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Request IR-1:

Refer to M12898, Exhibit N-1, Nova Scotia Power Incorporated ("NS Power") CI Various - Distribution Routines ATO (Non-Confidential) June 11, 2026 ("ATO Application), Distribution Routines – Reason for Variance, table showing 2025 ACE dollars approved vs 2025 Actual dollars spent and Variance, page 1 of 1, and also refer to the explanation provided below the table:

> **…Bin Work is up by $10.2 million due to the advancement of higher-priority condition-driven work identified during the feeder inspection program, including projects in the Glace Bay area. Field driven work is up by $1.7 million due to the increased deficiencies driven by regional operations and regional engineering. …. (Emphasis - Underline added.)**

(a) Please identify the matter number that describes the scope for planned replacement by year, under NS Power's feeder replacement program.

(b) Does the underlined reference to Bin Work being up by $10.2 million due to advancement of work mean that NS Power expects to spend less on replacing deteriorated assets during 2026?

(c) What portion of the D055 actual spend is due to distribution lines being moved to roadside versus work on distribution lines that are not moved? Please provide both dollar amounts and the length of distribution lines that have been moved to roadside under this ATO.

(d) What is meant by higher 2025 actual spend for field driven work being due to "deficiencies" in operations and engineering? Please address each category of deficiency separately and also explain how much less the cost would have been had these deficiencies not occurred.

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(e) **How does the 2025 Actual spend impact the feeder inspection program for 2026 and NS Power's Five-Year Reliability Plan?**

(f) **What percentage of the 2025 Actual spend is related solely to "…customer notification (Bin Work)…" that is mentioned in this same paragraph on page 1 of 1?**

Response IR-1:

(a) In the 2025 ACE Plan Application (M12012), on page 70, a description is provided that details what portion of D055 is driven by the feeder inspection program; however, it does not include all work identified by the feeder inspection program.

(b) Currently, NS Power does anticipate spending less on replacing deteriorated equipment as part of the D055 routine in 2026 than it did in 2025, but across the entirety of the Distribution program, investment is expected to increase from 2025 to 2026 as part of the continued execution of the Five-Year Reliability Plan.

(c) Most build-to-roadside projects are captured under specific special projects. In 2025, there were two part-of projects in the D055 routine for build-to-roadside at a total cost of approximately $300,000:

- The 82V-403 Carrolls Corner Bridge Crossing Rebuild (0.67 km), and
- 16W-301G Highway One Rebuild (0.37 km).

(d) Please refer to NSEB IR-5 for an explanation on what is meant by deficiencies. NS Power does not track Field Driven Work costs at the individual equipment or deficiency level and therefore cannot provide the details as requested. However, qualitatively, the increased cost is driven by the volume of deteriorated equipment identified and requiring replacement to maintain system reliability and safety, not by avoidable inefficiencies. These equipment

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replacements are necessary capital investments to address assets based on actual, in-field condition assessment.

(e) The 2025 actual spend does not impact the scope or operation of the feeder inspection program for 2026. NS Power’s feeder inspection program operates in parallel to identify deteriorated assets for replacement in a planned manner under the associated D055 Routine. The increased 2025 D055 spending supports the overall objectives of NS Power's Five-Year Reliability Plan by proactively replacing deteriorated equipment at risk of failure identified during the feeder inspection program, reducing the likelihood of future equipment failures and unplanned outage impacts.

(f) Bin work accounts for 55% of the actual 2025 spend in D055.