

ENBRIDGE SOUTHERN LIGHTS GP INC.
on behalf of
ENBRIDGE SOUTHERN LIGHTS LP

**TOLLS APPLYING ON
DILUENT**

From

INTERNATIONAL BOUNDARY NEAR GREY, MANITOBA

to

EDMONTON AND HARDISTY, ALBERTA; KERROBERT, SASKATCHEWAN

The tolls of the Carrier are regulated by the National Energy Board on a complaint basis. The Carrier is required to make copies of tariffs and supporting financial information readily available to interested persons. Persons who cannot resolve traffic, toll and tariff issues with the Carrier may file a complaint with the Board. In the absence of a complaint, the Board does not normally undertake a detailed examination of the Carrier's tolls.

The tolls listed in this tariff are for the transportation of Diluent by pipeline subject to the Rules and Regulations published in Enbridge Southern Lights GP Inc. on behalf of Enbridge Southern Lights LP's tariff NEB No. [W] ~~13 42~~, supplements thereto and reissues thereof, all of which are specifically incorporated herein.

The tolls listed in this tariff include an abandonment collection amount pursuant to NEB MH-001-2013 Reasons for Decision.

The tolls listed in this tariff are payable in Canadian currency and are applicable only to Diluent tendered to the Carrier for transportation in Canada.

EFFECTIVE: January 1, 2016

ISSUED BY:

Dave Wudrick
Senior Director

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DILUENT TRANSMISSION TOLLS¹

COMMITTED TOLL² IN CANADIAN DOLLARS	
	TO
FROM	Edmonton, Alberta; Hardisty, Alberta; Kerrobert, Saskatchewan
International Boundary near Gretna, Manitoba	[I] \$12.351/m ³
	[I] \$1.964/bbl

UNCOMMITTED TOLL² IN CANADIAN DOLLARS	
	TO
FROM	Edmonton, Alberta; Hardisty, Alberta; Kerrobert, Saskatchewan
International Boundary near Gretna, Manitoba	[I] \$24.702/m ³
	[I] \$3.927/bbl

Symbols:

[C] – Cancel

[I] – Increase

[W] – Change in wording only

- ¹ As detailed within the Transportation Services Agreement (TSA) as amended, uncommitted revenue for volumes up to and including 162,000 bpd and 75% of uncommitted revenue for volumes over 162,000 bpd will be refunded back to all shippers at the end of each full calendar year net of committed shipper volume credits and the true-up between forecast and actual revenue requirement. To the extent the actual revenue for the base period is less than (greater than) the true-up revenue requirement for the calendar year, Carrier shall recover (refund) from each Shipper its share of the difference based on such Shipper's proportionate contribution to the actual revenue for the said calendar year. The annual true-up, as detailed within the TSA as amended, will occur as soon as reasonably practicable after the end of each calendar year.
- ² The tolls are published on both a per barrel and a per cubic metre basis. Shippers will be invoiced on a per cubic metre basis.