A Special Thank You

Dear Landowner,

In February 2014 Enbridge informed landowners it was commencing field surveys along the existing Line 61 corridor between Superior, Wis., and Pontiac, Ill. The surveys were part of Enbridge’s evaluation of potential expansion to its system. Survey work began in April, continued throughout 2015 and is now mostly complete. 98% of landowners granted permission for crews to perform surveys. Enbridge wants to thank you and all of our landowners for your cooperation during this effort.

Enbridge has undertaken the most extensive maintenance, integrity and inspection program in the history of the North American pipeline industry. More than 50 grants totaling $59,000 were awarded to emergency response organizations in Wisconsin in 2015.

Damage from third-party activities is a leading cause of pipeline incidents. To protect people and the environment, and reduce the risk of pipeline damage, federal and state laws require anyone planning to excavate near a pipeline right-of-way (ROW) to call their local toll-free one-call number in advance of any ground disturbance activity.

811 is the free, FCC-designated national one-call number that connects a caller from anywhere in the country to the appropriate one-call center. Anyone conducting soil-disturbing activities should call 811.

Even though underground pipelines are identified above-ground by pipeline markers, the marker may not necessarily be directly over the pipeline. Also, as the depth of pipelines and other underground utilities can change over the years due to erosion, previous digging projects or uneven surfaces, there are varying depths to underground systems. That’s why it’s important to contact Enbridge directly at least three days before you do any type of excavation in any area that you believe might be on or near an Enbridge ROW, including:

- Fixing or improving an existing ditch, drain tile or fence
- Building a berm
- Constructing roads, paving, parking, driveways, ditches, railways, overhead or underground utilities
- Installing fence posts
- Altering the grade or deep tilling the soil
- Operating non-agricultural equipment or vehicles on or over the ROW
- Encroaching on the ROW with services or other utilities

The construction of buildings, foundations or stockpiling of materials is prohibited on the ROW. Enbridge representatives must be on-site to supervise any excavation near the ROW.

For installations across the ROW, written permission from Enbridge is required. Depending on the installation, approval could take up to 10 days. We can help you avoid problems and delays by:

- Helping you obtain written permission for construction/excavation over Enbridge pipelines
- Locating and marking Enbridge pipelines
- Providing guidelines for excavation and blasting
- Ensuring an Enbridge field representative is on-site

Connecting Wisconsin Communities

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Enbridge meets 100 percent of Wisconsin refinery capacity needs.

4.36 million barrels per day of refined petroleum products are consumed in the Midwest every day.

In 2015, Enbridge paid more than $28,870,000 to Wisconsin in property taxes.

We want to hear from you.

Enbridge is committed to the relationships it has with landowners along its right-of-way. If you have any questions or comments about this letter, or any other matter pertaining to Enbridge and its operations, please contact us at 866-331-3403 or EnbridgeinWI@enbridge.com.

We will do our best to return your call or email message in a timely manner.

To learn more about Enbridge in Wisconsin, visit enbridge.com/wisconsin.
Does the fuel I use every day come from crude oil transported in Enbridge’s pipelines?  
By supplying 100% of crude oil to Wisconsin’s only refinery in Superior and much of the crude oil to Midwest refineries in Minnesota and in Illinois, there is a high likelihood that the fuel in your tank—whether for your vehicle or for your farm equipment—was originally transported as crude oil in an Enbridge pipeline. Additionally, the many products you rely on every day—from fertilizers to plastics—may have been produced using crude oil transported in our pipelines.

How does Enbridge work with landowners to obtain easement agreements?  
Whenever a new pipeline project is proposed, Enbridge representatives begin by meeting with landowners to discuss project impacts, identify special considerations, and begin negotiation sessions and establish a survey session schedule. The representatives then work with landowners to reach a mutual agreement that reasonably compensates landowners for the easement and temporary construction work space necessary for the pipeline route across their property. In some cases, some additional temporary workspace is required during construction. The size of this area varies depending on the proximity of other pipelines and constructability issues. If the temporary workspace is needed, the representatives discuss the various provisions with affected landowners and answer their questions. Historically, Enbridge has reached agreements with the vast majority of landowners.

Recent projects in the Midwest have shown an agreement rate of at above 95%.

Is the product transported in Line 61 more corrosive than other forms of crude oil?  
No. One of the types of crude oil currently transported on Line 61 is called dibit. The properties of dibit, which is bitumen from western Canada mixed with a diluent such as condensate for pipeline transportation, are no different than other forms of crude oil. In 2013 the National Research Council of the Washington, D.C.-based National Academy of Sciences released a study entitled “Effects of Diluted Bitumen on Crude Oil Transmission Pipelines.” The findings of the study, commissioned by the U.S. Department of Transportation, will be used to confirm the results of other scientific work regarding dibit.

• The NRC’s study committee does not find evidence of chemical or physical properties of diluted bitumen that are outside the range of other crude oils—or any other aspect of its transportation by transmission pipeline that would make diluted bitumen more likely than other crude oils to cause releases.

• “Diluted bitumen does not have unique or exclusive properties that make it more likely than other crude oils to cause internal damage to, or leaks from, pipelines on corrosion or erosion,” reads the study.

