

BOMA INTERROGATORY #12

INTERROGATORY

Ref: Exhibit B, Tab 2, Schedule 4, p1 of 5

Are the GTA and WAMS projects now completed? What were the reasons for the yearlong delay? Please explain fully.

RESPONSE

GTA

The GTA Project (except for Ashtonbee and Buttonville Stations) was placed in service on March 31, 2016. It is complete except for some minor restoration. Details can be found in the EB-2012-0451 Final Monitoring Report filed with the Board on June 30, 2017, as well as the GTA Project Post Construction Financial Report, also filed with the Board on June 30, 2017. A copy of the GTA Project Post Construction Financial Report is filed in response to BOMA Interrogatory #26 found at Exhibit I.B.EGDI.BOMA.26. A copy of the EB-2012-0451 Final Monitoring Report is attached as an Appendix to this response. Ashtonbee Station was placed in service on June 13, 2017 and Buttonville Station has been delayed. The status of Ashtonbee and Buttonville Stations can be found in Enbridge's EB-2012-0451 letter to the Board dated June 15, 2017.

Other than the Ashtonbee and Buttonville stations, the delay in the in-service date for the GTA Project was five months not one year.

WAMS

The WAMS Project went into service and became live October 2016, which was a delay of in-service of approximately 10 months. The overall project spend is \$90.1 million, which exceeds the original project estimate of \$70.6 million. The original estimates of both cost and schedule were developed early in the project and were based on best available information at that time. As the project progressed, more specific detailed knowledge was gained to support more detailed project plans. These more detailed project plans led to an extended schedule and higher than forecast costs.

As indicated at Enbridge's stakeholder days held in 2016 and then more recently in 2017, the WAMS Project experienced some initial timing delays early on with the competitive bid

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processes for the technology and then subsequently with the System Integrator. Some additional time was taken to help ensure that the right decisions were made at that time.

The design phase and then the build phases took longer than intended as the technology and business complexity involved was higher than originally anticipated.

In 2016 with the solution now built and better understood, a detailed approach to testing was developed to help ensure quality assurance for go-live. Four separate System Integration Test ("SIT") cycles were planned out, with approximately 20,000 test scripts being executed in SIT #2 and SIT #3 by over 50 testers. Regression testing and User Acceptance testing also helped to ensure that defects were identified and fixed to provide a quality solution at go-live.

Training was also a critical element to help ensure that a quality solution was implemented and end-users were ready. Both web based training and instructor led training materials were developed. Participants registered in over 7,000 web-based training sessions and end-users attended 195 different classroom training sessions.

Though the WAMS Project in-service date was delayed, a quality solution was ultimately delivered. The hyper-care and Warranty period went better than anticipated with no major defects/issues gating core business functions from being performed. The project exited the 4-month warranty period on time as planned.

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