

# EXHIBIT C

## **Project Description**

On November 20, 2012, Enbridge Energy, Limited Partnership (“Enbridge”) applied to the Department of State (“Department”) for a Presidential Permit to operate and maintain the segment of its existing Line 67 crude oil pipeline that is subject to the August 3, 2009 Presidential Permit held by Enbridge for that Line (“2009 Presidential Permit”) up to its full design capacity (referred to herein as the “Line 67 Project”).<sup>1</sup> Line 67 is a 36-inch diameter pipeline that originates in Hardisty, Alberta and crosses the U.S.-Canada border near Neche, North Dakota and traverses portions of that state and Minnesota, terminating in Superior, Wisconsin, a distance of approximately 325 miles in the United States.

The 2009 Presidential Permit authorizes Enbridge to “construct, connect, operate, and maintain pipeline facilities at the border of the United States and Canada at Neches, North Dakota, for the transport of crude oil and other hydrocarbons between the United States and Canada.” The “United States facilities” that are the subject of the 2009 Presidential Permit are described in that Permit as “A 36-inch-diameter pipeline extending from the United States – Canada border near Neches, North Dakota, up to and including the first mainline shut-off valve or pumping station in the United States.” That segment of Line 67 (the “border segment”) authorized in the 2009 Presidential Permit is located entirely within Pembina County, North Dakota, and extends approximately three (3) miles from the border to the first U.S. mainline shut-off valve.

Enbridge completed construction of Line 67 between the border and Superior in 2010. Line 67 is operational and currently transports an average annual capacity of approximately 495,000 bpd of crude oil across the U.S.-Canada border into the United States. That volume is less than the 500,000 bpd that was assessed by the Department in its 2009 Final Environmental Impact Statement issued in connection with Line 67, which was appended to and made part of the 2009 Presidential Permit.

The purpose of the Line 67 Project is to increase the capacity of the 3-mile long border segment of Line 67 from 500,000 bpd up to the full design capacity of Line 67. For the heavy crude oil now transported on the Line, this would result in an increase in the current Line 67 throughput at the border segment to approximately an average annual capacity of 800,000 bpd. No construction of any additional facilities or pipe will be required in the border segment that is the subject of the 2009 Presidential Permit.

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<sup>1</sup> The full design capacity for Line 67 is 880,000 barrels per day (“bpd”) for heavy crude oil, yielding an annual average capacity of 800,000 bpd for heavy crude oil. The full design capacity of a pipeline will vary based on the type of product transported. Thus, the full design capacity of Line 67 would be greater than 880,000 bpd were light crudes transported on the line, which could be the case in the future.

## **Related Projects**

Related to the Line 67 Project, Enbridge is pursuing two additional projects, each of which has independent utility relative to the Line 67 Project. These are: (1) the U.S. Pump Upgrade and Interconnection Project (“Pump Upgrade/Interconnection Project”); and (2) the Superior Terminal Expansion Project. Neither of these projects requires a new or amended Presidential Permit, and thus, neither is the subject of Enbridge’s November 20, 2012 Presidential Permit application.

### **Pump Upgrade/Interconnection Project**

The Pump Upgrade Project consists of pump upgrades at seven pump station sites in Minnesota, as well as the construction of interconnections between Line 67 and Line 3. The pump upgrades will be undertaken in two phases: (1) Phase I, to be completed by the fall of 2014, consists of pumping upgrades to Enbridge’s existing Clearbrook, Viking, and Deer River Line 67 pump station facilities in Minnesota to increase the annual average capacity of Line 67 south of the Line 67 border segment up to 570,000 bpd; and (2) Phase II, which consists of the construction of new Line 67 pump station facilities at Enbridge’s existing Floodwood, Plummer, Donaldson, and Cass Lake pump station sites in Minnesota to increase Line 67 capacity south of the Line 67 border segment up to an average annual capacity of 800,000 bpd, as may be necessary to meet anticipated shipper demand. The pump upgrades described here will not only provide increased capacity for Line 67, but will also provide redundancy for the existing pumps on Line 67 and flexibility to potentially allow the new pumping capacity to be used for other adjacent lines should that become necessary.

Enbridge has obtained approval from the Minnesota Public Utilities Commission (“MPUC”) to operate the Phase I pump upgrades to increase the capacity of Line 67 in Minnesota up to 570,000 bpd. Construction of the Phase I pump upgrades was initiated in the fall of 2013, and is expected to be completed in mid-2014. Enbridge has also applied to the MPUC to operate the Phase II pump upgrades to increase the capacity of Line 67 in Minnesota up to an average annual capacity of 800,000 bpd. Enbridge’s application is pending before that agency, which is expected to take final action in August or September 2014. To construct the Phase II pump upgrades at the existing Donaldson, Plummer, and Floodwood pump station sites, Enbridge must also obtain a Letter of Permission from the Corps pursuant to Section 404 of the Clean Water Act. Enbridge’s application the Letter of Permission is currently pending before the Corps. Subject to obtaining the MPUC and Corps permits, as well as any other local authorizations that may be required, Enbridge plans to have the Phase II pump upgrades operational in mid-2015 should anticipated shipper demand so require.

In addition to the pump upgrades, to provide the flexibility and capability to meet that demand consistent with its existing permitted pipelines, Enbridge will construct interconnections between Line 67 and adjacent Line 3, an Enbridge pipeline which is also at present used for crude oil transportation between Canada and the United States pursuant to a Presidential Permit issued on December 12, 1991. Specifically, a total of four interconnections will be constructed between Lines 3 and 67 as part of this project: two interconnections will be constructed between Line 67 and Line 3 at the Gretna station in Canada to allow crude oil to move between the lines north of the border crossing; and two interconnections will be constructed between Line 67 and Line 3 in North Dakota at a point approximately 16 miles south of the U.S.-Canada border and thus outside the Line 67 border segment. With these interconnections, Enbridge will be capable, as the pump station upgrades become operational in the two phases described above, of transporting volumes of crude oil in excess of 500,000 bpd across the U.S.-Canada border on Line 3 (which is not subject to a 500,000 bpd Presidential Permit limitation) and then transferring that oil via the interconnections to Line 67 for further delivery to Superior, WI.

The construction and operation of the U.S. interconnections does not require any federal, state, and/or local permits. Approvals from the National Energy Board (“NEB”) of Canada have been obtained to construct the two interconnections in Canada. Construction of the interconnections in both the U.S. and Canada is expected to be completed by mid-2014, at about the time that the Phase I pump upgrades will be completed.

### **Superior Terminal Expansion Project**

The Superior Terminal Expansion Project will consist of the installation of two new storage (breakout) tanks at Enbridge’s Superior Terminal in Douglas County, Wisconsin. The Superior Terminal Expansion Project will also occur in two phases. The first phase consists of the construction of two new tanks and ancillary equipment. Enbridge received necessary approvals from the Corps and the State of Wisconsin to undertake construction activities associated with this phase, which is now in the final stages of construction. The second phase of the Superior Project consists of modifications to the incoming Line 67 relief system at the Superior Terminal. Enbridge has obtained approval from the Corps and the State of Wisconsin to undertake the construction activities associated with this second phase.