)	(i)	(j)	(k) = (l - g)	(l) = (k / g)
<u>Small Rate M5</u>													
1	Delivery Charges	32,519	3.9417	33,010	4.0012	491	1.5%	59,893	7.2598	60,384	7.3193	491	0.8%
2	Gas Supply Charges	113,282	13.7312	113,275	13.7303	(7)	0.0%	113,282	13.7312	113,275	13.7303	(7)	0.0%
3	Total Bill	145,801	17.6729	146,285	17.7315	484	0.3%	173,176	20.9910	173,659	21.0496	484	0.3%
4	Sales Service Impact					484	0.3%					484	0.3%
5	Direct Purchase Impact					491	1.5%					491	0.8%
<u>Large Rate M5</u>													
6	Delivery Charges	186,216	2.8649	190,918	2.9372	4,702	2.5%	401,893	6.1830	406,595	6.2553	4,702	1.2%
7	Gas Supply Charges	892,528	13.7312	892,470	13.7303	(59)	0.0%	892,528	13.7312	892,470	13.7303	(59)	0.0%
8	Total Bill	1,078,744	16.5961	1,083,388	16.6675	4,643	0.4%	1,294,421	19.9142	1,299,064	19.9856	4,643	0.4%
9	Sales Service Impact					4,643	0.4%					4,643	0.4%
10	Direct Purchase Impact					4,702	2.5%					4,702	1.2%
<u>Small Rate M7</u>													
11	Delivery Charges	760,123	2.1115	832,232	2.3118	72,109	9.5%	1,954,639	5.4296	2,026,748	5.6299	72,109	3.7%
12	Gas Supply Charges	4,943,232	13.7312	4,942,908	13.7303	(324)	0.0%	4,943,232	13.7312	4,942,908	13.7303	(324)	0.0%
13	Total Bill	5,703,355	15.8427	5,775,140	16.0421	71,785	1.3%	6,897,871	19.1608	6,969,656	19.3602	71,785	1.0%
14	Sales Service Impact					71,785	1.3%					71,785	1.0%
15	Direct Purchase Impact					72,109	9.5%					72,109	3.7%
<u>Large Rate M7</u>													
16	Delivery Charges	2,879,617	5.5377	3,220,546	6.1934	340,929	11.8%	4,605,029	8.8558	4,945,958	9.5115	340,929	7.4%
17	Gas Supply Charges	7,140,224	13.7312	7,139,756	13.7303	(468)	0.0%	7,140,224	13.7312	7,139,756	13.7303	(468)	0.0%
18	Total Bill	10,019,841	19.2689	10,360,302	19.9237	340,461	3.4%	11,745,253	22.5870	12,085,714	23.2418	340,461	2.9%
19	Sales Service Impact					340,461	3.4%					340,461	2.9%
20	Direct Purchase Impact					340,929	11.8%					340,929	7.4%

Notes:

(1) Reflects approved rates per October 2017 QRAM (EB-2017-0278), Appendix A.

(2) Bill impacts including Cap-and-Trade Customer-Related Charge are applicable to customers for whom Union is required to fulfill Cap-and-Trade obligations.

UNION GAS LIMITED
Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers - Union South

Line No.	Particulars	Excluding Cap-and-Trade Customer-Related Charge						Including Cap-and-Trade Customer-Related Charge (2)					
		Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087		Total Bill Change	Bill Impact	Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087		Total Bill Change	Bill Impact
		Total Bill	Unit Rate	Total Bill	Unit Rate			Total Bill	Unit Rate	Total Bill	Unit Rate		
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)	(h)	(i)	(j)	(k) = (l - g)	(l) = (k / g)
	<u>Small Rate M9 (3)</u>												
1	Delivery Charges	167,989	2.4171	173,577	2.4975	5,588	3.3%	167,989	2.4171	173,577	2.4975	5,588	3.3%
2	Gas Supply Charges	954,318	13.7312	954,256	13.7303	(63)	0.0%	954,318	13.7312	954,256	13.7303	(63)	0.0%
3	Total Bill	1,122,307	16.1483	1,127,833	16.2278	5,526	0.5%	1,122,307	16.1483	1,127,833	16.2278	5,526	0.5%
4	Sales Service Impact					5,526	0.5%					5,526	0.5%
5	Direct Purchase Impact					5,588	3.3%					5,588	3.3%
	<u>Large Rate M9 (3)</u>												
6	Delivery Charges	499,078	2.4734	515,925	2.5569	16,847	3.4%	499,078	2.4734	515,925	2.5569	16,847	3.4%
7	Gas Supply Charges	2,770,682	13.7312	2,770,500	13.7303	(182)	0.0%	2,770,682	13.7312	2,770,500	13.7303	(182)	0.0%
8	Total Bill	3,269,759	16.2046	3,286,425	16.2872	16,666	0.5%	3,269,759	16.2046	3,286,425	16.2872	16,666	0.5%
9	Sales Service Impact					16,666	0.5%					16,666	0.5%
10	Direct Purchase Impact					16,847	3.4%					16,847	3.4%
	<u>Average Rate M10 (3)</u>												
11	Delivery Charges	6,383	6.7547	6,804	7.1995	420	6.6%	6,383	6.7547	6,804	7.1995	420	6.6%
12	Gas Supply Charges	12,976	13.7312	12,975	13.7303	(1)	0.0%	12,976	13.7312	12,975	13.7303	(1)	0.0%
13	Total Bill	19,359	20.4859	19,779	20.9298	419	2.2%	19,359	20.4859	19,779	20.9298	419	2.2%
14	Sales Service Impact					419	2.2%					419	2.2%
15	Direct Purchase Impact					420	6.6%					420	6.6%
	<u>Small Rate T1</u>												
16	Delivery Charges	143,882	1.9090	159,781	2.1200	15,899	11.0%	393,968	5.2271	409,866	5.4381	15,899	4.0%
17	Gas Supply Charges	1,034,921	13.7312	1,034,853	13.7303	(68)	0.0%	1,034,921	13.7312	1,034,853	13.7303	(68)	0.0%
18	Total Bill	1,178,803	15.6402	1,194,634	15.8503	15,831	1.3%	1,428,888	18.9583	1,444,719	19.1684	15,831	1.1%
19	Sales Service Impact					15,831	1.3%					15,831	1.1%
20	Direct Purchase Impact					15,899	11.0%					15,899	4.0%
	<u>Average Rate T1</u>												
21	Delivery Charges	220,763	1.9087	247,196	2.1373	26,433	12.0%	604,533	5.2268	630,965	5.4554	26,433	4.4%
22	Gas Supply Charges	1,588,142	13.7312	1,588,038	13.7303	(104)	0.0%	1,588,142	13.7312	1,588,038	13.7303	(104)	0.0%
23	Total Bill	1,808,905	15.6399	1,835,234	15.8676	26,328	1.5%	2,192,675	18.9580	2,219,003	19.1857	26,328	1.2%
24	Sales Service Impact					26,328	1.5%					26,328	1.2%
25	Direct Purchase Impact					26,433	12.0%					26,433	4.4%

Notes:

- (1) Reflects approved rates per October 2017 QRAM (EB-2017-0278), Appendix A.
(2) Bill impacts including Cap-and-Trade Customer-Related Charge are applicable to customers for whom Union is required to fulfill Cap-and-Trade obligations.
(3) The customer-related Cap-and-Trade rates are not applicable to Rate M9, Rate M10, and Rate T3 as there are no customers in these rate calsses covered by Union's compliance obligation.

UNION GAS LIMITED
Calculation of Sales Service and Direct Purchase Bill Impacts for Typical Small and Large Customers - Union South

Line No.	Particulars	Excluding Cap-and-Trade Customer-Related Charge						Including Cap-and-Trade Customer-Related Charge (2)					
		Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087		Total Bill Change	Bill Impact	Approved - EB-2017-0278 (1)		Proposed - EB-2017-0087		Total Bill Change	Bill Impact
		Total Bill	Unit Rate	Total Bill	Unit Rate			Total Bill	Unit Rate	Total Bill	Unit Rate		
		(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)	(\$)	(cents/m ³)	(\$)	(cents/m ³)	(\$)	(%)
		(a)	(b)	(c)	(d)	(e) = (c - a)	(f) = (e / a)	(g)	(h)	(i)	(j)	(k) = (l - g)	(l) = (k / g)
	<u>Large Rate T1</u>												
1	Delivery Charges	489,756	1.9113	553,063	2.1584	63,307	12.9%	1,339,989	5.2294	1,403,296	5.4765	63,307	4.7%
2	Gas Supply Charges	3,518,494	13.7312	3,518,263	13.7303	(231)	0.0%	3,518,494	13.7312	3,518,263	13.7303	(231)	0.0%
3	Total Bill	4,008,250	15.6425	4,071,326	15.8887	63,076	1.6%	4,858,483	18.9606	4,921,559	19.2068	63,076	1.3%
4	Sales Service Impact					63,076	1.6%					63,076	1.3%
5	Direct Purchase Impact					63,307	12.9%					63,307	4.7%
	<u>Small Rate T2</u>												
6	Delivery Charges	626,553	1.0574	743,109	1.2541	116,555	18.6%	2,592,727	4.3755	2,709,282	4.5722	116,555	4.5%
7	Gas Supply Charges	8,136,560	13.7312	8,136,027	13.7303	(533)	0.0%	8,136,560	13.7312	8,136,027	13.7303	(533)	0.0%
8	Total Bill	8,763,113	14.7886	8,879,135	14.9844	116,022	1.3%	10,729,287	18.1067	10,845,309	18.3025	116,022	1.1%
9	Sales Service Impact					116,022	1.3%					116,022	1.1%
10	Direct Purchase Impact					116,555	18.6%					116,555	4.5%
	<u>Average Rate T2</u>												
11	Delivery Charges	1,502,783	0.7598	1,791,700	0.9059	288,917	19.2%	8,065,648	4.0779	8,354,565	4.2240	288,917	3.6%
12	Gas Supply Charges	27,158,920	13.7312	27,157,140	13.7303	(1,780)	0.0%	27,158,920	13.7312	27,157,140	13.7303	(1,780)	0.0%
13	Total Bill	28,661,703	14.4910	28,948,840	14.6362	287,137	1.0%	35,224,568	17.8091	35,511,705	17.9543	287,137	0.8%
14	Sales Service Impact					287,137	1.0%					287,137	0.8%
15	Direct Purchase Impact					288,917	19.2%					288,917	3.6%
	<u>Large Rate T2</u>												
16	Delivery Charges	2,483,891	0.6712	2,961,560	0.8002	477,669	19.2%	14,763,815	3.9893	15,241,484	4.1183	477,669	3.2%
17	Gas Supply Charges	50,817,661	13.7312	50,814,330	13.7303	(3,331)	0.0%	50,817,661	13.7312	50,814,330	13.7303	(3,331)	0.0%
18	Total Bill	53,301,552	14.4024	53,775,890	14.5305	474,338	0.9%	65,581,475	17.7205	66,055,814	17.8486	474,338	0.7%
19	Sales Service Impact					474,338	0.9%					474,338	0.7%
20	Direct Purchase Impact					477,669	19.2%					477,669	3.2%
	<u>Large Rate T3 (3)</u>												
21	Delivery Charges	5,320,186	1.9508	5,570,501	2.0426	250,314	4.7%	5,320,186	1.9508	5,570,501	2.0426	250,314	4.7%
22	Gas Supply Charges	37,446,630	13.7312	37,444,176	13.7303	(2,454)	0.0%	37,446,630	13.7312	37,444,176	13.7303	(2,454)	0.0%
23	Total Bill	42,766,816	15.6820	43,014,676	15.7729	247,860	0.6%	42,766,816	15.6820	43,014,676	15.7729	247,860	0.6%
24	Sales Service Impact					247,860	0.6%					247,860	0.6%
25	Direct Purchase Impact					250,314	4.7%					250,314	4.7%

Notes:

- (1) Reflects approved rates per October 2017 QRAM (EB-2017-0278), Appendix A.
(2) Bill impacts including Cap-and-Trade Customer-Related Charge are applicable to customers for whom Union is required to fulfill Cap-and-Trade obligations.
(3) The customer-related Cap-and-Trade rates are not applicable to Rate M9, Rate M10, and Rate T3 as there are no customers in these rate calsses covered by Union's compliance obligation.

UNION GAS LIMITED
Summary of 2018 Capital Pass-Through Adjustments
Related to Parkway Projects, Burlington - Oakville Pipeline, 2016 Dawn Parkway, 2017 Dawn Parkway, and Panhandle Reinforcement

Line No.	Particulars (\$000s)	Delivery (a)	Transportation (b)	Storage (c)	Total (d) = (a + b + c)
<u>Union North In-franchise</u>					
1	Rate 01	(8,971)	104	5,977	(2,890)
2	Rate 10	(1,090)	(3)	1,564	472
3	Rate 20	(911)	(13)	418	(506)
4	Rate 25	(285)	(6)	-	(291)
5	Rate 100	(778)	(4)	29	(752)
6	Total Union North In-Franchise	<u>(12,034)</u>	<u>77</u>	<u>7,989</u>	<u>(3,968)</u>
<u>Union South In-franchise</u>					
7	Rate M1	(3,290)	-	(1,907)	(5,197)
8	Rate M2	3,437	-	(650)	2,787
9	Rate M4	2,086	-	(116)	1,970
10	Rate M5A	(569)	-	(102)	(671)
11	Rate M7	782	-	(43)	739
12	Rate M9	165	-	(15)	149
13	Rate M10	3	-	(0)	3
14	Rate T1	1,446	-	(68)	1,378
15	Rate T2	11,679	-	(300)	11,379
16	Rate T3	1,174	-	(83)	1,091
17	Total Union South In-franchise	<u>16,915</u>	<u>-</u>	<u>(3,286)</u>	<u>13,628</u>
<u>Ex-franchise</u>					
18	Excess Utility Space	-	(44)	(249)	(293)
19	Rate M12	-	116,666	-	116,666
20	Rate M13	-	(2)	-	(2)
21	Rate M16	-	441	-	441
22	Rate C1	-	3,261	-	3,261
23	Total Ex-franchise	<u>-</u>	<u>120,322</u>	<u>(249)</u>	<u>120,074</u>
24	Total (line 6 + line 17 + line 23)	<u>4,880</u>	<u>120,400</u>	<u>4,454</u>	<u>129,734</u>
25	Gas Supply Admin				(100)
26	Total In-franchise and Ex-franchise (1)				<u>129,633</u>

Note:

- (1) Sum of projects from EB-2012-0433/EB-2013-0074 Parkway Projects, EB-2014-0182 Burlington Oakville, EB-2014-0261 Dawn Parkway 2016 Expansion, EB-2015-0200 2017 Dawn Parkway Project, and EB-2016-0186 Panhandle Reinforcement.

UNION GAS LIMITED
Summary of 2018 Capital Pass-Through Adjustments
Related to Parkway Projects, Burlington - Oakville Pipeline, 2016 Dawn Parkway, 2017 Dawn Parkway, and Panhandle Reinforcement

Line No.	Particulars (\$000s)	Parkway Projects (1) (a)	BOP (2) (b)	2016 D-P Expansion (3) (c)	2017 D-P Expansion (4) (d)	Panhandle Reinforcement (5) (e)	Total (f) = (a + b + c + d + e)
<u>Union North In-franchise</u>							
1	Rate 01	1,208	(694)	(54)	(2,409)	(941)	(2,890)
2	Rate 10	543	(100)	265	(105)	(131)	472
3	Rate 20	44	(71)	(79)	(301)	(99)	(506)
4	Rate 25	(49)	(20)	(68)	(126)	(29)	(291)
5	Rate 100	(113)	(56)	(174)	(332)	(77)	(752)
6	Total Union North In-Franchise	<u>1,633</u>	<u>(942)</u>	<u>(110)</u>	<u>(3,272)</u>	<u>(1,277)</u>	<u>(3,968)</u>
<u>Union South In-franchise</u>							
7	Rate M1	(2,491)	3,530	(2,157)	(5,993)	1,915	(5,197)
8	Rate M2	(13)	1,486	306	(85)	1,092	2,787
9	Rate M4	3	495	113	10	1,348	1,970
10	Rate M5A	(121)	(40)	(159)	(309)	(43)	(671)
11	Rate M7	20	181	75	48	415	739
12	Rate M9	15	61	38	37	(2)	149
13	Rate M10	0	2	1	1	(0)	3
14	Rate T1	(32)	431	17	(66)	1,029	1,378
15	Rate T2	25	3,291	403	118	7,542	11,379
16	Rate T3	115	423	275	286	(7)	1,091
17	Total Union South In-franchise	<u>(2,478)</u>	<u>9,859</u>	<u>(1,090)</u>	<u>(5,952)</u>	<u>13,290</u>	<u>13,628</u>
<u>Ex-franchise</u>							
18	Excess Utility Space	(51)	(22)	(74)	(110)	(35)	(293)
19	Rate M12	34,597	(361)	30,535	52,085	(191)	116,666
20	Rate M13	(1)	2	(1)	(2)	0	(2)
21	Rate M16	(2)	(0)	(3)	(5)	451	441
22	Rate C1	(30)	(3)	1,012	(56)	2,338	3,261
23	Total Ex-franchise	<u>34,514</u>	<u>(384)</u>	<u>31,469</u>	<u>51,911</u>	<u>2,564</u>	<u>120,074</u>
24	Total (line 6 + line 17 + line 23)	<u>33,668</u>	<u>8,533</u>	<u>30,269</u>	<u>42,687</u>	<u>14,577</u>	<u>129,734</u>
25	Gas Supply Admin	(29)	(2)	(18)	(48)	(3)	(100)
26	Total In-franchise and Ex-franchise	<u>33,639</u>	<u>8,531</u>	<u>30,251</u>	<u>42,639</u>	<u>14,574</u>	<u>129,633</u>

Notes:

- (1) EB-2012-0433, Schedule 12-6 Updated and EB-2013-0074, Schedule 10-2. Projects were combined in the cost study for a consolidated allocation of \$33.6M to rate classes.
- (2) EB-2014-0182, Exhibit A, Tab 9, Schedule 9.
- (3) EB-2014-0261, Settlement Agreement, Appendix 3, Schedule 6, updated for C1 North T-Service \$1.042M allocation adjustment between Rate 20 and Rate C1.
- (4) EB-2015-0200, Exhibit A, Tab 10, Schedule 5 Updated.
- (5) Rate Order, Appendix G, p. 2, column (c).

UNION GAS LIMITED
2017 and 2018 DSM Budget Allocation by Rate Class

Line No.	Particulars (\$000s)	Board-Approved 2017 DSM Budget (1) (a)	Board-Approved 2018 DSM Budget (b)	Change (c) = (b - a)
	<u>Union North</u>			
1	Rate 01	8,100	9,124	1,024
2	Rate 10	2,951	3,093	142
3	Rate 20	1,734	1,773	39
4	Rate 100	1,882	1,895	13
5	Total Union North	<u>14,667</u>	<u>15,885</u>	<u>1,219</u>
	<u>Union South</u>			
6	Rate M1	21,550	24,375	2,825
7	Rate M2	9,992	10,442	451
8	Rate M4	2,696	2,742	46
9	Rate M5	3,589	3,638	49
10	Rate M7	940	964	24
11	Rate T1	1,532	1,573	41
12	Rate T2	3,605	3,653	49
13	Total Union South	<u>43,903</u>	<u>47,387</u>	<u>3,484</u>
14	Total Union (line 5 + line 13) (2)	<u>58,570</u>	<u>63,272</u>	<u>4,702</u>

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 11, column (b).
(2) EB-2015-0029, Decision and Order, p.56.

UNION GAS LIMITED
Calculation of 2018 NAC Target Percentage Change
to General Service Rate Classes

<u>Line No.</u>	<u>Particulars (m³)</u>	<u>2015 Actual NAC (1)(2) (a)</u>	<u>2016 Actual NAC (1)(3) (b)</u>	<u>NAC Variance (c) = (b - a)</u>	<u>2018 NAC Target % Change (d) = (c / a)</u>
1	Rate 01	2,844	2,771	(73)	-2.6%
2	Rate 10	164,329	158,894	(5,435)	-3.3%
3	Rate M1	2,738	2,654	(84)	-3.1%
4	Rate M2	166,297	159,319	(6,978)	-4.2%

Notes:

- (1) NAC based on 2013 Board-approved 50:50 weather normal methodology.
- (2) 2015 actual NAC calculated using 2017 weather normal.
- (3) 2016 actual NAC calculated using 2018 weather normal.

UNION GAS LIMITED
Calculation of 2018 NAC Target Percentage Change
Volumetric Adjustments to Union North General Service Rate Classes

Line No.	Particulars (10 ³ m ³)	Approved 2017 Billing Units (1) (a)	2018 NAC Target % Change (2) (b)	Change in Billing Units (c) = (a x b)	Proposed 2018 Billing Units (d) = (a + c)
<u>Rate 01 Delivery</u>					
1	First 100 m ³	268,242	-2.6%	(6,885)	261,357
2	Next 200 m ³	304,582	-2.6%	(7,818)	296,764
3	Next 200 m ³	132,871	-2.6%	(3,411)	129,460
4	Next 500 m ³	90,752	-2.6%	(2,329)	88,423
5	All Over 100 m ³	113,243	-2.6%	(2,907)	110,336
6	Total Rate 01 Delivery	<u>909,690</u>		<u>(23,350)</u>	<u>886,340</u>
<u>Rate 01 Storage</u>					
7	Union North West	262,839	-2.6%	(6,747)	256,092
8	Union North East	646,851	-2.6%	(16,603)	630,247
9	Total Rate 01 Storage	<u>909,690</u>		<u>(23,350)</u>	<u>886,340</u>
<u>Rate 10 Delivery</u>					
10	First 1,000 m ³	24,725	-3.3%	(818)	23,907
11	Next 9,000 m ³	133,487	-3.3%	(4,415)	129,072
12	Next 20,000 m ³	84,909	-3.3%	(2,808)	82,100
13	Next 70,000 m ³	64,380	-3.3%	(2,129)	62,251
14	All Over 100,000 m ³	29,612	-3.3%	(979)	28,632
15	Total Rate 10	<u>337,112</u>		<u>(11,150)</u>	<u>325,962</u>
<u>Rate 10 Storage</u>					
16	Union North West	80,615	-3.3%	(2,666)	77,949
17	Union North East	256,497	-3.3%	(8,483)	248,013
18	Total Rate 10 Storage	<u>337,112</u>		<u>(11,150)</u>	<u>325,962</u>

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
- (2) Rate Order, Working Papers, Schedule 12, p.1, column (d).

UNION GAS LIMITED
Calculation of 2018 NAC Target Percentage Change
Volumetric Adjustments to Union South General Service Rate Classes

Line No.	Particulars (10 ³ m ³)	Approved 2017 Billing Units (1) (a)	2018 NAC Target % Change (2) (b)	Change in Billing Units (c) = (a x b)	Proposed 2018 Billing Units (d) = (a + c)
<u>Rate M1 Delivery</u>					
1	First 100 m ³	872,593	-3.1%	(26,771)	845,823
2	Next 150 m ³	774,838	-3.1%	(23,772)	751,066
3	All Over 250 m ³	1,249,748	-3.1%	(38,341)	1,211,407
4	Total Rate M1 Delivery	<u>2,897,179</u>		<u>(88,884)</u>	<u>2,808,296</u>
5	Rate M1 Storage	<u>2,897,179</u>	-3.1%	<u>(88,884)</u>	<u>2,808,296</u>
<u>Rate M2 Delivery</u>					
6	First 1,000 m ³	61,283	-4.2%	(2,571)	58,711
7	Next 6,000 m ³	298,234	-4.2%	(12,514)	285,720
8	Next 13,000 m ³	336,990	-4.2%	(14,140)	322,850
9	All Over 20,000 m ³	430,521	-4.2%	(18,065)	412,456
10	Total Rate M2 Delivery	<u>1,127,028</u>		<u>(47,291)</u>	<u>1,079,737</u>
11	Rate M2 Storage	<u>1,127,028</u>	-4.2%	<u>(47,291)</u>	<u>1,079,737</u>

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 4, column (t).
- (2) Rate Order, Working Papers, Schedule 12, p.1, column (d).

UNION GAS LIMITED
Summary of S&T Transactional Margin Included In 2018 In-Franchise Rates

Line No.	Particulars (\$000s)	Total Revenue (1) (a)	Allocated Cost (2) (b)	Total Margin (c) = (a - b)	Shareholder Portion of Margin (d) = (c) * 10%	Margin Included in 2013 In-Franchise Rates (e) = (c - d)	Margin Included in 2018 In-Franchise Rates (f)	Variance (g) = (f - e)
<u>Long-Term Transportation</u>								
1	M12 Long-term Transportation	120,604	125,384	(4,781)				
2	M12-X	13,896	11,623	2,272				
3	F24-T	359	359	0				
4	M12 Fuel	22,674	22,673	1				
5	C1 Long-term Transportation	6,954	1,669	5,286				
6	C1 Fuel	626	632	(6)				
7	M13	411	211	200				
8	M16	736	451	286				
9	Heritage Pool M16 Transmission Charge (3)			56				
10	Total Long-Term Transportation	<u>166,260</u>	<u>163,002</u>	<u>3,314</u>	<u>-</u>	<u>3,314</u>	<u>3,314</u>	<u>-</u>
<u>Short-Term Transportation</u>								
11	Short-term Transportation	11,067	5,843	5,224				
12	Other Transactional	<u>1,067</u>	<u>-</u>	<u>1,067</u>				
13	Total Short-Term Transportation	<u>12,134</u>	<u>5,843</u>	<u>6,291</u>	<u>-</u>	<u>6,291</u>	<u>6,291</u>	<u>-</u>
<u>Short-term Storage and Other Balancing Services Acct. 179-70</u>								
14	Short Term Peak Storage Services	7,883	5,626	2,257				
15	Less: Non-utility System Integrity Costs (4)	-	(300)	300				
16	Off Peak Storage/Balancing/Loans Services	<u>2,500</u>	<u>-</u>	<u>2,500</u>				
17	Total Short-term Storage and Other Balancing Services	<u>10,383</u>	<u>5,327</u>	<u>5,056</u>	<u>506</u>	<u>4,551</u>	<u>4,551</u>	<u>-</u>
18	Total S&T Transactional Margin Included in Rates	<u>188,777</u>	<u>174,171</u>	<u>14,661</u>	<u>506</u>	<u>14,156</u>	<u>14,156</u>	<u>-</u>

Notes:

- (1) EB-2011-0210, Rate Order, Working Papers, Schedule 14, p. 9 - 11, column (g).
(2) EB-2011-0210, Rate Order, Working Papers, Schedule 14, p. 9 - 11, column (e).
(3) EB-2011-0210, Rate Order, Working Papers, Schedule 39, line 4.
(4) Excludes the non-utility portion of system integrity costs of \$0.300 million as per EB-2011-0210 Board Decision.

UNION GAS LIMITED
Summary of Gas Supply Optimization Margin

Line No.	Particulars (\$000s)	Total Revenue (1) (a)	Allocated Cost (b)	Total Margin (c) = (a - b)	Portion of Margin (d) = (c) * 10%	Margin in 2013 Gas Supply Rates (e) = (c - d)	Margin in 2018 Gas Supply Rates (f)	Variance (g) = (f - e)
	<u>Exchanges (2)</u>							
1	Base Exchanges	9,118	-	9,118	912	8,206	8,206	-
2	FT-RAM Related Exchanges	5,800	-	5,800	580	5,220	5,220	-
3	Total Exchanges Revenue	<u>14,918</u>	<u>-</u>	<u>14,918</u>	<u>1,492</u>	<u>13,426</u>	<u>13,426</u>	<u>-</u>

Notes:

- (1) EB-2011-0210, Rate Order, Working Papers, Schedule 14, p.11, line 18, column (g).
(2) EB-2011-0210, Board Decision, p.40.

UNION GAS LIMITED
2018 Gas Supply Optimization Margin - Allocation of Ratepayer Portion and Calculation of Unit Rates

Line No.	Rate Class	Union North FT Demand Allocation Units TRANSALLO (\$000s) (a)	Union North Margin (\$000s) (b)	Union South Landed Supply Allocation Units S_SUPPLYVOL (10 ³ m ³) (c)	Union South Margin (\$000s) (d)	Total Margin (\$000s) (1) (e) = (b + d)	Billing Units (10 ³ m ³) (2) (f)	2018 Unit Rate (cents/m ³) (g) = (e / f)
1	Rate 01	65,876	(3,920)			(3,920)	926,963	(0.4229)
2	Rate 10	22,548	(1,342)			(1,342)	343,530	(0.3906)
3	Rate 20	8,016	(477)			(477) (3)		
4	Rate 100	-	-			-	-	-
5	Rate 25	1,961	(117)			(117)	42,913	(0.2720)
6	Total Union North	98,400	(5,856)			(5,856)		
7	Rate M1			2,271,443	(6,415)	(6,415)	2,271,443	(0.2824)
8	Rate M2			378,137	(1,068)	(1,068)	378,137	(0.2824)
9	Rate M4			16,855	(48)	(48)	16,855	(0.2824)
10	Rate M5 - Firm			226	(1)	(1)	226	(0.2824)
11	Rate M5 - Int			13,906	(39)	(39)	13,906	(0.2824)
12	Rate M10			48	(0)	(0)	48	(0.2824)
13	Total Union South			2,680,616	(7,571)	(7,571)	2,680,616	
14	Total Exchanges Revenue					(13,426)		

Notes:

- (1) EB-2011-0210, Rate Order, Working Papers, Schedule 43, line 3, column (e).
(2) Union North transportation billing units per Rate Order, Working Papers, Schedule 4, column (r).
Union South billing units are 2013 Board-approved Sales volumes per EB-2011-0210.
(3) Rate 20 margin will be refunded 60% in the Gas Supply Demand Charge and 40% in the Commodity Transportation 1 Charge.
The Rate 20 unit rates are calculated below:

Margin Allocated to Gas Supply Demand Charge (\$000s)	(286)
Total Gas Supply Demand Billing Units (10 ³ m ³)	6,873
Unit Rate (cents/m ³)	(4.1642)
Margin Allocated to Commodity Transportation Charge 1 (\$000s)	(191)
Total Commodity Transportation 1 Billing Units (10 ³ m ³)	73,456
Unit Rate (cents/m ³)	(0.2597)

UNION GAS LIMITED
Allocation of Long-term and Short-term Transportation-related S&T Margin to Union North and Union South

Line No.	Particulars (\$000s)	Design Day Demand (10 ³ m ³ /d) (1) (a)	Easterly Flow Volume (10 ³ m ³ /d) (2) (b)	Available Capacity (10 ³ m ³ /d) (c) = (a - b)	Distance (km) (d)	Available Capacity - Distance (10 ³ m ³ /d x km) (e) = (c x d)	Allocated Proportion (%) (f)	Allocated Proportion (\$000s) (g)
	<u>Union North</u>							
1	North In-fran	6,956	938	6,018	228.94	1,377,858	37%	3,513
	<u>Union South</u>							
2	South: In-fran	43,674	21,874	21,800	82.15	1,790,897	48%	4,566
3	St. Clair	2,833	1,419	1,414	29.40	41,571	1%	106
4	Ojibway	9,619	4,818	4,801	116.05	557,186	15%	1,420
5	Total Union South	56,126	28,111	28,015		2,389,654	63%	6,092
6	Total Union North and Union South	63,082	29,048	34,034		3,767,512	100%	9,605 (3)

Notes:

- (1) EB-2011-0210, Exhibit G3, Tab 5, Schedule 23, p.8, line 5, Union North, updated for EB-2011-0210 Board Decision.
EB-2011-0210, Exhibit G3, Tab 5, Schedule 23, p.8, line 2, South In-fran, updated for EB-2011-0210 Board Decision.
EB-2011-0210, Exhibit G3, Tab 5, Schedule 23, p.9, line 4, St. Clair-Ojibway, updated for EB-2011-0210 Board Decision.
- (2) Easterly annual volumes on Dawn to Parkway for Union North and Union South are 342,196 10³m³ and 10,260,364 10³m³ respectively divided by 365.
- (3) EB-2011-0210, Rate Order, Working Papers, Schedule 40, line 10 + line 13, column (e).