Does the presence of a pipeline affect property values?  
Studies conducted over the last two decades have found that property values are unaffected by the presence of pipelines. A just-released study by the Interstate Natural Gas Association of America (INGAA) determined that the presence of underground natural gas transmission pipelines does not affect the sales prices, values or prices of residential properties.

The study, conducted by a third party, backed the findings of a previous study conducted in 2001 which concluded that neither the size of the pipeline nor the product it carried has a significant impact on the sales price of a home. A similar study conducted in 2015 could not identify a systematic relationship between proximity to the pipeline and sale price or value. More information about the recent INGAA study can be found at: www.ingaa.org/Foundation/Foundations- Reports/PropertyValues.aspx.

How many right-of-way would be required for a new pipeline?  
Along most of the Line 61 corridor, access is 80 feet wide and contains either two or four natural gas transmission pipelines. If a new pipeline project were to be proposed, additional Enbridge right-of-way would be required. The actual amount required would vary.

The surveys that were performed over the past two years in support of a potential system expansion required a 300-foot-wide corridor in most cases. This width was necessary for two reasons. First, it allowed surveyors to thoroughly identify and document all features and environmental sensitivities in the area. Second, it provided the design flexibility needed to route the pipeline around and away from these features and sensitivities. The width of the corridor was only for survey purposes; the additional permanent right-of-way needed for a new project would be considerably less.

If a new pipeline project were to be proposed, what is the process for developing the route and getting regulatory approval?  
In developing the proposed route, the objective is to identify a route that both maximizes opportunities for collocating with existing utility corridors (such as the Line 61 corridor) and minimizes negative impacts to humans and the environment. Route alternatives from established utility corridors may be utilized to avoid areas of population congestion, environmental features or constructability issues. Other factors may include land use, or operations and maintenance issues. Enbridge will work with landowners to identify any special considerations.

The final route is ultimately determined by the federal and state agencies that conduct various reviews of the proposed route which are prescribed by the regulatory process. Is Enbridge insured to pay for clean-up costs after a release?  
Yes. Enbridge carries more than $860 million in General Commercial Liability Insurance, including Sudden and Accidental Pollution Liability Insurance which provides coverage in the event of an accidental release. No taxpayer or landowner funds have ever been required to clean up and remediate any Enbridge oil release in Wisconsin, or anywhere else for that matter. Enbridge has always invested, and will continue to invest in, the resources necessary to demonstrate its commitment to safety and the environment in the communities where it operates. We are in compliance with all state and federal pipeline safety regulations, and we are committed to our industry leading safety and pipeline integrity programs.

What is Enbridge’s safety record in Wisconsin?  
Enbridge operates 1,552 miles of pipelines in Wisconsin. In 2015, we transported 2.8 billion barrels of crude oil in these pipelines. In 2015, we had five reportable releases in Wisconsin totaling 26 barrels. All of the releases were located at Enbridge’s Superior Terminal, which is designed and built to contain releases prior to reaching the environment. All of the spilled oil was recovered. Safety will always be our number one priority. Ensuring the safety of communities and the environment is our most important duty — and everything we do is based on this foundation. Our goal—simply, unequivocally—will always be zero incidents.

Looking to the Future

In order to increase access to safe, reliable and secure supplies of North American produced crude oil, and to better meet the needs of refineries in the U.S. and in Canada, Enbridge continues to evaluate a potential expansion of its pipeline system in Wisconsin and Illinois. The expansion would involve a new pipeline from Superior, Wis., to Pontiac, Ill., which would transport a combination of light and heavy crude oil. The diameter and associated capacity of the new pipeline project have not yet been determined. The estimate for initial investment in the project is $500 million.

At this time, no expansion project has been approved. Enbridge will only move forward with a project if and when sufficient customer support exists and regulatory approval is received. If a project were to be approved, Enbridge would publicly announce its plans and begin discussions with landowners and other stakeholders. As we’ve conducted our evaluation, a number of questions have been raised and we’ve provided the answers to them below.

Pipeline System Expansion Update

Line 61 Upgrade Project  
The Line 61 Upgrade Project does not require pipeline construction outside of the pump station facilities. This project does include construction of new pump stations and modifications to existing pump stations, and will increase the pipeline’s average annual capacity to 12 million barrels per day (bpd) which is the pipeline’s designed full operating capacity. The first phase of the project increased capacity to 560,000 bpd, generated 60 construction jobs, and was completed in late 2014 at a cost of $153 million. The second phase, a $635 million investment for a series of 13 new or modified pump stations in Wisconsin, has created approximately 275 highly skilled construction jobs. Construction on pump stations is expected to be completed later this year.

Superior Terminal  
Enbridge’s Superior terminal facilities temporarily store crude oil in a tank which is moved through our pipeline system to be delivered to refineries serving consumers. Crude oil—also called terminals—are integral parts of our interstate transportation system and serve important operational functions.

Currently, more than 2.5 million bpd of crude oil are transported into the Superior Terminal, which has 45 storage tanks and 10 million barrels of knockout, or temporary, storage capacity. The Superior Terminal Project included the addition of three new tanks along with additions and modifications to facility piping infrastructure within the terminal facility. The new tanks are 266 feet in diameter and nearly 56 feet tall. The $330 million project added approximately 1.5 million barrels of storage capacity and created 250 construction jobs. A $195 million upgrade project, which added two storage tanks with one million barrels of additional storage, was completed in late 2014.

Find out more please visit enbridge.com/wisconsin