2025 **M12451**

NOVA SCOTIA ENERGY BOARD

IN THE MATTER OF: **THE PUBLIC UTILITIES ACT**

and

IN THE MATTER OF: **A General Rate Application by NOVA SCOTIA POWER INCORPORATED for approval of certain revisions to its Rates, Charges and Regulations**

INFORMATION REQUESTS

To: **NS Power**
Mike Willett
Director, Regulatory Finance

From: **Port Hawkesbury Paper LP ("PHP")**

Responses Due: **November 5, 2025**

Contact Person:
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IR-1

Reference: Exhibit N-3, Direct Evidence, Section 12.4 PHP COSS Treatment, page 79.

> **"NS Power anticipates filing an application for approval of a new above-the-line (ATL) Tariff applicable to PHP and PHP has committed to take service under the ATL tariff effective January 1, 2026, or such later date as determined by the Board, whether on a permanent or interim basis, subject to satisfactory resolution of the ADC and tariff processes. As such, PHP has been treated as an ATL customer in the 2026-2027 COSS. As part of the tariff application the Company expects the provision of ADC service to be proposed as a rider to this new ATL tariff. Any Board-approved payments to PHP for ADC services are expected to be recovered from ATL customers.**
>
> **PHP's ATL treatment also includes an interruptible credit, the dollar value of which is to be the same as the credit provided to Large Industrial Interruptible Rider (LIIR) customers. In addition, PHP's ATL treatment includes the value of priority interruption service provided, if any. For the purpose of modeling, the value of priority interruption service has been applied as a 10 percent premium to the LIIR credit."**

Reference: Exhibit N-9, Appendix 12A, Cost of Service Study Process, Section 5.10 Treatment of PHP as an Above-the-Line Customer, page 20.

> **"Due to PHP's size, unique operating characteristics, and the anticipated continued provision of Active Demand Control (ADC) service to NS Power, PHP has been modeled in its own ATL rate class.**
>
> **For the test years (2026 and 2027), the COS has been prepared based on the following PHP load characteristics, which are also reflected in the Base Cost of Fuel (BCF) model:**
>
> - **Firm load of 8 MW at the three coincident peaks (3CP) in December, January, and February;**
> - **Total load (firm plus interruptible) of 65 MW at the 3CP;**
> - **PHP's energy is set on PHP forecast usage net of forecast supply from the PHP Goose Harbour Lake Wind Farm."**

Reference: Exhibit N-17, SR-01, Attachment 1b, Page 3 of 3.

> **1. …also, set PHP rate class to R/C Ratio of 1.0 as this was previously a BTL class under the ELIADC…**
> **4. The R/C ratio for PHP was set at 1.05 creating an over recovery of system costs.**
> **5. The imbalance from step 4 is eliminated by lowering the R/C ratios of all those classes whose R/C ratios were at 1.05 or near 1.05 (Municipal in 2026) in step 3…**

Questions:

a) Please confirm that, while the new above-the-line (ATL) Tariff for PHP to be brought forward for approval by the Board later this year shall reflect the modeling noted above, it remains open to all Parties, including PHP, to take any position they so choose in the PHP ADC and tariff processes.

b) Please confirm that PHP has no obligation to take service under the new ATL Tariff if PHP determines that the ADC and tariff processes outcome (and the resulting rates to be charged to PHP) are not satisfactory to PHP following receipt of the Board's decision on the new ATL Tariff as part of that subsequent process.

IR-2

Reference: Exhibit N-3, Direct Evidence, Section 13.5 DSM Rider, page 83:

"NS Power will make its 2026 DSM Rider application in accordance with current practice. Per COSS, 100 percent of the DSM costs will be allocated to classes in accordance with DSM program spending."

Question:

Please confirm that, should PHP elect to take service under an Above-the-Line Rate in 2026 and/or 2027, PHP will not be allocated any DSM costs as part of NS Power's DSM Rider applications in 2026 or 2027 if no DSM program spending is allocated to PHP's class.

IR-3

Reference: Exhibit N-17, SR-01 Attachment 2 and Attachment 3, tabs Exh 7 and Ex9a Annual.

Question:

a) For 2026, please confirm that the Energy Requirement for the Large Industrial class is 722,194 MWh (cell D19 of Exh. 9a Annual), and the revenue for the Large Industrial class is $76.163M (cell C20 of Exh. 7), which absent any R/C ratio adjustment and the application of any other riders would yield a rate of $105.46/MWh.

b) For 2026, please confirm that the Energy Requirement for PHP's as modeled ATL class is 829,996 MWh (cell D20 of Exh. 9a Annual), and the revenue for PHP's ATL class is $84.579M (cell C21 of Exh. 7), which absent any R/C ratio adjustment and the application of any other riders would yield a rate of $101.90/MWh.

c) For 2027, please confirm that the Energy Requirement for the Large Industrial class is 719,039 MWh (cell D19 of Exh. 9a Annual), and the revenue for the Large Industrial class is $76.299M (cell C20 of Exh. 7), which absent any R/C ratio adjustment and the application of any other riders would yield a rate of $106.11/MWh.

d) For 2027, please confirm that the Energy Requirement for PHP's as modeled ATL class is 311,353 MWh (cell D20 of Exh. 9a Annual), and the revenue for PHP's ATL class is $39.349M (cell C21 of Exh. 7), which absent any R/C ratio adjustment and the application of any other riders would yield a rate of $126.38/MWh.

e) If any of items (a)-(d) are not confirmed, please provide the correct Energy Requirement and/or revenue and the applicable rate absent any R/C ratio adjustment and the application of any other riders. Please also indicate where in the Application materials such figures are shown or derived.