UNION GAS LIMITED
Total Upstream Transportation Costs in Union North Rates
Effective January 1, 2018

Line No.	Particulars (\$000s)	Upstream Transportation Costs per EB-2016-0245 (a)	January-17 QRAM Update (2) (b)	April-17 QRAM Update (3) (c)	July-17 QRAM Update (4) (d)	October-17 QRAM Update (5) (e)	Upstream Transportation Costs per EB-2017-0278 (f) = sum(a:e)	
	<u>Rate 01</u>							
1	Delivery Rates	1,836	-	-	-	-	1,836	
	Transportation Rates							
2	Union North West	17,969	25	398	(21)	(56)	18,315	
3	Union North East	17,840	33	293	(11)	(86)	18,069	
	Storage Rates							
4	Union North West	1,300	(1)	16	3	(30)	1,289	
5	Union North East	28,656	13	327	7	(43)	28,959	
	<u>Rate 10</u>							
6	Delivery Rates	485	-	-	-	-	485	
	Transportation Rates							
7	Union North West	4,838	8	108	(6)	(17)	4,931	
8	Union North East	6,549	13	108	(4)	(34)	6,632	
	Storage Rates							
9	Union North West	305	(0)	4	1	(9)	301	
10	Union North East	7,956	5	90	3	(17)	8,037	
	<u>Rate 20</u>							
11	Delivery Rates	132	-	-	-	-	132	
	Gas Supply Demand							
12	Union North West	1,391.06	3	25	(2)	(9)	1,408	
13	Union North East	1,605	4	25	(0)	(11)	1,623	
	Commodity Transportation 1							
14	Union North West	927	1	21	(1)	(5)	944	
15	Union North East	1,070	2	22	(0)	(6)	1,089	
	Bundled Storage							
16	Demand	1,269	-	13	-	-	1,282	
17	Commodity	14	1	(0)	0	(3)	12	
	<u>Rate 25</u>							
18	Delivery Rates	-	-	-	-	-	-	
19	Transportation Rates	672	2	7	4	(5)	681	
20	Storage Rates	-	-	-	-	-	-	
	<u>Rate 100</u>							
21	Delivery Rates	9	-	-	-	-	9	
	Gas Supply Demand							
22	Union North West	-	-	-	-	-	-	
23	Union North East	-	-	-	-	-	-	
	Commodity Transportation 1							
24	Union North West	-	-	-	-	-	-	
25	Union North East	-	-	-	-	-	-	
	Bundled Storage							
26	Demand	199	-	2	-	-	201	
27	Commodity	2	0	(0)	0	(0)	2	
28	Total Union North	95,025	(1)	109	1,460	(29)	(329)	96,236

Notes:

- (1) EB-2015-0181, Exhibit A, Tab 2, Appendix A, Schedule 1, p.2, column (h), line 22, updated for October 2016 QRAM and net of Gas Supply Optimization Credit per EB-2016-0245, Rate Order, Working Papers, Schedule 23, p. 1, column (f) and column (h).
- (2) EB-2016-0334, Tab 2, Schedule 2, p.3.
- (3) EB-2017-0089, Tab 2, Schedule 2, p.3.
- (4) EB-2017-0185, Tab 2, Schedule 2, p.3.
- (5) EB-2017-0278, Tab 2, Schedule 2, p.3.

UNION GAS LIMITED
Calculation of 2018 Gas Supply Administration Charge

Line No.	Particulars	2017 Approved EB-2017-0278 (a)	2018 Capital Pass- Throughs (3) (b)	2018 Proposed EB-2017-0087 (c) = (a + b)
1	Costs (\$000s)	6,723 (1)	(35)	6,689
2	2013 Approved Sales Volumes (10 ³ m ³) (2)	3,533,863		3,533,863
3	Gas Supply Admin Charge Unit Rate (cents/m ³) (4)	<u>0.1902</u>		<u>0.1893</u>

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 16, column (c), line 1.
- (2) EB-2011-0210, Rate Order, Working Papers, Schedule 14, column (a).
- (3) Rate Order, Working Papers, Schedule 3, p.2, line 7, column (d) + column (k).
- (4) line 1 / line 2 x 100.

UNION GAS LIMITED
Lost Revenue Adjustment Mechanism ("LRAM")
Volume Adjustment for 2018 Rate Calculations

Line No.	Particulars (10 ³ m ³)	2016 Pre-Audit Full Year Impact DSM Volumes by Rate Class (a)	Customer Rate Class Adjustment (1) (b)	Total Volume Adjustment by Rate Class (c) = (a + b)
<u>Union South</u>				
1	Rate M4	(9,648)	(399)	(10,047)
2	Rate M5	(8,574)	(6,788)	(15,362)
3	Rate M7	(12,774)	7,187	(5,587)
4	Rate T1	(3,895)	-	(3,895)
5	Rate T2	(30,384)	-	(30,384)
6	Total Union South	<u>(65,275)</u>	<u>-</u>	<u>(65,275)</u>
<u>Union North</u>				
7	Rate 20	(1,623)	1	(1,621)
8	Rate 100	(761)	(1)	(762)
9	Total Union North	<u>(2,384)</u>	<u>-</u>	<u>(2,384)</u>
10	Total (line 6 + line 9)	<u><u>(67,658)</u></u>	<u><u>-</u></u>	<u><u>(67,658)</u></u>

Notes:

- (1) To attribute the Rate M7 and Rate 20 LRAM volumes adjustments to Rate M4, Rate M5, and Rate 100 based on the rate class of the customer in 2013 Board-approved volumes.

UNION GAS LIMITED
Union North
Calculation of Supplemental Service Charges
Commissioning and Decommissioning Rates
Effective January 1, 2018

Line No.	Particulars	Union North West (a)	Union North East (b)
<u>Rate 20 - At 50% Load Factor</u>			
	<u>Delivery (cents / m³)</u>		
1	Monthly Demand (1)	28.6438	28.6438
2	Line 1 x 12 months	343.7256	343.7256
3	Line 2 / 365 days	0.9417	0.9417
4	Line 3 @ 50% Load Factor	1.8834	1.8834
5	Delivery Commodity Charge (1)	0.5406	0.5406
6	Total Delivery Commissioning and Decommissioning	<u>2.4240</u>	<u>2.4240</u>
	<u>Gas Supply (cents / m³)</u>		
7	Monthly Demand (1)	57.2684	50.9054
8	Gas Supply Demand - Price Adjustment (1)	-	-
9	(Line 7 + Line 8) x 12 months	687.2208	610.8648
10	Line 9 / 365 days	1.8828	1.6736
11	Line 10 @ 50% Load Factor	<u>3.7656</u>	<u>3.3472</u>
12	Commodity Transportation 1 (1)	3.6224	2.6450
13	Commodity Transportation 1 - Price Adjustment	<u>(0.0966)</u>	<u>(0.0650)</u>
14	(Line 12 + Line 13) x (4/5)	2.8206	2.0640
15	Commodity Transportation 2 (1)	-	-
16	Line 15 * (1/5)	-	-
17	Total Commodity Transportation Charge for Commissioning and Decommissioning Rate	<u><u>6.5862</u></u>	<u><u>5.4112</u></u>
<u>Rate 100 - At 70% Load Factor</u>			
	<u>Delivery (cents / m³)</u>		
18	Monthly Demand (2)	15.0839	15.0839
19	Line 18 x 12 months	181.0068	181.0068
20	Line 19 / 365 days	0.4959	0.4959
21	Line 20 @ 70% Load Factor	0.7084	0.7084
22	Commodity Charge (2)	0.2200	0.2200
23	Total Delivery Commissioning and Decommissioning	<u>0.9284</u>	<u>0.9284</u>
	<u>Gas Supply (cents / m³)</u>		
24	Monthly Demand (2)	112.9067	160.8218
25	Line 24 x 12 months	1,354.8800	1,929.8614
26	Line 25 / 365 days	3.7120	5.2873
27	Line 26 @ 70% Load Factor	<u>5.3029</u>	<u>7.5533</u>
28	Commodity Transportation 1 (2)	6.3364	9.2013
29	Line 28 * (3/7)	<u>2.7156</u>	<u>3.9434</u>
30	Commodity Transportation 2 (2)	-	-
31	Line 30 * (4/7)	-	-
32	Total Commodity Transportation Charge for Commissioning and Decommissioning Rate	<u><u>8.0185</u></u>	<u><u>11.4967</u></u>

Notes:

- (1) Appendix A, p.3.
(2) Appendix A, p.4.

UNION GAS LIMITED
Union South
Calculation of Supplemental Service Charges
Effective January 1, 2018

Line No.	Particulars	cents / m ³ (a)	\$ / GJ (b)
	<u>Minimum Annual Gas Supply Commodity Charge - Rate M4, Rate M5A</u>		
1	Compressor Fuel	-	
2	Transportation Tolls	-	
3	Administration Charge	0.1893	
4	Minimum annual gas supply commodity charge	0.1893	0.049
	<u>Gas Supply Commodity Charges</u>		
5	Commodity Cost of Gas	13.8234	
6	FT Transportation Commodity	-	
7	FT Fuel	-	
8	Total Gas Supply Commodity Charge	13.8234	3.549
	<u>Firm Gas Supply Service Monthly Demand Charge</u>		
9	FT Demand Charge	234.8691	60.300
	<u>Firm Backstop Gas:</u>		
	Demand:		
10	Monthly space charge	0.0428	
11	Units required (1)	43	
12	Number of months	12	22.1080 (a)
	Inventory carrying costs:		
13	Sales WACOG	13.7303	
14	Overrun storage withdrawal	0.3389	
15		14.0692	
16	Units required (m ³)	43	
17	Pre-tax return (%)	8.170%	49.4264 (b)
18	Annual demand charge		71.5344 (a) + (b)
19	Number of months	12	
20	Monthly demand charge	5.9612	1.530
	<u>Commodity:</u>		
21	Sales WACOG	13.7303	
22	Overrun storage withdrawal	0.3389	
23	Rate T1 - Overrun transportation	1.5117	
24	Rate T1 - Cap-and-Trade Facility-Related charge	0.0167	
25	Commodity charge	15.5976	4.005

Notes:

(1) Each unit of added delivery requires 43 m³ of additional inventory.

UNION GAS LIMITED
Union South
Calculation of Supplemental Service Charges
Effective January 1, 2018

Line No.	Particulars	cents / m ³ (a)	\$ / GJ (b)
	<u>Reasonable Efforts Backstop Gas:</u>		
1	Rate M1 - Block 1 delivery rate	5.1107	
2	Rate M1 - Storage rate	0.7328	
3	Rate M1 - Cap-and-Trade Facility-Related charge	0.0297	
4	Sales WACOG	13.7303	
5	Total	19.6035	5.033
	<u>Supplemental Inventory:</u>		
6	Sales WACOG	13.7303	
7	Injection commodity	0.1530	
8	Space charge (p.2, line 10 x 12)	0.5141	
9		14.3974	3.696
	Carrying costs (1/2 year)		
10	(line 9 x p.2, line 17) / 2	0.5881	
11	Total (line 9 + line 10)	14.9856	3.847
	<u>Supplemental Gas Sales:</u>		
12	Supplemental inventory	14.9856	
13	Overrun storage withdrawal	0.3389	
14	Rate T1 - Overrun transportation	1.5117	
15	Rate T1 - Cap-and-Trade Facility-Related charge	0.0167	
16	Total	16.8528	
	<u>Failure to Deliver:</u>		
17	Rate M1 - Block 1 delivery rate	5.1107	
18	Rate M1 - Storage rate	0.7328	
19	Rate M1 - Cap-and-Trade Facility-Related charge	0.0297	0.008
20	Failure to Deliver Adjustment	5.1708	1.328
21	Failure to Deliver Charge	11.0440	2.835
	<u>Parkway Delivery Commitment Incentive ("PDCI")</u>		
22	Rate M12 Dawn to Parkway demand rate (1)		3.716
23	Line 22 x 12 months		44.5920
24	Line 23 / 365 days		0.122
25	Rate M12 average Dawn to Parkway (TCPL / EGT) fuel rate (2)		0.028
26	Rate M12 Dawn to Parkway Cap-and-Trade Facility-Related Charge (3)		0.009
27	Total (line 24 + line 25+ line 26)		(0.159)

Notes:

- (1) Appendix A, p.14, line 2, column (c).
- (2) Rate Order, Appendix B, Rate M12 Rate Schedule C, p.1, average of Dawn to Parkway (TCPL / EGT) monthly fuel rates.
- (3) Appendix A, p.14, line 10, column (c).

UNION GAS LIMITED
Union South
Calculation of Supplemental Service Charges
Calculation of Minimum & Maximum Charges
Effective January 1, 2018

Line No.	Particulars	cents / m ³ (a)
	<u>Minimum Charges</u>	
	Rate M4 (F)	
1	Minimum annual delivery commodity charge:	
2	Monthly delivery commodity charge (Rate M4 1st Block)	1.5791
3	Cap-and-Trade Facility-Related Charge	0.0280
4	Gas Supply Admin Charge	0.1893
	Minimum annual delivery commodity charge	<u>1.7964</u>
	Rate M4 (I) / M5	
5	Minimum annual delivery commodity charge:	
6	Monthly delivery commodity charge (Rate M5 1st Block)	3.0395
7	Cap-and-Trade Facility-Related Charge	0.0249
8	Gas Supply Admin Charge	0.1893
	Minimum annual delivery commodity charge	<u>3.2537</u>
	<u>Maximum Charges</u>	
	Rate 25 Interruptible	
9	Average Rate 10 Firm Delivery Charge	5.8375
10	Percent of Average Firm Delivery Price	<u>90%</u>
11	Rate 25 Maximum interruptible delivery commodity charge	<u>5.2538</u>
	Rate M7 Interruptible	
12	Maximum interruptible delivery commodity charge:	
13	Rate M7 firm commodity charge	0.3623
14	Rate M7 firm demand charge commoditized at a Load Factor of 18.69%	6.1436
	Rate M7 maximum interruptible charge	<u>6.5059</u>
15	Rate T1 Interruptible	<u>6.5059</u>
16	Rate T2 Interruptible	<u>6.5059</u>
	<u>Rate M7 - Commissioning and Decommissioning Rate</u>	
	Delivery (cents / m ³)	
17	Monthly Demand (1)	34.9210
18	Annual Demand (line 17 x 12 months)	419.0520
19	Daily Demand (line 18 / 365 days)	1.1481
20	@ Class Average Firm Load Factor of 26.70%	4.3005
21	Delivery Commodity Charge (1)	0.3623
22	Delivery - Price Adjustment	-
23	Total Delivery Commissioning and Decommissioning (line 20 + line 21 + line 22)	<u>4.6628</u>

Notes:
(1) Appendix A, p.9.

UNION GAS LIMITED
Union South
Calculation of Supplemental Service Charges
Effective January 1, 2018

Line No.	Particulars	Union Supplies Fuel (a)	Customer Supplies Fuel (b)
<u>Rate T1 / Rate T2 / Rate T3 - At 100% Load Factor</u>			
	Authorized Storage Overrun (\$ / GJ)		
1	Monthly Demand (1)	1.457	1.457
2	Annual Demand (line 1 x 12 months)	17.484	17.484
3	Daily Demand (line 2 / 365 days)	0.048	0.048
4	@ 100% Load Factor	0.048	0.048
5	Commodity Charge (2)	0.039	0.008
6	Total Storage Overrun (line 4 + line 5)	<u>0.087</u>	<u>0.056</u>
<u>Rate T1 - At 100% Load Factor</u>			
	Authorized Transportation Overrun (cents / m ³)		
7	Monthly Demand (3)	41.1636	41.1636
8	Annual Demand (line 7 x 12 months)	493.9632	493.9632
9	Daily Demand (line 8 / 365 days)	1.3533	1.3533
10	@ 100% Load Factor	1.3533	1.3533
11	Commodity Charge (4)	0.1584	0.1138
12	Total Transportation Overrun (line 10 + line 11)	<u>1.5117</u>	<u>1.4671</u>
<u>Rate T2 - At 100% Load Factor</u>			
	Authorized Transportation Overrun (cents / m ³)		
13	Monthly Demand (5)	32.6795	32.6795
14	Annual Demand (line 13 x 12 months)	392.1540	392.1540
15	Daily Demand (line 14 / 365 days)	1.0744	1.0744
16	@ 100% Load Factor	1.0744	1.0744
17	Commodity Charge (6)	0.0690	0.0282
18	Total Transportation Overrun (line 16 + line 17)	<u>1.1434</u>	<u>1.1026</u>
<u>Rate T3 - At 100% Load Factor</u>			
	Authorized Transportation Overrun (cents / m ³)		
19	Monthly Demand (7)	17.9887	17.9887
20	Annual Demand (line 19 x 12 months)	215.8644	215.8644
21	Daily Demand (line 20 / 365 days)	0.5914	0.5914
22	@ 100% Load Factor	0.5914	0.5914
23	Commodity Charge (8)	0.1287	0.0717
24	Total Transportation Overrun (line 22 + line 23)	<u>0.7201</u>	<u>0.6631</u>

Notes:

- (1) Appendix A, p.10.
- (2) Column (a) calculated as $WACOG / \text{Heat Value} * \text{Overrun Fuel Ratio} + \text{Injection Commodity} = \$138.234 / 10^3\text{m}^3 / 38.95 \text{ GJ}/10^3\text{m}^3 * 0.881\% + \$0.008/\text{GJ}$.
- (3) Appendix A, p.10.
- (4) Column (a) calculated as $WACOG / 10 * \text{Transportation Fuel Ratio} + \text{Firm Commodity Transport} = \$138.234 / 10^3\text{m}^3 / 10 * 0.323\% + 0.1138 \text{ cents}/\text{m}^3$.
- (5) Appendix A, p.11.
- (6) Column (a) calculated as $WACOG / 10 * \text{Transportation Fuel Ratio} + \text{Firm Commodity Transport} = \$138.234 / 10^3\text{m}^3 / 10 * 0.295\% + 0.0282 \text{ cents}/\text{m}^3$.
- (7) Appendix A, p.12.
- (8) Column (a) calculated as $WACOG / 10 * \text{Transportation Fuel Ratio} + \text{Firm Commodity Transport} = \$138.234 / 10^3\text{m}^3 / 10 * 0.412\% + 0.0717 \text{ cents}/\text{m}^3$.

UNION GAS LIMITED
Union South
Calculation of Union Supplied Fuel Rates for
In-Franchise Semi-Unbundled Rate T1, Rate T2 and Rate T3
Effective January 1, 2018

Line No.	Particulars	Union Supplies Fuel (a)	Customer Supplies Fuel (b)
<u>Rate T1 Transportation Service (cents/m³)</u>			
1	Dawn Price as per EB-2017-0087	13.8234	
2	2018 Fuel Ratio as per EB-2017-0087	0.323%	
3	Fuel Rate (line 1 x line 2)	0.0446	
4	Firm Transportation Commodity Charge	0.1138	0.1138
5	All Volumes	0.1584	0.1138
6	Interruptible Transportation Commodity Charge - Maximum	6.5059	6.4613
<u>Rate T2 Transportation Service (cents/m³)</u>			
7	Dawn Price as per EB-2017-0087	13.8234	
8	2018 Fuel Ratio as per EB-2017-0087	0.295%	
9	Fuel Rate (line 7 x line 8)	0.0408	
10	Firm Transportation Commodity Charge	0.0282	0.0282
11	All Volumes	0.0690	0.0282
12	Interruptible Transportation Commodity Charge - Maximum	6.5059	6.4651
<u>Rate T3 Transportation Service (cents/m³)</u>			
13	Dawn Price as per EB-2017-0087	13.8234	
14	2018 Fuel Ratio as per EB-2017-0087	0.412%	
15	Fuel Rate (line 13 x line 14)	0.0570	
16	Firm Transportation Commodity Charge	0.0717	0.0717
17	All Volumes	0.1287	0.0717
<u>Rate T1, Rate T2 & Rate T3 Storage Service (\$/GJ)</u>			
18	Dawn Price as per EB-2017-0087	3.549	
19	2018 Fuel Ratio as per EB-2017-0087	0.408%	
20	Fuel Rate (line 18 x line 19)	0.014	
21	Storage Commodity Charge	0.008	0.008
22	All Volumes	0.022	0.008
<u>Rate T1, Rate T2 & Rate T3 Annual Firm Injection/Withdrawal Right</u>		<u>\$ / GJ</u>	
		(a)	
23	Customer provides deliverability Inventory Rate	1.184 (1)	
Inventory Carrying Costs			
24	Space	75,177,124 (2)	
25	Inventory Percentage	20%	
26	Inventory (line 24 x line 25)	15,035,425	
27	Dawn Price as per EB-2017-0087	3.549	
28	ICC %	8.2%	
29	Inventory Carrying Costs (line 26 * line 27 * line 28 / 1000)	4,360	
30	Deliverability Demand Allocation Units	1,332,764 (3)	
31	Line 29 / line 30 x 1000 / 12	0.273	
32	Union provides deliverability Inventory as per EB-2017-0087 (line 23 + line 31)	1.457	

Notes:

- (1) Rate Order, Working Papers, Schedule 4, p.16, line 2, column (s).
- (2) EB-2011-0210, Rate Order, Working Papers, Schedule 19, p.2, line 8, column (b).
- (3) EB-2011-0210, Rate Order, Working Papers, Schedule 19, p.1, line 5, column (e).

UNION GAS LIMITED
Southern Operations Area
Bundled Storage Rate Detail
Effective January 1, 2018

Line No.	Particulars	Billing Units	2018 Forecast (1) Usage (a)	SSS & SPS (\$000's) (b)	Gas Supply Balancing Costs (\$000's) (c)	Gas in Storage Inventory Carrying Costs (\$000's) (d)	Unbundled Storage Revenue (\$000's) (e) = (b+c+d)	Unbundled Storage Rates (cents/m³) (f) = (e / a)
<u>Rate M1</u>								
Monthly delivery commodity charge:								
1	First 100 m³	10³m³	845,823	4,002	-	2,196	6,199	0.7328
2	Next 150 m³	10³m³	751,066	3,554	-	1,950	5,504	0.7328
3	All over 250 m³	10³m³	1,211,407	5,732	-	3,145	8,878	0.7328
4	Total		<u>2,808,296</u>	<u>13,289</u> (2)	<u>-</u>	<u>7,291</u> (3)	<u>20,580</u>	
<u>Rate M2</u>								
Monthly delivery commodity charge:								
5	First 1,000 m³	10³m³	58,711	245	-	135	380	0.6481
6	Next 6,000 m³	10³m³	285,720	1,193	-	659	1,852	0.6481
7	Next 13,000 m³	10³m³	322,850	1,348	-	745	2,092	0.6481
8	All over 20,000 m³	10³m³	412,456	1,722	-	951	2,673	0.6481
9	Total		<u>1,079,737</u>	<u>4,507</u> (4)	<u>-</u>	<u>2,490</u> (5)	<u>6,997</u>	

Notes:

- (1) Rate Order, Working Papers, Schedule 4, p. 10, column (r).
- (2) Rate Order, Working Papers, Schedule 19, p. 2, line 6, column (a).
- (3) Rate Order, Working Papers, Schedule 19, p. 2, line 10, column (a).
- (4) Rate Order, Working Papers, Schedule 19, p. 2, line 6, column (b).
- (5) Rate Order, Working Papers, Schedule 19, p. 2, line 10, column (b).
- (6) Rate Order, Working Papers, Schedule 4, p. 10, column (s).

UNION GAS LIMITED
Southern Operations Area
Bundled Storage Cost Detail
Effective January 1, 2018

Line No.	Particulars (\$000's)	Rate M1 (a)	Rate M2 (b)
	<u>SSS/SPS</u>		
1	Storage Dehydrator (1)	168	57
2	Storage Ex. Dehydrator (2)	9,565	3,236
3	Storage Space (3)	10,847	3,705
4	Storage	20,580	6,997
5	Less: ICC on Gas in Storage (4)	7,291	2,490
6	Total SSS/SPS	13,289	4,507
	<u>Gas Supply Balancing</u>		
7	Total Gas Supply Balancing	-	-
	<u>Gas In Storage Inventory Carrying Costs</u>		
8	Gas in Storage (5)	89,246	30,481
9	ICC %	8.2%	8.2%
10	Gas in Storage Inventory Carrying Costs	7,291	2,490

Notes:

- (1) EB-2011-0210, Rate Order, Working Papers, Schedule 18, p. 2, line 1, updated for PCI and Capital Pass-Throughs per EB-2017-0087.
- (2) EB-2011-0210, Rate Order, Working Papers, Schedule 18, p. 2, line 2, updated for PCI and Capital Pass-Throughs per EB-2017-0087.
- (3) EB-2011-0210, Rate Order, Working Papers, Schedule 18, p. 2, line 3, updated for PCI and Capital Pass-Throughs per EB-2017-0087.
- (4) Per line 10.
- (5) EB-2011-0210, Exhibit G3, Tab 5, Schedule 9, p. 16 of 40, updated for EB-2011-0210 Board Decision.

UNION GAS LIMITED
2018 Rate Adjustment Summary based on
Parkway Delivery Obligation (PDO) Reduction Costs and Parkway Delivery Commitment Incentive (PDCI) Costs

Line No.	Particulars (\$000's)	PDO Costs			PDCI Costs			Total Costs		
		Dawn-Parkway Demand Costs (1)	Compressor Fuel Costs (2)	Total PDO Costs	Dawn-Parkway Demand Costs (3)	Compressor Fuel Costs (4)	Total PDCI Costs	Dawn-Parkway Demand Costs	Compressor Fuel Costs	Total Costs
		(a)	(b)	(c) = (a + b)	(d)	(e)	(f) = (d + e)	(g) = (a + d)	(h) = (b + e)	(i) = (g + h)
1	Rate M1	4,934	287	5,222	5,226	1,109	6,335	10,160	1,397	11,557
2	Rate M2	1,658	102	1,759	1,756	392	2,148	3,413	494	3,908
3	Rate M4	482	46	528	511	179	689	993	225	1,218
4	Rate M5 - Firm	5	1	6	5	5	9	9	6	15
5	Rate M5 - Interruptible	-	32	32	-	124	124	-	156	156
6	Rate M7 - Firm	222	19	241	235	72	307	458	91	548
7	Rate M7 - Interruptible	-	-	-	-	-	-	-	-	-
8	Rate M9	79	10	89	84	37	121	164	47	210
9	Rate M10	2	0	2	3	0	3	5	0	5
10	Rate T1 - Firm	238	42	280	252	163	415	490	205	696
11	Rate T1 - Interruptible	-	4	4	-	17	17	-	22	22
12	Rate T2 - Firm	1,545	217	1,763	1,636	840	2,476	3,182	1,057	4,239
13	Rate T2 - Interruptible	-	5	5	-	20	20	-	25	25
14	Rate T3	560	43	603	593	166	759	1,153	209	1,361
15	Total South In-franchise	9,726	809	10,535	10,300	3,124	13,424	20,027	3,933	23,959
16	Excess Utility Storage Space	-	-	-	-	-	-	-	-	-
17	Rate C1 - Firm	-	7	7	-	-	-	-	7	7
18	Rate C1 - Interruptible	-	196	196	-	-	-	-	196	196
19	Rate M12	-	680	680	-	-	-	-	680	680
20	Rate M13	-	-	-	-	-	-	-	-	-
21	Rate M16	-	2	2	-	-	-	-	2	2
22	Total Ex-franchise	-	885	885	-	-	-	-	885	885
23	Rate 01	-	7	7	-	-	-	-	7	7
24	Rate 10	-	2	2	-	-	-	-	2	2
25	Rate 20	-	1	1	-	-	-	-	1	1
26	Rate 100	-	0	0	-	-	-	-	0	0
27	Rate 25	-	-	-	-	-	-	-	-	-
28	Total North In-franchise	-	11	11	-	-	-	-	11	11
29	Total Costs (line 15+line 22+line 28)	9,726	1,705	11,431	10,300	3,124	13,424	20,027	4,829	24,855

Notes:

- (1) Rate Order, Working Papers, Schedule 20, p.2, column (g).
- (2) Rate Order, Working Papers, Schedule 20, p.3, column (j).
- (3) Rate Order, Working Papers, Schedule 20, p.5, column (b) + Rate Order, Working Papers, Schedule 20, p.6, column (b).
- (4) Rate Order, Working Papers, Schedule 20, p.5, column (d) + Rate Order, Working Papers, Schedule 20, p.6, column (d).

