SmartBall® Inspection Report

Prepared for

Enbridge

Prepared by

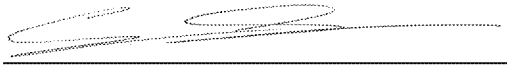
PureHM

Pipeline Number:	Line 5
Pipeline Segment:	Mackinaw Straits East Leg
Launch Date:	August 1, 2017
Contact:	Sal Paonessa
Product:	Light Sweet Crude

Line 5 Mackinaw Straits East Leg

Quality Assurance and Quality Control Statement

By my signature, I attest that this report has been prepared and reviewed in accordance with PureHM Quality Assurance and Quality Control procedures:



August 29, 2017

Cory Solyom – Business Line Manager - SmartBall — Date

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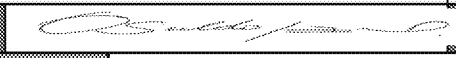
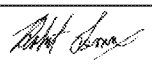
	HMUS-PJN000091-003	**Project Name:**	Line 5 Mackinaw Straits East Leg		
Document Type:	SmartBall Report	Project Manager:	Cory Solyom		
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1. Executive Summary

Enbridge retained the services of PureHM Inc. (PureHM) to perform a SmartBall® inspection of Line 5 Mackinaw Straits East Leg from the North Straits East (NOE) station to Mackinaw East Loop (MAEL) station on August 1, 2017. Line 5 Mackinaw Straits East Leg is a carbon steel pipeline that transfers light sweet crude from the NOE station to the MAEL station. The purpose of the SmartBall inspection was to verify containment along the pipeline section.

One SmartBall device (PT-7276) was inserted into the pipeline through the launch trap at the NOE. A dual inspection was not possible due to a data download issue encountered in the West Leg inspection for the other SmartBall (PT-7274).

Acoustic and sensor data was collected and recorded as the SmartBall device traversed the pipeline. This data was evaluated to identify acoustic anomalies associated with leaks.

PureHM detected zero (0) anomalies characteristic of leaks for this SmartBall inspection. The project details/results of the inspection are summarized in Table 1.1.

Table 1.1: Project Details & Results

Item	Details
Total Length Inspected:	21,777 feet
Pipe Material:	Steel
Diameter of Pipe:	20 inch
Product:	Light Sweet Crude
Acoustic Anomalies Characteristic of Leaks:	0
Duration of the Inspection:	48 minutes
Average SmartBall 1 (PT-7276) Tool Velocity:	7.4 ft/s

1.1 Run Success Commentary

The SmartBall tool was successfully launched and received. The tool recorded data throughout the entire length of the inspection. During this time the pressure inside the subject pipeline was recorded to be greater than 135 psi for the entire span of the inspected section.

The data quality was not negatively affected by any surrounding noise, environmental factors, and tool speed or otherwise. The data collected was of sufficient quality, and the SmartBall's proven minimum leak detection threshold of 0.03 gallons per minute is retained.

2. Project Background

Enbridge retained the services of PureHM to perform a SmartBall® inspection of Line 5 Mackinaw Straits East Leg from NOE station to MAEL station on August 1, 2017.

The pipeline is being inspected to verify containment along the pipeline section.

2.1 Description of the Subject Pipeline

Line 5 Mackinaw Straits East Leg is a carbon steel pipeline that transfers light sweet crude from the **North Straits East (NOE) station** to the Mackinaw East Loop (MAEL) station. This inspection covers the section of pipe running from the **North Straits East (NOE) station** to the **Mackinaw East Loop (MAEL) station** spanning 21,777 feet. During the SmartBall inspection, the pressure in the pipeline was recorded to be above 135 psi.

The approximate pipeline location and any anomalies detected by the SmartBall technology are shown in Figure 2.1.

