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August 14, 2014

E-FILED

National Energy Board
Centre 10
517 – 10 Avenue SW
Calgary, Alberta T2R 0A8

Attention: Sheri Young, Secretary of the Board

Dear Ms. Young:

**Re: Enbridge Pipelines Inc. ("Enbridge")
Line 9 Integrity Dig Changes for 2014**

This letter is to inform the National Energy Board (the "NEB" or the "Board") that Enbridge has recently made some changes to the number of digs it is intending to execute in 2014 on Line 9. Based on the information outlined below, Enbridge has determined that some integrity digs are not required to be completed at this time. Notifications for these integrity digs were previously provided to the NEB under the *Operations and Maintenance Activities on Pipelines Regulated under the National Energy Board Act: Requirements and Guidance Notes January 2013*. Attached as "Schedule A" is a list of the Line 9 integrity digs for which Enbridge provided notification to the NEB but will not be conducting at this time.

Enbridge would like to iterate that it invests heavily in pipeline safety through its pipeline integrity program – which encompasses the tools, technologies and strategies needed to ensure that its pipelines are inspected and assessed for safety and reliability. As part of Enbridge's comprehensive integrity management program, Enbridge uses state of the art in-line inspection ("ILI") tools to collect data and evaluate the condition of its pipelines. The data from the ILI tools is used as part of a preventive maintenance program to proactively predict locations that may require a visual inspection to determine if a repair or other action is required (these visual inspections are referred to as "integrity digs"). Enbridge's regular monitoring and inspection program alerts the company to pipeline features that may require attention to ensure the ongoing integrity of the pipeline and to prevent a future loss of containment.

Enbridge, together with its ILI technology vendors, works to lead innovations in the detection and sizing accuracy of pipeline features through the use of these ILI technologies. Improvements in the accuracy of detection and sizing of pipeline features ensure that only the features that pose a possible threat to the integrity and safety of the pipeline are selected for assessment and repair, thereby reducing disturbance to landowners, the public and the environment through the elimination of unnecessary integrity digs. As Enbridge is continuously striving to improve the accuracy of its ILI technologies, these improvements can affect how Enbridge inspects, assesses, and remediates its pipelines.

For Line 9, one such innovation was the incorporation of a new ILI technology that provided improved crack detection capabilities. This improved technology is more capable of detecting and reporting smaller crack features than previous tool technologies, and was used for the recent inspections performed on Line 9. This inspection data was used to select the crack features that were deemed to require a visual inspection (integrity dig). As with any typical integrity dig program, individual integrity digs continued to be performed as originally selected until sufficient field data was collected to provide a statistically significant dataset to determine if the ILI technology had sized the features correctly or not. After hundreds of features on Line 9 were assessed by conducting these integrity digs, the physical data collected during the digs was compared to the ILI technology data and it was determined that the ILI technology had consistently sized the features over-conservatively. This meant that the ILI technology was sizing the features larger than they actually were, indicating that many of the locations that had been selected for excavation did not meet the repair criteria and integrity digs were performed unnecessarily.

As a result of the sizing conservatism discovered in the crack ILI technology, all remaining features that had not yet been excavated needed to be reassessed based on the calibrated feature size data as outlined above. This reassessment illustrated that a significant number of the remaining crack features, that had originally been selected for visual assessment, did not meet the crack excavation criteria and as a result, integrity digs at these locations have been deemed unnecessary at this time. Enbridge will continue to monitor these features through future ILI runs and will perform integrity digs and make repairs to any features that meet the excavation and repair criteria.

Another innovation to Enbridge's Line 9 integrity management program involved enhancements to the crack excavation criteria itself. These enhancements were based on a systematic analysis of data gathered from Enbridge's extensive integrity management program since 2010. The enhancements also included learnings from past crack failures on the Enbridge system and across the industry. As a result, a significant number of the remaining crack features that had been originally selected, did not meet the enhanced crack excavation criteria. Integrity digs at these locations were also thus deemed unnecessary.

There was also one corrosion feature at girth weld ("GW") 150070 that had been selected for excavation because it was located on the adjacent section of pipe to an originally selected corrosion feature at GW 150080. The corrosion feature at GW 150070 was not selected based on the corrosion excavation criteria but was selected for excavation based on its close proximity to the originally selected corrosion feature, for excavation convenience purposes only. The decision to excavate the corrosion feature at GW 150070 was later reversed as there was no integrity threat resulting from the corrosion feature. The corrosion feature at GW 150080 has been repaired.