UNION GAS LIMITED

2018 Delivery Impacts to Union South In-Franchise customers of M12 Demand Costs
Based on 280 TJ per day of M12 Dawn-Parkway capacity and 62 TJ per day of T2 Billing Contract Demand Revenue Credit

Line No.	Particulars	2013 Approved Dawn-Parkway Design Day Demands (1) (10 ³ m ³ /d) (a)	Dawn-Parkway Demand Costs of 200 TJ/d (2) (\$000's) (b)	Dawn-Parkway Demand Costs of 19 TJ/d (3) (\$000's) (c)	Dawn-Parkway Demand Costs of 62 TJ/d (4) (\$000's) (d)	Dawn-Parkway Demand Costs of 280 TJ/d (\$000's) (e) = (b + c + d)	T2 BCD Revenue Credit of 62 TJ/d (\$000's) (f) = -(d)	Total Demand Costs (\$000's) (g) = (e + f)
1	Rate M1	22,132	4,514	420	1,402	6,337	(1,402)	4,934
2	Rate M2	7,435	1,517	141	471	2,129	(471)	1,658
3	Rate M4	2,162	441	41	137	619	(137)	482
4	Rate M5 Firm	20	4	0	1	6	(1)	5
5	Rate M5 Interruptible	-	-	-	-	-	-	-
6	Rate M7 Firm	997	203	19	63	285	(63)	222
7	Rate M7 Interruptible	-	-	-	-	-	-	-
8	Rate M9	356	73	7	23	102	(23)	79
9	Rate M10	11	2	0	1	3	(1)	2
10	Rate T1 Firm	1,068	218	20	68	306	(68)	238
11	Rate T1 Interruptible	-	-	-	-	-	-	-
12	Rate T2 Firm	6,931	1,414	132	439	1,984	(439)	1,545
13	Rate T2 Interruptible	-	-	-	-	-	-	-
14	Rate T3	2,511	512	48	159	719	(159)	560
15	Total	43,624	8,898 (5)	828 (6)	2,764 (7)	12,490	(2,764)	9,726

Notes:

- (1) Union South In-franchise Dawn-Parkway Design Day Demand allocation factor per EB-2011-0210, Exhibit G3, Tab 5, Schedule 23, p. 7, line 2, Updated for Board Decision.
- (2) Allocated in proportion to column (a). The 200 TJ/d of Dawn-Parkway capacity includes 146 TJ/d per EB-2016-0245, Rate Order, Working Papers, Schedule 20, p. 2, column (b) + incremental Parkway Delivery Obligation shift of 54 TJ/d per Exhibit A, Tab 2, Attachment 1, line 11, column (j).
- (3) Allocated in proportion to column (a). The 19 TJ/d of Dawn-Parkway capacity includes 19 TJ/d per EB-2016-0245, Rate Order, Working Papers, Schedule 20, p. 2, column (c) + incremental Parkway Delivery Obligation shift of 0 TJ/d per Exhibit A, Tab 2, Attachment 1, line 17, column (j).
- (4) Allocated in proportion to column (a). The 62 TJ/d of Dawn-Parkway capacity includes 48 TJ/d per EB-2016-0245, Rate Order, Working Papers, Schedule 20, p. 2, column (d) + incremental Parkway Delivery Obligation shift of 14 TJ/d per Exhibit A, Tab 2, Attachment 1, line 21, column (j).
- (5) Calculated as 200 TJ x \$0.122/GJ/d x 365 = \$8.898 million. Rate represents the M12 Dawn-Parkway demand rate per EB-2017-0087.
- (6) Calculated as 19 TJ x \$0.122/GJ/d x 365 = \$0.828 million. Rate represents the M12 Dawn-Parkway demand rate per EB-2017-0087.
- (7) Calculated as 62 TJ x \$0.122/GJ/d x 365 = \$2.764 million. Rate represents the M12 Dawn-Parkway demand rate per EB-2017-0087.

UNION GAS LIMITED
2018 Commodity Cost Adjustments based on
Parkway Delivery Obligation Reduction of 218 TJ/d and 81 TJ/d of M12 Turnback

Line No.	Particulars	Adjusted Compressor Fuel Allocation				2013 Board-Approved Compressor Fuel Allocation				Difference (GJ) (i) = (d - h)	Total Compressor Fuel Cost (1) (\$000's) (j)=(i x 3.549/1000)
		Dawn Station Compressor Fuel	D-P Easterly Compressor Fuel	D-P Westerly Compressor Fuel	Total Compressor Fuel	Dawn Station Compressor Fuel	D-P Easterly Compressor Fuel	D-P Westerly Compressor Fuel	Total Compressor Fuel		
		(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)	(GJ)		
		(a)	(b)	(c)	(d) = (a + b + c)	(e)	(f)	(g)	(h) = (e + f + g)		
1	Rate M1	74,915	81,364	-	156,280	37,867	37,469	-	75,337	80,943	287
2	Rate M2	26,504	28,786	-	55,290	13,397	13,256	-	26,653	28,637	102
3	Rate M4	12,081	13,121	-	25,203	6,107	6,042	-	12,149	13,053	46
4	Rate M5 - Firm	308	335	-	643	156	154	-	310	333	1
5	Rate M5 - Interruptible	8,375	9,096	-	17,471	4,233	4,189	-	8,422	9,049	32
6	Rate M7 - Firm	4,860	5,279	-	10,139	2,457	2,431	-	4,888	5,251	19
7	Rate M7 - Interruptible	-	-	-	-	-	-	-	-	-	-
8	Rate M9	2,495	2,710	-	5,205	1,261	1,248	-	2,509	2,696	10
9	Rate M10	8	8	-	16	4	4	-	8	8	0
10	Rate T1 - Firm	11,006	11,954	-	22,960	5,563	5,505	-	11,068	11,892	42
11	Rate T1 - Interruptible	1,173	1,274	-	2,447	593	587	-	1,179	1,267	4
12	Rate T2 - Firm	56,695	61,575	-	118,270	28,658	28,356	-	57,014	61,257	217
13	Rate T2 - Interruptible	1,332	1,447	-	2,779	673	666	-	1,340	1,439	5
14	Rate T3	11,202	12,166	-	23,368	5,662	5,603	-	11,265	12,103	43
15	Total South In-franchise	210,955	229,114	-	440,069	106,631	105,510	-	212,141	227,928	809
16	Excess Utility Storage Space	-	-	-	-	-	-	-	-	-	-
17	Rate C1 - Firm	35,342	11,076	5,691	52,110	35,316	10,023	4,718	50,057	2,052	7
18	Rate C1 - Interruptible	227,077	575,059	-	802,136	226,118	520,843	-	746,960	55,175	196
19	Rate M12	1,133,586	2,673,664	1,221	3,808,470	1,135,933	2,479,902	1,009	3,616,843	191,627	680
20	Rate M13	-	-	-	-	-	-	-	-	-	-
21	Rate M16	145	434	-	580	-	-	-	-	580	2
22	Total Ex-franchise	1,396,150	3,260,233	6,912	4,663,295	1,397,366	3,010,768	5,726	4,413,861	249,435	885
23	Rate 01	28,852	29,524	-	58,375	28,728	27,573	-	56,300	2,075	7
24	Rate 10	9,081	9,293	-	18,374	9,042	8,679	-	17,721	653	2
25	Rate 20	3,226	3,301	-	6,527	3,212	3,083	-	6,295	232	1
26	Rate 100	102	105	-	207	102	98	-	200	7	0
27	Rate 25	-	-	-	-	-	-	-	-	-	-
28	Total North In-franchise	41,262	42,222	-	83,484	41,084	39,432	-	80,516	2,968	11
29	Total (line 15 + line 22 + line 28)	1,648,367	3,531,570	6,912	5,186,849	1,545,082	3,155,710	5,726	4,706,518	480,331	1,705

Notes:

(1) Compressor fuel cost based on Oct 2017 QRAM Dawn Reference Price of \$3.549/GJ per EB-2017-0278.

UNION GAS LIMITED
Estimated Fuel Impact of the Parkway Delivery Obligated Reduction

Line No.	Particulars (GJ)	Allocation of Fuel (Updated for PDO)					Allocation of Fuel (as filed in EB-2011-0210)					Difference (k) = (e - j)
		Dawn	Lobo	Bright	Parkway	Total	Dawn	Lobo	Bright	Parkway	Total	
		(a)	(b)	(c)	(d)	(e) = (a+b+c+d)	(f)	(g)	(h)	(i)	(j) = (f+g+h+i)	
1	M12 Easterly	1,133,586	665,880	798,741	1,209,042	3,807,250	1,135,933	644,630	772,860	1,062,411	3,615,834	191,415
2	M12 Westerly	-	-	-	1,221	1,221	-	-	-	1,009	1,009	212
3	C1 LT Easterly	3,382	2,077	2,490	6,509	14,458	3,356	2,017	2,413	5,593	13,379	1,079
4	C1 ST Easterly	227,077	122,287	149,110	303,661	802,136	226,118	116,353	141,989	262,500	746,960	55,175
5	C1 LT Westerly	-	-	-	5,691	5,691	-	-	-	4,718	4,718	973
6	C1 ST Westerly	-	-	-	-	-	-	-	-	-	-	-
7	M16 to Pool	145	434	-	-	580	-	-	-	-	-	580
8	Infranchise - North	41,262	17,233	24,990	-	83,484	41,084	15,975	23,457	-	80,516	2,968
9	Infranchise - South	210,955	100,900	128,214	-	440,069	106,631	46,265	59,245	-	212,141	227,928
10	Total	1,616,407	908,812	1,103,546	1,526,124	5,154,888	1,513,121	825,240	999,964	1,336,232	4,674,557	480,331

Notes:

- (1) Sales of Dawn to Parkway transportation services were reduced by 81 TJ per day.
- (2) Compressor throughput was adjusted to account for a shift of 219 TJ of delivered supply from Parkway to Dawn and 81 TJ/d of M12 turnback.
- (3) Compressor fuel costs increased to reflect the change in flows outlined in note (2).
- (4) Based on contract quantities from 2013 Rates filing.
- (5) Allocation of fuel is consistent with YCR formula in the current M12 Rate Schedule.
- (6) The total fuel excludes C1 Dawn to Dawn-Vector and C1 Dawn to Dawn-TCPL fuel of 31,960 GJ.

UNION GAS LIMITED
Derivation of the 2018 Sales Service PDCI Costs

Line No.	Particulars	Demand Costs		Commodity Costs		Total Sales Service PDCI Costs (\$000's) (e) = (b + d)
		2013 Approved Dawn-Parkway Design Day Demands (1) (10 ³ m ³ /d) (a)	11 TJ Sales Service Demand Costs (2) (\$000's) (b)	2013 Approved Delivery Volumes East of Dawn (4) (10 ³ m ³) (c)	11 TJ Sales Service Fuel and UFG Costs (5) (\$000's) (d)	
1	Rate M1	22,132	249	1,823,853	53	301
2	Rate M2	7,435	83	645,259	19	102
3	Rate M4	2,162	24	294,126	9	33
4	Rate M5 Firm	20	0	7,501	0	0
5	Rate M5 Interruptible	-	-	203,891	6	6
6	Rate M7 Firm	997	11	118,324	3	15
7	Rate M7 Interruptible	-	-	-	-	-
8	Rate M9	356	4	60,750	2	6
9	Rate M10	11	0	189	0	0
10	Rate T1 Firm	1,068	12	267,950	8	20
11	Rate T1 Interruptible	-	-	28,552	1	1
12	Rate T2 Firm	6,931	78	1,380,265	40	118
13	Rate T2 Interruptible	-	-	32,431	1	1
14	Rate T3	2,511	28	272,712	8	36
15	Total	<u>43,624</u>	<u>490 (3)</u>	<u>5,135,803</u>	<u>149 (6)</u>	<u>638</u>

Notes:

- (1) Union South In-franchise Dawn-Parkway Design Day Demand allocation factor per EB-2011-0210, Exhibit G3, Tab 5, Schedule 23, p. 7, line 2, Updated for Board Decision.
- (2) Allocated in proportion to column (a). Parkway Delivery Obligation of 11 TJ/d as per Exhibit A, Tab 2, Attachment 1, line 24, column (j).
- (3) Calculated as 11 TJ x \$0.122/GJ/d x 365 = \$0.490 million. Rate represents the M12 Dawn-Parkway demand rate per EB-2017-0087.
- (4) Union South in-franchise volumes east of Dawn per EB-2011-0210, Exhibit G3, Tab 5, Schedule 21, pp. 13 & 14, Updated for Board Decision.
- (5) Allocated in proportion to column (c).
- (6) Calculated as 11 TJ x \$0.037/GJ/d x 365 = \$0.149 million. Rate represents the average Dawn-Parkway (TCPL / EGT) fuel and commodity rate per EB-2017-0087 Rate M12 Schedule 'C'.

UNION GAS LIMITED
Derivation of the 2018 Direct Purchase (DP) PDCI Costs

Line No.	Particulars	Demand Costs		Commodity Costs		Total DP PDCI Costs (\$000's) (e) = (b+d)
		2013 Approved Dawn-Parkway Design Day Demands (1) (10 ³ m ³ /d) (a)	220 TJ DP Demand Costs (2) (\$000's) (b)	2013 Approved Delivery Volumes East of Dawn (4) (10 ³ m ³) (c)	220 TJ DP Fuel and UFG Costs (5) (\$000's) (d)	
1	Rate M1	22,132	4,977	1,823,853	1,057	6,034
2	Rate M2	7,435	1,672	645,259	374	2,046
3	Rate M4	2,162	486	294,126	170	657
4	Rate M5 Firm	20	5	7,501	4	9
5	Rate M5 Interruptible	-	-	203,891	118	118
6	Rate M7 Firm	997	224	118,324	69	293
7	Rate M7 Interruptible	-	-	-	-	-
8	Rate M9	356	80	60,750	35	115
9	Rate M10	11	2	189	0	3
10	Rate T1 Firm	1,068	240	267,950	155	396
11	Rate T1 Interruptible	-	-	28,552	17	17
12	Rate T2 Firm	6,931	1,559	1,380,265	800	2,358
13	Rate T2 Interruptible	-	-	32,431	19	19
14	Rate T3	2,511	565	272,712	158	723
15	Total	43,624	9,811 (3)	5,135,803	2,975 (6)	12,786

Notes:

- (1) Union South In-franchise Dawn-Parkway Design Day Demand Allocation Factor per EB-2011-0210, Exhibit G3, Tab 5, Schedule 23, p. 7, line 2, Updated for Board Decision.
- (2) Allocated in proportion to column (a). Parkway Delivery Obligation of 220 TJ/d as per Exhibit A, Tab 2, Attachment 1, line 12, column (j) + line 18, column (j), adjusted by 8 TJ/d to reflect customer's with different summer and winter Parkway Delivery Obligations.
- (3) Calculated as 220 TJ x \$0.122/GJ/d x 365 = \$9.811 million. Rate represents the M12 Dawn-Parkway demand rate per EB-2017-0087.
- (4) Union South in-franchise volumes east of Dawn per EB-2011-0210, Exhibit G3, Tab 5, Schedule 21, pp. 13 & 14, Updated for Board Decision.
- (5) Allocated in proportion to column (c).
- (6) Calculated as 220 TJ x \$0.037/GJ/d x 365 = \$2.975 million. Rate represents the average Dawn-Parkway (TCPL / EGT) fuel and commodity rate per EB-2017-0087 Rate M12 Schedule 'C'.

UNION GAS LIMITED
Continuity of M12 Monthly Transportation Fuel Ratios and Rates including Parkway Delivery Obligation (PDO) Pass-through
Firm or Interruptible Transportation Commodity
Effective January 1, 2018

Line No.	Particulars	VT1 Easterly Dawn to Parkway (TCPL / EGT) With Dawn Compression						VT1 Easterly Dawn to Kirkwall, Lisgar, Parkway (Consumers) With Dawn Compression						M12-X Westerly Kirkwall to Dawn					
		2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)
		(%)	(%)	(%)	(%)	(%)		(%)	(%)	(%)	(%)	(%)		(%)	(%)	(%)	(%)	(%)	
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)
1	April	0.825	0.004	0.829	0.050	0.879	0.031	0.548	0.003	0.550	(0.004)	0.546	0.019	0.157	0.001	0.158	-	0.158	0.006
2	May	0.583	0.003	0.586	0.040	0.626	0.022	0.369	0.002	0.371	0.002	0.373	0.013	0.157	0.001	0.158	-	0.158	0.006
3	June	0.476	0.002	0.479	0.044	0.523	0.019	0.267	0.001	0.268	0.007	0.275	0.010	0.157	0.001	0.158	-	0.158	0.006
4	July	0.464	0.002	0.466	0.042	0.508	0.018	0.255	0.001	0.256	0.007	0.262	0.009	0.157	0.001	0.158	-	0.158	0.006
5	August	0.365	0.002	0.367	0.038	0.405	0.014	0.158	0.001	0.159	(0.000)	0.159	0.006	0.157	0.001	0.158	-	0.158	0.006
6	September	0.362	0.002	0.363	0.037	0.401	0.014	0.158	0.001	0.159	(0.000)	0.159	0.006	0.157	0.001	0.158	-	0.158	0.006
7	October	0.716	0.004	0.720	0.030	0.750	0.027	0.476	0.002	0.479	(0.018)	0.461	0.016	0.157	0.001	0.158	-	0.158	0.006
8	November	0.863	0.004	0.868	0.026	0.894	0.032	0.621	0.003	0.624	0.001	0.624	0.022	0.157	0.001	0.158	-	0.158	0.006
9	December	0.971	0.005	0.976	0.036	1.012	0.036	0.722	0.004	0.726	0.017	0.743	0.026	0.157	0.001	0.158	-	0.158	0.006
10	January	1.116	0.006	1.122	0.044	1.166	0.041	0.854	0.004	0.858	0.023	0.882	0.031	0.157	0.001	0.158	-	0.158	0.006
11	February	1.062	0.005	1.067	0.040	1.107	0.039	0.808	0.004	0.812	0.019	0.831	0.029	0.157	0.001	0.158	-	0.158	0.006
12	March	1.000	0.005	1.005	0.028	1.033	0.037	0.739	0.004	0.743	(0.001)	0.742	0.026	0.157	0.001	0.158	-	0.158	0.006
		M12-X Easterly Kirkwall to Parkway (TCPL / EGT)						M12-X Easterly Kirkwall to Lisgar, Parkway (Consumers)						M12-X Westerly Parkway to Kirkwall, Dawn					
		2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)
13	April	0.434	0.002	0.437	0.054	0.491	0.017	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
14	May	0.371	0.002	0.373	0.038	0.411	0.015	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
15	June	0.367	0.002	0.368	0.037	0.406	0.014	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
16	July	0.366	0.002	0.368	0.036	0.404	0.014	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
17	August	0.364	0.002	0.366	0.038	0.404	0.014	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
18	September	0.361	0.002	0.363	0.037	0.400	0.014	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
19	October	0.398	0.002	0.400	0.048	0.448	0.016	0.157	0.001	0.158	-	0.158	0.006	0.276	0.001	0.277	0.024	0.301	0.011
20	November	0.400	0.002	0.402	0.025	0.427	0.015	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006
21	December	0.407	0.002	0.409	0.019	0.428	0.015	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006
22	January	0.420	0.002	0.422	0.020	0.442	0.016	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006
23	February	0.411	0.002	0.413	0.021	0.434	0.015	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006
24	March	0.418	0.002	0.420	0.029	0.449	0.016	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006

UNION GAS LIMITED
Continuity of M12 Monthly Transportation Authorized Overrun Fuel Ratios and Rates including Parkway Delivery Obligation (PDO) Pass-through
Firm or Interruptible Transportation Commodity
Effective January 1, 2018

Line No.	Particulars	VT1 Easterly Dawn to Parkway (TCPL / EGT) With Dawn Compression						VT1 Easterly Dawn to Kirkwall, Lisgar, Parkway (Consumers) With Dawn Compression						M12-X Westerly Kirkwall to Dawn					
		2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)
		(%)	(%)	(%)	(%)	(%)	(f)	(%)	(%)	(%)	(%)	(%)	(l)	(%)	(%)	(%)	(%)	(%)	(r)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)		(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)		(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	
1	April	1.442	0.007	1.449	0.050	1.499	0.175	1.165	0.006	1.171	(0.004)	1.166	0.164	0.774	0.004	0.778	-	0.778	0.179
2	May	1.200	0.006	1.206	0.040	1.246	0.166	0.986	0.005	0.991	0.002	0.993	0.157	0.774	0.004	0.778	-	0.778	0.179
3	June	1.093	0.006	1.099	0.044	1.143	0.163	0.884	0.005	0.888	0.007	0.895	0.154	0.774	0.004	0.778	-	0.778	0.179
4	July	1.080	0.006	1.086	0.042	1.128	0.162	0.871	0.004	0.876	0.007	0.882	0.153	0.774	0.004	0.778	-	0.778	0.179
5	August	0.982	0.005	0.987	0.038	1.025	0.159	0.775	0.004	0.779	(0.000)	0.779	0.150	0.774	0.004	0.778	-	0.778	0.179
6	September	0.978	0.005	0.983	0.037	1.021	0.158	0.775	0.004	0.779	(0.000)	0.779	0.150	0.774	0.004	0.778	-	0.778	0.179
7	October	1.333	0.007	1.340	0.030	1.371	0.171	1.093	0.006	1.099	(0.018)	1.081	0.161	0.774	0.004	0.778	-	0.778	0.179
8	November	1.480	0.008	1.488	0.026	1.514	0.176	1.237	0.006	1.244	0.001	1.244	0.166	0.774	0.004	0.778	-	0.778	0.179
9	December	1.588	0.008	1.596	0.036	1.632	0.180	1.339	0.007	1.346	0.017	1.363	0.171	0.774	0.004	0.778	-	0.778	0.179
10	January	1.733	0.009	1.742	0.044	1.786	0.186	1.471	0.008	1.478	0.023	1.502	0.175	0.774	0.004	0.778	-	0.778	0.179
11	February	1.679	0.009	1.687	0.040	1.727	0.183	1.425	0.007	1.432	0.019	1.451	0.174	0.774	0.004	0.778	-	0.778	0.179
12	March	1.617	0.008	1.625	0.028	1.653	0.181	1.356	0.007	1.363	(0.001)	1.362	0.171	0.774	0.004	0.778	-	0.778	0.179
		M12-X Easterly Kirkwall to Parkway (TCPL / EGT)						M12-X Easterly Kirkwall to Lisgar, Parkway (Consumers)						M12-X Westerly Parkway to Kirkwall, Dawn					
		2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018	2017	PCI Adj	2018	PDO Adj	2018	2018
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	Fuel Rate
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	(\$/GJ)
		(%)	(%)	(%)	(%)	(%)	(f)	(%)	(%)	(%)	(%)	(%)	(l)	(%)	(%)	(%)	(%)	(%)	(r)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)		(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)		(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	
13	April	1.051	0.005	1.057	0.054	1.111	0.190	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
14	May	0.988	0.005	0.993	0.038	1.031	0.188	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
15	June	0.984	0.005	0.989	0.037	1.026	0.187	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
16	July	0.983	0.005	0.988	0.036	1.024	0.187	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
17	August	0.981	0.005	0.986	0.038	1.024	0.187	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
18	September	0.978	0.005	0.983	0.037	1.020	0.187	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
19	October	1.014	0.005	1.020	0.048	1.068	0.189	0.774	0.004	0.778	-	0.778	0.179	0.893	0.005	0.897	0.024	0.921	0.184
20	November	1.017	0.005	1.022	0.025	1.047	0.188	0.774	0.004	0.778	-	0.778	0.179	0.774	0.004	0.778	-	0.778	0.179
21	December	1.024	0.005	1.029	0.019	1.048	0.188	0.774	0.004	0.778	-	0.778	0.179	0.774	0.004	0.778	-	0.778	0.179
22	January	1.036	0.005	1.042	0.020	1.062	0.189	0.774	0.004	0.778	-	0.778	0.179	0.774	0.004	0.778	-	0.778	0.179
23	February	1.028	0.005	1.033	0.021	1.054	0.188	0.774	0.004	0.778	-	0.778	0.179	0.774	0.004	0.778	-	0.778	0.179
24	March	1.035	0.005	1.040	0.029	1.069	0.189	0.774	0.004	0.778	-	0.778	0.179	0.774	0.004	0.778	-	0.778	0.179

UNION GAS LIMITED
Continuity of M13, M16, Monthly Transportation Fuel Ratios and Rates including Parkway Delivery Obligation (PDO) Pass-through
Firm or Interruptible Transportation Commodity
Effective January 1, 2018

Line No.	Particulars	M13 Delivery Commodity Charge						M13 Authorized overrun - Delivery Commodity Charge					
		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018	
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)
1		0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.144
		M16 Fuel Charges to Dawn						M16 Fuel Charges to Pool					
		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018	
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)
2	East	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	0.027	0.185	0.006
3	West	0.157	0.001	0.158	-	0.158	0.006	0.447	0.002	0.449	-	0.449	0.016
		M16 Authorized overrun - Fuel Charges to Dawn						M16 Authorized Overrun - Fuel Charges to Pool					
		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018	
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)
4	East	0.157	0.001	0.158	-	0.158	0.066	0.157	0.001	0.158	0.027	0.185	0.032
5	West	0.157	0.001	0.158	-	0.158	0.144	0.447	0.002	0.449	-	0.449	0.120

UNION GAS LIMITED

Continuity of C1 Monthly Transportation Fuel Ratios and Rates including Parkway Delivery Obligation (PDO) Pass-through
Firm or Interruptible Transportation Commodity
Effective January 1, 2018

Line No.	Particulars	C1 St. Clair / Dawn						C1 Ojibway / Dawn						C1 Bluewater / Dawn					
		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018	
		Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018
		(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)
1	Summer	0.207	0.001	0.208	-	0.208	0.007	0.447	0.002	0.449	-	0.449	0.016	0.207	0.001	0.208	-	0.208	0.007
2	Winter	0.266	0.001	0.267	-	0.267	0.009	0.303	0.002	0.305	-	0.305	0.011	0.266	0.001	0.267	-	0.267	0.009
C1 Dawn to Dawn-TCPL						C1 Dawn to Dawn-Vector													
2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj
Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel
(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio
(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)
(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)	(s)	(t)
3	Summer	0.157	0.001	0.158	-	0.158	0.006	0.339	0.002	0.341	-	0.341	0.012						
4	Winter	0.351	0.002	0.353	-	0.353	0.013	0.157	0.001	0.158	-	0.158	0.006						
C1 Parkway to Kirkwall						C1 Parkway to Dawn						C1 Kirkwall to Dawn							
2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj
Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel
(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio
(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)
(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)	(s)	(t)
5	Summer	0.276	0.001	0.277	0.024	0.301	0.011	0.276	0.001	0.277	0.024	0.301	0.011	0.157	0.001	0.158	-	0.158	0.006
6	Winter	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006	0.157	0.001	0.158	-	0.158	0.006
C1 Dawn to Kirkwall						C1 Dawn to Parkway (TCPL)						C1 Kirkwall to Parkway							
2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj	2018	PDO Adj	2018		2017	PCI Adj
Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel	Fuel Ratio	Fuel	Fuel Ratio	2018	Fuel Ratio	Fuel
(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio	(excl. PDO)	Ratio	(incl. PDO)	Fuel Rate	(excl. PDO)	Ratio
(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)
(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)	(s)	(t)
7	Summer	0.319	0.002	0.320	(0.001)	0.319	0.011	0.541	0.003	0.544	0.040	0.585	0.021	0.380	0.002	0.382	0.041	0.423	0.015
8	Winter	0.749	0.004	0.753	0.012	0.764	0.027	1.002	0.005	1.008	0.035	1.042	0.037	0.411	0.002	0.413	0.023	0.436	0.015

UNION GAS LIMITED
Continuity of C1 Monthly Transportation Authorized Overrun Fuel Ratios and Rates including Parkway Delivery Obligation (PDO) Pass-through
Firm or Interruptible Transportation Commodity
Effective January 1, 2018

Line No.	Particulars	C1 Authorized Overrun - St. Clair / Dawn						C1 Authorized Overrun - Ojibway / Dawn						C1 Authorized Overrun - Bluewater / Dawn					
		2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)
1	Summer	0.207	0.001	0.208	-	0.208	0.111	0.447	0.002	0.449	-	0.449	0.120	0.207	0.001	0.208	-	0.208	0.111
2	Winter	0.266	0.001	0.267	-	0.267	0.113	0.303	0.002	0.305	-	0.305	0.115	0.266	0.001	0.267	-	0.267	0.113
3	Summer	C1 Authorized Overrun - Dawn to Dawn-TCPL						C1 Authorized Overrun - Dawn to Dawn-Vector											
		2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)						
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)						
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)						
4	Winter	0.157	0.001	0.158	-	0.158	0.006	0.339	0.002	0.341	-	0.341	0.012						
4	Winter	0.351	0.002	0.353	-	0.353	0.013	0.157	0.001	0.158	-	0.158	0.006						
5	Summer	C1 Authorized Overrun - Parkway to Kirkwall						C1 Authorized Overrun - Parkway to Dawn						C1 Authorized Overrun - Kirkwall to Dawn					
		2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)
6	Winter	0.893	0.005	0.897	0.024	0.921	0.155	0.893	0.005	0.897	0.024	0.921	0.155	0.774	0.004	0.778	-	0.778	0.078
6	Winter	0.774	0.004	0.778	-	0.778	0.150	0.774	0.004	0.778	-	0.778	0.150	0.774	0.004	0.778	-	0.778	0.078
7	Summer	C1 Authorized Overrun - Dawn to Kirkwall						C1 Authorized Overrun - Dawn to Parkway (TCPL)						C1 Authorized Overrun - Kirkwall to Parkway					
		2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)	2017 Fuel Ratio (excl. PDO)	PCI Adj Fuel Ratio	2018 Fuel Ratio (excl. PDO)	PDO Adj Fuel Ratio	2018 Fuel Ratio (incl. PDO)	2018 Fuel Rate (\$/GJ)
		(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)	(%)	(%)	(%)	(%)	(%)	(\$/GJ)
		(a)	(b)	(c) = (a+b)	(d)	(e) = (c+d)	(f)	(g)	(h)	(i) = (g+h)	(j)	(k) = (i+j)	(l)	(m)	(n)	(o) = (m+n)	(p)	(q) = (o+p)	(r)
8	Winter	0.936	0.005	0.940	(0.001)	0.939	0.137	1.158	0.006	1.164	0.040	1.205	0.165	0.997	0.005	1.002	0.041	1.043	0.055
8	Winter	1.366	0.007	1.373	0.012	1.384	0.153	1.619	0.008	1.628	0.035	1.662	0.181	1.028	0.005	1.033	0.023	1.056	0.056

UNION GAS LIMITED
Continuity of Rate T1, Rate T2, Rate T3 Firm and Interruptible Transportation Fuel Ratios
Including the Parkway Delivery Obligation (PDO) Compressor Fuel Volumes
Effective January 1, 2018

Line No.	Particulars	PCI Adjustment to 2017 Approved Fuel Ratios					Incremental 2018 PDO Fuel Adjustment				Total 2018 Transportation Fuel Ratio (%)
		2017 Fuel Ratio (incl. PDO) (%) (1)	Remove PDO Adj Fuel Ratio (%) (2)	2017 Fuel Ratio (excl. PDO) (%)	PCI Adj Fuel Ratio (%) (3)	2018 Fuel Ratio (excl. PDO) (%)	Incremental PDO Fuel Volumes (GJ) (4)	Incremental Fuel (10 ³ m ³) (5)	Annual Delivery Volume (10 ³ m ³)	Incremental PDO Fuel Ratio (%)	
		(a)	(b)	(c) = (a + b)	(d)	(e) = (c + d)	(f)	(g) = (f) / HV	(h)	(i) = (g / h)	(j) = (e + i)
1	Rate T1	0.305%	-0.048%	0.257%	0.001%	0.258%	13,159	349	536,730	0.065%	0.323%
2	Rate T2	0.283%	-0.030%	0.254%	0.001%	0.255%	62,696	1,661	4,129,518	0.040%	0.295%
3	Rate T3	0.380%	-0.087%	0.293%	0.001%	0.294%	12,103	321	272,712	0.118%	0.412%

Notes:

- (1) EB-2016-0245, Rate Order, Working Papers, Schedule 22, column (j).
- (2) EB-2016-0245, Rate Order, Working Papers, Schedule 22, column (i).
- (3) PCI of 0.51% shown at Working Papers, Schedule 1, column (c) applied to column (c) above.
- (4) Rate Order, Working Papers, Schedule 20, p. 3, column (i).
- (5) Conversion to 10³m³ based on a heating value (HV) of 37.75 GJ/10³m³.

