

CI C0084033

RS SCR Bridge 10.10 Refurbishment

REDACTED

May 4, 2026

NSEB APPROVAL SHEET

Project Title: RC SCR Bridge 10.10 Refurbishment

CI Number: C0084033

Date: May 4, 2026

Expenditure Profile			Type of Filing	
Year	Budget Amount	Project Estimate	☐	Capital Project Authorization
			☐	Unforeseen and Unbudgeted (U&U)
			☐	Planned & Advanced (P&A)
			☒	Subsequent Approval Item
2025	81,318	86,644	☐	Authorization to Overspend (ATO)
2026	1,102,575	835,716	☐	Scope Change
2027	169,699	86,581	☐	Final Cost (FIN)
Total	\$1,353,592	\$1,008,941		

COMMENTS

Submitted on behalf of NOVA SCOTIA POWER INCORPORATED



Authorized Signatory
Dave Pickles
Chief Operating Officer

DATE
May 4, 2026

Approved on behalf of NOVA SCOTIA ENERGY BOARD

DATE

CI Number: C0084033

Title: RC SCR Bridge 10.10 Refurbishment

Start Date: 2025/07
In-Service Date: 2026/09
Final Cost Date: 2027/06
Function: Generation
Forecast Amount: \$1,008,941

DESCRIPTION:

This project is for the refurbishment of Bridge 10.10 located along the Sydney Coal Railway (SCR). The SCR is critical for the supply of solid fuel to Langan Generating Station, linking Langan to the International Coal Pier. These refurbishments will help to ensure safe, reliable operation of the railway and the safety of the public.

The existing 33.5 ft (approximate length) steel span and bearing plates will be replaced with a steel span of similar length and configuration, and new bearings. The span will be an open-deck span. without guard rails or walkways. The current top of rail elevation across the bridge will remain the same. The clearance from the underside of the new span to the watercourse bed will not be decreased from its current clearance. While the existing abutments will remain in place, some concrete work is anticipated on both abutments at the bridge seats.

NS Power engaged a third-party rail bridge inspection service as well as third-party engineering experts to provide a detailed condition assessment of the bridge (please refer to Confidential Attachment 1) including the use of a snooper truck, ultrasonic thickness testing, particle testing, and abutment core samples. This data was used for structural assessment, load rating consideration, as well as determining the feasible mitigation options and detailed design for refurbishment.

The Board provided the following Directive in its Decision pertaining to the Decarbonization Deferral Account (DDA) (M11220):

NS Power must provide specific notice to all participants in this proceeding upon filing any future capital work order applications involving assets that are forecasted to be included in the DDA and to confirm this was done in its applications to the Board.

In accordance with the Board’s directive, NS Power provided notice of this investment to participants in the DDA proceeding on May 4, 2026.

Summary of Related CIs +/- 2 years:

Pursuant to Section 11.2 of the CEJC, related CIs for Steam projects include “work completed on the same asset (turbine, boiler, etc.) and on the same unit (Langan Unit #3, for example).”

- 2024 C0063409 ICP Rail 8th Street Crossing - \$233,339
- 2024 C0066283 RC to Langan Sinkhole Repair U&U \$382,354
- 2024 C0063546 ICP Rail Track Refurbishment 2024 - \$275,000
- 2025 C0074148 RC May St Crossing Gate U&U \$512,883
- 2025 C0076531 RC SCR Track Refurbishment \$709,705

Depreciation Class: Steam Production Plant Langan - Common

Estimated Life of the Asset: 20 years

Retirement Information:

- Categorization of Retirement: Accounting Policy 6420 - Retirement and Disposal of Capital Assets
- Percentage of Asset Pool: 0.23%

JUSTIFICATION:

Justification Criteria: Thermal

Sub Criteria: Equipment Replacement/ Refurbishment

Why do this project?

The SCR is critical to ensuring the reliable supply of coal to the Lingan Generating Station. In 2024, all bridges along the SCR were inspected. Please refer to Confidential Attachment 2 for the 2024 Bridge 10.10 inspection report. This inspection identified several corrosion defects on bridge 10.10 flagged as a priority for mitigation. The corrosion deterioration has led to a substantial reduction in the effective cross-section properties, and consequently, the load-carrying capacity of the affected members. Further, a structural analysis model (please refer to Confidential Attachment 3) confirmed non-uniform load distribution across this bridge's girder set. This has the effect of increasing internal stresses, particularly on the inner girders, which carry a greater share of the load than the outer girders. The structural analysis report concludes the internal girders do not meet the required member fatigue capacities.

