

# Stop Light and Pipeline Operational Status Reporting

## Frequently Asked Questions

### 1. What is the Stop Light?

The Stop Light is a tool for indicating the health of current pipeline conditions. The Stop Light signals whether remedial actions may be required to return the pipeline conditions to a normal operating status. The Linepack Indicator below the Stop Light indicates the condition of the mainline.

### 2. Where do I find the Stop Light?

The Stop Light will be posted on the CI Home Page at:  
[www.wei-pipeline.com](http://www.wei-pipeline.com).

### 3. What do the Stop Light status colors and conditions mean?

- **Green**
  - The pipeline is operating within healthy parameters.
  - Shippers are always expected to maintain their accounts within tolerance.
  - Follow any imbalance correction plan agreed to with the CSR.
- **Yellow**
  - Cumulative imbalances are impacting operations and action is required.
  - Shippers are expected to adjust business to correct out of tolerance accounts per tariff provisions.
  - Operational Flow Orders (Shipper Specific or System Wide) may be issued, and swing gas charges may be incurred and charged back to non-compliant shippers per tariff provisions.
- **Red**
  - The pipeline is operating at the outer limits of its design capability, and immediate shipper correction is required.
  - Shippers are expected make changes to current day business to correct out of tolerance accounts per tariff provisions.
  - In addition to measures outlined under Yellow status, authorized business may be cut by the pipeline to maintain the integrity of the pipeline system.

### 4. When is the Stop Light and Pipeline Operational Status Report updated?

The Stop Light status will be published twice a day at 7:00 AM MT and 3:00 PM MT.

### 5. How will I know if the Stop Light changes between the two daily update times?

Anytime the pipeline operating conditions require a change to the Stop Light status between the daily publish times, the status will be updated on CI and posted as a Critical Notice.

### 6. Why are two colors reported with the Stop Light status?

The first color indicates the status of pipeline operating conditions at time of publication; the second color represents anticipated operating conditions to the next update based on current forecast.

## 7. What other information is included with the Stop Light?

The Stop Light on the Main CI page includes links to an operational report and an FAQ page.

- a. The [Pipeline Operational Status](#) hyperlink opens the current Pipeline Operational Status Report. The report includes additional information and comments by both Gas Control and the CSRs on the current conditions and any specific directions for account management.
- b. The Stop Light icon hyperlink opens to a details/mobile version of the Stop Light that is accessible from any mobile unit.
- c. The (?) icon links to the FAQ document that provides additional information on the Stop Light.

## 8. Can I receive automatic email and cell phone text notifications of Stop Light status changes?

As with any other notice type, users with valid CI accounts will be able to subscribe to receive automatic notifications when **Critical** or **Non-Critical Pipeline Operational Status** notices are published. Users can be notified by both email and cell phone text message.

CI users can set up and modify multiple email and cell phone addresses for receiving Notices by going to **Customer Activities** page, then **Pipeline** or **Field Services Activities**, click on the **Administration** folder and then select **Info Posting E-Mail**.

## 9. Where can I find Pipeline Operational Status Reports from previous days?

Historical Pipeline Operational Status Reports can be retrieved in either PDF or CSV format by going to the **Info Postings** page on CI and selecting **Operational Reports** from the menu and then **Pipeline Operational Status**.

## 10. Who determines what the Stop Light will be?

The operational status and forecast will be based on Gas Control's evaluation and interpretation of current pipeline conditions.

## 11. What causes a change in the Stop Light?

While Linepack is generally a good indicator of operational health, it is not always a complete measure of the current conditions. Pipeline operators will evaluate operational conditions primarily with SCADA, augmented by holistic consideration of a variety of factors including, but not limited to, weather forecast, pressures at various points, flow rates, horsepower available and operating at the time, speed, valve settings, etc.

## 12. Will there be fixed triggers or hard predictors for setting the Stop Light?

No. The number of variables that must be considered when determining the operating status of the pipeline make it difficult to provide specific sets of conditions that would trigger the declaration of either a Yellow or Red status. For example, low linepack may be desirable and normal to facilitate specific maintenance events.

Some of the variables considered when setting the Stop Light include:

Where is the linepack located? Is linepack mainly in the supply or the delivery area?

Where is supply coming onto the pipeline?

What are the current delivery commitments?

What are the current system loads?

How are the compressors operating?

What are the pressures at the receipt points?

Is there planned maintenance occurring and where?

Significant shipper or OBA account imbalance swings.

Are the net shipper or OBA imbalances impacting operational conditions?

### **13. What are some Stop Light status change examples?**

The Stop Light status may change if there is a significant loss of supply, but this is not a hard trigger. Based on the current operating conditions and factoring in the estimated supply change, if the overall impact of the supply change isn't expected to result in operating conditions outside the normal range or impact the pipeline's ability to meet its delivery commitments the status would indicate normal pipeline operations.

Conversely, during high linepack conditions, the pipeline linepack would need to be physically impacting a plant's outlet pressure and processing ability before a status change would be considered.

### **14. Are there shipper charges associated with the Stop Light?**

There are no shipper charges directly associated with the Stop Light; however, swing gas charges are passed on to out of tolerance shippers in accordance with tariff provisions. Indirectly, then, shippers who fail to correct their accounts in response to Stop Light indicators are exposed to possible swing gas costs.

### **15. Who do I contact if I have questions or want information regarding the Stop Light?**

Questions, requests, comments and feedback should be directed to the Enbridge Customer Service Representatives (cust\_svr\_ab@spectraenergy.com).