

1 Q. **Re: B-7, Upgrade Marine Terminal – Holyrood \$5,859,600 in 2012**

2 In Volume I, Tab 3, page 13, Hydro states that: *“Purging the line eliminates the*  
3 *potential for blockages...”* In the past what has been normal practice with regard to  
4 the draining or purging of the lines after usage, and when, if ever, has a blockage  
5 occurred?  
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8 A. In the past, normal practice with respect to draining or purging has been as follows.  
9 When a cargo transfer is complete, the main valve in the shore pipeline is closed  
10 and the vessel is disconnected from the loading arms. Oil remaining in the length of  
11 pipe between the closed valve and the loading arms is suctioned back, utilizing a  
12 pump in the oil circuit located at the jetty. This oil is then rerouted through a four  
13 inch line that connects to the shore pipeline downstream of the closed valve. When  
14 purging is complete, the four inch line is closed off and the shore pipeline remains  
15 in an evacuated condition until the next cargo transfer. Blockages may have  
16 occurred sporadically in the past, but they have become a more regular problem for  
17 vessel off-loading going back to 2008, due to failures of the heat tracing on the  
18 main oil pipeline.