

**RÉGIE DE L'ÉNERGIE
DOSSIER R-3692-2009, PHASE I**

**RÉPONSES DE GAZIFÈRE INC. À LA DEMANDE DE RENSEIGNEMENTS NO. 1
DE
STRATÉGIES ÉNERGÉTIQUES (S.É.)
L'ASSOCIATION QUÉBÉCOISE DE LUTTE CONTRE LA POLLUTION ATMOSPHÉRIQUE
(AQLPA)**

DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-1

Référence : GAZIFÈRE INC., Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i)*, Attachment A, page 5 et Attachments B et C, pages 7 et 8.

Demande :

- a) À la page 5 de l'Attachment A, le tarif de transport est 4,28 ¢/m³ alors qu'aux pages 7 et 8 des Attachments B et C, le même tarif de transport est de 4,2552 ¢/m³. Veuillez expliquer cet écart.
- a) On page 5 of Attachment A, the transportation charge is 4.28 ¢/m³, whereas on pages 7 and 8 of Attachments B and C, the same transportation charge is 4.2552 ¢/m³. Please explain the discrepancy.

Réponse 1 a):

The transportation charge in Attachment A reflects the energy content value of 37.89 MJ/m³ in the calculation of Gazifère's bill impacts. Gazifère's rates are designed with an assumed heat content of 37.89 MJ/m³. Attachments B and C reflect the transportation charge at an energy content value of 37.69 MJ/m³ reflective of Rate 200. EGD's rates are designed with an assumed heat content of 37.69 MJ/m³.

DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-2

Référence : GAZIFÈRE INC., Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i)*, Attachments B et C, pages 7 et 8.

Demandes :

a) Ces deux pages ont le même titre mais ne sont pas des copies l'une de l'autre. Comment devrions-nous les distinguer ?

a) **These two pages have the same title, but are not copies of each other. How should we distinguish them?**

Réponse 2 a):

Attachment B depicts gas costs for the April 2009 pass-on reflecting the bundled transportation charge and the subsequent remittance of T-Service credits to T-Service customers (current methodology). Attachment C depicts gas costs for the April 2009 pass-on with the unbundled transportation charge and no T-Service credits. The schedules illustrate that the unbundling of the transportation rate and removal of the T-Service credit for Ontario T-Service customers result in the same level of total gas costs (\$38,504.3 (000\$)) as exists under the current methodology.

DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-3

Référence : GAZIFÈRE INC., Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i)*, Attachments B et C, pages 7 et 8.

Demande :

a) Quelles sont les quantités mensuelles de gaz naturel associées à la rubrique gas b/s que nous supposons représenter les quantités en achat-revente ?

a) **What are the monthly quantities of natural gas associated with the heading “gas b/s”, which we assume means quantities of buy/sell?**

Réponse 3 a):

“Gas b/s” refers to Buy/Sell service arrangements. Monthly quantities associated with buy/sell arrangements are roughly 4% of total Sales volumes as provided in line 8 of Attachments B or C.

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DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-4

Référence : **GAZIFÈRE INC.**, Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i)*, Attachments B et C, pages 7 et 8.

Demande :

- a) Combien de clients reçoivent présentement la remise pour le T-service ?

Réponse 4 a):

Présentement, Gazifère a 42 clients en service de transport.

De ce nombre, 4 clients reçoivent le crédit service-T directement de Gazifère. Les 38 autres clients reçoivent le crédit par l'entremise de leur courtier respectif. Gazifère remet le crédit service-T à 3 différents courtiers.

DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-5

Références :

- i) **RÉGIE DE L'ÉNERGIE**, Dossier R-3443-2000, Décision D-2001-78, page 65, paragraphe final.
- ii) **GAZIFÈRE INC.**, Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i)*.

Demande :

- a) Selon votre évaluation, votre proposition pourrait-elle encourager un déplacement de la consommation de gaz naturel vers d'autres sources d'énergie ?
- a) **Do you consider that your proposal could encourage a shift away from consumption of natural gas and towards other energy sources?**

Réponse 5 a):

No, we do not expect the unbundling of the transportation charge to encourage the consumption of other forms of energy because the advantages of using natural gas over other sources of energy and the nature of services provided by Gazifère remain the same. Apart from the additional line item on the bill, there is no change in the amount

customers pay to Gazifère on their monthly and/or annual bills. The unbundled charge provides additional information and more transparency in the make-up of the delivery charge. Please also see response to question 1 of ACEF de l'Outaouais.

DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-6

Référence : GAZIFÈRE INC., Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i).*

Demande :

- a) Pourquoi n'y a-t-il aucune variation du tarif de transport selon le niveau de consommation des clients ?
- a) **Why is there no variation in the transportation charge depending on a customer's level of consumption?**

Réponse 6 a):

Upstream Transportation costs are contracted with TCPL at 100% load factor and are used to meet customer's average annual demand. Consequently, these costs are allocated to the customer's rate classes volumetrically and a uniform transportation charge per m³ is developed (ie. all customers pay the same unit rate for transportation). Within Gazifère's existing delivery rates, each block includes the same unit rate associated with the transportation charge. This methodology was approved by the Régie in decision D-2006-158. Gazifère and EGD do not profit on the cost of natural gas or transportation costs. Any variations in gas costs and transportation costs from the budgeted amount are recorded in EGD's Purchase Gas Variance Account ("PGVA"). This account is cleared annually by EGD to its customers including Rate 200. Gazifère, in turn, clears the amount onto its customers.

Under Gazifère's existing bundled rate structure, the distribution related costs for Gazifère are recovered based on a declining block structure. Currently, the same unit rate for load balancing and transportation are added to each block of the delivery rates within a rate class to form the delivery rate inclusive of transportation and load balancing. The unbundling of the transportation charge does not change the current per unit rate for transportation rather it simply displays it as a separate line item.

DEMANDE DE RENSEIGNEMENTS S.É.-AQLPA-7

Référence : GAZIFÈRE INC., Dossier R-3692-2009, Pièce B-1, GI-1, Document 1, *Pre-filed evidence of Jackie Collier, Margarita Suarez Sharma and Lise Mauviel, Unbundling of transportation charge 2010 rate case (phase i).*

Demandes :

a) Quels sont les coûts associés aux changements proposés : coûts des nouvelles factures, des systèmes informatiques, etc..?

Réponse 7 a):

Le nouveau système de facturation ainsi que la nouvelle facture ont tous deux été développés en prenant en considération les changements proposés. Conséquemment, aucun coût supplémentaire n'est associé spécifiquement aux changements proposés.