

January 27, 2026

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Lana Myatt  
Senior Regulatory Analyst  
Nova Scotia Power Inc.  
PO Box 910  
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Dear Ms. Myatt:

**M12590 – Nova Scotia Power Inc. – CI C0070486 – HYD Lower Great Brook Stoplog Replacement – \$3,593,884**

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The Board has reviewed NS Power's application dated December 1, 2025. NS Power requested Board approval of a capital expenditure for the replacement of all 120 stoplogs at the Lower Great Brook (LGB) Generating Station on the Mersey Hydro System at an estimated cost of \$3,593,884. Board staff issued Information Requests (IRs) on December 16, 2025, to which the utility responded on January 14, 2026. A request for confidentiality following *Rule 12* of the *Board Regulatory Rules* was submitted by NS Power on December 1, 2025. The Board approved NS Power's request for confidentiality.

The LGB Generating Station is part of the Mersey Hydro System. The Mersey Hydro System captures all the water from the Mersey River watershed which flows southeast from western Annapolis County through the centre of Queens County. The LGB includes three dams, a reinforced concrete sluiceway structure, an uncontrolled spillway, and a powerhouse with two units. The sluiceway has six bays designed to direct the flow of water. Stoplogs are removable barriers used to control the flow and level of water in the sluiceway.

The application noted that during a 2024 inspection, stoplogs in Bays 1 and 6 were observed to be jammed and were not functional for water management. NS Power hired a third-party engineering consultant for the assessment of the performance issues in removing the stoplogs. The third-party subject matter expert analyst that was engaged indicated that progressive structural degradation of the concrete structure and stoplog system had occurred, resulting in a significant reduction of the design flow capacity through the sluiceway. Interventions were required to correct the operational control of the sluiceway and to maintain the ability to safely manage water flows downstream.

While the impetus for the stoplog replacement project was the jammed stoplogs in Bays 1 and 6, NS Power ultimately determined that replacing all the stoplogs in all six bays was the best approach to maintain the safe and reliable operation of the site. NS Power explained that all the stoplogs were approaching the end of their useful life. Water drawdowns that lower the dam reservoir are rare and require detailed engineering analysis. Environmental

mitigation, including regulatory approvals under the federal *Fisheries Act*, is expensive. Because the Mersey River system has known Mi'kmaw archaeological sites, during water drawdown, archaeological reconnaissance is required. There is a process for recording and reporting any new finds under the *Special Places Protection Act* and to the Kwi'mu'kw Mawklusuaqn Negotiation Office. As well, NS Power retained Wasoqopa'q First Nation (WFN), a Mi'kmaq owned/operated group trained in security of archaeological sites. The Board understands that all the construction work requiring the drawdown has been completed and the last phase of the project involves post-construction environmental and archaeological monitoring. The Board understands this post-construction monitoring is being done under the purview of the federal *Fisheries Act* and the *Special Places Protection Act*.

The Board agrees with NS Power's assessment that water drawdowns to reduce the water level of dam reservoirs are complex and expensive. The concrete work was required and where all the stoplogs are approaching the end of their useful lives, it was reasonable to replace them all, rather than risk having to repeat the expenses associated with regulatory compliance on several occasions. Also, it presents less potential risk of exposing Mi'kmaw artifacts. NS Power provided quotes and data to support the estimated cost of the project. Based on the information provided, the Board finds the work necessary, and the corresponding cost is justified. Accordingly, this will confirm that the Board has approved NS Power's request in the amount of \$3,593,884, with respect to this capital expenditure request.

Yours very truly,



Richard J. Melanson, LL.B.



## NSEB APPROVAL SHEET

**Project Title:** HYD Lower Great Brook Stoplog Replacement

**CI Number:** C0070486

**Date:** December 1, 2025

| Expenditure Profile |                    |                    | Type of Filing                      |                                  |
|---------------------|--------------------|--------------------|-------------------------------------|----------------------------------|
| Year                | Budget Amount      | Project Estimate   | <input checked="" type="checkbox"/> | Capital Project Authorization    |
|                     |                    |                    | <input type="checkbox"/>            | Unforeseen and Unbudgeted (U&U)  |
|                     |                    |                    | <input type="checkbox"/>            | Planned & Advanced (P&A)         |
|                     |                    |                    | <input checked="" type="checkbox"/> | Subsequent Approval Item         |
| 2025                | 1,121,577          | 3,125,751          | <input type="checkbox"/>            | Authorization to Overspend (ATO) |
| 2026                | 166,827            | 465,806            | <input type="checkbox"/>            | Scope Change                     |
| 2027                |                    | 2,327              | <input type="checkbox"/>            | Final Cost (FIN)                 |
| <b>Total</b>        | <b>\$1,288,404</b> | <b>\$3,593,884</b> |                                     |                                  |

### COMMENTS

Submitted on behalf of NOVA SCOTIA POWER INCORPORATED



Authorized Signatory  
Dave Pickles  
Chief Operating Officer

DATE

November 28, 2025

Approved on behalf of NOVA SCOTIA ENERGY BOARD



DATE

January 27, 2026