Why do this project now?

This project needs to be completed now to prevent further deterioration of the bridge and refurbish impacted portions to an acceptable condition to ensure the SCR continues to meet Transport Canada requirements as well as the standards of the American Railway Engineering and Maintenance-of-Way Association (AREMA). The most recent inspection report identified that the bridge girders have experienced heavy corrosion that has negatively affected the bridge's load rating. If not resolved now, the bridge would not be able to maintain the minimum live-load capacity rating required for travel of loaded rail cars (at current operating speeds of 10 miles per hour in this section of track), through to the retirement of the coal-fired generating units.

This project is deemed in-service when the bridge is installed and passable (forecast to be September 2026); therefore, the Final Cost Date (June 2027) is listed as six months after all project completion activities, such as financial reconciliation and confirmation/finalization of as-built drawings are forecast to be completed (December 2026).

Why do this project this way?

The selected approach—refurbishing the superstructure while reusing the existing abutments—provides the lowest-cost method to safely maintain the SCR through the anticipated coal-phaseout in 2030.

The alternative would be to replace corroded girder cover plates with new steel plates of equal or greater thickness which may restore the original cross-sectional capacity. This alternative was not chosen as welding new plates to the existing corroded surfaces requires extensive surface preparation and sandblasting, which would have a higher capital cost and would be more time-consuming. Additionally, there is a high likelihood that the underlying corrosion may not be completely eliminated, potentially compromising the bond and performance of the newly attached plates.

In addition to having a lower capital cost, the selected approach also has the advantage of minimizing the coal delivery impact to Lingan to approximately one week. This is because the superstructure is to be prefabricated and hoisted into place. The alternative discussed above would take several weeks longer.

Contingency Statement

Contingency for this project has been determined using a combination of internal subject matter expert judgement (professional engineers) based on previous experience with these assets, and the non-binding contingency guidelines. Consistent with the maturity matrix, this project is being filed as a Class 3 estimate with a contingency of 10 percent. Risks intended to be covered by this contingency include market and pricing volatility related to materials and contract costs, as well as additional scope that may be required during the refurbishment; additional scope may be identified during demolition and inspection phases, when previously inaccessible areas of the bridge and its abutments are exposed and assessed for unforeseen damage or deterioration.

Reason for Variance

The decrease of \$344,651 from the 2026 ACE Plan subsequent submittal estimate of \$1,353,592 is due to decreased abutment scope requirements. Core sampling during conceptual design revealed existing abutment structural integrity is adequate at the reduced speeds travelled on this portion of track.

