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BY ERF AND COURIER

September 5, 2017

Mr. Pierre Méthé Acting Secretary RÉGIE DE L'ÉNERGIE Stock Exchange Tower 800 Place Victoria, Suite 2.55 Montréal, QC H4Z 1A2

Re: Application regarding the generic matter relating to the allocation of costs and Gaz Métro's rate structure – Phase 3B Our reference: 312-00669 Régie file: R-3867-2013

Mr. Méthé,

Gaz Métro is hereby following up on the contestations filed by ROEÉ (C-ROEÉ-0108) on August 31, 2017, regarding some of Gaz Métro's responses to request for information no. 3 of its expert (B-0295) (hereinafter "**DDR3**").

Question 2.2

Gaz Métro refers to the revised exhibit Gaz Métro-9, Document 14, filed in support hereof.

Question 11.2

ROEÉ's expert contests the response provided by Gaz Métro's expert to question 11.2 in DDR3. Gaz Métro considers that the response is complete and entirely clear. In fact, in his question, the ROEÉ's expert did not ask for a demonstration of the calculations used to establish the equivalency between the profitability index ("**PI**") and the internal rate of return ("**IRR**"), but simply asked Gaz Métro to explain how its expert reached the conclusion that a PI of 0.8 per project is appropriate. Gaz Métro points out that a contestation must not constitute an opportunity to specify a question or obtain additional information.

This notwithstanding, Gaz Métro refers to the response provided to question 2.1 of IGUA's request for information no. 3 (B-0282, Gaz Métro-9, Document 10) containing an explanation of the detailed PI calculation, as well as the response to question 20.1 of the Régie's request for information no. 9 (B-0253, Gaz Métro-9, Document 1), demonstrating the calculations establishing the equivalency between the PI and IRR.

Question 12.2

Gaz Métro refers to the revised exhibit Gaz Métro-9, Document 14.

Question 13.4

Gaz Métro refers to Schedule Q13.4 of the revised exhibit Gaz Métro-9, Document 14, containing the documents requested by the ROEÉ.

Yours sincerely,

(s) Marie Lemay Lachance

Marie Lemay Lachance

Encl.