

ENBRIDGE SOUTHERN LIGHTS GP
on behalf of
ENBRIDGE SOUTHERN LIGHTS LP

**TOLLS APPLYING ON
DILUENT**

From
INTERNATIONAL BOUNDARY NEAR GREY, MANITOBA
to
EDMONTON AND HARDISTY, ALBERTA

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 on behalf of Enbridge Southern Lights LP's tariff NEB No. 3, supplements thereto and reissues thereof, all of which are specifically incorporated herein.

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.

▲ Denotes changes in wording.

✦ Denotes new toll.

EFFECTIVE: January 1, 2012

ISSUED BY

▲ Shauna Bates

▲ Director, Regulatory, Planning and Analysis

Enbridge Pipelines Inc.

Suite 3000, 425 – 1 Street S.W.

Calgary, Alberta

T2P 3L8

COMPILED BY

▲ Graham Thomson

Regulatory Strategy and Compliance

Enbridge Pipelines Inc.

▲ Tel: (403) 718-3557

Fax: (403) 508-3140

DILUENT TRANSMISSION TOLLS¹

COMMITTED TOLL ² IN DOLLARS	
	TO
FROM	Edmonton, Alberta; Hardisty, Alberta
International Boundary near Gretna, Manitoba	✦ \$15.345/m ³
	✦ \$2.440/bbl

UNCOMMITTED TOLL ² IN DOLLARS	
	TO
FROM	Edmonton, Alberta; Hardisty, Alberta
International Boundary near Gretna, Manitoba	✦ \$30.689/m ³
	✦ \$4.879/bbl

¹ As detailed within the 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 proportionally 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 Per barrel tolls are published for illustrative purposes only. Shippers will be invoiced on a per cubic meter basis.