

Q. Re: Replace Fuel Oil Heat Tracing (Tab 4)

At pages 7 and 11 reference is made to repetitive failures of the existing heat tracing cables from 2004 to 2011. Please provide a listing of all of the failures from 2004 to 2011, the down time along with the cost of the repairs.

A. The number of corrective maintenance (CM) failures as well as cost for the period of 2007 to 2011 are listed in Section 3.4 (Maintenance History) of the budget proposal, and are included below:

Table 1: Five Year Maintenance History

Year	Corrective Maintenance (\$000)	Corrective Maintenance (CM)
2011	9.0	Three CM work orders on malfunctioning of EHT.
2010	0.5	One CM work order on malfunctioning of EHT.
2009	32.3	One CM work order on malfunctioning of EHT. Three phase system modified to a two phase system.
2008	7.9	Five CM work orders on malfunctioning of EHT.
2007	0.5	One CM work orders on malfunctioning of EHT.
The only additional corrective maintenance work in the 2004-2006 timeframe occurred in 2006, at a cost of approximately \$500.		

From the perspective of down time, a failure on the heat trace is only an issue if a tanker is scheduled. If a failure is detected and no tanker delivery is imminent, repairs will be scheduled with the maintenance planning department. When a tanker is scheduled the fuel oil heat tracing system integrity is checked ahead of the arrival. As such, most of the heat trace failure issues were detected, and repairs made ahead of time. The exception would be the occurrence in 2011. A tanker was unable to unload at that time due to a heat trace failure. It was delayed for three days to complete heat trace repairs.