UNION GAS LIMITED
2018 Gas Supply Plan in Union North Rates
Effective January 1, 2018

Line No.	Particulars (\$000s)	Upstream Transportation Costs per EB-2017-0278 (1) (a)	2018 Gas Supply Plan Update Cost Impacts (2) (b)	Upstream Transportation Costs per EB-2017-0087 (c) = (a + b)
	<u>Rate 01</u>			
1	Delivery Rates	1,836	-	1,836
	Transportation Rates			
2	Union North West	18,315	2	18,317
3	Union North East	18,069	176	18,245
	Storage Rates			
4	Union North West	1,289	2	1,291
5	Union North East	28,959	(1)	28,958
	<u>Rate 10</u>			
6	Delivery Rates	485	-	485
	Transportation Rates			
7	Union North West	4,931	0	4,931
8	Union North East	6,632	37	6,669
	Storage Rates			
9	Union North West	301	1	301
10	Union North East	8,037	(0)	8,036
	<u>Rate 20</u>			
11	Delivery Rates	132	-	132
	Gas Supply Demand			
12	Union North West	1,408	0	1,408
13	Union North East	1,623	(4)	1,619
	Commodity Transportation 1			
14	Union North West	944	0	944
15	Union North East	1,089	(3)	1,086
	Bundled Storage			
16	Demand	1,282	0	1,282
17	Commodity	12	(0)	12
	<u>Rate 25</u>			
18	Delivery Rates	-	-	-
19	Transportation Rates	681	(17)	664
20	Storage Rates	-	-	-
	<u>Rate 100</u>			
21	Delivery Rates	9	-	9
	Gas Supply Demand			
22	Union North West	-	-	-
23	Union North East	-	-	-
	Commodity Transportation 1			
24	Union North West	-	-	-
25	Union North East	-	-	-
	Bundled Storage			
26	Demand	201	0	201
27	Commodity	2	(0)	2
28	Total	96,236	193	96,429

Notes:

(1) Rate Order, Working Papers, Schedule 15, column (f).

(2) Rate Order, Working Papers, Schedule 23, p. 2, Lines 7, 14, 22, & 29.

UNION GAS LIMITED
Allocation of Union North Transportation and Storage Cost Changes by Zone

Line No.	Particulars (\$000's)	Total (a)	Rate 01 (b)	Rate 10 (c)	Rate 20 (d)	Rate 100 (e)	Rate 25 (f)
<u>Union North West Zone</u>							
<u>Transportation Demand Costs</u>							
1	EB-2017-0278 October 2017 QRAM	26,406	18,814	5,067	2,395	-	130
2	EB-2017-0087 2018 Rates	26,406	18,814	5,067	2,395	-	130
3	Change in Costs (line 2 - line 1)	(0)	(0)	(0)	(0)	-	-
<u>Transportation Fuel Costs</u>							
4	EB-2017-0278 October 2017 QRAM	565	379	115	66	-	5
5	EB-2017-0087 2018 Rates	568	381	115	66	-	5
6	Change in Costs (line 5 - line 4)	2	2	0	0	-	-
7	Total Change in Transportation Costs (line 3 + line 6)	2	2	0	0	-	-
<u>Storage Demand Costs</u>							
8	EB-2017-0278 October 2017 QRAM	1,616	1,244	282	90	-	-
9	EB-2017-0087 2018 Rates	1,616	1,244	282	90	-	-
10	Change in Costs (line 9 - line 8)	(0)	(0)	(0)	(0)	-	-
<u>Storage Fuel Costs</u>							
11	EB-2017-0278 October 2017 QRAM	246	166	50	30	-	-
12	EB-2017-0087 2018 Rates	249	168	51	30	-	-
13	Change in Costs (line 12 - line 11)	3	2	1	0	-	-
14	Total Change in Storage Costs (line 10 + line 13)	3	2	1	0	-	-
15	Total Change in North West Zone Costs (line 7 + line 14)	5	3	1	1	-	-
<u>Union North East Zone</u>							
<u>Transportation Demand Costs</u>							
16	EB-2017-0278 October 2017 QRAM	29,646	19,707	7,228	2,074	-	636
17	EB-2017-0087 2018 Rates	29,824	19,876	7,261	2,067	-	620
18	Change in Costs (line 17 - line 16)	178	169	34	(8)	-	(17)
<u>Transportation Fuel Costs</u>							
19	EB-2017-0278 October 2017 QRAM	819	523	204	66	-	26
20	EB-2017-0087 2018 Rates	831	531	207	67	-	26
21	Change in Costs (line 20 - line 19)	12	8	3	1	-	(0)
22	Total Change in Transportation Costs (line 18 + line 21)	190	176	37	(7)	-	(17)
<u>Storage Demand Costs</u>							
23	EB-2017-0278 October 2017 QRAM	41,156	30,441	8,399	2,105	211	-
24	EB-2017-0087 2018 Rates	41,156	30,441	8,399	2,105	211	-
25	Change in Costs (line 24 - line 23)	0	0	0	0	0	-
<u>Storage Fuel Costs</u>							
26	EB-2017-0278 October 2017 QRAM	366	232	91	41	2	-
27	EB-2017-0087 2018 Rates	364	231	90	41	2	-
28	Change in Costs (line 27 - line 26)	(2)	(1)	(0)	(0)	(0)	-
29	Total Change in Storage Costs (line 25 + line 28)	(2)	(1)	(0)	(0)	(0)	-
30	Total Change in North East Zone Costs (line 22 + line 29)	188	175	36	(7)	(0)	(17)
<u>Common Costs</u>							
31	EB-2017-0278 October 2017 QRAM	1,271	-	-	-	-	-
32	EB-2017-0087 2018 Rates	1,271	-	-	-	-	-
33	Change in Costs (line 32 - line 31)	-	-	-	-	-	-
34	Total Change in Storage and Transportation Costs (line 15 + line 30)	193	179	37	(6)	(0)	(17)

UNION GAS LIMITED
Union North 2018 Gas Supply Plan as filed in EB-2015-0181 at October 2017 QRAM

Line No.	Particulars	2017 Gas Supply Plan (1)			2018 Gas Supply Plan (4)			Cost Variance (g) = (f - c)
		Annual Volume (TJ) (1) (a)	Rates (2) (\$ / GJ) (b)	Costs (3) (\$000's) (c)	Annual Volumes (TJ) (4) (d)	Rates (2) (\$ / GJ) (e)	Costs (\$000's) (f) = (d x e)	
	<u>Transportation Costs</u>							
	<u>Union North West Zone Demand Costs</u>							
1	TCPL MDA	2,031	21.804	1,456	2,031	21.804	1,456	-
2	TCPL SSMDA	2,972	43.860	4,286	2,972	43.860	4,286	-
3	TCPL WDA	18,764	31.350	19,340	18,764	31.350	19,340	(0)
4	CTHI/CPMI	2,066	19.506	1,325	2,066	19.506	1,325	-
5	Subtotal			26,406			26,406	(0)
	<u>Union North East Zone Demand Costs</u>							
6	TCPL NCDA	3,211	58.624	6,188	3,211	58.624	6,188	0
7	TCPL EDA	365	64.737	777	365	64.737	777	-
8	TCPL NDA	2,915	48.388	4,638	2,915	48.388	4,638	-
9	TCPL PKWY EDA	21,108	12.531	8,696	21,108	12.531	8,696	0
10	TCPL PKWY NDA	15,695	18.045	9,311	15,695	18.045	9,311	0
11	TCPL PKWY NCDA	122	8.900	36	730	8.900	214	178
12	Subtotal			29,646			29,824	178
	<u>Common Costs</u>							
13	LBA			1,200			1,200	-
14	TCPL Minimum Flow Charge			71			71	-
15	Subtotal			1,271			1,271	-
16	Demand Costs in Rates (line 5 + line 12 + line 15)			57,322			57,500	178
	<u>Union North West Zone Fuel Costs</u>							
17	TCPL MDA	6	2.616	17	6	2.616	17	-
18	TCPL SSMDA	54	2.616	141	54	2.616	141	0
19	TCPL WDA	155	2.616	405	156	2.616	408	2
20	CTHI/CPMI	1	2.616	3	1	2.616	3	-
21	Subtotal			565			568	2
	<u>Union North East Zone Fuel Costs</u>							
22	TCPL NCDA	87	2.616	227	91	2.616	238	12
23	TCPL EDA	11	2.616	29	11	2.616	29	-
24	TCPL NDA	70	2.616	182	70	2.616	182	-
25	TCPL PKWY EDA	52	3.549	186	53	3.549	186	0
26	TCPL PKWY NDA	55	3.549	195	55	3.549	194	(1)
27	TCPL PKWY NCDA	-	3.549	-	0	3.549	1	1
28	Subtotal			819			831	12
29	Fuel Costs in Rates (line 21 + line 28)			1,384			1,398	14
30	Total Transportation Costs (line 16 + line 29)			58,707			58,899	192
	<u>Storage Costs</u>							
	<u>Union North West Zone Demand Costs</u>							
31	TCPL WDA STS Injection	1,150	42.754	1,616	1,150	42.754	1,616	(0)
32	Subtotal			1,616			1,616	(0)
	<u>Union North East Zone Demand Costs</u>							
33	TCPL NDA STS Injection	17,921	18.045	10,632	17,921	18.045	10,632	-
34	TCPL EDA STS Withdrawal	9,845	12.531	4,056	9,845	12.531	4,056	-
35	TCPL Pkwy to EDA	19,042	12.531	7,845	19,042	12.531	7,845	0
36	TCPL Pkwy to EDA EMB	9,125	13.716	4,115	9,125	13.716	4,115	0
37	TCPL Pkwy to NDA	24,455	18.045	14,508	24,455	18.045	14,508	0
38	Subtotal			41,156			41,156	0
39	Demand Costs in Rates (line 32 + line 38)			42,772			42,772	0
	<u>Union North West Zone Fuel Costs</u>							
40	TCPL WDA STS Injection	14	2.616	37	15	2.616	40	3
41	TCPL SSMDA STS Withdrawal	28	3.549	99	28	3.549	99	-
42	TCPL WDA STS Withdrawal	31	3.549	111	31	3.549	111	-
43	Subtotal			246			249	3
	<u>Union North East Zone Fuel Costs</u>							
44	TCPL NCDA STS Injection	2	2.616	5	2	2.616	4	(0)
45	TCPL NCDA STS Withdrawal	8	3.549	30	8	3.549	27	(3)
46	TCPL Pkwy to EDA	8	3.549	27	8	3.549	30	2
47	TCPL Pkwy to EDA EMB	17	3.549	60	16	3.549	57	(3)
48	TCPL Pkwy to NDA	69	3.549	244	69	3.549	246	2
49	Subtotal			366			364	(2)
50	Fuel Costs in Rates (line 43 + line 49)			613			614	1
51	Total Storage Costs (line 39 + line 50)			43,385			43,386	1
52	Total Storage and Transportation Costs			102,091			102,284	193

Notes:

- (1) EB-2015-0181, Exhibit A, Tab 2, Appendix A, Schedule 1, p. 1-2, column (g).
(2) EB-2017-0278, Tab 2, Schedule 2, p.2, column (d).
(3) EB-2017-0278, Tab 2, Schedule 2, p.2, column (e).
(4) EB-2015-0181, Exhibit A, Tab 2, Appendix A, Schedule 1, p. 1-2, column (j).

PARKWAY DELIVERY OBLIGATION REPORTING

The purpose of this evidence is to report on the Parkway Delivery Obligation (“PDO”) of Union’s South Direct Purchase (“DP”) customers. In Union’s 2014 Rates application and evidence (EB-2013-0365), Union filed a Settlement Agreement (“2014 Settlement”) proposing to permanently shift the PDO of its Union South DP customers from Parkway to Dawn over time. The 2014 Settlement was approved by the OEB on June 16, 2014.

Under the 2014 Settlement, Union is required to report annually on: capacity that could be made available in the two years commencing with the test year to further reduce the PDO at a lower cost than the cost of the Parkway Delivery Commitment Incentive (“PDCI”); forecasted PDO quantities for the two years commencing with the test year; measures used by Union to manage the initial Parkway shortfall; and, actual transmission compressor fuel on the Dawn to Parkway system in the prior year.

This evidence is organized to track those requirements similarly and as follows:

1. Capacity Available to Reduce PDO
2. Forecasted PDO Quantities
3. Management of the Initial Parkway Shortfall
4. Dawn to Parkway Transmission Compressor Fuel

1 Please see Rate Order, Working Papers, Schedule 20 for details of the PDO and PDCI costs
2 included in 2018 Rates by rate class. The PDCI is paid monthly to DP customers for any
3 continued obligated Daily Contract Quantity deliveries at Parkway.

4
5 **1. CAPACITY AVAILABLE TO REDUCE PDO**

6 In April 2014, Union offered South Direct Purchase customers 146 TJ/day of temporarily
7 available excess Dawn to Parkway capacity to shift a portion of their PDO volume to Dawn.
8 This temporary capacity was no longer available as of October 31, 2015. However, Union
9 agreed to manage the Parkway shortfall in-order to maintain the 146 TJ/day of PDO shift beyond
10 October 31, 2015, until sufficient Dawn to Kirkwall capacity was turned back by other M12
11 shippers to facilitate a permanent PDO shift.

12
13 Effective November 1, 2017, Union has sufficient Dawn to Kirkwall M12 turnback to replace the
14 temporarily available capacity noted above (146 TJ/day) and to offer incremental PDO
15 reductions of 73 TJ/day. The incremental PDO reductions were offered to:

- 16 1) South DP customers with a PDO and without M12 service (these customers elected to
17 accept the full offering of 54 TJ/day); and,
18 2) South DP customers with a PDO served using their own M12 Service, including
19 TransCanada Energy (“TCE”) Halton Hills Generation Station (“HHGS”), (HHGS
20 elected to accept 14 TJ/day of the 19 TJ/day offered).

1 Union forecasts that no additional PDO reductions will be available to Union South DP
2 customers in 2018. Please see Exhibit A, Tab 2, Attachment 1, for an updated table illustrating
3 the capacity available for PDO shift, and the current and forecasted PDO reductions.

4
5 Exhibit A, Tab 2, Attachment 1, line 1 provides an updated forecast of the Dawn to Parkway
6 equivalent of the M12 Dawn to Kirkwall turnback used to facilitate PDO shift for customers
7 without M12 service. The quantities shown are the Dawn to Parkway equivalent of Dawn to
8 Kirkwall turnback using an equivalency factor of approximately 73%.¹

9
10 Union received notices for 67 TJ/day (Dawn to Parkway equivalent) of turnback effective
11 November 1, 2017. Union has not received any turnback requests effective November 1, 2018
12 and is not forecasting any turnback effective November 1, 2019 (to be confirmed through
13 contract elections by October 31, 2017, two years prior to contract expiry). A comparison of the
14 forecast provided in the 2017 Rates proceeding (EB-2016-0245) and the current forecast is
15 provided in Table 1 below.

¹ The methodology for using the equivalency factor is explained in Union's 2014 Rates evidence (EB-2013-0365, Exhibit A, Tab 4, p. 24).

Table 1

M12 Dawn to Kirkwall Turnback Forecast (Dawn to Parkway Equivalent)

Particulars (TJ/day)	Nov 2017	Nov 2018	Nov 2019
2017 Rates EB-2016-0245	67	0	N/A
2018 Rates EB-2017-0087	67	0	0

Allocation of the updated capacity available through turnback is reflected in Exhibit A, Tab 2, Attachment 1, lines 2 to 6. The quantities turned back were first allocated to replace the initial Parkway shortfall of 146 TJ/day that is associated with the PDO (Exhibit A, Tab 2, Attachment 1, line 4). Once the initial Parkway shortfall capacity was replaced, the remaining quantity was used to facilitate further PDO relief as described above.

2. FORECASTED PDO QUANTITIES

When implementing the first PDO shift in 2014 (146 TJ/day), customers with a contracted PDO less than 100 GJ/day were allowed to shift 100% of their PDO to Dawn. All other customers were allowed to shift the greater of 99 GJ/day or 36% of their contracted PDO to Dawn. This simplified contract administration for small contracts while not significantly reducing the percentage available for all other contracts. Exhibit A, Tab 2, Attachment 1, lines 7 to 9 summarizes the total PDO for all Union South DP customers while Exhibit A, Tab 2, Attachment 1, lines 10 to 24 details the breakdown for each DP customer grouping.

1 When implementing the PDO shift in April, 2017 (54 TJ/day), Union used a methodology
2 similar to the one described above and identical to what was outlined in its 2017 Rates
3 application and evidence.² Since the capacity available for the 2017 PDO shift (effective
4 November 2017) was approximately 60% less than what was available for the 2014 PDO shift
5 (54 TJ/day versus 146 TJ/day), Union maintained the threshold for 100% turnback at 40 GJ/day
6 (i.e. 60% less than the 100 GJ/day allowed in 2014) for customers without M12 service.
7 Application of this threshold was forecasted to result in an allocation to customers of
8 approximately 14 TJ/day (Exhibit A, Tab 2, Attachment 1, line 15, column j). The quantity
9 remaining for all other contracts with a PDO (greater than 40 GJ/day) was 40 TJ/day, which
10 resulted in a reduction of up to 17% of the customers' PDO being allowed to shift to Dawn
11 (Exhibit A, Tab 2, Attachment 1, line 16, column j).³ Customers with M12 capacity were
12 allowed to reduce an equal pro-rata share of 17% of their beginning PDO quantity (a total of 19
13 TJ/day).⁴ The potential reduction of all customers' annual PDO was 73 TJ/day (54 TJ/day for
14 non-M12 customers plus 19 TJ/day for M12 customers), of which only 68 TJ/day was elected by
15 customers.⁵

16
17 As Union did not receive any M12 Dawn to Kirkwall turnback effective November 1, 2018,
18 there will not be any incremental PDO relief for DP customers in 2018. However, as part of the
19 2014 Rates Settlement Agreement (EB-2013-0365), HHGS has the option to turn back all or any
20 portion of its remaining M12 capacity and convert an equal amount of the PDO to non-obligated

² EB-2016-0245, Exhibit A, Tab 2, p.4.

³ $40 \text{ TJ/day} \div (251 \text{ TJ/day} - 14 \text{ TJ/day}) = 17\%$

⁴ Exhibit A, Tab 2, Attachment 1, column j, (line 17 + line 21) x 17% = (31 + 84) x 17% = 19 TJ/day

⁵ Exhibit A, Tab 2, Attachment 1, column j, line 11+ line 18 + line 22 = 54 + 0 + 14 = 68 TJ/day

1 deliveries at Dawn as of November 1, 2018. As such, HHGS has a PDO reduction of 70 TJ/day
2 forecasted in 2018.

3
4 The forecasted PDO for sales service customers is shown at Exhibit A, Tab 2, Attachment 1, line
5 25.

6
7 **3. MANAGEMENT OF THE INITIAL PARKWAY SHORTFALL**

8 For 2017, Union is using M12 Dawn to Kirkwall turnback to manage the remaining initial
9 Parkway shortfall of 13 TJ/day without purchasing additional services. Effective November 1,
10 2018 Union will no longer have any shortfall at Parkway related to PDO.

11
12 **4. DAWN TO PARKWAY TRANSMISSION COMPRESSOR FUEL**

13 Dawn to Parkway transmission compressor fuel will be included in Union's reporting
14 requirements filed in its annual earnings sharing and deferral account disposition proceeding.

Parkway Delivery Obligation (PDO) for 2016 - 2019
(TJ/day)

Line No.	Particulars	2016 Rates			2016 Rates IR			2017 Rates			2018 Rates		
		As Filed (EB-2015-0116)			As Filed (EB-2015-0116)			As Filed (EB-2016-0245)			As Filed (EB-2017-0087)		
		Nov-15	Nov-16	Nov-17	Nov-15	Nov-16	Nov-17	Nov-16	Nov-17	Nov-18	Nov-17	Nov-18	Nov-19
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)
CAPACITY AVAILABLE FOR PDO SHIFT													
1	Ex-Franchise M12 Dawn to Kirkwall Turnback	-123	-10	-29	-123	-10	-67	-10	-67	0	-67	0	0
	Allocation of Capacity Available (turnback):												
2	Opening Balance	-146	-23	-13	-146	-23	-13	-23	-13	0	-13	0	0
3	Temporary Capacity Provided	0	0	0	0	0	0	0	0	0	0	0	0
4	Replacement of Temporary Capacity	123	10	13	123	10	13	10	13	0	13	0	0
5	Closing Balance	-23	-13	0	-23	-13	0	-13	0	0	0	0	0
6	Available for PDO Shift	0	0	-16	0	0	-54	0	-54	0	-54	0	0
TOTAL DIRECT PURCHASE PDO													
7	Beginning PDO	369	369	369	369	369	369	376	376	303	366	298	228
8	Annual PDO Shift line 11 + line 17 + line 21	0	0	-23	0	0	-79	0	-73	-70	-68	-70	0
9	Remaining PDO	369	369	346	369	369	290	376	303	233	298	228	228
DIRECT PURCHASE PDO DETAIL BY CUSTOMER GROUP													
PDO for Customers without M12 Service:													
10	Beginning PDO	254	254	254	254	254	254	261	261	207	251	197	197
11	PDO Shift	0	0	-16	0	0	-54	0	-54	0	-54	0	0
12	Surplus Required	0	0	0	0	0	0	0	0	0	0	0	0
13	Remaining PDO	254	254	238	254	254	200	261	207	207	197	197	197
14	Annual PDO Shift	0	0	16	0	0	54	0	54	0	54	0	0
15	Allocation to those with PO < 100 GJ/day (1)	0	0	0	0	0	0	0	12	0	14	0	0
16	Percentage Reduction for those with PO > 99 GJ/day (1)	0%	0%	6%	0%	0%	21%	0%	17%	0%	17%	0%	0%
PDO for Customers with M12 Service (except TCE):													
17	Beginning PDO	31	31	31	31	31	31	31	31	26	31	31	31
18	In-Franchise M12 Dawn to Parkway Turnback line 15 * line 16	0	0	-2	0	0	-7	0	-5	0	0	0	0
19	Remaining PDO	31	31	29	31	31	24	31	26	26	31	31	31
20	Annual PDO Shift	0	0	2	0	0	7	0	5	0	0	0	0
PDO for TCE Halton Hills:													
21	Beginning PDO	84	84	84	84	84	84	84	84	70	84	70	0
22	In-Franchise M12 Dawn to Parkway turnback line 15 * line 20	0	0	-5	0	0	-18	0	-14	-70	-14	-70	0
23	Remaining PDO	84	84	79	84	84	66	84	70	0	70	0	0
24	Annual PDO Shift	0	0	5	0	0	18	0	14	70	14	70	0
25	PDO for Sales Service (2)	103	11	11	103	11	11	19	11	11	11	11	11

Notes:

- (1) For November, 2017 customers with PO < 40 GJs/day will be allocated to shift 100% of their obligation to Dawn
- (2) The actual contract amount for November 1, 2016 is higher, but Union has turnback rights which are effective January, 2017

Tab 3



uniongas

An Enbridge Company

2017/18 Gas Supply Plan Memorandum

September 2017

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1. INTRODUCTION

This document provides an overview of the 2017/18 Gas Supply Plan (“GSP” or the “Plan”) of Union Gas Limited (“Union”) and includes the underpinning assumptions and the market context from which it was formed. This includes future trends that may impact the GSP going forward.

1.1 Overview of the Gas Supply Planning Process

The objective of Union’s GSP is to identify the efficient combination of upstream transportation, supply purchases, and storage assets required to serve sales service and bundled direct purchase (“DP”) customers’ annual, seasonal and design day natural gas delivery requirements under a set of gas supply planning principles. Balanced consideration of these principles ensures Union’s customers have access to secure, reliable and diverse natural gas purchased at a prudently incurred cost. The planning principles are outlined in detail in Section 3.

Union’s GSP also provides the strategic direction guiding the Company’s long-term supply acquisition process. The GSP does not commit Union to the acquisition of a specific supply type or facility, nor does it preclude Union from pursuing a particular supply. Rather, the GSP identifies the transportation and supply volume requirements.

1.2 Summary of Union North and Union South

In Ontario, natural gas is a significant and critical energy source relied on for providing heat and hot water to homes and institutions, fueling manufacturing plants and generating electricity. These applications operate on demand, meeting the consumer expectation that energy will be readily available when needed. Home owners in Ontario depend on a reliable supply of natural gas. The natural gas infrastructure needs to be robust and flexible to allow Ontario to position itself to secure long-term access to economic supply in light of the North American supply dynamics.

Union serves approximately 1.5 million customers in northern, eastern and southern Ontario through an integrated network of over 70,000 kilometres of natural gas transmission and distribution pipelines. Total consumption in Union’s franchise areas during 2016 was approximately 519 PJ.

Union operates storage and transmission assets that include 178 PJ of underground natural gas storage at the Dawn Hub and a 7.8 PJ/d Dawn Parkway Transmission System. Union’s Dawn Parkway System is an integral part of the natural gas delivery system for residents, businesses, industries and power plants of Ontario, Québec and U.S. Northeast. The Dawn Parkway System connects these consuming markets to North America’s major supply basins and the largest underground natural gas storage in Canada, the Dawn Hub.

Union’s Dawn Hub has been recognized as a key market hub for the Province of Ontario and the entire Great Lakes region, and is Ontario’s energy advantage. The growth of Dawn as an effective and efficient trading hub provides competitive and transparently priced natural gas supplies and services which benefit all Ontarians. Dawn currently is one of the most physically traded, liquid hubs in North America. The liquidity of Dawn stems from the combination of access to underground storage, interconnections with upstream pipelines, take

away capacity to growth markets, a large number of buyers and sellers of natural gas and price transparency.

Union is divided into two separate operating areas: Union South and Union North as shown in Figure 1. Union North is further divided into Union North West and Union North East, comprised of three delivery areas in each zone as outlined below:

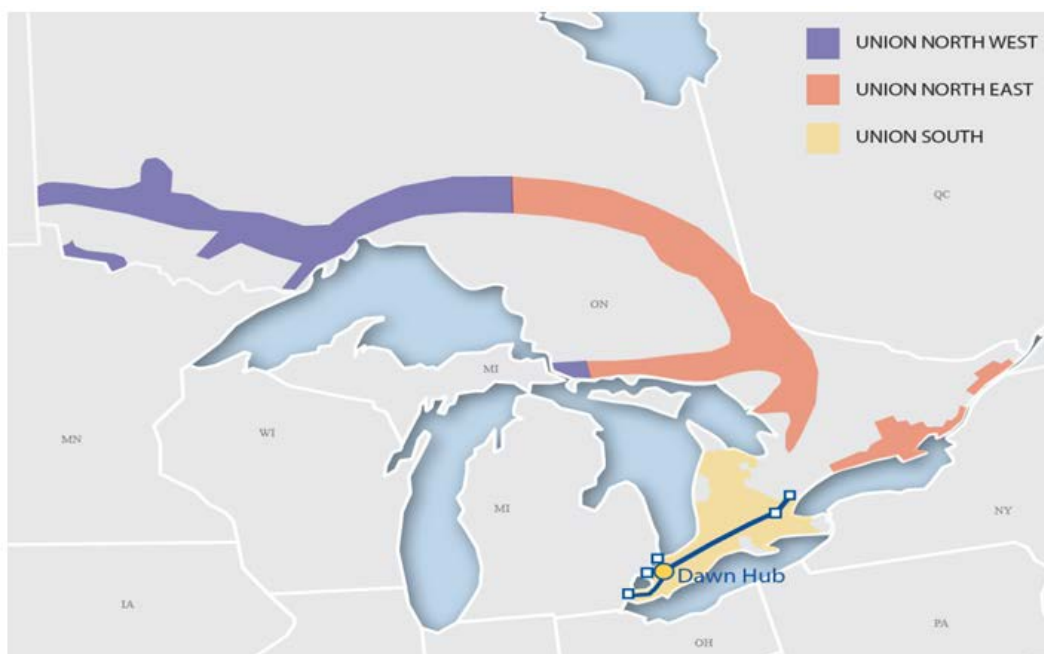
North West Zone:

- Manitoba Delivery Area (“MDA”)
- Western Delivery Area (“WDA”)
- Sault Ste. Marie Delivery Area (“SSMDA”)

North East Zone:

- North Delivery Area (“NDA”)
- North Central Delivery Area (“NCDA”)
- Eastern Delivery Area (“EDA”)

Figure 1



Union North is served exclusively through deliveries off of the TransCanada Mainline. Five of the six Northern delivery areas align with delivery areas on the TransCanada Pipeline Limited (“TransCanada”) Mainline. The delivery area that does not align is Union’s Manitoba Delivery Area, which is connected to the TransCanada Mainline at the Spruce interconnect in the Centrat MDA by two additional pipelines (Centra Transmission Holdings and Centra Pipeline Minnesota).

