

**MP 608 – Marshall, Michigan Incident
NTSB/PHMSA Information Request No. 208**

208 Reference: NTSB Request No. 208 of October 20, 2011 in email from NTSB - Kelly Emeaba. Made of the SCADA Control Center Group

Preamble:

Request:

a._How many times prior to the accident have valid MBS alarms resulted in a confirmed leak on Line 6B

b._How many times has leak being found without being detected by the MBS in all Enbridge lines including Line 6B.

c._According to the MBS software programming when is the alarm system expected to indicate valid and invalid alarm notifications.

Required by October 25, 2011

Response:

A. HOW MANY TIMES PRIOR TO THE ACCIDENT HAVE VALID MBS ALARMS RESULTED IN A CONFIRMED LEAK ON LINE 6B
None, based on no reportable leaks prior to Marshall, 2000 – 2010.

B. HOW MANY TIMES HAS LEAK BEING FOUND WITHOUT BEING DETECTED BY THE MBS IN ALL ENBRIDGE LINES INCLUDING LINE 6B.

27. Referring to all reportable leaks in the US from 2000 to 2010, there have been 30 incidents, 3 of which generated MBS alarms. The list of reportable leaks includes events that fall below the threshold of detectability for the MBS system.

C. ACCORDING TO THE MBS SOFTWARE PROGRAMMING WHEN IS THE ALARM SYSTEM EXPECTED TO INDICATE VALID AND INVALID ALARM NOTIFICATIONS.

The MBS is expected to alarm every single time an imbalance is larger than an alarm threshold. The MBS only relays "MBS alarms" and it does not classify the alarm into different types. All alarms are treated as valid alarms and Enbridge procedures are used to determine the root cause.