Some of the integrity digs that have been deemed unnecessary as per the above explanation had already received appropriate permitting, and notification for some of these integrity digs had already been given to landowners or submitted to the Board. While Enbridge has determined that these integrity digs are unnecessary at this time, Enbridge is committed to monitoring possible changes in these features over time. Enbridge will run ILI tools throughout all sections of Line 9 between the Sarnia Terminal and the Montreal Terminal well in advance of the inspection dates required as per Enbridge standards. These additional ILI tool runs will be conducted while the pipeline is under actual operating conditions with flow in the proposed easterly direction, and will provide continued assessment of the entire pipeline to further ensure the ongoing integrity of Line 9.

Enbridge's top priority continues to be the safe operation of its pipelines. Enbridge continues its commitment to the safety of landowners, Aboriginal communities, the neighbouring public, employees, contractors and to the protection of our environment.

If you require any further information, please contact me at (403) 231-3948 or by e-mail at karin.schmidt@enbridge.com.

Yours truly,



Karin Schmidt
Sr. Regulatory Analyst, Regulatory Affairs

Attachment

Schedule A

	Line	Launch	Receive	Segment	Mile Post	Girth Weld	Province	Defect Type	N Subm D
1	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2253.0846	9950	Quebec	CRACK	1/31/
2	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2245.077	21910	Quebec	CRACK	5/22/
3	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2236.0114	35120	Quebec	CRACK	7/23/
4	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2154.4897	150070	Ontario	CORROSION	5/15/
5	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2130.1689	2050	Ontario	CRACK	9/4/2
6	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2119.3467	17370	Ontario	CRACK	7/8/2
7	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2118.6282	18360	Ontario	CRACK	7/5/2
8	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.7103	35450	Ontario	CRACK	6/27/
9	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1995.8102	2480	Ontario	CRACK	9/19/
10	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1995.5951	2770	Ontario	CRACK	9/20/
11	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1995.5576	2820	Ontario	CRACK	9/19/
12	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1995.3043	3180	Ontario	CRACK	9/19/
13	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1994.8535	3820	Ontario	CRACK	9/13/
14	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1993.2826	6030	Ontario	CRACK	9/6/2
15	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1993.2232	6110	Ontario	CRACK	9/9/2
16	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1993.2156	6120	Ontario	CRACK	9/6/2
17	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1993.1783	6170	Ontario	CRACK	9/6/2
18	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1993.1481	6210	Ontario	CRACK	9/6/2
19	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1993.0805	6300	Ontario	CRACK	9/6/2
20	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1991.4451	8780	Ontario	CRACK	5/13/
21	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1991.4154	8820	Ontario	CRACK	8/20/
22	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1989.8982	10930	Ontario	CRACK	8/20/
23	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1982.2956	21680	Ontario	CRACK	9/20/
24	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1982.2434	21750	Ontario	CRACK	9/20/
25	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1982.1913	21820	Ontario	CRACK	9/20/
26	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1982.1689	21850	Ontario	CRACK	9/20/
27	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1982.1176	21920	Ontario	CRACK	9/13/
28	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1981.7767	22390	Ontario	CRACK	9/11/
29	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1981.7663	22410	Ontario	CRACK	9/11/
30	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1979.0323	26240	Ontario	CRACK	9/26/
31	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1978.6733	26740	Ontario	CRACK	8/12/
32	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1978.5933	26850	Ontario	CRACK	8/12/
33	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1976.1835	30320	Ontario	CRACK	8/13/
34	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1975.5191	31300	Ontario	CRACK	10/4/
35	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1973.6481	33940	Ontario	CRACK	9/10/