Union provides distribution services to all customers, however customers continue to have the option to purchase their supply from Union or arrange supply through a DP arrangement. Union in-franchise customers fall into three distinct categories:

- Sales Service: Union acquires supply and transportation capacity for these customers in Union South and Union North. These customers are included in the GSP;
- Bundled DP: These customers acquire their own supply. In Union North, Union holds transportation capacity on behalf of bundled DP customers. In Union South, subsequent to the suspension of the vertical slice, bundled DP customers acquire their own transportation. These customers are included in the GSP;
- Transportation service (“T-Service”) DP: These customers acquire their own supply and transportation and are not considered within the GSP. This service is available to large contract commercial and industrial customers in Union South and Union North.

Of the 1.5 million customers that Union serves, approximately 1.4 million are sales service customers that rely on Union to provide their gas supply. Sales service customers are primarily residential and small commercial customers. The remaining customers rely on DP arrangements with marketers and alternate suppliers to meet their gas supply needs. From a volume perspective, sales service customers consumed 164 PJ in 2016, while DP customers consumed 355 PJ.

Union performs the role of system operator and supplier of last resort. As system operator, Union manages many operational factors. These include:

- Seasonal balancing requirements for sales service customers;
- Weather variances outside of checkpoint balancing for bundled DP customers;
- Changes in supply and balancing requirements as customers move between sales service and DP;
- Differences between daily receipts and the demands of all end users including transportation service customers; and,
- Unaccounted for gas and compressor fuel variances.

As supplier of last resort, Union is the default supplier to its in-franchise customers. A supplier of last resort must ensure it has the assets or can acquire the assets to serve customers that others choose not to serve or fail to serve (e.g. for reason of financial failure), or any customer who chooses to be a sales service customer and have Union provide gas supply services. DP customers can revert back to sales service on short notice.

2. MARKET CONTEXT

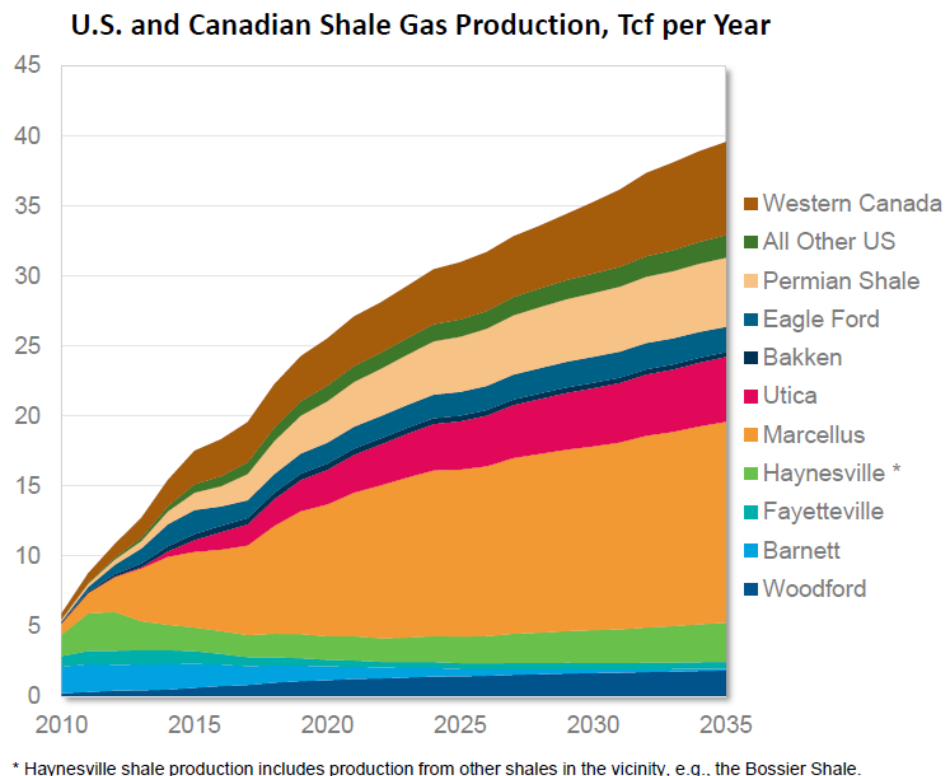
2.1 Emerging Supply Sources

North American natural gas markets are expected to continue to experience significant change. Production in Appalachia, the Gulf region and Western Canada from shale gas formations continue to exceed expectations. As a result, the flow of natural gas on the Canadian and U.S. pipeline grid has been and continues to change with the addition of new pipeline infrastructure and the new utilization of existing assets. Gas traditionally flowed West to East and South to North. With new shale plays being developed, pipelines are reversing flows and new pipelines are being built to allow gas to flow East to West and North to South. In addition, market area shippers are shifting from long haul transportation to short haul transportation as supply basins are located closer to consuming markets. In the U.S., shale gas production accounted for more than half of U.S. natural gas production in 2015 and

is projected to more than double from 37 Bcf/d in 2015 to 79 Bcf/d by 2040, which is 70% of total U.S. natural gas production by 2040.¹

ICF International (“ICF”) has also indicated that U.S. and Canadian Shale Gas Production at major supply basins across North America are projected to more than double as shown below (Figure 2). The Marcellus and Utica shales account for about 57% of the incremental production growth from shale formations. Production from tight oil shale plays in the Permian basin is projected to more than triple by 2035. Major growth is also expected from Western Canadian shale plays (the Montney, Horn River, Cordova & Liard), which grow to over 6.6 Tcf from their current level of over 2.6 Tcf, however, lower oil prices pose a greater risk for development of these resources.

Figure 2



“Source: ICF Forecast: Natural Gas – Strategic, Q3 2017 Outlook. Used with permission.”

The Appalachian region of the U.S. Northeast is home to the Utica and Marcellus shale formations in Ohio, Pennsylvania, and West Virginia which have emerged as the single largest and fastest growing producing region of natural gas in North America. Since January 2012, natural gas production in the Appalachian region has accounted for 85% of U.S. shale gas production growth as reported in the United States Energy Information Administration, Drilling Productivity Report, July 2015, and has driven recent growth in total U.S. natural

¹ EIA Today in Energy – August 15, 2016 - <https://www.eia.gov/todayinenergy/detail.php?id=27512>

gas production. This region is expected to continue to grow and could produce nearly 38 Bcf/d by 2035.

The development of abundant and competitively priced natural gas presents Ontario consumers, including residential, commercial, industrial and power, with an opportunity to diversify their natural gas supply portfolio. Accessing this new supply will be essential to providing diversity of supply and affordable energy prices to fuel Ontario's economic competitiveness. By utilizing both new and existing infrastructure, access to abundant sources of supply can increase reliability and security for the Ontario natural gas supply portfolio and provide increased liquidity at the Dawn Hub.

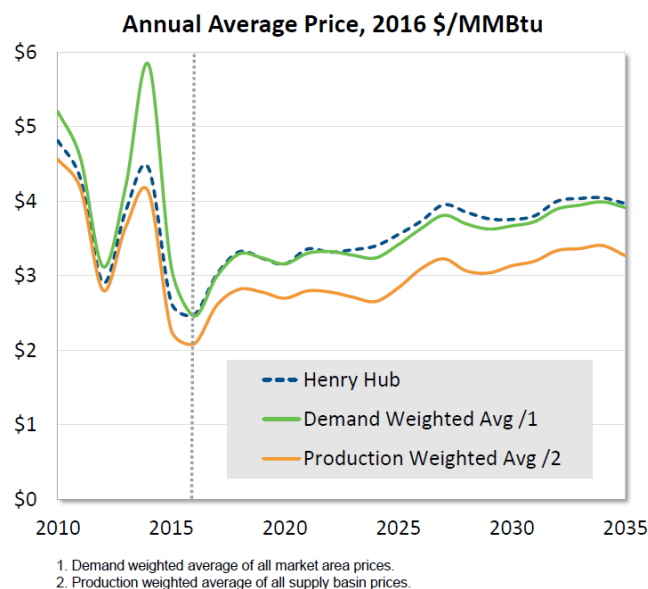
2.2 Natural Gas Price Signals

The emergence of shale production has increased dramatically since 2007 and the increase in available supply has put downward pressure on natural gas prices.

The EIA also indicates that U.S. natural gas production growth is the result of continued development of shale gas and tight oil plays which account for nearly two-thirds of natural gas production by 2040. Continued development of the Marcellus and Utica plays in the U.S. Northeast is the main driver of growth in total U.S. shale gas production and the main source of total U.S. dry natural gas production.

ICF indicates that Henry Hub prices will remain in the \$3-\$4 USD/MMBtu range in the longer term as shown in Figure 3. ICF has indicated that natural gas prices will rise, but price increases will be moderated by low-cost gas supplies. A rebound in drilling activity will lead to continued production growth and increases in per-well production. These two factors have reduced costs and made gas supplies more responsive to price changes, which will limit upward pressure on prices.

Figure 3



"Source: ICF Forecast: Natural Gas – Strategic, Q3 2017 Outlook. Used with permission."

Natural gas supply costs are an important consideration in the GSP. However, Union must balance the benefits of all the attributes of the planning principles and the requirement to ensure customers receive secure, reliable, diverse supplies of natural gas at a prudently incurred cost.

To ensure that gas supplies are acquired at a prudently incurred and reasonable cost, Union follows specific gas procurement policies and procedures, as accepted by the Ontario Energy Board (the “OEB”)², to govern commodity purchases including a Request for Proposal process. Union’s gas commodity purchases are influenced by the characteristics and traits of the specific supply points or basins where Union purchases supplies. Each of these points has different liquidity and supply characteristics. Certain points have a large number of active parties and volume trading activity and others do not. Having many suppliers at a specific point, along with other buyers, creates an environment of higher liquidity, reliability and more efficient gas purchases.

2.3 Transportation/Pipeline Changes

As supply and transportation market options change, so does Union’s gas supply mix and how gas is transported to Ontario. Unchanged, however, is Union’s application of the gas supply planning principles and the requirement to ensure customers receive secure, reliable, diverse supplies of natural gas at a prudently incurred cost. When Union considers a new supply basin, new upstream transportation capacity or renewals for existing transportation, multiple alternatives are considered. A landed-cost analysis is completed and filed when a new transportation path is contracted for, in accordance with the OEB-approved 2007 Cost of Service (EB-2005-0520) Settlement Agreement. The analysis for new transportation paths included in Union’s 2017/18 GSP will be filed as part of Union’s 2017 Disposition of Non-Commodity Deferral Account Balances and Earnings Sharing Amount evidence in the spring of 2018.

Natural gas utilities, through their planning process, look to diversify their natural gas supply portfolio and seek secure, reliable and reasonably priced natural gas. As outlined in Section 2.1, North American natural gas markets are undergoing a significant change resulting in Eastern local distribution companies (“LDC”) shifting their supply portfolios to source gas closer to the end –use markets . Market participants are re-balancing with new supply sources and replacing long-haul transportation contracts with short-haul transportation contracts from the west and south. Union also continues to encourage new sources of supply and new infrastructure.

3. GAS SUPPLY PLANNING OBJECTIVES AND PRINCIPLES

The GSP defines the gas supply requirements and the necessary upstream transportation capacity and assets needed to meet customers’ annual, seasonal and design day gas delivery. Union’s gas supply portfolio is guided by a set of principles that are designed to ensure customers receive secure, diverse gas supply at a prudently incurred cost.

The principles are as follows:

² EB-2011-0210, Exhibit D1, Tab 1, Appendix A.

- Ensure secure and reliable gas supply to Union's service territory at a reasonable cost;
- Minimize risk by diversifying contract terms, supply basins and upstream pipelines;
- Encourage new sources of supply as well as new infrastructure to Union's service territory;
- Meet planned peak day and seasonal gas delivery requirements; and,
- Deliver gas to various receipt points on Union's system to maintain system integrity.

These principles have been presented to and accepted by the OEB³ on a number of occasions. Most recently these principles were presented to the OEB as part of the Gas Supply Planning Consultation⁴.

A description of each guiding principle is provided below.

3.1 Ensure secure and reliable gas supply to Union's service territory at a reasonable cost

Union has an obligation to provide gas supply and transportation capacity for sales service customers and transportation capacity for Union North bundled DP customers. Union also provides a load balancing function for all sales service and bundled DP customers to manage the seasonal differences between supply and demand. To meet this obligation, Union uses a combination of firm upstream transportation contracts; Dawn sourced supply and storage capacity. Union ensures adequate firm capacity is available on a sustained basis to meet firm design day and annual demands through transportation capacity contractual rights. This includes a combination of long-term transportation contracts with third parties, transportation contracts with guaranteed renewal rights, as well as dedicated Union storage, transmission and distribution assets.

3.2 Minimize risk by diversifying contract terms, supply basins and upstream pipelines

Union's current upstream transportation portfolio and related supply are diversified with respect to supply basin, gas supply producers and marketers, contract term and transportation service provider. Union's approach to diversifying the portfolio of firm assets is analogous to a prudent investment portfolio where diversity of funds, risk and term are critical to a successful portfolio.

In Union South and Union North East, Union utilizes capacity on multiple upstream pipelines to access several supply basins or market hubs. These pipelines provide access to supplies in Western Canada, the Gulf of Mexico, Chicago, the U.S. mid-continent and Appalachia through Niagara. The GSP also includes Dawn purchases as part of the supply portfolio. Union purchases gas from suppliers under a North American Energy Standards Board ("NAESB") contract. Union has NAESB contracts with approximately 100 suppliers. The portfolio of suppliers and upstream transportation contracts provides diversity and reduces the exposure to price volatility for customers. It also provides Union the flexibility to manage its seasonal inventory targets.

³ 2012 Deferrals Disposition (EB-2013-0109), Decision and Order, p. 8

⁴ Distributor Gas Supply Consultation (EB-2015-0238)

Union also manages risk to customers by diversifying the length of the contract terms to provide flexibility in managing the upstream transportation portfolio with existing contract terms ranging from 1 to 16 years. For details on Union's contracts see Appendix C and D.

For gas supply purchases, the sales service supply portfolio can consist of multi-year, annual, seasonal, monthly, and in rare cases, daily purchases.

3.3 Encourage new sources of supply as well as new infrastructure to Union's service territory

Union continues to seek new sources of cost-effective supplies to serve its customer base either through accessing new supply sources with existing infrastructure or participating in longer-term projects to encourage the development of new infrastructure to and through Ontario. The development of new supply sources and the related infrastructure often require long-term commitments. In the OEB's Union and Enbridge Long-Term Contracts proceeding (EB-2010-0300 / EB-2010-0333) decision, the OEB recognized the role that regulated utilities play in supporting new infrastructure development:

"The Board recognized that the enrolment of regulated utilities for such long term arrangements would be a necessary and desirable element in new infrastructure development..."(p.7)

In addition, Union supports the infrastructure required to allow new supply sources to flow to Union North West and Union North East. In order for Ontario natural gas customers to access new emerging supply, new required infrastructure on the Union, Enbridge, and TransCanada Mainline systems was completed. Union remains committed to the recently approved NEXUS Transmission Project to provide support for significant infrastructure to bring new supplies and suppliers to Dawn to enhance the liquidity of the Dawn Hub.

3.4 Meet planned peak day and seasonal gas delivery requirements

Inherent in the obligation to meet sales service and bundled DP customers' gas supply needs is the requirement to construct a gas supply portfolio that will meet:

- Design day requirements – to provide service to sales service and bundled DP customers on the day of highest anticipated design day demand in each delivery area; and,
- Seasonal/annual requirements – to be able to meet the annual requirements of the markets while balancing the summer / winter load changes.

A further description of how Union meets these requirements is provided in Section 5.

3.5 Deliver gas to various receipt points on Union's system to maintain system integrity

The Union South transportation portfolio has delivery points at Dawn, Parkway, Union CDA, Union ECDA, Kirkwall, St. Clair and Ojibway. In addition to the physical connections Union has with adjoining pipelines, abundant storage, and robust Dawn Parkway System design, it is also Union's practice to contractually receive gas at multiple delivery points. This practice provides two benefits.

First, it maintains system integrity as Union is not reliant on one receipt point for all of its gas supplies. A system interruption or upset at one receipt point would not cause a complete supply failure to Union's system.

Second, delivery to multiple receipt points allows Union to minimize its pipeline facilities in the area. For example, the delivery of gas at Ojibway enables the Panhandle transmission system to be smaller than would otherwise be necessary to meet design day requirements. In this case, if Union receives gas at Ojibway, Union does not have to transport the equivalent volume from Dawn to Ojibway. The effectiveness of delivered supply to minimize pipeline facilities will depend on system hydraulics.

Union needs to balance the value of contracting and relying on third party providers and the continued cost and reasonableness of doing so when compared to physical alternatives. For example, Union has reduced the reliance it had on upstream supplies serving the Sarnia area through the Sarnia Expansion Project in early 2015⁵.

In response to customers' requests, Union has been moving the Parkway Obligation for DP customers to Dawn⁶, and has also reduced the reliance on deliveries at the east end of its system on behalf of sales service customers.

This trend is supported by the increased security and reliability resulting from the expansion of the Dawn Parkway System, including loss of critical unit protection across the entire Dawn Parkway System.

4. GAS SUPPLY PLANNING PROCESS

The GSP identifies the efficient combination of upstream transportation, supply purchases, and storage assets required to serve sales service and bundled DP customers' annual, seasonal and design day gas delivery requirements, while adhering to the planning principles described earlier. The upstream transportation contracts in the GSP, along with storage assets, are managed by Union to provide an integrated service to all sales service and bundled DP customers. The costs for both the supply and the transportation services identified in the GSP are recovered through commodity, transportation and storage charges. The GSP is finalized and receives executive approval in the third quarter each year. The annual gas supply planning process is summarized in Appendix A.

Union's gas supply planning is a complex process that incorporates demand related items such as customer growth, normalized weather, design day requirements, customer consumption patterns and economic outlooks. The firm needs of our customers are analyzed to ensure the appropriate level of firm transportation and storage assets are held to meet annual, seasonal and design day demand. The GSP is appropriately sized and there are no assets in the GSP in excess of those necessary to meet firm customer requirements.

To complete the GSP, Union uses gas supply planning software known as SENDOUT. SENDOUT is a widely recognized gas supply planning tool and is used by a number of LDCs in North America. Union has used this software for 30 years and the results have been presented in a number of rate applications since 1987.

⁵ Sarnia Expansion Pipeline Project (EB-2014-0333)

⁶ 2014 Rates (EB-2013-0365)

Union uses SENDOUT to ensure that the assets incorporated in the GSP meet annual, seasonal, and design day demands. SENDOUT determines the amount of capacity, supply and associated costs required to meet customer demands. Union's GSP includes the following key inputs and assumptions:

- The design day demand forecast for each Union North delivery area;
- Union's in-franchise monthly demand forecast based upon customer location, supply arrangement, storage requirement and service type (excludes transportation service);
- A monthly commodity price forecast using the same pricing methodology as the Quarterly Rate Adjustment Mechanism ("QRAM") process;
- Upstream transportation tolls in effect at the time the forecast was prepared;
- All upstream transportation contracts held by Union plus existing obligated Ontario deliveries for the bundled DP market;
- Sales service and bundled DP storage requirements that are cycled completely each year in the GSP with storage full on November 1 and empty by March 31 assuming normal weather;
- Applicable heating value;
- Sufficient inventory at February 28 to meet the design day requirements for sales service and bundled DP customers;
- No migration between sales service and bundled DP customers for the term of the GSP. Any migration is therefore a risk that needs to be managed by Union; and,
- 9.5 PJ of system integrity space. This storage space is used in a number of ways to maintain the operational integrity of Union's integrated storage, transmission and distribution systems. The GSP has 6.0 PJ of this space filled with system integrity supply while the remaining 3.5 PJ is left empty as contingency space.

The outcome of the annual planning process is a plan that provides a monthly volumetric forecast of demands and supplies (by transportation path) and a forecast of Union's costs to serve its sales service and bundled DP customers.

5. UNION'S 2017/18 GAS SUPPLY PLAN

The GSP defines the gas supply requirements and the necessary upstream transportation capacity and assets needed to meet customers' annual, seasonal and design day demands. The GSP received executive approval in July 2017, and reflects the best available information at that time. The key inputs and outputs, as well as plan changes, are described in more detail below.

5.1 Design Day Demand

Union ensures assets are available to provide firm service to customers on an extreme cold weather day called a design day. A design day is measured in heating degree days ("HDD"). A HDD is a measure of temperature that identifies the need for heating and occurs when the average daily temperature falls below 18 degrees Celsius. An average daily temperature of zero degrees Celsius equals 18 HDD. The main information required to develop the GSP to serve design day demand includes weather, firm customer demand, forecast demand growth and required assets.

Weather

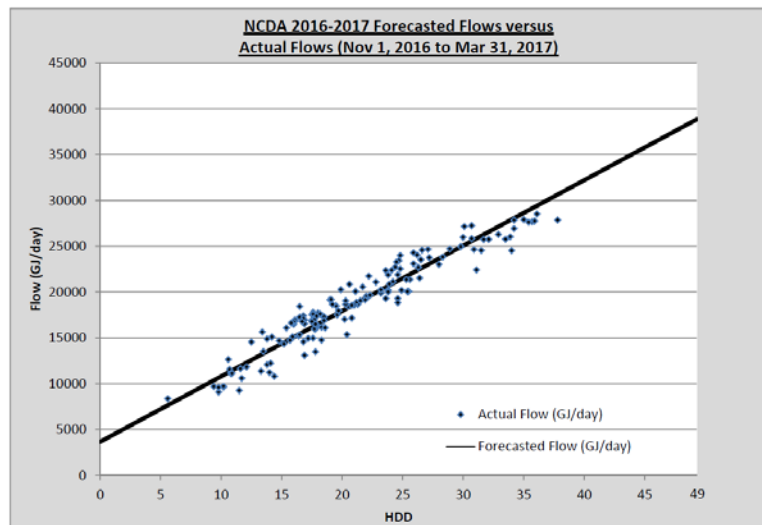
Union uses the coldest historically observed degree day for Union South and each of the six delivery areas in Union North.

Firm Customer Demand

The firm customer design day demand is forecasted by multiplying the firm use per degree day factor with the coldest observed degree day.

Union develops a trend line using the daily firm customer consumption from the prior winter and the associated daily degree day data. Union extrapolates the calculated trend line to the coldest observed degree day resulting in the estimated design day demand for each delivery area. An illustrative example of the degree day data and the trend line calculation for the NCDA is provided in Figure 4.

Figure 4



Forecast Demand Growth

The design day demand described above is adjusted by the winter season growth factor reflected in the demand forecast. This forward looking forecast growth factor is added to the firm customer demand, to provide a total forecasted design day demand for each delivery area. The forecast growth factor includes customer growth and changes in average consumption. For winter 2017/18, the growth factor for Union North is a decrease of 1.39%.

Required Assets

The design day requirements are met by holding storage and transportation capacity. Design day weather does not occur every year, however, the assets must be available should that design day occur given Union's role as the system operator and supplier of last resort for sales service and bundled DP customers.

In order to meet these design day requirements for Union South and Union North, Union uses a combination of contracted upstream transportation capacity, and Union's storage, transmission and distribution assets. The use of storage assets is more cost effective than

contracting for firm upstream transportation capacity filled all year. Since Union's storage and transmission assets reside within the Union South franchise area, the role of the gas supply portfolio is different on a design day in Union South than in Union North.

The differing methodologies are described below. These methodologies are consistent with Union's Gas Supply Planning Review prepared by Sussex Economic Advisors (the "Sussex report")⁷.

5.1.1 Union South Design Day

Union South design day demand is the total firm requirement of the in-franchise sales service, bundled, unbundled and transportation service customers.

The design day weather condition for Union South is based on the coldest observed degree day experienced which is 43.1 measured at the London, Ontario airport.

For Union South, the GSP is focused on purchasing upstream supply and transportation to meet Union's annual demand requirements. The annual volume requirement is divided by 365 days such that the upstream pipe flows at 100% utilization each day of the year. During times when usage is less than the upstream supply, the excess supply is injected into storage at Dawn. When demands are greater than the upstream supply, gas is withdrawn from storage and transported to Union South in-franchise customers.

The role of meeting the entire design day needs for Union South resides within the storage and transmission system plans. The GSP is only a component of this broader exercise and only manages the average day supply needs for Union South sale service customers. To meet the design day requirements of the Union South in-franchise customers, Union must have a sufficient volume of gas in storage for the seasonal and design day demand requirements and sufficient transportation assets to move the upstream supply and gas out of storage into the transmission pipeline systems. If the transmission or storage assets are not sufficient to meet seasonal and design day requirements, Union will build additional assets or purchase services to meet this shortfall. Union's distribution systems are also designed to meet design day requirements.

Although the design degree day of 43.1 has not changed in Union South, the customers' demands on a design day have increased. The design day requirements in Union South have increased from 2,921 TJ/d in 2016/17 to 3,027 TJ/d in 2017/18. The resources available to meet Union's design day in Union South are shown in Figure 5.

⁷ EB-2013-0109, Exhibit C, Tab 2 and Tab 3

Figure 5

**Winter 2017/2018 Design Day
Union South Design Day Demand and Resources (TJ/day)**

Demand	
Union South*	3,027
Supply	
Storage at Dawn	1,684
Non-obligated (e.g. Power Plants)	278
TCPL Empress to Union CDA	3
Panhandle	37
Ojibway	21
TCPL Niagara	21
Ontario Parkway	214
Vector	84
Nexus	106
Ontario Dawn	580
Total Supply	3,027

* includes Sales Service, Bundled Direct Purchase, T-service

5.1.2 Union North Design Day

Union North design day demand is the total firm requirement of the in-franchise sales service and bundled DP customers in each of Union's six Northern delivery areas. Union does not include demand for customers with transportation service contracts as these customers are required to provide their own transportation services to meet their design day requirements.

The design day weather condition is based on the coldest observed degree day experienced in each of the six delivery areas. The design degree day for each Union North area is as follows:

WDA	51.6	Thunder Bay
MDA	54.7	Fort Frances
SSMDA	48.2	Sault Ste Marie
NCDA	49.3	Muskoka / Gravenhurst
NDA	51.9	Sudbury
EDA	47.1	Kingston

For Union North, the firm design day demand is a direct input into the GSP. Since there is no physical storage in the north, Union is required to purchase transportation services to move the firm design day demand from Parkway, Dawn or Empress to the delivery areas where the gas is consumed.

Union's Northern delivery areas are connected to TransCanada's Mainline and are physically separated from Union's Dawn storage and transmission pipeline assets.

Therefore, Union requires firm transportation services to connect each of the six Northern delivery areas to a supply source.

Gas supply flows via TransCanada long-haul and short-haul firm transportation to meet Union North seasonal and annual demand requirements. As in Union South, the target is to fill Union North in-franchise storage at November 1 and provide sufficient inventory at February 28 to meet the design day withdrawal requirement.

The Union North gas supply portfolio also ensures sufficient firm transportation services are available to meet design day demand requirements in each delivery area. The full suite of assets is only used in each delivery area when a design day occurs. Since Union is required to contract for transportation services to meet design day demand, there are days when the pipe is not fully utilized. Union uses a portfolio of firm services and assets including TransCanada Firm Transportation (“FT”), TransCanada firm Storage Transportation Service (“STS”) and other firm TransCanada services to meet its design day demand requirement.

Figure 6 illustrates what services and assets are relied on in the GSP to meet design day demand.

Figure 6

Union North Design Day Demand (TJ/Day)

	<u>MDA</u>	<u>WDA</u>	<u>SSMDA</u>	<u>NDA</u>	<u>NCDA</u>	<u>EDA</u>	<u>Total</u>
Demand							
Bundled Direct Purchase and Sales Service	6	84	40	148	37	163	479
T-Service Storage Redelivery	-	-	-	13	-	-	13
North Dawn T-Service	-	-	-	17	2	14	33
Peak Day Demand for the Region	6	84	40	178	39	178	524
Supply							
Long-haul from Empress							
Sales Service	6	45	18	6	6	1	83
Bundled Direct Purchase	-	6	3	1	3	-	13
Short-haul from Parkway							
Sales Service	-	-	-	35	2	42	79
Bundled Direct Purchase	-	-	-	8	-	16	24
North T-Service	-	-	-	17	2	14	33
Redelivery from Storage							
<i>From Parkway</i>							
STS Withdrawals	-	31	-	43	14	26	115
STS Pooled Withdrawals	-	-	-	-	13	-	13
Short-haul	-	-	-	67	-	52	119
Enhanced Market Balancing	-	-	-	-	-	25	25
<i>From Dawn</i>							
STS Withdrawals	-	-	19	-	-	-	19
Peak Day Supply to the Region	6	83	40	178	39	177	522
Excess(Shortfall) by delivery area	-	(1)	-	-	-	(1)	(2)

The GSP has identified an additional 2 TJ/d requirement in Union North to meet design day requirements. The shortfall identified is in the EDA & WDA. The shortfall in the EDA is largely due to forecasted growth. The WDA shortfall is due to an increase in contract and sales service customers. Union is evaluating options to meet this additional requirement.

5.2 Demand Forecast

The GSP for 2017/18 is based upon the 2018-2020 weather normalized demand forecast for general service customers and contract rate classes as prepared by Union's demand forecasting team.

A comparison of the annual demand forecast included in the 2017/18 GSP relative to the 2016/17 GSP is provided in Figure 7.

