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Request IR-1:

Refer to M12861, Exhibit N-1, Nova Scotia Power Inc. 2026 Load Forecast Report - Redacted (the “Report”) Section 4.1, Historical Class Sales and Energy Data, page 18 of 105, Lines 10-13 and respond to the following:

(a) Please identify and describe the criteria, thresholds, and data requirements NS Power will use to determine that a sufficient historical dataset of AMI-based accrued sales exists to incorporate into the Load Forecast.

(b) Please provide the expected timeline for transitioning the Load Forecast to AMI-based accrued sales.

Response IR-1:

(a) NS Power has not established specific criteria, thresholds, or data requirements at this time for determining when a sufficient historical dataset of AMI-based accrued sales exists to incorporate into the Load Forecast. As described in Section 4.2 of the Report, NS Power’s billing and data systems were impacted by the 2025 cyber incident. Once data management and analysis systems necessary for handling AMI data are fully restored and operating reliably, NS Power will resume work to improve estimates of accrued sales on a monthly basis, before developing and testing methodologies for incorporating AMI-based accrued sales into the Load Forecast models.

(b) No timeline for the transition has been established.

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Request IR-2:

Refer to M12861, Exhibit N-1, the Report, Section 4.2, 2025 Data Modifications Due to the Cyber Incident, page 19 of 105, Lines 6-7, and respond to the following:

(a) The Report states that 2024 monthly billed sales patterns were used to estimate portions of 2025 monthly sales. Please provide:

- (i) the estimated monthly sales values used in the forecast;**
- (ii) the corresponding annual sales values; and**
- (iii) any validation or reasonableness testing performed to assess whether 2024 monthly sales patterns remained representative of customer usage behavior in 2025.**

(b) Please describe any additional forecast uncertainty resulting from the use of reconstructed 2025 data and explain whether NS Power performed any sensitivity analysis or scenario analysis to assess the effect of that uncertainty on the forecast results.

Response IR-2:

(a) (i-ii) Please refer to Attachment 1, “Estimated monthly sales 2025” tab.

(iii) Please refer to Attachment 1, “Evaluation” tab. Based on the consistent monthly cycle of class-level usage in recent years, it was assumed that 2025 would not see a significant deviation. The monthly cycle evident in the “Original” billed sales series, visualized in the attachment, appears to be anomalous in the recent historical context. Given that NS Power was aware of the cause of this anomaly (i.e. billing processes impacted by the cyber incident), the adjustment process described is reasonable.

2026 Load Forecast Report (NSEB M12861)
NSPI Responses to Small Business Advocate Information Requests

NON-CONFIDENTIAL

1 (b) No additional uncertainty analysis was performed. Given that the actual annual total was
2 used for the estimation, and a realistic monthly cycle was applied, it is assumed that
3 forecast uncertainty arising from the use of the estimated monthly sales for 2025 will be
4 minimal compared to the impacts of weather and economic variability considered in
5 Section 11 of the Report, particularly given that the nine other years (2016-2024) used for
6 training the forecast models are unaffected.

**2026 Load Forecast Report SBA IR-2 Attachment 1 has
been filed electronically.**

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Request IR-3:

Refer to M12861, Exhibit N-1, the Report Section 4.4, Economic Information, page 29 of 105, Lines 9-21 and respond to the following:

- (a) Please provide the calculation used to replace Signal49's average 24 percent year-over-year decline with NS Power's assumed 10 percent year-over-year decline.
- (b) Please identify the announced "developments totaling approximately 40-50,000 units" that NS Power relied upon, including the expected timing, location, and unit type.
- (c) Please explain whether NS Power considered recent market conditions that could reduce housing completions, including apartment development delays, financing constraints, reduced international student demand, or developer deferrals. If these factors were considered, please describe how they were incorporated into the forecast. If not, please explain why they were excluded.

Response IR-3:

- (a) The calculation is provided in Synapse IR-1 Attachment 1. Please also refer to Synapse IR-5 for additional information.
- (b) The announced "developments totaling approximately 40-50,000 units" that NS Power relied upon are provided in the table below:

Community	Estimated Completion	Number of Units
Bedford	2030	11,000
Dartmouth	2032	5,300
Halifax	2035	3,440
Halifax	2030	3,400

2026 Load Forecast Report (NSEB M12861)
NSPI Responses to Small Business Advocate Information Requests

NON-CONFIDENTIAL

Community	Estimated Completion	Number of Units
Halifax	2034	3,000
Bedford	2035	2,000
Lantz	2035	1,500
Dartmouth	2035	1,040
Hammonds Plains	2030	1,000
Dartmouth	2031	875
Halifax	2027	530
Halifax	2027	462
Halifax	2035	438
Dartmouth	2030	400
Halifax	2035	400
East Uniacke	2030	370
Dartmouth	2028	348
Halifax	2027	324
Halifax	2026	291
Halifax	2035	291
Truro	2025	287
Dartmouth	2035	284
Dartmouth	2035	280
Dartmouth	2027	220
Bedford	2035	214
Dartmouth	2027	213
Dartmouth	2035	203
Halifax	2035	201
Halifax	2035	192
Truro	2026	180
Dartmouth	2027	180
Dartmouth	2026	176
Halifax	2026	175
Dartmouth	2035	168