Capital Project Detailed Estimate

Location: Steam										
Cl# : C0084033										
Title: RC SCR Bridge 10.10 Refurbishment										
Execution Year: 2026										
Description					Unit	Quantity	Unit Estimate	Total Estimate	Cost Support Reference	Completed Similar Projects (FP#s)
Regular Labour										
Engineering					PD	67	\$ 457	\$ 30,691		
Power Plant Technician					PD	41	\$ 422	\$ 17,277		
							Sub-Total	\$ 47,968		
Travel Expense										
Site Visits					lot	6	\$ 500	\$ 3,000		
							Sub-Total	\$ 3,000		
Materials										
Bridge & Ballast Ties					lot	1				
Ballast					lot	1			Attachment 4 - pg 30	
Abutment concrete surface materials					lot	1			Attachment 4 - pg 28	
W36X182 including bracings and connections					lot	1			Attachment 4 - pg 31	
Hardware					lot	1			Attachment 4 - pg 31	
Bearings (elastomer pads)					lot	1			Attachment 4 - pg 31	
Shims					lot	1			Attachment 4 - pg 31	
							Sub-Total			
Contracts										
Surface approaches					lot	1			Attachment 4 - pg 30	
On-Track-Maintenance (OTM)					lot	1			Attachment 4 - pg 30	
Mobilization / Demobilization of OTM Contractor					lot	1			Attachment 4 - pg 30	
Rehabilitation work on abutments / bridge seats					lot	1			Attachment 4 - pg 28	
Mobilization / demobilization of bridge contractor					lot	1			Attachment 4 - pg 31	
Mobilization / demobilization of crane					lot	1			Attachment 4 - pg 31	
Crane charges					lot	1			Attachment 4 - pg 31	
Assembly and installation of new DPG span					lot	1			Attachment 4 - pg 31	
Installation of deck					lot	1			Attachment 4 - pg 31	
Finalization of work					lot	1			Attachment 4 - pg 31	
Erosion control placeholder					lot	1	\$ 10,000	\$ 10,000		
Removal of deck and existing DPG Span					lot	1			Attachment 4 - pg 31	
							Sub-Total			
Freight										
Bridge Tie Freight					lot	1				
Other Materials Freight					lot	1			Attachment 4 - pg 31	
							Sub-Total			
Consulting										
Bridge Inspection					lot	1				
Feasibility Modeling, Rating & Fatigue Assessment					lot	1				
Conceptual Design					lot	1				
Bridge Clearance Assessment					lot	1	\$ 1,200	\$ 1,200		
Detailed Design					lot	1			Attachment 4 - pg 29	
Support During Construction & As-Builts					lot	1	\$ 15,000	\$ 15,000		
Asset Management Strategy Study - Rail					lot	1	\$ 10,000	\$ 10,000		
							Sub-Total	\$ 258,650		
Other Goods & Services										
Contingency					%	10%	\$ 865,813	\$ 86,581		
							Sub-Total	\$ 86,581		
Interest Capitalized										
AFUDC					lot	1	\$ 11,283	\$ 11,283		
							Sub-Total	\$ 11,283		
Administrative Overhead										
Labour AO					lot	1	\$ 17,914	\$ 17,914		
Contractor AO					lot	1	\$ 27,350	\$ 27,350		
							Sub-Total	\$ 45,264		
SUB-TOTAL (no AO, AFUDC)								\$ 952,394		
TOTAL (AO, AFUDC included)								\$ 1,008,941		
Original Cost										
								\$ 337,385		

Note 1: The labour figures noted above are an average of salaries across a variety of jobs within similar classifications including fringe, and are used solely for budgeting purposes.

Note 2: Small differences in totals are attributable to rounding.