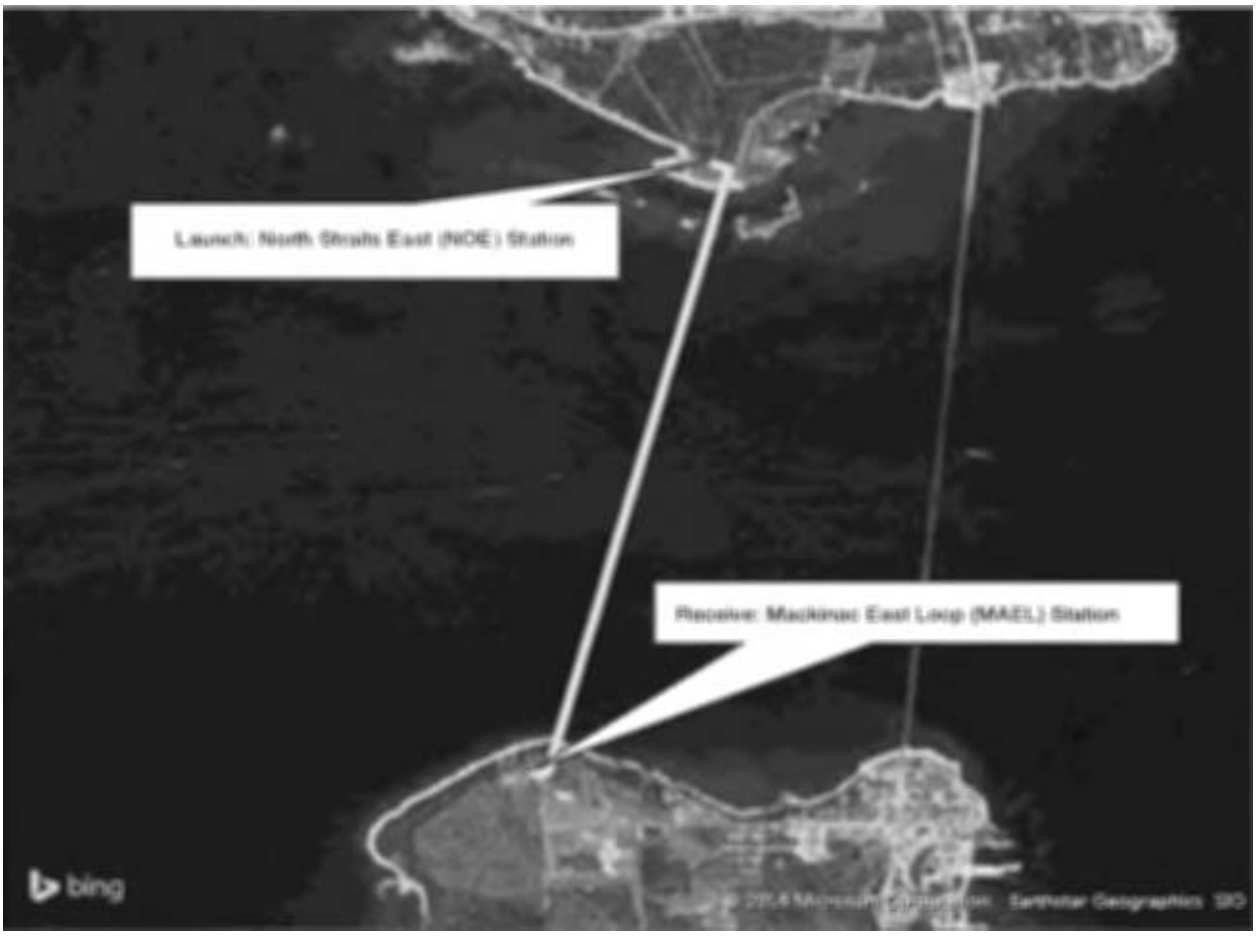


Figure 2.1: General layout of Line 5 Mackinaw Straits East Leg Section

3. SmartBall Inspection Details

3.1 Planning Document

Prior to the initial inspection of this section of pipeline, PureHM reviewed the available pipeline documents provided by Enbridge for suitability. All subsequent inspections have been performed under the same planning document protocol.

The documents received and reviewed by PureHM included:

- 03_L0005_WNO-WMA_BPB.xls – Geopig Data
- 04_L0005_ENO-EMA_BPB.xls – Geopig Data
- L5 NOEW-MA New Traps-2016-07-22.pdf - Trap dimensions
- T2015-032V.pdf - Trap dimensions
- Appendix 3. Internal Diameter Restriction Listing.pdf
- Appendix 5. Bend Listing.pdf

3.2 SmartBall Launch

The SmartBall (PT-7276) was launched on August 1, 2017 at 12:19 PM.

The SmartBall tool was tracked as it was launched into the main line using a SmartBall receiver, see Table 3.1 for launch details.

Table 3.1: Launch Schedule

Item	Comments
Location:	North Straits East (NOE) station
Date:	August 1, 2017
SmartBall (PT-7276):	12:19 PM

3.3 SmartBall Tool Retrieval

The inspection was concluded when the SmartBall had arrived in the extraction trap at the MAEL station on August 1, 2017 at 1:07 PM. The pig trap was not drained and opened until it was confirmed from the operators that the SmartBall tool was in the trap.

3.4 AGM Locations and Tracking

No tracking was performed for this inspection run.

4. Inspection Results

The data collected by the SmartBall tool was internally peer reviewed to verify that all acoustic anomalies were detected and accurately classified. There were no acoustic anomalies resembling leaks. This indicated that there were no leaks within the detection limits of the SmartBall technology present in the pipeline under the operating conditions at the time of the inspection.

