M12394

NOVA SCOTIA ENERGY BOARD

IN THE MATTER OF:	***The Public Utilities Act* and the *MARITIME LINK ACT* and the *MARITIME LINK COST RECOVERY PROCESS REGULATIONS***
	– and –
IN THE MATTER OF	**An application by NSP MARITIME LINK INC. for approval of its 2026 revenue requirement and cost assessment**

INFORMATION REQUESTS

To:	**Shellie Woolham** Director, Regulatory Affairs NSP Maritime Link Inc. Emera Newfoundland & Labrador Holdings Inc. 1223 Lower Water Street Halifax, NS B3J 2W5 Email: shellie.woolham@emera.com
From:	The Consumer Advocate
Responses Due:	**September 9, 2025**
Copies:	1 electronic copy (PDF searchable)
Contact Person:	**David J. Roberts** Consumer Advocate Pink Larkin 1463 South Park Street Halifax, NS B3J 3S9 Tel: (902) 423-7777 Email: droberts@pinklarkin.com

Request IR-1:

NSPML states that it, "believes a single-year assessment is the appropriate approach at this time." (p. 9) Does NSPML believe that it could be reasonable to operate using single-year assessments until the Maritime Link is transferred to NL Hydro? Please explain your answer.

Request IR-2:

Please provide the approved and actual O&M costs at the most detailed level in which each is tracked by NSPML for 2018 to 2027, including approved, actual, proposed and forecast, as applicable. If NSPML does not have an approved 2027 cost forecast, please provide one utilizing a reasonable inflation rate and accounting for any known causes in variation of costs such as scheduled maintenance.

Request IR-3:

Please provide the approved and actual FTE count and costs at the most detailed level in which each is tracked by NSPML for 2018 to 2027, including approved, actual, proposed and forecast, as applicable.

(a) If NSPML does not have an approved 2027 FTE forecast, please make a reasonable assumption about the FTE count for 2027 and provide an FTE cost forecast using a historical trend for the cost per FTE, accounting for any known changes to the FTE profile.

(b) If the cumulative increase in cost per FTE from 2024 to 2026 exceeds the average historical inflation rate by 1% or more (e.g., cumulative inflation is 3% and cumulative cost increase is 4%), please provide a detailed explanation of the cost drivers, including an estimated breakdown of the cost impact for each driver.

Request IR-4:

In Exhibit N-4, Matter No. M11791, RIR-4, NSPML discussed savings associated with the changes in (i) vegetation management process, (ii) transmission inspection methods, and (iii) HVDC Converter long-term service agreement.

(a) Please provide the approved, actual, proposed and forecast costs for each of these three categories for 2024-2027. If NSPML does not have an approved 2027 cost forecast, please provide one utilizing a reasonable inflation rate and accounting for any known causes in variation of costs such as scheduled maintenance.

(b) Please provide an explanation of the change in approach for vegetation management over the past two years, the results of those changes, and any further changes that NSPML anticipates making.

(c) Please provide an explanation of the change in approach for transmission inspection methods over the past two years, the results of those changes, and any further changes that NSPML anticipates making.

(d) Please explain why NS Power migrated to an independent consultant for engineering services and provide the financial and any other intended outcomes.

(e) Please explain what is meant by the statement that NSPML "will now be executing and directly procuring services for the annual maintenance work," provide the financial and any other outcomes, and discuss any further changes that NSPML anticipates making.

Request IR-5:

Please provide a monthly summary of the holdback from January 2024 to September 2025 (estimated, if necessary) and NSPML's progress towards meeting the Board-approved conditions for ending the holdback.