Figure 7

Union Demand Forecast

Line No.	Particulars (TJ)	2016/17 Gas Supply Plan (a)	2017/18 Gas Supply Plan (b)	Variance (c) = (b-a)	% change (d) = (c/a)
<u>UNION SOUTH</u>					
1	General Service - Sales Service	130,396	129,423	(973)	
2	General Service - BT	11,540	11,371	(169)	
3	General Service - Unbundled	934	0	(934)	
4	General Service - ABC	22,027	20,585	(1,442)	
5	Sub-Total	164,897	161,379	(3,519)	-2.1%
6	Contract - Sales Service	2,371	3,829	1,457	
7	Contract - BT & ABC	43,054	45,521	2,467	
8	Sub-Total	45,426	49,350	3,924	8.6%
9	Total Union South (line 5 + line 8)	210,323	210,729	406	0.2%
<u>UNION NORTH</u>					
10	General Service - Sales Service	40,597	40,443	(154)	
11	General Service - BT	3,906	4,052	147	
12	General Service - ABC	6,423	5,758	(665)	
13	Sub-Total	50,926	50,254	(672)	-1.3%
14	Contract - Sales Service	3,672	2,337	(1,335)	
15	Contract - BT	3,526	3,564	37	
16	Sub-Total	7,199	5,901	(1,298)	-18.0%
17	Total Union North (line 13 + line 16)	58,125	56,155	(1,970)	-3.4%
18	Total Union Forecast Demand (line 9 + line 17)	268,448	266,883	(1,564)	-0.6%

The annual general service forecast has decreased by 3,519 TJ in Union South and 672 TJ in Union North due to consumption savings more than offsetting customer growth.

The total annual contract market has increased by 3,924 TJ in Union South and decreased by 1,298 TJ in Union North. The increase in Union South is a result of forecasted growth from the Panhandle Reinforcement Project. The decrease in Union North is due to lower forecasted consumption by Rate 25 sales service.

Union continues to see a migration of customers from DP to sales service. A comparison of the number of sales service and DP customers in the 2017/18 GSP relative to the 2016/17 GSP is provided in Figure 8.

Figure 8

Number of Customers by Service classification - Union South

	2016/17 Forecast	2017/18 Forecast	Variance
Sales Service	1,023,721	1,058,787	35,066
Bundled DP	78,453	68,395	(10,058)
Unbundled DP	8,577	0	(8,577)
Total	1,110,751	1,127,182	16,431

Union South is required to purchase additional supply for the increased demand due to the return to sales service supply. Union holds upstream pipeline transportation capacity for both sales service and bundled DP customers in Union North so no additional transportation capacity is required resulting from a customer's return to system.

The gas demand/supply balance for sales service customers for the 2017/18 GSP is provided in Appendix B.

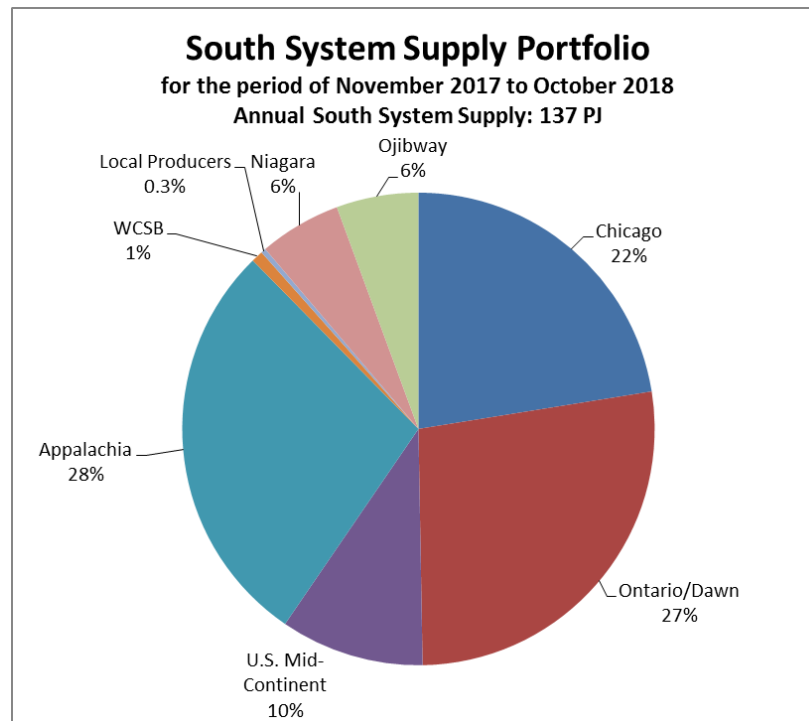
5.3 Transportation Portfolio

Union holds a combination of firm transportation contracts, Dawn sourced supply and storage capacity to meet the forecasted annual demand. Firm transportation services provide direct and secure access to a diverse group of supply basins and market hubs in North America.

Union South

For Union South, Union holds firm transportation contracts and sources supply at Dawn to meet average annual demand requirements. Union utilizes capacity on multiple upstream pipelines to access several supply basins or market hubs. These pipelines provide access to supplies in Western Canada, Chicago, the U.S. mid-continent and Appalachia. The GSP also includes Dawn purchases as part of the Union South supply portfolio. Figure 9 demonstrates the sources of supply underpinned by Union's transportation portfolio for Union South sales service customers. The following pie charts represent Unions upstream transportation portfolio included in the GSP. Refer to Section 5.5 for changes that have occurred since the creation of the plan.

Figure 9



Union North

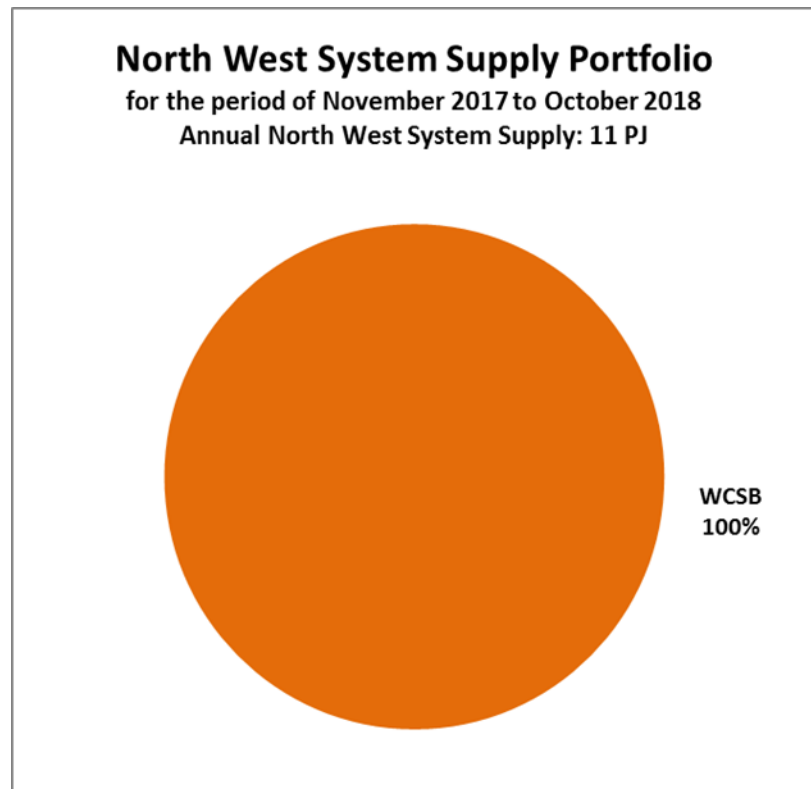
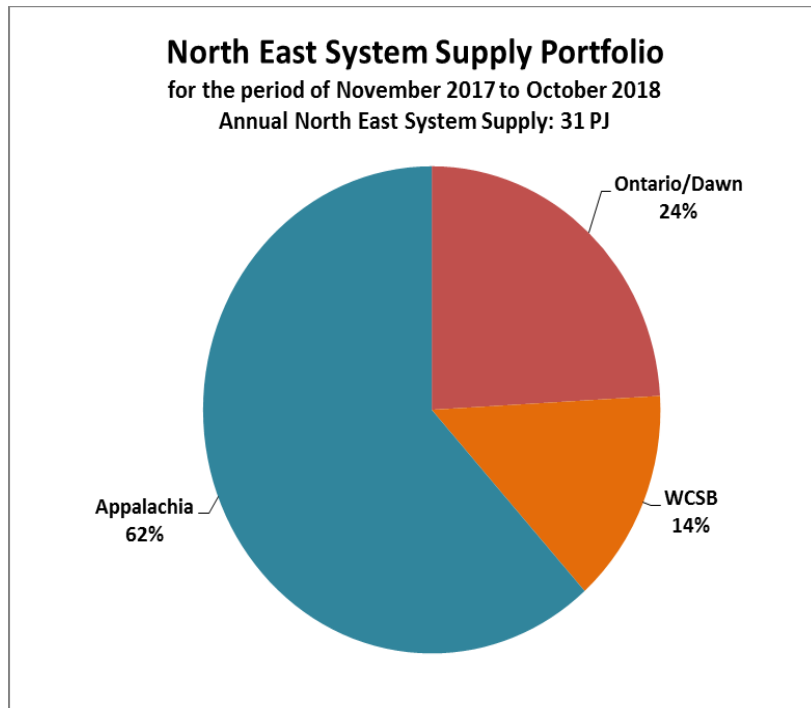
In Union North, Union's plan uses various transportation services to meet sales service and bundled DP customer annual demands.

In order to meet the annual demand requirements for Union North East sales service customers, Union utilizes capacity on multiple upstream pipelines providing access to supplies in Western Canada and Appalachia. The GSP also includes Dawn purchases as part of the Union North East supply portfolio.

In order to meet the annual demand requirements for Union North West sales service customers, Union must utilize capacity on the TransCanada Mainline, the only pipeline available, providing access to supplies in Western Canada.

Figure 10 demonstrates the sources of supply underpinned by Union's transportation portfolio for Union North East and North West sales service customers.

Figure 10



The GSP reflects the effective management of TransCanada capacity by:

- Using TransCanada STS injections, which allow Union to transport excess supply away from Union North to Parkway to be injected into Dawn storage in the summer;
- Using TransCanada STS withdrawals and Enhanced Market Balancing service in the winter months to serve weather-driven demands. Gas is withdrawn from Dawn storage throughout the winter and is transported back to Union North without the need for contracting additional TransCanada FT capacity to that delivery area; and,
- Using contractual STS pooling rights to group all of Union's STS rights serving the various Union North delivery areas. This provides Union with the flexibility to serve certain delivery areas in Union North with gas service in excess of that delivery area's specific STS rights.

5.4 Unabsorbed Demand Charges ("UDC")

In Union North, the upstream transportation portfolio is first sized to meet the design day demand requirement. The amount of supply needed to be transported on the upstream long-haul and short-haul capacity to meet average annual demand requirements is less than the capacity needed to meet design day requirements. As a result, a portion of Union's contract capacity is planned to be unutilized during the year. The difference between total contracted capacity and total demand for both Union North sales service and bundled DP customers results in unutilized capacity. Subject to finalizing and contracting the transportation capacity required to meet the design day shortfall, the total planned UDC is 16.3 PJ in the 2017/18 GSP. If weather is colder than normal and annual consumption is greater Union will use this capacity to meet incremental supply requirements. Figure 11 shows the total planned UDC by delivery area.

Figure 11

Unabsorbed Demand Charge (UDC) (PJ) (W17/18)

Delivery Area	Long-haul	Short-haul	Total
North West			
MDA	1.5	-	1.5
WDA	10.6	-	10.6
SSMDA	1.8	-	1.8
North East			
NDA	0.2	1.5	1.7
NCDA	0.2	-	0.2
EDA	-	0.6	0.6
	14.2	2.1	16.2

The GSP forecasts a 100% load factor on all upstream transportation landing at Dawn.

5.5 Changes in Upstream Transportation Portfolio

Panhandle Eastern Pipe Line Company, LP

Union has contracted for the following firm renewable capacity from the Panhandle Field Zone to Ojibway:

- 35,000 Dth/d November 1, 2017 through October 31, 2025
- 22,000 Dth/d November 1, 2019 through October 31, 2027

NEXUS Gas Transmission, LLC

Union has committed to holding 150,000 Dth/d of firm renewable capacity from Kensington to the interconnection with Union's system at St. Clair. Union allocates 50,000 Dth/d of capacity to serve Union North East sales service customers and the remaining 100,000 Dth/day of capacity to serve Union South sales service customers. This capacity will have a 15 year term, and will commence once the NEXUS pipeline project is in service.

The GSP assumed a November 1, 2017 in-service date for the NEXUS pipeline project. Please refer to Section 6.6 for an update on the NEXUS project status, and Union's contingency plan to address delays in the NEXUS project beyond November 1, 2017.

Gas Supply Plan Pipeline Renewal Assumptions

The GSP assumes that all pipeline capacity contracted with renewal rights will continue to be available in the future, unless Union has elected turn-back or automatic conversion rights (i.e. TransCanada long-haul to short-haul pipeline conversions).

The GSP assumes all capacity Union was awarded in TransCanada's 2017 New Capacity Open Season ("NCOS") and 2018 NCOS is in-service as of November 1, 2017 and November 1, 2018, respectively. Please refer to Section 6.3 for an update on the TransCanada 2017 NCOS and the associated Vaughn Mainline Expansion project. In order to affect changes for the November 1, 2018 short-haul contracts awarded, the GSP assumes 5,602 GJ/d of Empress to Union NDA capacity is turned back to TransCanada effective October 31, 2018.

Dawn Supply Requirements

The GSP identifies the total amount of supply required to meet the sales service forecasted demands. This supply requirement is typically greater than the upstream transportation capacity under contract at any point in time. A supply requirement not met by an existing upstream transportation arrangement is referred to as an uncommitted supply requirement and is assumed to be supplied at Dawn.

The GSP has identified Dawn supply requirements for 2017/18 of approximately 102 TJ/d Union South and 21TJ/d for Union North East.

Union will, as part of an ongoing process, evaluate the portfolio to ensure it meets the needs identified in the GSP. This includes monitoring the impacts of in-service delays for new transportation projects and evaluating all available transportation alternatives. Maintaining an uncommitted position allows Union flexibility to secure additional upstream transportation capacity as warranted.

A complete listing of the transportation capacity currently contracted for Union South and Union North is provided at Appendix C and D.

5.6 Cost of Gas

The transportation tolls and gas prices utilized in the development of the GSP are consistent with those used to set the April 2017 QRAM commodity price. Union then established specific prices for each supply location taking into account the various basis differentials and the foreign exchange rate.

As part of Union's Incentive Rate Mechanism Settlement Agreement⁸, Union stated in Section 4.7.1, that the cost of gas supply, upstream transportation and gas supply balancing would continue to be passed through to customers through the QRAM. Union reflects updated transportation tolls and forecasted gas commodity in rates through the QRAM process. Variances in actual gas supply costs and transportation tolls relative to forecasted gas supply costs and transportation tolls reflected in rates are captured in Union's gas supply deferral accounts. Union includes the prospective disposition of gas supply related deferral accounts in the QRAM process.

5.7 Bundled DP Customer Assumptions

The GSP includes all bundled DP customer demand and the corresponding supply based on their Daily Contract Quantities ("DCQ"). Union is unable to predict customer migration between sales service and bundled DP. Therefore, for the term of the GSP, customers are assumed to remain with the service they elected effective January 2017.

On an ongoing basis throughout the year, Union continues to monitor the migration between bundled DP and sales service supply. As customers return to sales service supply, Union proactively manages the expected supply requirements by filling any pipe that is returned to Union when the customer returns to sales service supply. In addition, each month, Union purchases incremental supply for demand that is returned without underlying pipe based on forecast activity for the balance of the year.

5.8 Storage

Union operates 178 PJ of underground natural gas storage. Consistent with the Natural Gas Electricity Interface Review Decision⁹, the allotment of storage space to in-franchise customers is 100 PJ. For the 2017/18 GSP, the in-franchise space requirement is 93.2 PJ. This leaves 6.8 PJ of excess in-franchise space which is available for S&T short term sales. This is a decrease of 0.4 PJ in the space required for in-franchise needs when compared to the 93.6 PJ in the 2016/17 GSP. The decrease in in-franchise storage is due to a decrease in demands (See Figure 7).

The in-franchise space of 93.2 PJ is provided to in-franchise customers to meet the storage requirements of sales service, bundled DP and T-Service customers. The amount available to

⁸ 2014-2018 Incentive Regulation (EB-2013-0202)

⁹ Natural Gas Electricity Interface Review ("NGEIR") (EB-2005-0551)

in-franchise customers is based on the storage allocation methodologies approved by the OEB as part of the Natural Gas Storage Allocation Policies Decision¹⁰.

The storage space available to sales service and bundled DP customers in Union South and Union North is determined using the OEB-approved aggregate excess methodology.

This methodology calculates the difference between the forecasted winter demand (November 1 through March 31) and the annual average daily demand for a 151 day period. The result is the required storage space allocation.

$$\text{Aggregate Excess} = \text{Forecasted Winter Consumption} - [(151/365) * (\text{Total Annual Consumption})]$$

Union South T-service customers determine which methodology is used to calculate their contracted storage space parameter. The two methodologies available to a Union South T-service customer are: aggregate excess or 15 x obligated DCQ.

5.9 Conclusion

Adhering to the gas supply guiding principles, Union continues to establish a GSP that is right sized to meet firm sales service and bundled customer demands with a diverse, flexible, secure, reliable and cost effective portfolio of firm services and assets. Union's gas supply planning process incorporates demand related items such as customer growth, normalized weather, design day requirements, customer consumption patterns and economic outlooks. Union plans and contracts for services and assets to provide an efficient combination of upstream transportation, supply purchases and storage assets to serve sales service and bundled DP customers' annual, seasonal and design day gas delivery requirements.

As supply and transportation market options change, so does Union's supply mix and how it is transported to Ontario. Union continues to proactively evaluate new supply and transportation options for Union North and Union South customers. Unchanged, however, is Union's application of the gas supply planning principles and the requirement to ensure secure, reliable supplies to serve its customers at prudently incurred costs.

6. FUTURE TRENDS THAT MAY IMPACT THE GAS SUPPLY PLAN

Union monitors the North American natural gas industry and identifies how trends may impact Union's future gas supply portfolio.

6.1 Distributor Gas Supply Planning Consultation

In October 2015, the OEB initiated a consultation on distributor gas supply planning¹¹. Specifically, the consultation focused on gas supply and transportation planning strategies and the risk/cost trade-offs considered in the GSP. Union and Enbridge each presented an overview of their Gas Supply Planning Process and subsequently, provided a side-by-side

¹⁰ NGEIR Integration (EB-2007-0724/0725)

¹¹ EB-2015-0238

comparison document of their gas supply and transportation planning processes. OEB staff facilitated a discussion on the comparison document with interested parties in March 2016.

OEB Staff prepared a report on specific matters raised in the consultation, providing recommendations the OEB may wish to consider in determining whether any changes to the regulatory framework were warranted. This report was provided to the OEB on August 12, 2016.

OEB Staff recommendations for the OEB to consider were:

- **Increased Accountability:** Gas distributors should apply for pre-approval of their gas supply planning framework on a stand-alone basis, separate from other applications.
- **Increased Transparency:** Gas distributors should submit a gas supply memoranda annually on a stand-alone basis.
- **Performance Measurement:** The new memoranda should include a report card on the performance of the GSP over the previous three years along with a forecast of the forward looking three years.

On March 16, 2017, the OEB launched an initiative to develop a Framework for the Assessment of Distributor Gas Supply Plans (“Framework”).

The Framework will establish the OEB’s expectations and objectives for distributor gas supply plans and clearly articulate the approach the OEB will take to assess whether the plans meet those objectives. The development of the Framework will also address what role Renewable Natural Gas (“RNG”) should play in the system gas supply portfolios of distributors.

To assist OEB Staff in developing a draft Framework for consideration, a Working Group was established. The Working Group has been designed to ensure that there is a balanced and broad representation of relevant interests with a focus on bringing the appropriate level of expertise on the issues.

Three Working Group meetings have been conducted by OEB Staff. The first two Working Group meetings, focused on RNG, while the third focused on the broader framework for the assessment of distributor gas supply plans.

OEB Staff intends to prepare an initial draft of the Framework by fall 2017 for discussion with stakeholders, and anticipates a final Framework will be completed by the end of 2017.

6.2 Renewable Natural Gas (“RNG”)

RNG is an alternative to conventional gas supply, is non-emitting, and can be stored, transmitted and distributed using the existing natural gas infrastructure. RNG is produced by capturing methane that results from the decay of any organic matter. Some examples of RNG include landfill and waste water treatment plant gas.

In developing a Framework for the Assessment of Distributor Gas Supply Plans, OEB Staff identified RNG as an issue that the Working Group would focus on. The issues discussed by the Working Group as it relates to RNG include:

- Understanding the current RNG marketplace and sources in Ontario;

- Drivers for inclusion of RNG in the system gas supply plan;
- Availability and reliability of supply of RNG that should be taken into consideration in developing the Framework;
- What are the barriers and enablers to including RNG in the supply mix; and,
- What key metrics should the OEB utilize to help inform the appropriate contribution to the supply mix.

Union has identified RNG as a potential future customer abatement program. Union and Enbridge have jointly been working with the Ministry of Environment and Ministry of Environment and Climate Change to define program structure for advancing these technologies. These programs will require support from the government in order to proceed, including the use of Climate Change Action Plan (“CCAP”) funding. This is an example of an instance where collaboration between utilities, government and regulators can advance technologies and programs in order to reduce greenhouse gas (“GHG”) emissions.

Union has not included any specific RNG in its GSP for the 2017/18 gas year. To the extent that programs discussed above advance and RNG is available to include in Union’s GSP, Union will adjust its gas supply purchases accordingly.

6.3 Dawn to Parkway and Vaughan Mainline Expansion Project

In December 2015, the OEB approved the Settlement Proposal for Union’s 2017 Dawn Parkway project. This project was approved to meet the growing Demand on the Dawn to Parkway system. The Vaughan Mainline Expansion Project will provide takeaway capacity for a portion of the new Dawn to Parkway capacity. Union’s 2017 Dawn to Parkway project is under construction and is on schedule to be in service by or before November 1, 2017.

In August 2016, the National Energy Board (“NEB”) approved the 11.7 km Vaughan Mainline Expansion Project, which will increase capacity of the TransCanada Mainline between Parkway and Maple, enabling Ontario natural gas customers further access to new emerging supply sources. The project is currently under construction. Due to construction challenges, the targeted in-service date has changed from November 1, 2017 to mid to late November 2017. This delay will not have a material impact on the GSP as the majority of the capacity Union secured will be used to facilitate the North T-Service from Dawn Service. Union has contracted 7,000 GJ/d of new capacity and 887 GJ/d of long-haul to short-haul conversion capacity that is related to this project.

6.4 New Sources of Supply at Dawn

On February 22, 2017, TransCanada conducted a Long Term Fixed Price (“LTFP”) open season for TransCanada Mainline transportation service from Empress to Dawn at a discounted, fixed rate. The service was subscribed by 23 Western Canadian producers at an aggregate volume of 1.5 PJ/d and is proposed to be in-service by November 1, 2017. On September 21, 2017 the NEB released a Decision approving TransCanada’s Dawn LTFP service. This service does not represent a new infrastructure build to Dawn, but rather long term commitments by counterparties on existing pipeline infrastructure that will bring new suppliers to Dawn.

The Rover Pipeline (anticipated to be in-service December 2017) and NEXUS pipeline (anticipated to be in-service late third quarter 2018) projects, both of which have been approved by the Federal Energy Regulatory Commission (“FERC”) will provide new infrastructure between Appalachian producers and Dawn.

These new sources of supply at Dawn will provide Union additional counterparties to transact with when sourcing Dawn supplies to meet the needs of the gas supply portfolio.

6.5 Panhandle Transmission System

Panhandle Reinforcement Project

In the Panhandle Reinforcement Project¹², Union proposed to increase the capacity of Union’s Panhandle Transmission System to meet residential, commercial and industrial growth in Windsor-Essex, Chatham-Kent and surrounding areas, including the fast growing greenhouse market in the Leamington/Kingsville area. The current Panhandle Transmission System is nearing its design day capacity and the project is required to meet the continued reliable delivery of natural gas to this growing market.

On February 23, 2017, the OEB approved the Panhandle Reinforcement Project leave to construct and recovery of costs associated with the project. The project involves replacing 40 kilometres of the existing NPS 16 pipeline from Dawn to Dover Transmission with a new NPS 36 pipeline along with related modifications at other transmission stations. The project is expected to meet the firm demands in this area for the next five years. The project is currently under construction and is targeted to be in-service November 2017.

Kingsville Transmission Reinforcement Project

Union continues to forecast robust firm transportation growth along the entire Panhandle Transmission System. To accommodate this growth, in late June 2017, Union announced an invitation of environmental study for the proposed Kingsville Transmission Reinforcement Project (“KTRP”). The proposed pipeline, up to NPS 20, is approximately 17 km in length and will begin at Union’s existing NPS 20 Panhandle Pipeline, and end at a new valve site located in the Town of Kingsville. KTRP will provide high pressure gas to the distribution network, reducing the capacity constraint on the Panhandle Transmission System and avoiding major distribution expansion in the area.

Union’s leave to construct application is expected to be filed with the OEB in early 2018 with a target in-service date of November 1, 2019.

6.6 NEXUS

In 2015, Union entered into an agreement to contract, subject to certain conditions precedent, for long-term transportation capacity for 15 years with the NEXUS Pipeline commencing November 1, 2017. The total volume of the contract is 150,000 Dth/d, which qualifies Union as an anchor shipper. Union has received pre-approval of the cost consequences of the NEXUS contract¹³.

¹² Panhandle Reinforcement Project (EB-2016-0186)

¹³ Pre-Approval of NEXUS Long-Term Contract (EB-2015-0166), Decision and Order

The NEXUS Pipeline is designed to transport supplies of Appalachian shale gas production, from the single largest and fastest growing supply basin in North America to customers in Ohio, Michigan, and ultimately the Dawn Hub; creating a direct connection from the largest source of natural gas on the continent to Ontario.

NEXUS Project Update:

On August 25, 2017, the NEXUS project received FERC approval to proceed with construction. NEXUS is anticipated to be in-service late third quarter 2018. Union has been proactively planning for a delay in NEXUS in-service and has executed on a contingency plan for the 17/18 winter.

NEXUS Contingency Planning:

As part of an ongoing process, Union evaluates the portfolio to ensure it meets the needs identified in the GSP. This includes monitoring the impacts of in-service delays for new transportation projects.

In order to backstop delays to the NEXUS in-service date, Union has secured alternate upstream contracts to replace the NEXUS transportation capacity. Union has increased its DTE/MichCon capacity by 30,000 Dth/day to hold 90,000 Dth/day of capacity until NEXUS is in-service. This DTE/MichCon contract expiry is tied to the earlier of the NEXUS in-service date or October 31, 2018. Union also secured 60,000 Dth/day of capacity on Vector Pipeline for November 1, 2017 through March 31, 2018. This combination of DTE/MichCon and Vector capacity will fully backstop the 150,000 Dth/day of NEXUS capacity for the winter of 2017/18.

6.7 TransCanada Energy East Project

As part of the Energy East Project, TransCanada has proposed to convert an existing natural gas pipeline to oil service between Alberta and Ottawa. Union supports the project in principle, but was initially concerned that there may be negative impacts on natural gas consumers in Ontario and Québec, based on the conversion of an existing natural gas pipeline between North Bay and Ottawa. This converted natural gas capacity is proposed to be partially replaced with a new pipeline between Toronto and Ottawa (the “Eastern Mainline Project”).

In August 2015, TransCanada, Union, Enbridge, and Gaz Métro announced that an agreement in principle was reached that resolved the concerns regarding the potential negative impacts the proposed Energy East Project may have on natural gas consumers in Ontario and Québec.

The agreement included commitments that:

- There will be sufficient capacity to meet the firm natural gas transportation requirements of Ontario and Québec (including all firm demands out to 2017), plus additional capacity for future growth;
- Natural gas shippers are not required to financially backstop the development of the Eastern Mainline Project in the event it is terminated by TransCanada;

- Gas consumers will not assume the risk of capital cost overruns for the Eastern Mainline Project; and,
- Natural gas consumers will have a net benefit of \$100 million over the project life to 2050.

TransCanada filed the executed agreement with the NEB in November 2015, and its consolidated Energy East Project application, which encompassed the terms of the agreement, in May 2016.

In September 2016, the NEB review panel assigned to the Energy East and Eastern Mainline Projects recused themselves from the proceeding. The review process was put on hold. In January 2017, a new review panel was assigned to the projects, and subsequently voided all decisions that had been made by the previous panel, effectively restarting the review process. Throughout the middle of 2017, public consultations were held to obtain input regarding the scope of the assessment to be undertaken and hearing design.

On September 8, 2017, the NEB granted TransCanada's request for a 30-day suspension of the review process for TransCanada to evaluate the final List of Issues and Environment Assessment Factors issued by the NEB, and the resulting impacts on the Projects and the respective project applications.

6.8 TransCanada STS Changes

TransCanada filed its "Storage Transportation Service Modernization and Standardization Application" ("STS Application") with the NEB on February 18, 2016. TransCanada's Application sought to alter how STS is tolled, which would have resulted in a significant increase to Union's costs to serve its customers in Union North.

The proceeding occurred from April 22 to August 29, 2016. During that time, TransCanada and interveners had the opportunity to file evidence, information requests and letters of comment according to the detailed timetable provided in the NEB's Hearing Order.

The NEB issued its Decision on the STS Application in November 2016, denying the requested changes to STS at this time. As a result, there were no impacts to Union's STS costs in Union North.

6.9 2018–2020 Mainline Tolls

TransCanada is required to file an Application with the NEB by December 31, 2017 for approval of Mainline tolls for the 2018-2020 period. Mainline tolls have a direct impact on Union's cost of gas. A preliminary consultation process between TransCanada and its shippers regarding 2018-2020 tolls is currently underway.

6.10 Long Term Contracting Trends

There are several areas of constraint in the North American pipeline system requiring new builds and/or longer term (and/or maximum rate) contracts to secure capacity. Such examples include, NEXUS Pipeline (new), Panhandle Eastern Pipe Line (existing but becoming constrained), TransCanada Eastern Triangle, Niagara/Chippawa, and Vector into Dawn.

While LDC's need to make long term commitments to secure access to new transportation capacity builds, they also can be required to extend commitments as the holder of an existing contract on systems being expanded. As pipelines undergo expansions to respond to market need, they will often require existing shippers to term up their existing contracts to retain access to the capacity beyond their current contract term. Union has had to extend the end dates of contracts on the TransCanada system in the past as a result of system expansions, and may be required to do so should further facilities expansions occur.