4.1 Acoustic Anomaly

One of the first steps in the Integrity Management Process is to identify potential pipeline threats. Once a risk assessment identifies the pipeline locations with increased threat levels, an appropriate integrity assessment for the type of threat is conducted. The integrity assessment methods that can be used include inline inspections, pressure testing, direct assessments, or other methodologies. ASME B31.8G under Section 6.1, Integrity Assessment, states the following in regards to classification of anomalies;

> *It is important to note that some of the integrity assessment methods (inline inspection, pressure testing, direct assessment) only provide indications of defects. Examination using visual inspection and a variety of nondestructive examination (NDE) techniques are required, followed by evaluation of these inspection results in order to characterize the defect.*

Furthermore, in ASME B31.8G under section 13, Terms, Definitions, and Acronyms, the hierarchy of terminology for integrity assessment is outlined (see Figure 5 Below).

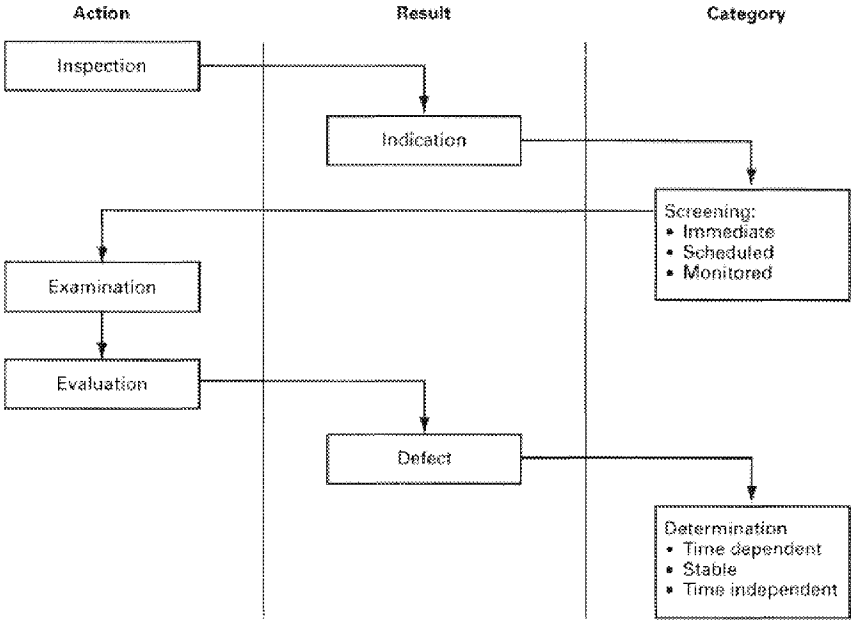


Figure 4.1: Hierarchy of Terminology for Integrity Assessment

It is important to note that once an inspection has presented a change in data from baseline response, the data at that particular location is defined as an "Anomaly". If the change in data response has aspects which increase the confidence that it is an integrity concern, it is classified as an "indication". ASME B31.8s defines an "Anomaly" and "Indication" as;

Anomaly: Any deviation from nominal conditions in the external wall of a pipe, its coating, or the electromagnetic conditions around the pipe. In a SmartBall inspection, any acoustic anomaly with characteristics of a leak, encompassing all confidence intervals, will be reported to the client.

Indication: Finding of a nondestructive testing technique. It may or may not be a defect.

As can be seen in Figure 5 above, an "indication" is not identified as a "defect" until the pipeline undergoes "examination" and "evaluation". These terms are defined in order of hierarchy;

Examination: Direct physical inspection of the pipelines by a person and may also include the use of nondestructive examination techniques (NDE).

Evaluation: Analysis and determination of the facility's fitness for service under the current operating conditions.

Defect: An imperfection of a type and magnitude exceeding acceptable criteria. In a SmartBall inspection, a defect that has been confirmed through examination and evaluation will be referred to as a leak.

Therefore, no indication or anomaly from an NDE inspection can be called a defect or specific type of integrity threat until direct physical inspection by a person has been conducted. A defect can represent any number of pipeline integrity threats such as; corrosion pit, surface corrosion, crack, lamination, buckle, leak, wall loss, dent, etc.

4.2 SmartBall Inspection Results

Figure 4.2A shows the acoustic profile of the inspection with respect to the position of the tool within the pipeline, as detected by the SmartBall technology.