2026 Load Forecast Report (NSEB M12861)
NSPI Responses to Small Business Advocate Information Requests

NON-CONFIDENTIAL

Community	Estimated Completion	Number of Units
Halifax	2026	168
Dartmouth	2026	162
Halifax	2026	155
Bedford	2027	154
Halifax	2026	148
Dartmouth	2035	144
Halifax	2026	142
Dartmouth	2027	142
Dartmouth	2035	137
Dartmouth	2027	137
Dartmouth	2027	123
Halifax	2035	121
Halifax	2026	120
Halifax	2027	118
Halifax	2026	117
Dartmouth	2026	117
Halifax	2027	117
Halifax	2027	115
Halifax	2026	115
Sackville	2035	110
Halifax	2035	110
Dartmouth	2025	105
Bedford	2026	105
Dartmouth	2035	104
Sackville	2026	100
Halifax	2035	95
Dartmouth	2035	94
Dartmouth	2035	90
Dartmouth	2035	90
Halifax	2027	89

2026 Load Forecast Report (NSEB M12861)
NSPI Responses to Small Business Advocate Information Requests

NON-CONFIDENTIAL

Community	Estimated Completion	Number of Units
Halifax	2026	86
Herring Cove	2035	86
Dartmouth	2027	85
Halifax	2035	80
Dartmouth	2027	80
Halifax	2035	80
Halifax	2035	80
Dartmouth	2035	80
Halifax	2027	79
Halifax	2035	79
Halifax	2035	79
Halifax	2026	78
Dartmouth	2027	77
Dartmouth	2035	77
Dartmouth	2035	75
Bridgewater	2035	75
Halifax	2026	74
Windsor	2025	72
Bridgewater	2035	71
Halifax	2035	70
Halifax	2035	70
Dartmouth	2027	68
Truro	2025	64
Sackville	2035	64
Sackville	2035	63
Truro	2025	59
Amherst	2025	56
Yarmouth	2035	56
Halifax	2035	54
Hammonds Plains	2035	53

2026 Load Forecast Report (NSEB M12861)
NSPI Responses to Small Business Advocate Information Requests

NON-CONFIDENTIAL

Community	Estimated Completion	Number of Units
Dartmouth	2027	50
Herring Cove	2035	50
Kentville	2025	48
Sackville	2027	44
Truro	2026	44
Bridgewater	2035	38
Halifax	2035	35
Truro	2026	35
Bedford	2035	32
Halifax	2026	29
Bridgewater	2035	25
Bridgewater	2035	19
Cole Harbour	2035	18
Amherst	2025	18
Dartmouth	2035	12
Halifax	2035	12
Windsor	2025	8

1
2 (c) The factors listed were not considered explicitly in the adjusted forecast. Please refer to
3 Synapse IR-5 for additional information on the new housing estimates.

NON-CONFIDENTIAL

Request IR-4:

Refer to M12861, Exhibit N-1, the Report, Section 4.5.2, Hybrid Heating, page 40 of 105 and respond to the following:

- (a) Please provide a detailed description of the customer configuration assumed to qualify as a hybrid-heating participant, including the primary and secondary heating technologies assumed in the modelling.**
- (b) Please refer to Lines 15-16 and provide the basis for the assumed 50% participation rate and approximately 27,000 enrolled customers by 2036, including any supporting studies, surveys, stakeholder input, or analyses relied upon.**
- (c) Please refer to the Report, page 38 of 105, Lines 8-10, and describe the criteria, operating conditions, and customer obligations associated with NS Power-declared CPP events. Aside from low temperature, what factors are considered to trigger CPP events?**

Response IR-4:

- (a) As outlined in Section 4.5.2 of the Report, participation was modelled as a share of forecast non-all-electric (NAE) heat-pump installations, which represents customers with an existing non-electric system capable of serving as backup heating for the home during hybrid events. Accordingly, the primary heating technology assumed for hybrid customers is a heat pump, with secondary heating provided by a non-electric system.**
- (b) Please refer to EfficiencyOne IR-5.**

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1 (c) Condition (2) of the Critical Peak Event Procedure in the Critical Peak Pricing (CPP)
2 Tariffs, provides:

3
4 Events will be scheduled during the Critical Peak Event Hours, at the sole
5 discretion of NSPI, when NSPI is expecting conditions including, but not
6 limited to, high energy (kWh) usage, high market energy costs, or
7 generation or transmission outages.

8
9 Additional details on the criteria for calling CPP events were provided in the Company's
10 September 29, 2021, letter in M09777:

11
12 NS Power's decision to schedule, or not schedule, a CPP event will be made
13 following completion of its existing process concerning the development
14 and finalization of its day-ahead dispatch plan. NS Power's decision to
15 schedule a CPP event will be based on conditions which are expected to
16 impact its system, including without limitation any of the following criteria:

- 17
18 1. Day-ahead planning process forecasts a capacity scarcity due to
19 generation and/or transmission constraints. This may include forecasts
20 of extreme or unusual temperature conditions; day-ahead load, wind,
21 and/or price forecasts (e.g. fuel or market energy).
22 2. Maritimes Area Reliability Coordinator directive.