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	Line	Launch	Receive	Segment	Mile Post	Girth Weld	Province	Defect Type	N Subm D
36	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1973.2811	34440	Ontario	CRACK	9/10/
37	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1972.8202	35090	Ontario	CRACK	10/7/
38	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1972.6891	35280	Ontario	CRACK	10/7/
39	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.9741	36310	Ontario	CRACK	8/8/2
40	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.968	36320	Ontario	CRACK	8/12/
41	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.909	36400	Ontario	CRACK	8/8/2
42	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.8187	36520	Ontario	CRACK	8/8/2
43	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.5329	36920	Ontario	CRACK	2/19/
44	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.3778	37140	Ontario	CRACK	8/28/
45	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1971.1883	37400	Ontario	CRACK	9/11/
46	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1970.6121	38210	Ontario	CRACK	9/9/2
47	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1969.2746	40060	Ontario	CRACK	9/25/
48	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1968.7864	40740	Ontario	CRACK	10/7/
49	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1968.0545	41780	Ontario	CRACK	12/23
50	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1967.9605	41910	Ontario	CRACK	9/25/
51	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1967.2518	42870	Ontario	CRACK	9/16/
52	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1963.0786	48660	Ontario	CRACK	12/18
53	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1963.0559	48690	Ontario	CRACK	12/18
54	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1962.1032	50070	Ontario	CRACK	12/18
55	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1959.5976	53620	Ontario	CRACK	12/4/
56	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1959.5261	53720	Ontario	CRACK	12/18
57	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1957.1578	57020	Ontario	CRACK	1/16/
58	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1957.1509	57030	Ontario	CRACK	2/20/
59	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1956.4685	58030	Ontario	CRACK	1/16/
60	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1956.4458	58060	Ontario	CRACK	11/19
61	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1956.2524	58320	Ontario	CRACK	12/12
62	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1952.2636	64140	Ontario	CRACK	2/24/
63	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1952.2410	64170	Ontario	CRACK	3/1/2
64	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1949.2094	68430	Ontario	CRACK	9/25/
65	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1949.202	68440	Ontario	CRACK	9/25/
66	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1949.1772	68480	Ontario	CRACK	9/25/
67	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1949.1696	68490	Ontario	CRACK	9/25/
68	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1948.6983	69200	Ontario	CRACK	10/1/
69	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1945.8774	73160	Ontario	CRACK	1/27/
70	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1869.0873	183250	Ontario	CRACK	10/29

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	Line	Launch	Receive	Segment	Mile Post	Girth Weld	Province	Defect Type	N Subm D
71	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1868.748	183700	Ontario	CRACK	9/19/
72	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1867.8936	184890	Ontario	CRACK	9/16/
73	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1867.859	184940	Ontario	CRACK	9/16/
74	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1867.4424	185520	Ontario	CRACK	9/16/
75	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1867.4274	185540	Ontario	CRACK	2/20/
76	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1867.3973	185580	Ontario	CRACK	11/18/
77	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1867.3671	185620	Ontario	CRACK	9/16/
78	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1865.3719	188410	Ontario	CRACK	7/31/
79	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1865.2713	188550	Ontario	CRACK	2/20/
80	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1863.9857	190330	Ontario	CRACK	10/31/
81	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1863.9633	190360	Ontario	CRACK	12/23/
82	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1863.0378	191690	Ontario	CRACK	2/20/
83	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1862.9178	191860	Ontario	CRACK	2/14/
84	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2242.9002	25020	Quebec	CRACK	7/16/
85	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2241.7634	26620	Quebec	CRACK	7/16/
86	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2240.5726	28350	Quebec	CRACK	8/12/
87	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2239.4997	29900	Quebec	CRACK	7/3/2
88	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2236.2903	34740	Quebec	CRACK	8/13/
89	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2231.6815	41210	Quebec	CRACK	9/16/
90	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2230.8377	42420	Quebec	CRACK	7/16/
91	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2226.4545	48530	Quebec	CRACK	8/6/2
92	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2207.1799	75770	Quebec	CRACK	8/23/
93	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2204.1313	80000	Quebec	CRACK	7/26/
94	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2201.7512	83420	Quebec	CRACK	7/2/2
95	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2194.9899	93230	Quebec	CRACK	6/20/
96	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2191.4732	98170	Quebec	CRACK	6/27/
97	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2190.3086	99860	Ontario	CRACK	8/30/
98	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2179.2056	115400	Ontario	CRACK	7/22/
99	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2177.372	117950	Ontario	CRACK	9/23/
100	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2176.8601	118650	Ontario	CRACK	9/23/
101	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2171.4079	126320	Ontario	CRACK	7/19/
102	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2152.001	153590	Ontario	CRACK	7/25/
103	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2138.8961	172000	Ontario	CRACK	7/18/
104	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2138.6745	172320	Ontario	CRACK	7/19/
105	9	MONTREAL TERMINAL (ML)	CARDINAL (CD)	ML-CD	2132.6147	180740	Ontario	CRACK	7/31/