Areas of constraint are expected to continue into the future as political, environmental, and regulatory challenges make construction of new greenfield pipeline projects increasingly difficult, particularly in urban areas and in the U.S. Union continues to evaluate all supply sources and pipeline capacity to ensure that Union maintains diversity and security of supply.

6.11 Climate Change

The Ontario Cap and Trade program came into effect on January 1, 2017 with the purpose of reducing GHG emissions in Ontario. It covers natural gas distributors (and others) and puts a price on certain carbon emissions. Union is required to purchase emission allowances/credits for:

- Facility-related obligations for Union owned or operated facilities; and,
- Customer-related obligations for natural gas-fired generators, residential, commercial and industrial customers in the franchise area who are not Large Final Emitters or voluntary participants.

In accordance with the Regulatory Framework for the Assessment of Costs of Natural Gas Utilities' Cap and Trade Activities (EB-2015-0363) issued by the Ontario Energy Board on September 26, 2016, Union filed its 2017 Compliance Plan on November 15, 2016 outlining the company's activities and cost consequences to implement and comply with the Cap and Trade regulations. On September 21, 2017 Union's Compliance Plan was found reasonable by the OEB. Union expects to file its 2018 Compliance Plan in the fall of 2017.

Union does not expect a material impact on its operations or GSP in the short or medium term from the Cap and Trade program and the CCAP¹⁴. Longer term impacts of the Cap and Trade program on Union's GSP remain uncertain. Initiatives being considered to reduce emissions in support of the province's GHG reduction targets could have varying impacts on the GSP including:

- Displacement of fossil-based natural gas with RNG;
- Compressed Natural Gas/Liquefied Natural Gas ("CNG"/"LNG") for Transportation;
- Energy efficiency initiatives (such as DSM programs) to reduce the carbon footprint of natural gas consumers throughout Ontario;
- The wider use of natural gas Combined Heat & Power ("CHP") systems; and,
- Natural Gas-related innovation.

¹⁴ Panhandle Reinforcement Project (EB-2016-0186)

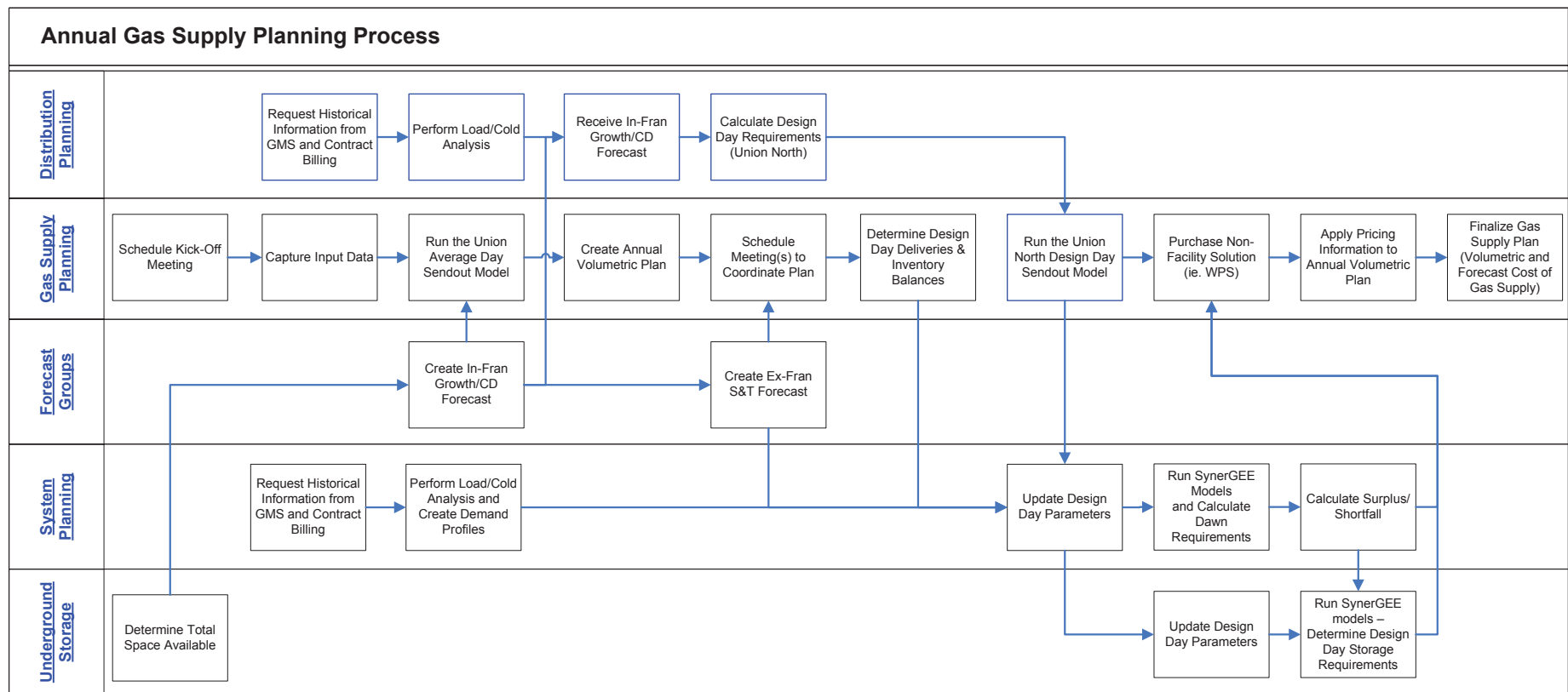
7 APPENDICES

Appendix A - Gas Supply Planning Process

Appendix B - Sales Service Gas Supply Demand Balance

Appendix C - Union South Detailed List of Transportation Contracts

Appendix D - Union North Detailed List of Transportation Contracts



Appendix B
Union Gas Limited - System Sales Supply Demand Balance - November 2017 to October 2018

Particulars (TJ)	Nov-17	Dec-17	Jan-18	Feb-18	Mar-18	Apr-18	May-18	Jun-18	Jul-18	Aug-18	Sep-18	Oct-18	Total
South													
Demands													
System Sales	13,103	20,407	23,558	20,849	17,149	11,059	5,807	3,263	3,430	3,393	3,925	7,308	133,252
South Co. Use, UFG, Comp. Fuel	1,066	1,527	1,491	1,976	1,287	565	342	342	513	485	553	495	10,641
Less: Customer Supplied Fuel	(788)	(1,006)	(1,182)	(1,020)	(775)	(466)	(294)	(291)	(322)	(306)	(273)	(322)	(7,045)
Total Demands	13,382	20,928	23,867	21,805	17,661	11,159	5,855	3,314	3,621	3,572	4,205	7,480	136,847
Supplies													
TCPL Empress-Union CDA	90	93	93	84	93	90	93	90	93	93	90	93	1,095
Vector	2,532	2,617	2,617	2,363	2,617	2,532	2,617	2,532	2,617	2,617	2,532	2,617	30,807
TCPL Niagara-Kirkwall	633	654	654	591	654	633	654	633	654	654	633	654	7,702
Panhandle	1,108	1,145	1,145	1,034	1,145	1,108	1,145	1,108	1,145	1,145	1,108	1,145	13,478
Local Production	38	40	40	36	40	38	40	38	40	40	38	40	465
South Ojibway	633	654	654	591	654	633	654	633	654	654	633	654	7,702
Dawn	3,237	3,237	3,237	2,821	3,237	3,396	2,503	3,081	3,184	3,184	3,081	3,184	37,384
Nexus	3,165	3,271	3,271	2,954	3,271	3,165	3,271	3,165	3,271	3,271	3,165	3,271	38,510
Total Supplies	11,436	11,710	11,710	10,474	11,710	11,596	10,975	11,281	11,657	11,657	11,281	11,657	137,144
Change in Inventory - wd/(inj)	1,946	9,218	12,157	11,331	5,950	(437)	(5,121)	(7,967)	(8,036)	(8,085)	(7,076)	(4,177)	(297)
Total Supplies + Inventory Change	13,382	20,928	23,867	21,805	17,661	11,159	5,855	3,314	3,621	3,572	4,205	7,480	136,847
North													
Demands													
System Sales													
Union NCDA	357	515	634	535	452	278	142	85	79	77	92	206	3,451
Union EDA	1,309	1,890	2,314	1,949	1,661	1,048	550	328	307	312	348	778	12,794
Union MDA	50	74	93	75	63	38	19	11	10	9	12	28	482
Union NDA	1,492	2,149	2,622	2,183	1,837	1,129	592	356	332	337	399	853	14,282
Union SSMDA	423	729	659	578	498	291	147	94	120	184	95	277	4,096
Union WDA	785	1,122	1,414	1,165	990	616	326	209	200	190	202	457	7,675
North Comp Fuel	10	3	10	5	3	15	32	31	32	32	31	32	235
	4,427	6,481	7,744	6,490	5,505	3,416	1,809	1,114	1,080	1,139	1,179	2,631	43,015
Supplies													
TCPL Empress-Union NCDA	181	187	187	169	-	181	187	181	187	187	181	187	2,013
TCPL Empress-Union EDA	30	31	31	28	-	30	31	30	31	31	30	31	334
TCPL Empress-Union MDA	52	79	99	81	68	38	17	7	5	4	8	26	483
TCPL Empress-Union NDA	189	195	195	177	-	189	196	189	196	196	189	196	2,106
TCPL Empress-Union SSMDA	440	570	-	-	-	552	570	552	570	570	552	571	4,948
TCPL Empress-Union WDA	919	1,221	982	399	85	708	375	220	198	193	224	521	6,044
TCPL Parkway-Union EDA	677	531	634	536	-	92	86	560	565	686	563	547	5,478
TCPL Parkway-Union NDA	52	226	128	152	-	34	85	178	202	77	174	231	1,538
TCPL Parkway-Union NCDA	50	48	44	38	-	36	50	50	48	52	52	38	506
Nexus	1,583	1,635	1,635	1,477	1,635	1,583	1,635	1,583	1,635	1,635	1,583	1,635	19,255
Total Supplies	4,172	4,723	3,935	3,056	1,788	3,443	3,231	3,550	3,637	3,632	3,557	3,982	42,706
Change in Inventory - wd/(inj)	255	1,758	3,809	3,434	3,717	(27)	(1,423)	(2,436)	(2,557)	(2,492)	(2,378)	(1,351)	309
Total Supplies + Inventory Change	4,427	6,481	7,744	6,490	5,505	3,416	1,809	1,114	1,080	1,139	1,179	2,631	43,015
Total Demands													
South	13,382	20,928	23,867	21,805	17,661	11,159	5,855	3,314	3,621	3,572	4,205	7,480	136,847
North	4,427	6,481	7,744	6,490	5,505	3,416	1,809	1,114	1,080	1,139	1,179	2,631	43,015
	17,808	27,409	31,611	28,295	23,165	14,575	7,664	4,428	4,701	4,711	5,383	10,111	179,862
Total Supplies													
South	11,436	11,710	11,710	10,474	11,710	11,596	10,975	11,281	11,657	11,657	11,281	11,657	137,144
North	4,172	4,723	3,935	3,056	1,788	3,443	3,231	3,550	3,637	3,632	3,557	3,982	42,706
	15,608	16,434	15,645	13,530	13,498	15,039	14,207	14,830	15,294	15,289	14,837	15,639	179,850
Change in Inventory - wd/(inj)													
South	1,946	9,218	12,157	11,331	5,950	(437)	(5,121)	(7,967)	(8,036)	(8,085)	(7,076)	(4,177)	(297)
North	255	1,758	3,809	3,434	3,717	(27)	(1,423)	(2,436)	(2,557)	(2,492)	(2,378)	(1,351)	309
	2,200	10,975	15,966	14,765	9,668	(465)	(6,543)	(10,403)	(10,592)	(10,578)	(9,454)	(5,528)	13
Total Supplies + Inventory Change	17,808	27,409	31,611	28,295	23,165	14,575	7,664	4,428	4,701	4,711	5,383	10,111	179,862

UNION GAS LIMITED

Summary of November 1, 2017 Upstream Transportation Contracts
as of September 2017

Southern Operations Areas

Line No.	Upstream Pipeline	Primary Receipt Point	Primary Delivery Point	Contract Quantity	Contract Units	Contract Termination Date	Unitized Demand Charge (\$Cdn/GJ)	Commodity Charge (\$Cdn/GJ)	100% LF Toll (\$Cdn/GJ)	Rate Type
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h=f+g)	
TransCanada Pipeline										
1	Empress to Union ECDA FT	Empress	Union ECDA	3,000	GJ	31-Oct-2019	1.990		1.990	Tariff
2	Dawn to Union CDA FT	Dawn	Union ECDA	8,000	GJ	31-Oct-2019	0.339		0.339	Tariff
3	Niagara to Kirkwall FT	Niagara	Kirkwall	21,101	GJ	31-Oct-2022	0.230		0.230	Tariff
4	Kirkwall to Union CDA FT	Kirkwall	Union CDA (Amended)	135,000	GJ	31-Oct-2032	0.162		0.162	Tariff
5	TCPL FT - Total			167,101	GJ					
Panhandle Eastern Pipe Line Field Zone										
6	PEPL FT ⁽¹⁾	Panhandle Field Zone	Ojibway (Union)	25,000	DTH	31-Oct-2025	0.425	0.044	0.469	Tariff
7	PEPL FT ⁽²⁾	Panhandle Field Zone	Ojibway (Union)	10,000	DTH	31-Oct-2027	0.425	0.044	0.469	Tariff
8	PEPL - Total			36,927	GJ					
Vector Pipelines⁽³⁾										
9	Vector US FT1 ⁽⁴⁾	Chicago	Cdn/US Interconnect	80,000	DTH	31-Oct-2022	0.279	0.002	0.281	Fixed
10	Vector Canada FT1	Cdn/US Interconnect	Dawn (Union)	84,404	GJ	31-Oct-2022	0.019	0.0004	0.019	Fixed
11	Vector - Total			84,404	GJ		0.298	0.002	0.300	
12	Vector US FT1	Chicago	Cdn/US Interconnect	60,000	DTH	31-Mar-2018	0.207	0.002	0.209	Fixed
13	Vector Canada FT1	Cdn/US Interconnect	Dawn (Union)	63,303	GJ	31-Mar-2018	0.011	0.0004	0.011	Fixed
14	Vector - Total			63,303	GJ		0.218	0.002	0.220	
DTE Gas Company										
15	DTE ⁽⁵⁾	MichCon Generic	St. Clair (Union)	90,000	DTH	31-Oct-2018	0.067		0.067	Fixed
16	DTE - Total			94,955	GJ					
NEXUS										
	NEXUS - FT ⁽⁶⁾⁽⁷⁾	Kensington	St. Clair (Union)	150,000	DTH	01-Nov-32	0.915		0.915	Fixed
				158,258	GJ					
Other:										
17	St.Clair Pipelines L.P. (St.Clair Pipeline)	St. Clair/Intl Border	St. Clair/Intl Border	214,000	GJ	31-Oct-2023	0.004		0.004	Tariff
18	St.Clair Pipelines L.P. (Bluewater Pipeline)	Bluewater/Intl Border	Bluewater/Intl Border	127,000	GJ	31-Oct-2023	0.022		0.022	Tariff
<div> <div>Exchange Rate 1 US =</div> <div>Conversion Factor</div> <div>Heat Content (as of April 1/17)</div> </div> <div> <div>1.2538</div> <div>1.055056</div> <div>38.95</div> </div> <div>CAD</div> <div>As of August 31, 2017</div>										

Note:

- (1) Effective November 1, 2019 Contract Quantity increases to 35,000 DTH/day.
- (2) Effective November 1, 2019 Contract Quantity increases to 22,000 DTH/day.
- (3) A portion of the Vector portfolio is anticipated to be allocated to serve the North portfolio until NEXUS is in service
- (4) Demand charge drops to 0.204 \$Cdn/GJ on Dec 1, 2017
- (5) Contract terminates on October 31, 2018 or at the time NEXUS pipeline becomes operational
- (6) Union has contracted for 150,000 DTH/day and allcates 50,000 DTH/day to the North Portfolio
- (7) Start date assumed in Gas Supply Plan to be November 1, 2017 with a 15 year contract term. (Actual commencement date will be dependent on NEXUS in service date)

UNION GAS LIMITED

Summary of November 1, 2017 Upstream Transportation Contracts⁽¹⁾⁽²⁾
as at September 2017

Northern and Eastern Operations Areas

Line No.	Upstream Pipeline	Primary Receipt Point	Primary Delivery Point	Contract Quantity	Contract Units	Contract Termination Date	Unitized Demand Charge (\$Cdn/GJ)	Commodity Charge (\$Cdn/GJ)	100% LF Toll (\$Cdn/GJ)	Rate Type
		(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h=f+g)	
TransCanada Pipeline										
1	Empress to Union NCDA FT	Empress	Union NCDA	9,208	GJ	31-Oct-2019	1.927		1.927	Tariff
2	Empress to Union EDA FT	Empress	Union EDA	1,089	GJ	31-Oct-2022	2.128		2.128	Tariff
3	Empress to Union NDA FT	Empress	Union NDA	5,244	GJ	31-Oct-2019	1.591		1.591	Tariff
4	Empress to Union NDA FT	Empress	Union NDA	4,800	GJ	31-Oct-2018	1.591		1.591	Tariff
5	Empress to Union WDA FT	Empress	Union WDA	51,407	GJ	31-Oct-2019	1.031		1.031	Tariff
6	Empress to Union SSMDA FT	Empress	Union SSMDA	8,843	GJ	31-Oct-2019	1.442		1.442	Tariff
7	Empress to Union SSMDA FT	Empress	Union SSMDA	12,800	GJ	31-Oct-2020	1.442		1.442	Tariff
8	Empress to Union MDA FT	Empress	Union MDA	5,565	GJ	31-Oct-2019	0.717		0.717	Tariff
9	Parkway to Union EDA FT	Parkway	Union EDA	35,000	GJ	31-Oct-2022	0.412		0.412	Tariff
10	Parkway to Union EDA FT	Parkway	Union EDA	75,000	GJ	31-Oct-2031	0.412		0.412	Tariff
11	Parkway to Union EDA FT (EMB)	Parkway	Union EDA	25,000	GJ	31-Oct-2031	0.451		0.451	Tariff
12	Parkway to Union EDA FT	Parkway	Union EDA	9,286	GJ	31-Oct-2031	0.412		0.412	Tariff
13	Parkway to Union EDA FT	Parkway	Union EDA	5,000	GJ	31-Oct-2032	0.412		0.412	Tariff
14	Parkway to Union NCDA FT	Parkway	Union NCDA	1,100	GJ	31-Oct-2031	0.293		0.293	Tariff
15	Parkway to Union NCDA FT	Parkway	Union NCDA	2,887	GJ	31-Oct-2032	0.293		0.293	Tariff
16	Parkway to Union NDA FT	Parkway	Union NDA	10,000	GJ	31-Oct-2030	0.593		0.593	Tariff
17	Parkway to Union NDA FT	Parkway	Union NDA	116,629	GJ	31-Oct-2031	0.593		0.593	Tariff
18	TCPL FT - Total			378,858	GJ					
TransCanada Storage Transportation Service Firm Withdrawal										
19	NCDA	Parkway	Union NCDA	13,704	GJ	31-Oct-2022				
20	WDA	Parkway	Union WDA	31,420	GJ	31-Oct-2022				
21	SSMDA	Dawn	Union SSMDA	35,022	GJ	31-Oct-2022				
22	NDA	Parkway	Union NDA	48,375	GJ	31-Oct-2022				
23	EDA	Parkway	Union EDA	26,351	GJ	31-Oct-2022	0.412		0.412	Tariff
24	TCPL Firm STS Withdrawal - Total			154,872	GJ					
TransCanada Storage Transportation Service Firm Injection										
25	WDA	Union WDA	Parkway	3,150	GJ	31-Oct-2022	1.406		1.406	Tariff
26	EDA	Union EDA	Parkway	1,000	GJ	31-Oct-2022				
27	NDA	Union NDA	Parkway	49,100	GJ	31-Oct-2022	0.593		0.593	Tariff
28	TCPL Firm STS Injection - Total			53,250	GJ					
Centra Transmission Holdings Inc.⁽³⁾										
29	Centra Transmission Holdings Inc.	Spruce	Union MDA	149.6	10 ³ m ³	31-Oct-2017	0.507		0.507	Tariff
30	Centra Pipelines Minnesota Inc.	Sprague	Baudette	5,281	MCF	31-Oct-2017	0.126		0.126	Tariff
31	CTHI FT - Total			5,716	GJ					

Exchange Rate 1 US = 1.2538 CAD As of August 31, 2017
Conversion Factor 1.055056
Heat Content (as of April 1/16) 38.21

Note:

- (1) Assumes all 2017 TCPL NCOS as awarded, and existing contracts reduced as bid
(2) Excludes Vector and NEXUS capacity allocated from the South portfolio
(3) Renewal letters sent in April 2017 to renew for 1 year to October 31, 2018

ONTARIO ENERGY BOARD NOTICE TO CUSTOMERS OF UNION GAS LIMITED

Union Gas Limited applied to raise its natural gas rates effective January 1, 2018

Learn more. Have your say.

Union Gas Limited applied to the Ontario Energy Board to raise its natural gas rates effective January 1, 2018. If the application is approved, a typical residential customer of Union Gas Limited in the south (Windsor to Hamilton) would see an increase of approximately \$9.60 per year. Residential customers in all the other areas served by Union Gas Limited would see an increase ranging from \$10.75 to \$14.00 per year. Other customers, including businesses, may also be affected.

The requested rate increase is set using a formula previously approved by the Ontario Energy Board for the period 2014 to 2018. The formula is tied to inflation and other factors intended to promote efficiency.

Union Gas Limited is also requesting approval to make certain changes to the Rate M12 Schedule "C" as it applies to the proposed M12-X service and other services. Union Gas Limited's application also includes costs for the Panhandle Reinforcement Project.

THE ONTARIO ENERGY BOARD WILL HOLD A PUBLIC HEARING

The Ontario Energy Board (OEB) will hold a public hearing to consider Union Gas' request. We will question the company on its case for a rate change. We will also hear questions and arguments from individual customers and from groups that represent Union Gas customers. At the end of this hearing, the OEB will decide what, if any, rate changes will be allowed.

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

BE INFORMED AND HAVE YOUR SAY

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

- You can review Union Gas' application on the OEB's website now.
- You can file a letter with your comments, which will be considered during the hearing.
- You can become an active participant (called an intervenor). Apply by **October 23, 2017** or the hearing will go ahead without you and you will not receive any further notice of the proceeding.
- At the end of the process, you can review the OEB's decision and its reasons on our website.

The OEB intends to consider cost awards in this proceeding that are in accordance with the *Practice Direction on Cost Awards* and only in relation to updates to the Rate M12 Schedule "C" and the Panhandle Reinforcement Project.

LEARN MORE

Our file number for this case is **EB-2017-0087**. To learn more about this hearing, find instructions on how to file letters or become an intervenor, or to access any document related to this case, please enter the file number **EB-2017-0087** on the OEB website: www.oeb.ca/participate. You can also phone our Consumer Relations Centre at 1-877-632-2727 with any questions.

ORAL VS. WRITTEN HEARINGS

There are two types of OEB hearings – oral and written. The OEB intends to proceed by way of a written hearing in this case. If you think an oral hearing is needed, you can write to the OEB to explain why by **October 23, 2017**.

PRIVACY

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

This rate hearing will be held under section 36 of the Ontario Energy Board Act, S.O. 1998 c.15 (Schedule B).





Township of Puslinch

7404 Wellington Rd 34, Puslinch, ON N0B 2J0

P: 519-763-1226 F: 519-763-5846

www.puslinch.ca

October 10, 2017

TO: Ontario Municipalities in the Greater Golden Horseshoe Area

RE: Provincial Growth Plan – Comments on Draft Natural Heritage System
Provincial Growth Plan – Comments on Draft Prime Agricultural System
Our File: L11MIN

Council for the Township of Puslinch at its meeting held on October 4, 2017 passed the enclosed resolutions regarding its concerns with the proposed changes to the Provincial Growth Plan – Draft Natural Heritage System and to the Provincial Growth Plan – Draft Prime Agricultural System.

Council for the Township of Puslinch requests the support of your municipal Council.

Please forward resolutions of support to Nina Lecic, Deputy Clerk at nlecic@puslinch.ca.

Sincerely,

Karen M. Landry
CAO/Clerk

Attach.



10(b)

RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

2017-

Date: October 4, 2017

Moved by:  Seconded by: 

Whereas the Township of Puslinch recognizes the importance of protecting its key natural environmental features while maintaining a balanced approach to sustainable growth and economic development; and

Whereas the Township currently has limited opportunities for growth and economic development; and

Whereas Highway 401 is a major goods movement corridor and connects the Greater Toronto area, southwestern Ontario and USA and is a corridor for trade and economic development; and

Whereas the Province has emphasized the importance of residential and employment corridors next to transportation and transit corridors;

Whereas the proposed Natural Heritage System outside the Greenbelt abuts approximately $\frac{3}{4}$ of the Highway 401 corridor and should be reduced in areas located adjacent to and near to Highway 401 and Highway 6 in light of the critical role of the Highway 401 Corridor in meeting the needs for goods movement and transit in the Province and the long term importance of the Highway 401 corridor for economic development in the Township and the County of Wellington; and

RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				

MAYOR:



CARRIED	LOST
---------	------



**RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

2017-

Date: October 4, 2017

Moved by:

Sepulis

Seconded by:

Susan Fielding

Whereas there should be a transitional core area to provide a transition in the non-Greenbelt part of the Township from the 500 ha core areas in the Greenbelt Natural Heritage System to the 100 ha core areas in the remainder of the County;

Whereas lands with existing Recreational and Country Residential Official Plan Designations are requested to be excluded from the proposed Natural Heritage System, in similar fashion to Urban Centre and Hamlet settlement areas that are already excluded; and

Whereas the Province has emphasized the importance of residential and employment corridors next to transportation and transit corridors; and

Whereas the proposed policy changes negate the Township's ability for strategically planned balanced growth and economic development; and

Whereas Schedule A7 – Puslinch of the County of Wellington Official Plan and draft Growth Plan Natural Heritage System map is attached as part of this resolution to reference and illustrate the impact;

Now therefore the Council for the Township of Puslinch hereby requests that the Minister extend the EBR commenting period to allow staff the opportunity to continue to

RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				

MAYOR:

[Signature]

<input checked="" type="checkbox"/> CARRIED	<input type="checkbox"/> LOST
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RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

2017-

Date: October 4, 2017

Moved by:

[Signature]

Seconded by:

[Signature]

work with the Provincial ministry to address concerns prior to approval regarding a transitional core area to provide a transition in the non-Greenbelt part of the Township from the 500 ha core areas in the Greenbelt Natural Heritage System to the 100 ha core areas in the remainder of the County; and

That a copy of this resolution be forwarded to the County of Wellington and MPP, Ted Arnott requesting support.