		Instructions: Select option in Column B. Columns C through G will auto-populate.		Document No: XXX-XX-XXXX-XXXX				
Project Cost Estimate Input Checklist and Maturity Matrix								
Road & Rail Infrastructure		Required Fields:		Estimate Classification				
Project Name: RC SCR Bridge 10.10 Refurbishment		Started or Preliminary Defined or Complete		Class 5	Class 4	Class 3	Class 2	Class 1
Maturity Level of Project Definition Deliverables								
General Project Data								
A. Scope								
Project Scope of Work Description		Defined (D)	P	P	P	D	D	D
Site Infrastructure (Access, Construction Power, Camp, etc.)		Defined (D)	NR	P	P	D	D	D
B. Capacity								
Rail (Passenger Demand, Vehicle Type, Load Factors, Coordination & Connectivity Measures, Feeder Requirements, Staging Plans)		Defined (D)	P	P	P	D	D	D
Road (Transit Load Factors, Traffic Study, Ruling Grades, Staging Plans)		Defined (D)	P	P	P	D	D	D
Electrical Power Requirements (when not the primary capacity driver)		Not Applicable (NA)	NR					
C. Project Location								
Facility (stations, depots, yards, etc.)		Defined (D)	P	P	P	D	D	D
D. Requirements								
Codes and/or Standards		Defined (D)	NR	P	P	D	D	D
Communication Systems		Defined (D)	NR	P	P	D	D	D
Fire Protection and Life Safety		Defined (D)	NR	P	P	D	D	D
Environmental Monitoring		Defined (D)	NR	NR	P	P	P	D
E. Technology Selection								
Pavement, Track, Rolling Stock, Systems, etc.		Defined (D)	P	P	P	D	D	D
F. Strategy								
Quality and Level of Service		Defined (D)	P	P	P	D	D	D
Regional Transportation Strategy Alignment		Defined (D)	P	P	P	D	D	D
Right-of-Way (ROW)		Defined (D)	P	P	P	D	D	D
Contracting/Sourcing		Defined (D)	NR	P	P	D	D	D
Escalation		Not Applicable (NA)	NR					
G. Planning								
Regulatory Approval & Permitting		Defined (D)	P	P	P	D	D	D
Logistics Plan		Defined (D)	P	P	P	D	D	D
Integrated Project Plan		Defined (D)	NR	P	P	D	D	D
Project Code of Accounts		Defined (D)	NR	P	P	D	D	D
Project Schedule		Defined (D)	NR	P	P	D	D	D
Risk Register		Preliminary (P)	NR	P	P			
Stakeholder Consultation/Engagement/Management Plan		Not Applicable (NA)	NR					
Utility Coordination/Agreements		Not Applicable (NA)	NR					
Work Breakdown Structure (WBS)		Defined (D)	NR	P	P	D	D	D
Start-up & Commissioning Plan		Preliminary (P)	NR	P	P	P/D		
Storm Water Management Plan		Defined (D)	NR	P	P	P/D	D	D
Systems Acceptance Plan		Not Applicable (NA)	NR					
Systems Plan (Signaling/Telecommunication/Lighting/Electric Traction/Control/Trolling, etc.)		Not Applicable (NA)	NR					
H. Studies								
Routing Options		Not Applicable (NA)						
Topography & Bathymetry		Defined (D)	P	P	P	P/D	D	D
Environmental Impact/Sustainability Assessment		Not Applicable (NA)	NR					
Environment/Existing Conditions		Defined (D)	NR	P	P	D	D	D
Geotechnical and Hydrology		Defined (D)	NR	P	P	D	D	D
Soils & Hydrology		Defined (D)	NR	P	P	D	D	D
Technical Deliverables (Specifications and/or Drawings)								
Route Mapping/Survey		Complete (C)	S/P	P/C	C	C	C	C
Design Specifications		Complete (C)	NR	S/P	C	C	C	C
Electrical One-Line Drawings		Not Applicable (NA)	NR	S/P				
Equipment Data Sheets		Preliminary (P)	NR	S/P				
Equipment Lists: Electrical		Not Applicable (NA)	NR					
Equipment Lists: Mobile		Not Applicable (NA)	NR					
Equipment Lists: Process/Utility/Mechanical		Not Applicable (NA)	NR					
General Equipment Arrangement Drawings		Preliminary (P)	NR	S/P				
Instrument List		Not Applicable (NA)	NR					
Major Structure Drawings (bridges, viaducts, etc.)		Started (S)	NR	S/P				
Plots/Facility Layouts		Started (S)	NR	S/P				
Roadway/Pavement or Track Concept Plans		Complete (C)	NR	S/P	C	C	C	C
Utilities Systems Plans Including Relocation		Not Applicable (NA)	NR					
Construction Permits		Not Applicable (NA)	NR					
Geometric Layout, Alignment, Profile, Cross Section		Complete (C)	NR	S/P	P/C	C	C	C
Land/ROW Title Negotiation		Complete (C)	NR	S/P	P/C	C	C	C
Minor Structure Plans (retaining walls, culverts, etc.)		Started (S)	NR	S/P				
Civil/Structural/Architectural Discipline Drawings		Started (S)	NR	S/P				
Demolition Plans and Drawings		Started (S)	NR	S/P				
Erosion Control Plan & Drawings		Not Applicable (NA)	NR					
Fire Protection and Life Safety Drawings and Details		Not Applicable (NA)	NR					
Storm Water Drawings		Not Applicable (NA)	NR					
Roadway/Track Discipline Drawings		Started (S)	NR	S/P				
Signaling/Telecommunication/Electrification Discipline Drawings		Not Applicable (NA)	NR					
Electrical Schedules		Not Applicable (NA)	NR	NR				
Instrument and Control Schedules		Not Applicable (NA)	NR	NR				
Instrument Datasheets		Not Applicable (NA)	NR	NR				
Spare Parts Listings		Not Applicable (NA)	NR	NR				
Electrical Discipline Drawings		Not Applicable (NA)	NR	NR				
Facility emergency Communication Plan and Drawings		Not Applicable (NA)	NR	NR				
Information Systems/Telecommunication Drawings		Not Applicable (NA)	NR	NR				
Instrumentation/Control System Discipline Drawings		Not Applicable (NA)	NR	NR				
Mechanical Discipline Drawings		Started (S)	NR	NR	S/P			
Total Responses		Total # Deliverables for this Project	12	39	32	30	30	30
Percentage		% Defined/Complete towards Class Estimate	100%	100%	78%	73%	73%	73%
Comments:								
This project is being filed as a Class 3 estimate. The defined deliverables for this project indicate that 78% of Class 3 deliverables are completed. A contingency value of 10% was selected for this project. Risks intended to be covered by this contingency include market and pricing volatility related to materials and contract costs, as well as additional scope that may be required during the refurbishment; additional scope may be identified during demolition and inspection phases, when previously inaccessible areas of the bridge and its abutments are exposed and assessed for unforeseen damage or deterioration.								

