

**PRESS RELEASE
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Enbridge 9B: Why so many excavations at the last minute?

Vaudreuil-Soulanges, 26th October 2015 – Just after authorization by the National Energy Board (NEB) for the start-up of pipeline 9B, [Enbridge has told the NEB it will carry out new excavations on the pipeline, including five in Ontario and three in Quebec.](#) The Company carries out excavations when results of in-line inspections (ILI) reveal the presence of defects that may need repair.

The excavations planned in Quebec will begin on 3rd November in [Terrebonne](#) and [Mirabel](#), and on 6th November in [Rigaud](#). They will take place near pipeline segments that have already been repaired several times, according to data available on the NEB website. Excavations in Ontario will begin on 2nd November near Morrisburgh, Lancaster, Brockville, Port Hope, and Town of Wyoming.

Between 2013 and 2014, Enbridge carried out 989 excavations on the length of pipeline 9, in order to repair about 3000 defects (out of a total 12848 detected by ILI). Line 9B has been inactive for nearly two years and the last inspection took place in 2012.

According to Citoyens au Courant, these last-minute excavations attest to the limitations of ILI tools. The reams of data provided by these tools require complex engineering analysis in order to determine which defects need immediate repair.

Experience shows how vital this point is. After the Enbridge pipeline 6B rupture in Marshall, Michigan in 2010, [the American federal agency responsible for the enquiry \(National Transportation Safety Board\) revealed that the cracks at the origin of the rupture could have been repaired if their type and severity had been properly assessed and if Enbridge had used a higher margin of safety.](#)

Significantly, on 18th June 2015, the NEB issued an order forcing Enbridge to carry out hydrostatic tests on three segments of pipeline 9B, because of the apparent limitations of internal inspections carried out on the line by Enbridge. Shortly after, the NEB lowered the pressure level for these tests, at the request of Enbridge. The NEB justified this decision saying that the pressure for the tests should not exceed the established criteria for repair. But in doing so, the NEB endorsed the [approach adopted by Enbridge for its pipeline 6B, an approach Enbridge appears to have maintained for 9B : using less rigorous repair criteria for cracks than for corrosion.](#) By dropping the pressure for hydrostatic tests, the NEB has taken the calculated risk of monitoring the growth of [the 250 biggest cracks remaining on the pipeline](#), rather than eliminating them by proper process which includes hydrostatic tests on the entire pipeline at the pressure first ordered on 18th June.

“With all the compromises the NEB has made on the safety of this project, I am not convinced the pipeline can be operated safely. After receiving the green light

to start operating, Enbridge is carrying out last-minute excavations. To me this indicates the pipeline has not passed a real integrity test. Only hydrostatic tests at the right pressure on the entire pipeline can demonstrate its viability, and without this the risks of leaks and rupture are extremely high. We have been trying to state this case to the NEB for months, with expert opinion, but the NEB has chosen to put the pipeline operator's interest before the protection of our drinking water. The project's evaluation is clearly flawed and I plead with our Prime Minister, Justin Trudeau to cancel the authorization given to Enbridge Pipeline 9B" says Lorraine Caron from Citoyens au Courant.

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Source : Citoyens au Courant

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Chronology of events (according to the NEB website):

14 November 2015	Tolls for crude oil that will transit in pipeline 9 take effect (Sarnia to Montreal)
2 - 6 November 2015	New excavations (five in Ontario and three in Quebec)
1 - 7 October 2015	Enbridge informs the NEB that it will carry out more excavations on pipeline 9B
30 September 2015	NEB approval of hydrostatic test results (green light)
16 September 2015	Enbridge submits hydrostatic tests results to the NEB
22 August to 11 September 2015	Three hydrostatic tests at reduced pressure are carried out on three sections, chosen by the NEB (one in Mirabel and two in Ontario)
24 July 2015	NEB agrees to lower the pressure of hydrostatic tests
22 July 2015	Enbridge submits its plan for hydrostatic tests to the NEB, requesting lower pressure for the tests.
18 June 2015	Decision by the NEB to order hydrostatic tests at a minimum pressure of 100% SMYS on 3 sections (10%) of the pipeline
5 February 2015	NEB approves the pre-operating conditions.
October 2014	Enbridge submits its list of all repairs carried out on the pipeline to the NEB
September 2014	Enbridge submits its updated engineering assessment to the NEB
August 2013 - 2014	989 excavations are carried out on the pipeline (approx 3000 defects are repaired) and 162 excavations are cancelled
March 2014	Conditional approval for the inversion project of Enbridge 9B awarded by the NEB (with 30 conditions)
2012	Internal inspection of the pipeline revealing 12,848 defects (cracks, deformations, corrosion)