

NOVA SCOTIA ENERGY BOARD

IN THE MATTER OF: THE PUBLIC UTILITIES ACT

- and -

IN THE MATTER OF: AN APPLICATION by NOVA SCOTIA POWER INCORPORATED
to approve CI C0044172 – L7005 Canso Crossing Vibration
Mitigation – \$2,431,095 (P&A)

NON-CONFIDENTIAL INFORMATION REQUESTS

To: **Lana Myatt**
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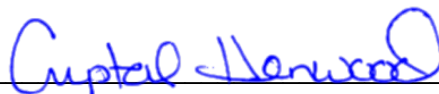
From: **Nova Scotia Energy Board**
Board Staff

Responses Due: **Tuesday, July 14, 2026**

Copies: 1 electronic copy (PDF searchable)

Contact Person: **Chris Jiang, P.Eng.**
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Issued at Halifax, Nova Scotia, this 22nd day of June 2026.



Crystal Henwood, Clerk of the Board

Request IR-1:

Please provide cost breakdown for the item, Installation of New Vibration Mitigation System, \$1,670,755, in the Capital Project Detailed Estimate, p.3 of the Application file. Please list the associated works, materials, personnel, hourly rates, hours, units, unit costs, number of units, etc.

Request IR-2:

Attachment 1, p.15 to p.88, the Havard Engineering report, is marked as a draft. Please clarify whether a final version of the report exists.

- a) If there is a final version, please provide it for Board's review.
- b) If not, please explain why a final version has not been prepared.

Request IR-3:

Attachment 1, p.43 to p.44, the Havard Engineering report, Conclusion, Section 7 to 10, lists recommended action items. Please describe the work that NS Power performed under the proposed project.

Request IR-4:

Attachment 1, p.9, Section 8 Dampers & AFS noted following:

L8004 Canso strait crossing which is located adjacent to the L7004 crossing did not experience similar issues due to severe galloping. This was due to the installation of air flow spoilers to the phase conductors on L8004. This prevented galloping and is a convenient reference/benchmark as this mitigated L8004 crossing has been satisfactorily in service.

[N-2, Attachment 1, p.9]

Further at Attachment 1, p.146, the AAB Report, Section 1, Project Description and Scope noted following:

The first power line, a 345 kV double circuit line designated L8004, was constructed in 1983 using self-damping conductors. In 1984, severe galloping led to conductor damage and flashovers. This issue was resolved by adding air flow spoilers to the conductors, which prevented further galloping and maintained the span's stability against aeolian vibrations.

[N-2, Attachment 1, p.146]

- a) Please explain whether NS Power was aware of the galloping issues associated with L8004 line crossing at Canso Strait.
- b) Please explain why the original crossing design for L7005 did not incorporate airflow spoilers, given the prior issues experienced on the adjacent L8004 line crossing.
- c) Please describe the original design approval process and explain whether NS Power identified or considered these issues during its review of Hatch's design.