- Legend:**
- The maturity level is an approximation of the completion status of the deliverable. The completion is indicated by the following descriptors:
- General Project Data:**
- Not Required (NR): May not be required for all estimates of the specified class, but specific project estimates may require at least preliminary development.
 - Preliminary (P): Project definition has begun and progressed to at least an intermediate level of completion. Review and approvals for subsequent status has occurred.
 - Defined (D): Project definition is advanced, and reviews have been conducted. Development may be near completion with the exception of final approvals.
- Technical Deliverables:**
- Not Required (NR): Deliverable may not be required for all estimates of the specified class, but specific project estimates may require at least preliminary development.
 - Started (S): Work on the deliverable has begun. Development is typically limited to sketches, rough outlines, or similar levels of early completion.
 - Preliminary (P): Work on the deliverable is advanced. Interim, cross-functional reviews have usually been conducted. Development may be near completion except for final reviews and approvals.
 - Complete (C): The deliverable has been reviewed and approved as appropriate.

Inclusions

For the purposes of this document, the term *road and rail transportation infrastructure industries* is assumed to include facilities for major roads, highways, railroads, transit rail and similar facilities for transporting people and goods in the infrastructure industries. Rail may be primarily for freight, people (transit) or both including specialized systems such as metros, light rail, high speed, monorails and people movers. Projects may create new assets or modify existing assets but exclude maintenance work. These are generally considered civil works projects. This includes the right-of-way (ROW) and access site preparation and civil work (excavation, drainage, causeways, etc.), structures (e.g. over and underpasses, bridge crossings, monorail structure, walkways, etc.), electrical for lighting and for power (if electric driven), road surfaces, guides, rail components and rolling stock, safety, signaling and signage, telecommunications, and other ancillary facilities.

This RP excludes some specialized scope elements. These specialized elements are commonly part of an overall road or rail investment program, but their estimates are often based on unique deliverables using unique data and methods, estimated by specialty firms or subcontractors, and other phases (i.e., these elements may have a different estimate class). The specialized elements may include, but are not limited to the following:

- Major long-span bridges and viaducts (e.g., major river crossings, canyon crossings, etc.); however elevated structure for urban monorail or people movers is included.
- Major tunnels.
- Major buildings such as toll stations, rail stations, rail maintenance, offsite fabrication (e.g., rail welding facilities), fueling and remote operations and control facilities.
- Specialized systems such as hyperloop and traction cable funiculars and cable car.
- Major system power generation, transmission and substations are also excluded but distributed traction substations and power lines/rail for electric trains are included.

- While these elements are not included in the RP, one must define the rail/road project's interfaces with these elements. The defining deliverables of some of those excluded project scopes are covered in other RPs; for instance:
- Buildings of all types: 568-09 [2]
 - Power transmission lines: 96R-18 [3]
 - Substations: 18R-97 [4]

These varied scope elements are usually sub-projects in a program. Each sub-project will have its own estimate within the overall project for which the classification should be determined using its respective classification RP. At a program level, the classification of the combined estimates will usually be rated by the classification of the least defined major scope element on the principle that a system is only as strong as its weakest link and the project risks have considerable dependencies between projects.

Road and rail projects often involve utility (e.g., power, water, gas, etc.) relocation and modification and consideration of this scope is included here. The location, condition and means of working with or on existing underground utilities are a particularly significant source of uncertainty in urban areas. The scope also considers potential effects of vibration, noise, settlement and other factors on facilities and structures near the road or rail right-of-way. However, projects to remove, modify or otherwise build major facilities or structures are assumed to be separate estimates. The same is true for major utilities relocated or modified as pre-work. For example, if a 30-inch gas pipeline was re-routed through a new boring prior to road construction by the utility operator, that would be estimated as a pipeline project. In any case, this interaction of scope adds complexity and is a source of uncertainty.