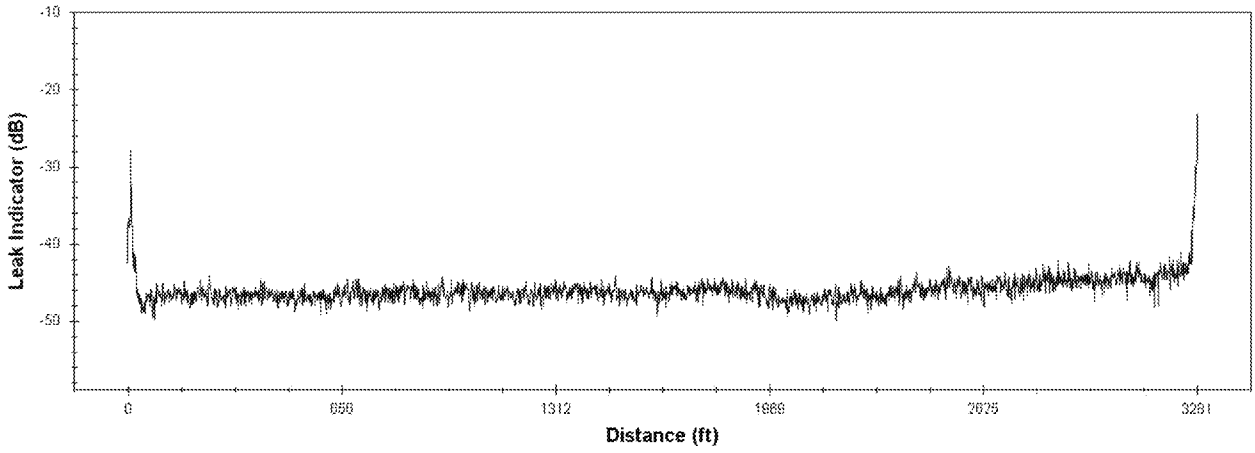


Figure 4.2A: Acoustic summary of the SmartBall inspection versus Distance Traveled

It is important to note that this overview may contain anomalous spikes in the data. These spikes may have been caused by ambient noise around the pipeline from external sources such as pumps or nearby traffic. These sources of ambient noise are easily distinguishable from leaks or other points of interest upon further analysis by trained personnel.

Ambient noise generally occurs at a much lower frequency than the frequencies generated by a leak.

4.3 Temperature and Pressure of the SmartBall Inspections

Figures 4.3A shows the corresponding plot of the temperature the SmartBall tool experienced vs distance.

Figure 4.3B shows the corresponding plot of the pressure the SmartBall tool experienced vs distance.

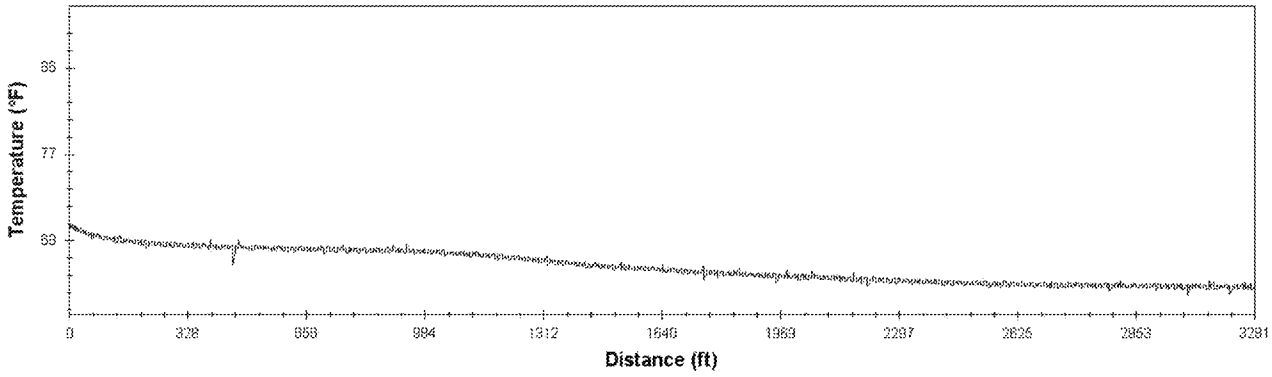


Figure 4.3A: Temperature Profile of the SmartBall vs. Distance



Figure 4.3B Pressure Profile of the SmartBall vs. Distance

5. Conclusions

The SmartBall tool was successfully launched and received. The tool recorded data throughout the entire length of the inspection. During this time the pressure inside the subject pipeline was recorded to be above 135 psi for the entire span of the inspected section. Acoustic anomalies resembling leaks were not found on the Enbridge Line 5 Mackinaw Straits East Leg section, within the detection limits of the SmartBall under the operating conditions at the time of the inspection. The data quality was not negatively affected by any surrounding noise, environmental factors, tool speed or otherwise. The data collected was of sufficient quality, and the SmartBall's proven minimum leak detection threshold of 0.03 gallons per minute is retained.

Table 5.1: Project Details

Item	Details
Total Length Inspected:	21,777 feet
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