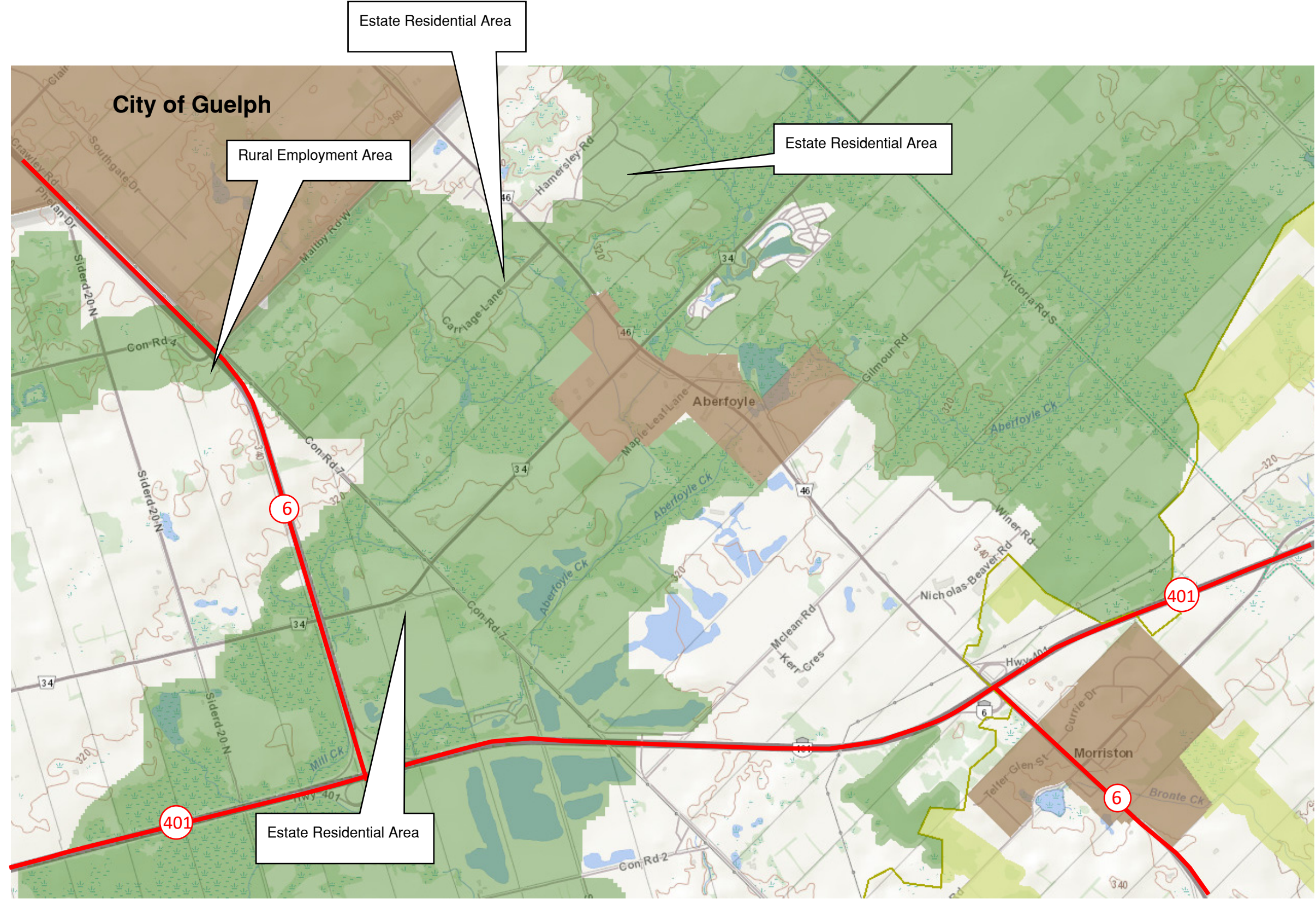
RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				

MAYOR:

[Signature]

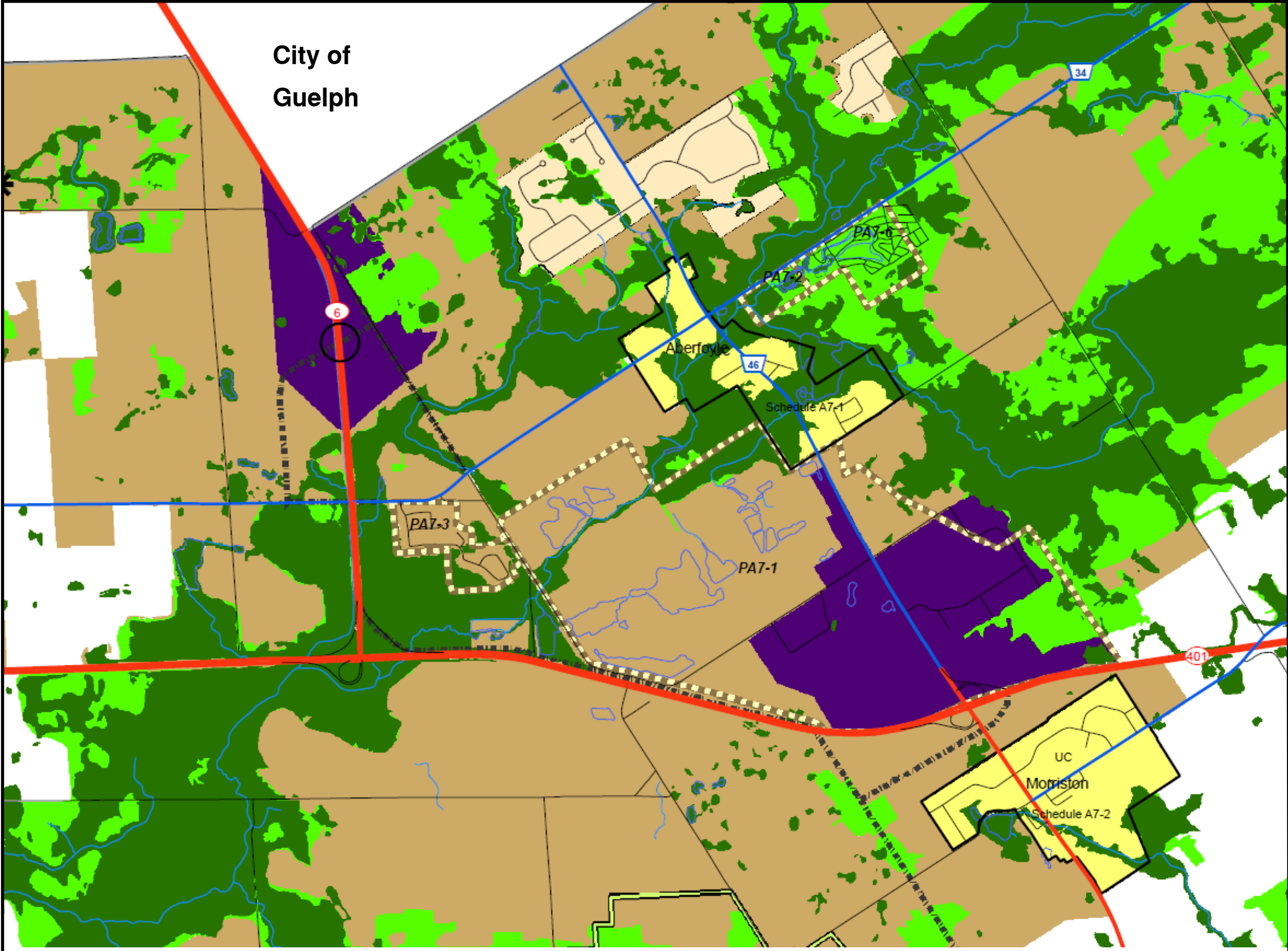
CARRIED	LOST
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DRAFT GROWTH PLAN
NATURAL HERITAGE SYSTEM



LEGEND:

- Proposed Growth Plan Natural Heritage System
- Existing Greenbelt Plan Area Natural Heritage System
- OP Settlement Designations



Schedule A7
PUSLINCH



Legend

- The Greenlands System
- Core Greenlands
 - Greenlands
 - Earth Science ANSI
- The Rural System
- Prime Agricultural
 - Secondary Agricultural
 - Recreational
 - Rural Employment Area
 - Country Residential
 - Policy Areas
- The Urban System
- H. Hamlet Area
 - U.C. Urban Centre
- Other
- Landfill Site
 - Proposed Interchange
 - Proposed Major Roadways
 - County Roads
 - Provincial Highways



**RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

2017-

Date: October 4, 2017

Moved by: *Susan Fielding* Seconded by: *[Signature]*

Whereas the Township of Puslinch recognizes the importance of protecting prime agriculture lands while maintaining a balanced approach to sustainable growth and economic development; and

Whereas the Township currently has limited opportunities for growth and economic development; and

Whereas Highway 401 is a major goods movement corridor and connects the Greater Toronto area, southwestern Ontario and USA, and is a corridor for trade and economic development; and

Whereas the Province has emphasized the importance of residential and employment corridors next to transportation and transit corridors;

Whereas the Township has identified rural employment areas located adjacent to or near Highway 401 and Highway 6; and

Whereas lands currently identified as rural employment areas adjacent to Highway 401 and Highway 6 should continue to be recognized and protected as future rural employment areas; and

RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				

MAYOR: *[Signature]*

CARRIED

LOST



RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

2017-

Date: October 4, 2017

Moved by:

Susan Fielding

Seconded by:

[Signature]

Whereas lands currently not identified as rural employment areas adjacent to or near Highway 401 and Highway 6 should be appropriately designated to permit future employment uses over the long-term to optimize and ensure the long-term viability of economic development for the Township of Puslinch, the County of Wellington and the Province of Ontario; and

Whereas the proposed Provincial Growth Plan – Draft Agricultural Land Base jeopardizes long-term economic viability and prosperity of the Highway 401 and Highway 6 corridor; and

Whereas the Township supported a policy change in the County 5-Year Review Official Plan Amendment, approved by the province and subsequently the OMB in 2014, that increased the potential for residential severances on lands designated Secondary Agricultural Area. The extensive redesignation of Secondary Agricultural Areas to Prime Agricultural Areas would largely reverse this policy direction and would therefore be unfair to landowners and would pose a significant constraint to the Township's ability to meet its growth allocation pursuant to Places to Grow and the County Official Plan; and

RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				

MAYOR:

[Signature]

CARRIED

LOST



RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

2017-

Date: October 4, 2017

Moved by: *Susan Fielding* Seconded by: *Pauli*

Whereas lands currently identified as Secondary Agricultural, which contain existing aggregate operations below the water table that cannot be rehabilitated to agricultural, continue to be recognized as secondary agricultural lands; and

Whereas the proposed Agricultural Land Base negates the Township's ability for strategically planned balanced residential growth and economic development; and

Whereas Council understands that the Prime Agricultural Areas in Erin and Minto shown on the Ministry's web portal were revised after the staff report was prepared, Council remains concerned about the removal of Secondary Agricultural areas and maintains its position that an extension to the EBR commenting period is necessary to allow staff the opportunity to continue working with the Provincial ministries to address these concerns; and

Whereas Schedule A7 – Puslinch of the County of Wellington Official Plan and draft Growth Plan Agricultural Land Base map is attached as part of this resolution to reference and illustrate the impact;

Now therefore the Council for the Township of Puslinch hereby requests that the Minister extend the EBR commenting period to allow staff the opportunity to continue to work with the Provincial ministry to address concerns prior to approval regarding:

RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				

MAYOR:

[Signature]

CARRIED	LOST
---------	------



**RESOLUTION
MUNICIPAL COUNCIL
THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

2017-

Date: October 4, 2017

Moved by: *Susan Fielding* Seconded by: *[Signature]*

- the removal of Secondary Agricultural areas and impact of the extensive Prime Agricultural Area on residential severances, recreational lands and the Township's Rural Employment Area designations;
- mapping and coarse scale land classification methodology as it relates to small scale landscape changes in the Township; and

That a copy of this resolution be forwarded to the County of Wellington and MPP, Ted Arnott requesting support.

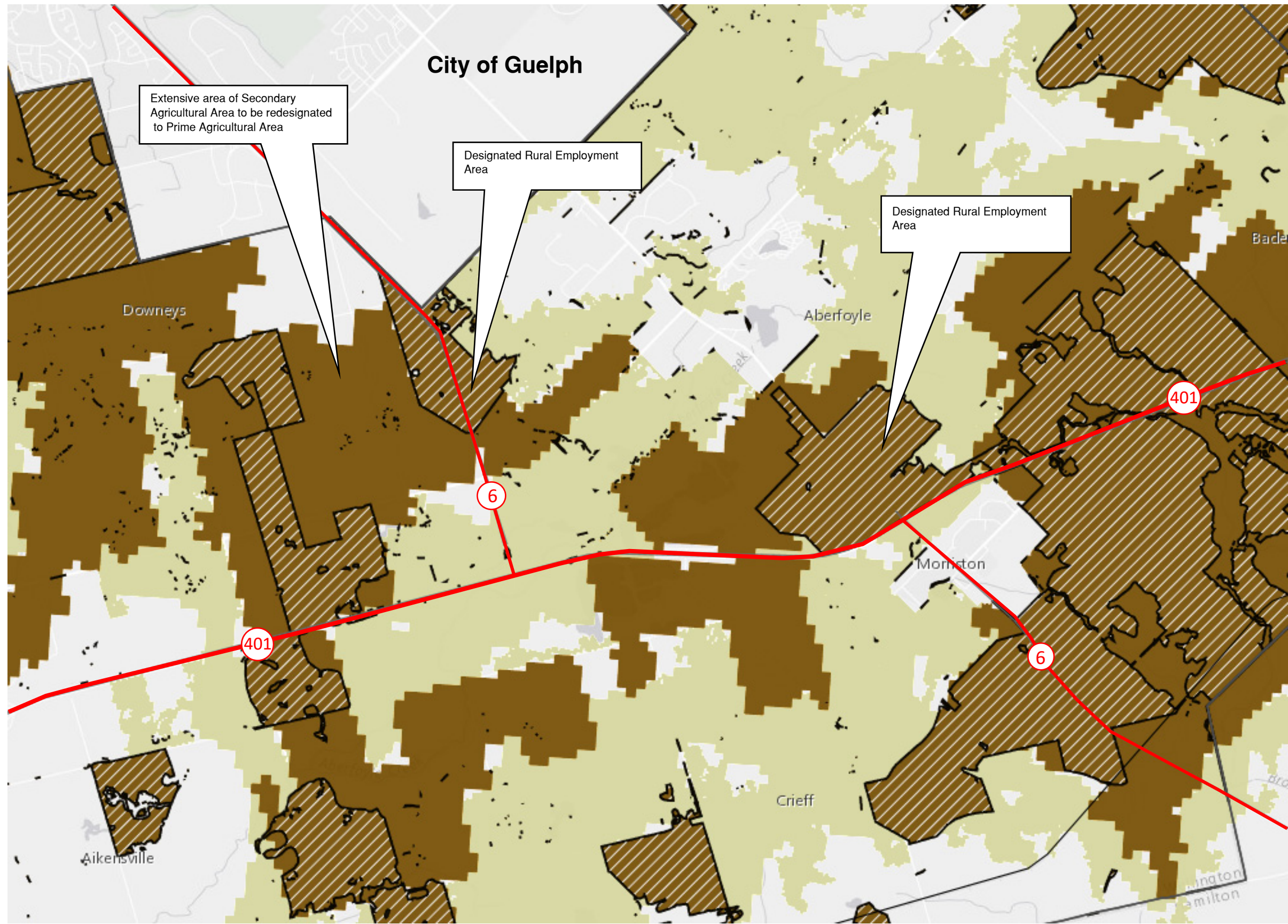
RECORDED VOTE	YES	NO	CONFLICT	ABSENT
Councillor Bulmer				
Councillor Roth				
Mayor Lever				
Councillor Sepulis				
Councillor Fielding				
TOTAL				




MAYOR:

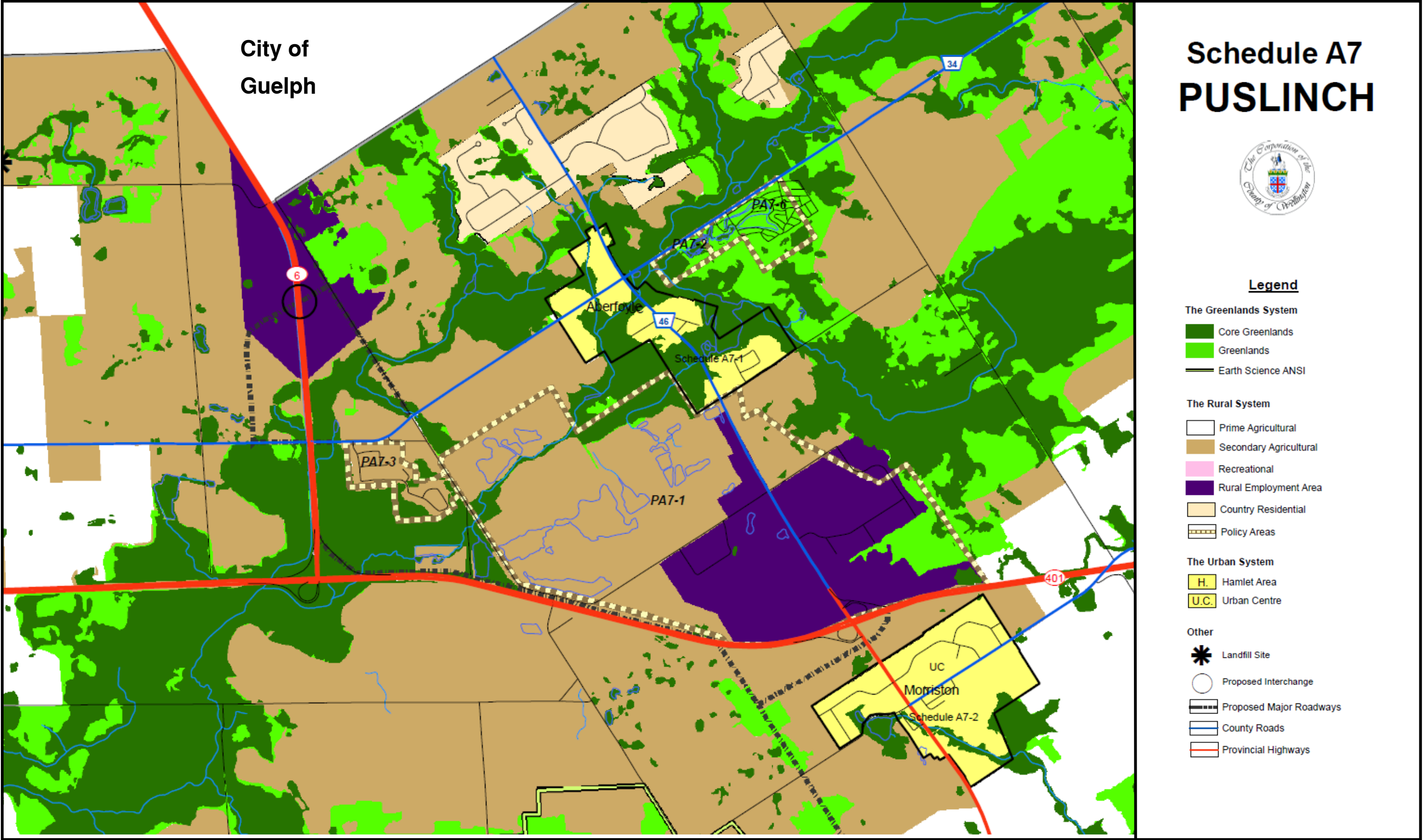
[Signature]

CARRIED	LOST
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DRAFT GROWTH PLAN
AGRICULTURAL LAND BASE



- LEGEND:**
-  Candidate areas to be considered
 -  Areas to be redesignated to Prime Agricultural Area
 -  OMAFRA depiction of Official Plan Prime Agricultural Areas





Guelph Police Services Board

PO Box 31038, Willow West Postal Outlet, Guelph, Ontario N1H 8K1
Telephone: (519) 824-1212 #7213 Fax: (519) 824-8360
TTY (519)824-1466 Email: board@guelphpolice.ca

OPEN MEETING

MINUTES – SEPTEMBER 21, 2017

An Open meeting of the Guelph Police Services Board was held on September 21, 2017.

Present: D. Drone, Chair
J. Sorbara, Vice-Chair
C. Guthrie, Member
L. Griffiths, Member
C. Billings, Member
C. Polonenko, Executive Assistant
J. DeRuyter, Chief of Police
P. Martin, Deputy Chief
S. Purton, Financial Services Manager

Guests: Sergeant Michelle Pflug (Peel); Al Clark
Guelph Police Service: Inspector H. McGarr, Inspector S. Green, Guelph Police Association President M. Jotham, Sergeant Douglas Pflug (ret.), Constable Robin Clark (ret.), Constable S. Pettapiece, S. Odorico, L. Rintoul; J. Abra

1. **WELCOME AND INTRODUCTIONS**

2. **MEETING CALLED TO ORDER**

Chair D. Drone called the meeting to order at 1:40 p.m. in Meeting Room C, Guelph City Hall, 1 Carden Street, Guelph.

3. **MOTION TO GO INTO CLOSED SESSION**

Moved by L. Griffiths

Seconded by C. Billings

THAT the Guelph Police Services Board convene in closed session to discuss matters that it is of the opinion falls under Section 35(4) (a) or (b) of the *Police Services Act*.

-CARRIED-

4. **MOTION TO RECONVENE IN OPEN SESSION**

Moved by C. Guthrie

Seconded by J. Sorbara

THAT the Guelph Police Services Board reconvene at 2:39 p.m. in Open Session.

-CARRIED-

5. **DECLARATION OF CONFLICT OR PECUNIARY INTEREST**

There were no declarations of conflict or pecuniary interest.

6. **CLOSED SESSION RESOLUTIONS**

There were no Closed Session resolutions brought to the Open meeting.

7. **PRESENTATIONS/DELEGATIONS**

Guelph Police Service Retirements:

Sergeant Douglas Pflug: Chief DeRuyter introduced Sergeant Douglas Pflug, who completed 28 years with the Service working in Uniform, Young Offender Unit, Traffic, Media/Community Relations and Communications. He earned the Mayor's Award in 2016, the Award for Excellence in Community Service in 2015, Queen's Jubilee Medal in 2012, the OACP/OMROA Award for Excellence in Media Relations in 2011, to name a few awards earned for committed service and volunteerism both within the Service and in the community. He has joined the Ontario Police College as an Instructor.

Constable Robin Clark: Chief DeRuyter introduced Constable Robin Clark, who completed 30 years with the Service, working in Uniform, Court Services, Traffic, Sexual Assault and Child Abuse Unit, and most recently, School Safety. She earned the 2017 School Safety Patrol Program Award in recognition for her exceptional dedication to school safety. Through her work teaching children about safety, a child avoided abduction and was able to assist with the identification of the perpetrator. She was also involved in a significant bank robbery case.

Chair Drone thanked the retirees, on behalf of the Board and the community, for their dedicated service and for the outstanding legacy they leave our community.

Sergeant Pflug (ret.), Constable Clark (ret.) and guests left the meeting at 2:56 p.m.

8. **APPROVAL OF MINUTES**

8.1 **Minutes of the Open Meeting, Thursday, July 20, 2017**

Moved by L. Griffiths

Seconded by C. Guthrie

THAT the Minutes of the Open Meeting held Thursday, July 20, 2017 be approved as presented.

- CARRIED -

9. **APPROVAL OF AGENDA**

Moved by C. Guthrie

Seconded by C. Billings

THAT the Guelph Police Services Board adopt **Part I – Consent Agenda**, as identified below.

9.1 Headquarter Renovation and Expansion

That the Report titled “Police Headquarters Renovation and Expansion Project” and dated September 21, 2017, be received for information.

9.2 Human Resources Report

That the Guelph Police Services Board approve member appointments as reported:

That Shelley Gill be appointed as a temporary part-time member of this Service effective August 8, 2017; that Brandon Kohler and Nicole Mitchell be appointed as full-time members of this Service effective August 24, 2017; and that Lawrence Mernagh be appointed as a part-time member of this Service effective August 29, 2017.

9.3 Quarterly Financial Variance Report

That the report titled “June 2017 Financial Variance Report” be received for information.

9.4 Board Correspondence Report

That the report titled “Board Correspondence Report” be received for information.

- CARRIED -

Part 2 – Discussion Agenda

9.6 2018 Operating Budget Presentation

The Board agreed to permit C. Guthrie to comment on this agenda item as he had to leave the meeting. He would like to see a few steps in the usual budget process be avoided by having the Service and the Board consider ways to present a budget will be approved at the City level on the first submission. That would require decreasing the budget ask while still maintaining community safety.

C. Guthrie left the meeting at 3:00 p.m.

9.5 Guelph Police Service 2016 Annual Report

Chief DeRuyter thanked Jessica Abra for her excellent work and congratulated her on becoming a Certified Law Enforcement Planner. He presented highlights of the 2016 Annual Report.

- Although there was an increase in the crime rate in each of the last three years, there has been improvement in the clearance rate of violent crime.

- There has been an increase in sexual assaults as well as property crimes. The increase in property crime can be attributed to the drug addiction problem in our community.
- There has been a reduction in personal injuries in motor vehicle collisions and an increase in enforcement initiatives. Chief DeRuyter gave credit to the traffic unit for responding to citizen concerns and getting around the community.
- The Service is becoming busier with an increase in calls for service, so less time is spent on proactive policing. There is growth in the City, but many calls are related to mental health. The IMPACT team has increased to four members, and as a result, time spent on mental health calls is reduced.

Discussion followed. L. Griffiths noted that statistics from mental health calls should be clearer so that we have a good baseline to evaluate the success of the IMPACT program. C. Billings noted that one quarter of the calls for service are south of the Speed River where the population is 45,000. Historically, calls for service in all areas of the city are fairly equally distributed. L. Griffiths recommended that a comment be added to the Report regarding the reasons for the increase in overtime. D. Drone congratulated J. Abra on her new accreditation.

9.6 2018 Operating Budget Presentation (continued)

Chief DeRuyter introduced the operating budget presentation, stating that the community has some significant challenges which requires enhancement of front line staffing. He welcomed Matt Jotham, President of the Guelph Police Association, representing our members.

The 2018 operating budget estimate was presented to the Board by S. Purton for review and approval. City departments have been provided with a guideline of 0.5 percent excluding corporate pressures such as compensation and utility expenses. Overall, the net change year over year will not exceed 2.00% for the tax supported budget. An extensive review of the initially proposed budget was undertaken by the senior leadership and executive teams, which identified \$177,700 in reductions. Methods of addressing budget pressures included deferrals of program expansions, refinement of cost estimates, identified efficiencies, additional revenues and reductions in other areas of the budget.

The proposed 2018 operating budget is \$40,228,100 and represents an increase of 3.01 percent over the 2017 budget and an additional 4.0 full time equivalents.

Budget components include:

- 1) *Base Budget Adjustments* (1.74%): Revenues increased as a result of government grants and user fees; however, this was offset by a reduction in revenue from Special Duty and taxi and second hand goods licensing, now administered by the City. Salaries increased with the new collective agreements for both the Guelph Police Association and Senior Officers Association.

- 2) *Expansions* (1.23%): The largest request is for an increase of 4.0 FTE front-line officers to ensure adequate policing, for a total of 296.9 FTEs. The crime rate has increased, crime clearance rates have decreased and Guelph's Crime Severity Index has increased. The community has indicated a need for more officer presence, especially in the downtown core. The Ministry of Community Safety and Correctional Services is expecting police services to modernize their operations and engage in proactive policing to continue receiving grant funding. The risk of not increasing the number of officers is that workloads for front line officers will be excessive in some cases, affecting the health, wellbeing and morale of officers.
- 3) *Impacts from Capital* (0.04%): This includes costs of annual licensing of software and equipment, operating costs for a new uniform sedan and changes in the space required offsite during the Headquarter renovations.

The budget schedule is as follows:

- August 25, 2017 –Capital budget information to be submitted to the City. This represents a change to the previously communicated schedule.
- September 8, 2017 – Draft operating budget information to be submitted to the City
- October 26, 2017 – Capital presentation to City Council
- November 2, 2017 – City Council Capital budget approval
- November 15, 2017 – Local Boards operating budget presentation to City Council
- November 22, 2017 – Public Delegation to City Council
- December 5 & December 6, 2017 – City Council budget approval

There was discussion regarding the request for an increase in front line officers. C. Billings asked whether this particular increase could be separated from the rest of the budget when it goes to Council for approval. Chief DeRuyter stated that Section 39 of the *Police Services Act* allows City Council to approve the budget as a whole, but does not allow approval or disapproval of specific items in the budget. J. Sorbara stated that the budget ask of 3.01% for 2018 is the lowest request that the Board has made in several years, as cutbacks have already been considered.

Moved by L. Griffiths

Seconded by J. Sorbara

WHEREAS the Guelph Police Services Board is committed to the corporate goals from the 2016-2018 business plan and to its responsibility for the provision of adequate and effective policing for the City of Guelph; and

WHEREAS the Guelph Police Services Board has conducted a comprehensive review of the 2018 operating budget as prepared by the Chief and Guelph Police Service staff; and

WHEREAS the Guelph Police Services Board has reviewed the proposed 2018 operating budget in consideration of the City of Guelph's 2018 budget process guideline; and

WHEREAS the Guelph Police Services Board has received the 2019-2020 operating forecast as information; and

WHEREAS the Guelph Police Services Board presented its budget to the public on September 21, 2017 and provided an opportunity for feedback; therefore,

BE IT RESOLVED THAT the Guelph Police Services Board approves the Guelph Police Service 2018 Operating Budget in the amount of \$40,228,100 including 4.00 Full Time Equivalents growth; and

THAT the Board forwards this information to the City of Guelph Council.

-CARRIED –

9.5 Naloxone Nasal Spray Report

The Naloxone Nasal Spray report was received for information. Deputy Martin reported that the medication naloxone, an opioid receptor antagonist that reverses the effects of opioid overdose and restores normal respiration, will be issued in the form of a nasal spray to 156 Guelph Police Service front-line personnel to be used in the event that one of the members is in medical distress due to an exposure to fentanyl or other opioid. Also, in emergent situations where an opioid overdose is suspected and Emergency Medical Services' arrival is not imminent, naloxone carried by a member will be administered if that member believes it is required to save a life, and the member will remain with the subject until transfer of care to EMS takes place. Policy is being drafted to guide officers in the administration of naloxone and will be completed by early October 2017. The Service is partnering with Guelph Paramedic Services to provide one hour training sessions to all members who will be issued naloxone. The total cost will be \$7,857.72, covered through reallocation of funds available in the 2017 budget for uniform supplies.

Discussion followed. As a result of a concern raised by L. Griffiths, Chief DeRuyter will follow up as to whether there is a requirement for a Board policy to be developed. Deputy Martin explained that even though the needle is free to the public, the Service is using nasal spray because officers are not trained to use needles, which they would have to do on another person in an emergency situation. Also, with the amount of equipment already carried on their belts, it would be difficult to carry what is required to use a needle.

Inspector McGarr and Inspector Green left the meeting at 3:57 p.m.

9.6 Crime, Calls and Public Order Semi-Annual Report

The report was received for information. Chief DeRuyter provided highlights. There are increases in all areas of calls for service, and is consistent throughout all neighbourhoods. The top 10 types of service have not changed significantly. 17 percent are criminal calls, and 83 percent are non-criminal calls. There was a reduction in calls for intoxicated persons, but an increase in calls for unwanted persons, assaults, property crime and suicide calls, these categories often related to mental health issues. Chief DeRuyter thanked J. Abra and her team for their work.

Discussion followed. J. Sorbara was concerned that proactive calls are down 22 percent, which is important for crime prevention. Chief DeRuyter reported the successful proactive work with youth programs, but also that the volume of calls for

service prevent officers from attending some community events. To respond to D. Drone's concern about the increase in by-law calls, Chief DeRuyter noted that it is not an area of concern because city by-law calls often turn into police calls. It also spares the city the expense of getting their own dispatch. L. Griffiths noted that every neighbourhood except the south end has had some improvement year to year. Chief DeRuyter will have the research department identify from the statistics why that might be.

C. Billings, GPA President M. Jotham, and J. Abra left the meeting at 4:09 p.m.

9.7 Chief's Monthly Report

Chief DeRuyter provided his schedule of upcoming internal and external community events and meetings and highlighted the following:

- A plan is in place for Homecoming weekend. If the weather is warm, they will contend with higher alcohol consumption. Safe Semester is going very well.
- The Youth Engagement Program has been launched for the fourth year and has 40 students, the largest group ever. He commended Sergeant Ross Keller, Constable Gould and Constable Grant for their work with youth.
- Chief DeRuyter and Deputy Martin will attend the National Police and Peace Officers Memorial in Ottawa on September 24, 2017.

9.8 New Business

There was no new business noted.

10. INFORMATION ITEMS

- Next Open Meeting: Thursday, **October 19, 2017**, 2:30 p.m., Guelph City Hall, Meeting Room C
- 40th Police and Peace Officer's Memorial: Sunday, September 24, 2017, Ottawa
- Civic Leadership Prayer Breakfast, Wednesday, October 18, 2017, 6:45 a.m. Delta Hotel, Guelph

11. ADJOURNMENT

Moved by J. Sorbara

Seconded by L. Griffiths

THAT the Open meeting of the Guelph Police Services Board adjourn as at 4:12 p.m.

- CARRIED -

The minutes of this meeting were adopted this 19th day of October, 2017.

"D. Drone"

D. Drone, Chair

"C. Polonenko"

C. Polonenko, Executive Assistant