Road and rail transportation is considered an element of the infrastructure industry. The Construction Industry Institute has provided a good definition of infrastructure in its *Project Definition Rating Index for Infrastructure Projects* as follows [6]:

"A capital project that provides transportation, transmission, distribution, collection or other capabilities supporting commerce or interaction of goods, services, or people. Infrastructure projects generally impact multiple jurisdictions, stakeholder groups and/or a wide area. They are characterized as projects with a primary purpose that is integral to the effective operation of a system. These collective capabilities provide a service that is made up of nodes and vectors into a grid or system."

Using this definition, road and rail transportation are a vector or linear scope elements that connects buildings, industrial plants, storage and loading facilities, or other nodal facilities, which may include major bridges and stations at its terminations or intermediate points. The major bridge, tunnel, station and other facility nodes are integral elements of road and rail project scope; however, because their design and execution (and often contractors) differs greatly from the road and rail itself (including key plans and deliverables) they are excluded here other than interfaces. Road/rail projects are often executed as part of a program that also involves node project scope or existing system operational changes (or considerations for integrated system testing and startup). Even in early planning, work breakdown structures will usually segregate the main vector and node project elements allowing the classification specification for estimates for each element.

As the infrastructure definition states, a distinguishing feature of these projects is that they often traverse wide areas cross country which puts an emphasis on the definition of routing, land ownership, terrain and environmental conditions, and establishing right-of-way, etc. The route often intersects, interferes with, and/or is in conjunction with other vector utilities (e.g., power lines, pipelines, other rail, other roads, etc.). Associated scope definition challenges include defining stakeholder, permitting, and regulatory requirements. Road and rail infrastructure are regulated industries and often government-owned, although sometimes in partnership with private owners or privatized altogether. Often funding is provided by multiple government agencies which adds definition and decision-making challenges (e.g., local, state, province, federal, international, etc.). Environmental concerns are paramount, which greatly impacts planning and decision-making. Both road and track installation typically require specialized equipment and contractors for key elements.

- Typical road transportation scope or asset elements include:
- Embankments.
 - Cuts.
 - Pavement layers.
 - Drainage and culverts.
 - Retaining/shoring structures.
 - Noise barriers.
 - Safety structures.
 - Support structures (under/overpasses, minor bridges and walkways).
 - Stripping, signage, signals and lighting.

- Typical main installation elements include:
- Earthworks (land clearing, top soil removal, embankment and cut sections).
 - Paving (with specialized equipment).
 - Underground and surface drainage.
 - Utility relocation and modification.
 - Road and structure foundations including retaining/shoring features.
 - Tunneling, rock blasting.
 - Structural steel and/or concrete.
 - Lighting electrical, signal electrical and controls.
 - Various specialty items (sound barriers, guardrail, fence, speed control systems, smart systems, etc.).

In general, the more developed or urban the route, the more complex the installation will be. For urban areas obstructions are frequent. Noise, vibration and dust will be an issue for nearby developments. Settlement may affect nearby foundations requiring monitoring and mitigation. In remote locations, difficult or environmental sensitive terrain, installation has its own challenges. Before any installation work can begin in an area, appropriate land and ROW must be acquired which creates unique scheduling as well as cost challenges. Stakeholder management is usually complex.

For the purpose of estimate classification, the main scope definition deliverables start with planning the traffic capacity and loading, types of road and rail including technology; and establishing the routing including it elevation profiles, interchanges, crossings, and other elements including interferences with utilities and structures. Traffic planning capacity and loading provides an understanding of any specific technologies, which may include vehicle type and size consideration (i.e. low floor cars), stop locations, feeder service requirements, operations and public parking, etc. The route's land characteristics and the nature of developments drive the need for specific design features and execution strategies. Stakeholder requirements need to be considered for each scope definition decision.

Often the early planning of alternatives is done as part of a long-term regional transportation and system operating strategy development that is periodically revised. Then, as defined by regional and/or national agency procedure, funding or grants for engineering and construction is obtained that requires further supporting scope definition. This long-term consultative planning, and often politicized approval and funding (given that funding often from tax revenue), are somewhat unique features of transportation stage-gate processes and estimate classification concerns.

REDACTED (CONFIDENTIAL INFORMATION REMOVED)

CI C0084033 Attachment 1 has been removed due to confidentiality.

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