Schedule A

	Line	Launch	Receive	Segment	Mile Post	Girth Weld	Province	Defect Type	N Subm D
106	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2105.9311	36540	Ontario	CRACK	12/23/
107	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2093.6775	53610	Ontario	CRACK	2/19/
108	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2122.6740	12600	Ontario	CRACK	5/1/2
109	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2121.7022	14000	Ontario	CRACK	4/2/2
110	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2121.6947	14010	Ontario	CRACK	4/2/2
111	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2120.3056	16000	Ontario	CRACK	5/13/
112	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2119.9000	16590	Ontario	CRACK	3/28/
113	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2119.3226	17410	Ontario	CRACK	3/12/
114	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2110.0793	30680	Ontario	CRACK	4/3/2
115	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.7029	35460	Ontario	CRACK	3/10/
116	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2104.1277	39040	Ontario	CRACK	5/5/2
117	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2079.6522	73370	Ontario	CRACK	5/1/2
118	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2076.8496	77290	Ontario	CRACK	4/28/
119	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2069.6038	87760	Ontario	CRACK	4/8/2
120	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1986.7579	15390	Ontario	CRACK	3/3/2
121	9	HILTON (HL)	NORTH WESTOVER (NW)	HL-NW	1947.1111	71430	Ontario	CRACK	4/2/2
122	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2127.9061	5190	Ontario	CRACK	4/8/2
123	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2120.2907	16020	Ontario	CRACK	5/6/2
124	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2115.1364	23320	Ontario	CRACK	5/2/2
125	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.3873	35930	Ontario	CRACK	4/3/2
126	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.3278	36010	Ontario	CRACK	4/3/2
127	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.0583	36370	Ontario	CRACK	4/23/
128	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.0293	36410	Ontario	CRACK	4/23/
129	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2106.0223	36420	Ontario	CRACK	4/23/
130	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2105.8331	36670	Ontario	CRACK	4/23/
131	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2103.0079	40620	Ontario	CRACK	5/2/2
132	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2089.5752	59270	Ontario	CRACK	4/3/2
133	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.6066	60600	Ontario	CRACK	5/5/2
134	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.3647	60940	Ontario	CRACK	4/28/
135	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.3573	60950	Ontario	CRACK	5/13/
136	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.3348	60980	Ontario	CRACK	4/28/
137	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.2820	61050	Ontario	CRACK	4/28/
138	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.2445	61100	Ontario	CRACK	4/28/
139	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.1889	61180	Ontario	CRACK	4/28/
140	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2088.1676	61210	Ontario	CRACK	5/13/

Schedule A

	Line	Launch	Receive	Segment	Mile Post	Girth Weld	Province	Defect Type	N Subm D
141	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.9414	62880	Ontario	CRACK	5/9/21
142	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.5681	63400	Ontario	CRACK	5/9/21
143	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.4072	63630	Ontario	CRACK	4/28/21
144	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.2906	63810	Ontario	CRACK	4/28/21
145	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.2831	63820	Ontario	CRACK	4/28/21
146	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.2755	63830	Ontario	CRACK	4/28/21
147	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2086.2302	63890	Ontario	CRACK	4/28/21
148	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2083.4937	67930	Ontario	CRACK	5/2/21
149	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2079.7643	73220	Ontario	CRACK	5/6/21
150	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2079.7568	73230	Ontario	CRACK	4/23/21
151	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2077.3898	76540	Ontario	CRACK	4/24/21
152	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2076.8307	77320	Ontario	CRACK	4/28/21
153	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2076.8232	77330	Ontario	CRACK	4/28/21
154	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2076.8156	77340	Ontario	CRACK	4/28/21
155	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2073.9251	81450	Ontario	CRACK	4/1/21
156	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2073.6346	81850	Ontario	CRACK	4/23/21
157	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2071.5912	84910	Ontario	CRACK	3/28/21
158	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2071.5763	84930	Ontario	CRACK	3/28/21
159	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2071.3782	85210	Ontario	CRACK	4/17/21
160	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2071.0293	85730	Ontario	CRACK	5/5/21
161	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2069.2035	88310	Ontario	CRACK	4/8/21
162	9	CARDINAL (CD)	HILTON (HL)	CD-HL	2040.5983	129000	Ontario	CRACK	5/1/21