23
24 As a reminder, as noted in the Consensus Agreement and CPP Tariffs, NS
25 Power retains the discretion and flexibility concerning the criteria used to
26 determine whether to schedule a CPP event. This flexibility is important,
27 particularly in the context of a pilot program, as NS Power wants to
28 maximize the learnings associated with the pilot while balancing concerns
29 regarding system efficiency and customer experience.

30
31 CPP event scheduling criteria was further discussed in 2023/2024 Technical Session 1.¹

32
33 In practice, CPP events are generally associated with system peak conditions, which may
34 be driven by low temperatures as well as the broader system factors noted above.

¹ M11822 – 2024/25 TVP Application, Appendix C, Attachment 3, page 127. July 31, 2024.

2026 Load Forecast Report (NSEB M12861)
NSPI Responses to Small Business Advocate Information Requests

NON-CONFIDENTIAL

1 CPP tariffs are designed to provide a behavioural price signal rather than impose mandatory
2 actions. Customers are not obligated to shift usage; however, customers enrolled in the
3 CPP program are subject to the applicable critical peak rate during declared events, which
4 is approximately ten times the standard energy charge, which encourages customers to
5 reduce or shift consumption during those periods. Based on evaluated results from the first
6 four years of the Pilot, this price signal has been shown to drive customers to reduce or
7 shift consumption during Critical Peak Events.²

² As described in the Year Four (2024/25) Evaluation Report, in the 2024/25 Season the average load reduction across all residential CPP participants and events was 0.69 kW and 6.3 kW across commercial CPP participants.

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1 **Request IR-5:**

2
3 **Refer to M12861, Exhibit N-1, the Report, Section 4.5.2, Commercial Hybrid Heating, page**
4 **42 of 105, Figure 26: Energy adjustments applied to commercial forecast for the hybrid**
5 **heating scenario, and respond to the following:**
6

7 **(a) Please provide the calculation and supporting assumptions used to derive the**
8 **commercial hybrid heating energy adjustments of -7 GWh in 2028, -35 GWh in 2032,**
9 **and -75 GWh in 2036.**
10

11 **Response IR-5:**
12

13 **(a) Please refer to Synapse IR-9.**

NON-CONFIDENTIAL

Request IR-6:

Refer to M12861, Exhibit N-1, the Report, Section 4.5.4, Electric Vehicles (EVs), page 46 of 105 and respond to the following:

(a) Please explain the basis for retaining the same per-vehicle energy consumption, charging behavior, and peak demand assumptions used in the 2025 Load Forecast. In the response, please identify:

(i) any updated EV charging data reviewed

(ii) any changes in EV technology, battery size, or charging behavior considered

Response IR-6:

(a)

(i-ii) The results of the study described in the 2025 Load Forecast Report are still valid in 2026. Charging behaviour will not change significantly from year to year, as overall per vehicle consumption is determined mostly by distance travelled which is relatively static, and specific charging demands are largely set by the technology in the existing fleet of vehicles and chargers. Although these will change over time with greater penetration, and with new vehicle types and charging technologies, it will be a relatively slow evolution. The values used in the forecast will be updated on regular basis, but not necessarily every year.

NON-CONFIDENTIAL

Request IR-7:

Refer to M12861, Exhibit N-1, the Report, Section 10.1, Peak Model Modifications, pages 84 of 105, and respond to the following:

(a) Please refer to Line 6 and explain how the weighting of 80% for the 12-hour lag temperature and 20% for the 24-hour lag temperature was determined, including any alternative weighting schemes evaluated.

(b) The Report states, at Lines 12-17, that sensitivities using 36-hour and 48-hour lag temperatures were evaluated. Please provide the results of those analyses, including any impact on model, forecast accuracy, and forecast peak demand.

Response IR-7:

(a-b) Please refer to Synapse IR-3.

NON-CONFIDENTIAL

Request IR-8:

Refer to M12861, Exhibit N-1, the Report Section 6.1, Small General Service, Page 69 of 105, Lines 9-11 and respond to the following:

(a) Please explain how DSM and RTR are expected to “moderate the rate of growth” in the Small General Service forecast including any supporting assumptions and analysis. In the response, please clarify whether RTR is primarily expected to affect larger commercial and industrial customers rather than Small General Service customers.

Response IR-8:

(a) By “moderate the rate of growth,” NS Power means that the effects of DSM and RTR will reduce load, as opposed to the effects of factors driving load growth in the Small General Service sector such as electrification and commercial EV uptake. Without the DSM and RTR impacts, the rate of load growth in the Small General Service sector would be greater.

NS Power confirms that RTR is primarily expected to affect larger commercial and industrial customers rather than Small General Service customers. The RTR Forecast by Class is set out in Figure 41 of the Report. The 2028+ impact on Small General Service is 7 GWh, versus a combined 354 GWh for General Demand, Large General, and Industrial customers.