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Request IR-1:

In the application NS Power states that –

“This project is deemed in-service when the first portion of the work is complete (forecast to be June 2026), therefore the Final Cost Date (October 2026) is listed as six months after the final work is forecast to be completed (April 2026)”.

Please confirm:

(a) The project start date;

(b) In service date; and

(c) Final cost date.

Response IR-1:

The statement referenced above is incorrect and was updated in error; the statement under “why do this project now” should have reflected the original application, and an updated version included in the reason for variance explanation in the ATO application.

(a) The project start date was June 2026, when related preliminary engineering costs were finalized, allocated, and transferred to the project. Preliminary engineering occurred between 2021 and 2024 and was cost shared among several projects.

(b) June 2026 was the forecast in-service date at the time of filing the ATO; however, this has moved to September 2026 due to outage constraints and contractor availability.

CI C0052654 – L5541 Water Crossing Upgrades (NSEB M12960)
NSPI Responses to NSEB Information Requests

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- 1 (c) As stated in the preamble, October 2026 as stated under “why do this project now” was an
2 error. As outlined in the application above the project description, the Final Cost date at
3 the time of filing the ATO is expected to be October 2027.

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Request IR-2:

In the application NS Power states that –

“The structures being worked on lie at two water crossings: Str.6-12 & Str. 20-21. Engineering initiated in 2021 and was completed in 2024; however, construction has yet to start”.

(a) Please explain how any portion of this project could have been placed in service in June 2026 if construction had not commenced when the application was filed.

(b) Please confirm the number of structures being replaced, the wording “Str.6-12 & Str. 20-21” appears to include nine structures.

Response IR-2:

(a) While this project was filed in early July, the forecast for this filing was completed in May 2026. At that time NS Power was anticipating some work to be completed in late June 2026.

(b) This project includes work on nine structures. Structures 6, 7, 8, 11, 12, 20, and 21 are being fully replaced and structures 9 and 10 are being removed to mitigate the risk of these structures located within the water body.

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1 **Request IR-3:**

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3 **Does the implementation of a shared double-circuit crossing for L-6554 and L-5541**
4 **represent a scope change?**

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6 **Response IR-3:**

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8 No, this does not represent a scope change. The stated intent of this project was to replace
9 deteriorated assets for L-5541, and that remains unchanged. While successful cost minimization
10 activities took place to reduce the overall cost of the project by coordinating this double circuit
11 crossing, the scope of this project remains unchanged.

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1 **Request IR-4:**

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3 **Please provide the recent inspection reports and the engineering assessments that support**
4 **the structure replacements.**

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6 Response IR-4:

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8 Please refer to Attachment 1 for the transmission line inspection results contributing to triggering
9 this project. The inspection results for structures 8, 10, and 11 drove the replacement of the entire
10 water crossing, which includes structures 6-12.

Subtype	Structure ID	Inspection Date	Inspection Method	Structure Status	Recommendations	Field Priority	Wood: Pole Health Index	Framing: Arm Health Index	Hardware: Health Index	Insulators: Health Index	Conductor: Health Index	Comments
1	L5541-010	20-Jul-16	Foot	Fail	replace 40' 69-th-1 with 40' 69-th-2- outage required (Heli work), install id 1 on both sides	1-2 years	3 (5-10 years)	4 (11+ years)	4 (11+ years)	2 (1-4 years)	4 (11+ years)	Fail brown insulators, rest looks ok, water was too high to get to structure, visual inspection with binocs from shore about 30 m away id # missing 10
1	L5541-011	20-Jul-16	Foot	Fail	remove 69-th-1 timber, fra-69-th-2, re-insulate 3 x 5/phase	1-2 years	3 (5-10 years)	4 (11+ years)	4 (11+ years)	2 (1-4 years)	4 (11+ years)	Fail brown insulators, rest ok. Right pole has ants sounds bit punky but ok for now
1	L5541-020	20-Jul-16	Foot	Fail	remove 69-th-1 timber, frame 69-th-2re-insulate 3 x 5/phase	1-2 years	4 (11+ years)	4 (11+ years)	4 (11+ years)	2 (1-4 years)	4 (11+ years)	Fail brown insulators, rest ok
1	L5541-021	20-Jul-16	Foot	Fail	remove 69-th-1 timber, install fame-69-th-2, re-insulate 3 x 5/phase	1-2 years	3 (5-10 years)	4 (11+ years)	4 (11+ years)	2 (1-4 years)	4 (11+ years)	Fail brown insulators,rest ok - 3 small wood pecker holes left pole , seems ok
1	L5541-008	8-Jan-19	Foot	Fail	replace 60' 69 AH-1, transfer insulators	1-6 months	1 (this year)	N/A	3 (5-10 years)	3 (5-10 years)	3 (5-10 years)	Pole cracked at top, down post top insulator, and into old wood pecker hole, many new and old wood pecker holes near top

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Request IR-5:

This project was originally scheduled to be completed by December 2023, why has the project been delayed?

Response IR-5:

When the project was originally filed in 2023, it was anticipated to be completed by December 2023 using a single circuit crossing. After its filing, NS Power was able to coordinate with the Mersey Wind Interconnection Project to implement a shared double-circuit crossing for its line (L6554) and L5541 instead of two separate crossings, leading to significant cost savings. The re-engineering of the crossing to double circuit towers pushed the construction to 2026.

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Request IR-6:

The engineering was completed in 2024, but the ATO application was not filed until July 2026. Please explain why the ATO was not submitted when the revised cost and design information became available.

Response IR-6:

The ATO application was submitted once NS Power had contractor pricing through an RFP process in 2026 for the structure foundations. Although detailed engineering was complete in 2024, NS Power did not determine that the project required an ATO application until the RFP pricing was received.

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1 **Request IR-7:**

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3 **Please provide a line-by-line comparison of the costs outlined on page 4 of the application to**
4 **the costs provided in the original ACE submission. Please provide detailed explanation of**
5 **the cost variances.**

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7 **Response IR-7:**

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9 Please refer to Attachment 1.

Cost Element	ACE	ATO	Variance	Variance Explanation
Planning	701	6,897	6,196	Initial Design Planning for single circuit and double circuit crossing.
Site Supervision	6,352	9,925	3,573	Additional Site Supervision due to more extensive civil work (rock breaking and foundation construction)
System Maintenance	-	15,000	15,000	Labour for switching resources to isolate line during construction. This labour was missed in the original ACE budget filing.
Engineering	-	62,583	62,583	Engineering labour to complete design and support execution. This labour was missed in the original ACE budget filing.
Regular Labour	7,053	94,405	87,352	
O/H Conductor	60,000	36,573	(23,427)	ACE Filing used rough estimates where ATO Filing used contract material pricing for estimation.
Wood Poles	80,000	100,333	20,333	ACE Filing used rough estimates where ATO Filing used contract material pricing for estimation.
Steel Towers	250,000	202,000	(48,000)	Original ACE Budget Filing had Installation foundation cost included in Steel Tower Material where ATO Filing as foundation costs are included in contracts - Monopole Installation.
Insulators	-	5,933	5,933	Insulator costs were missing in original ACE budget filing
Materials	390,000	344,839	(45,161)	
Wood Poles	75,645	134,200	58,555	Two new wood structures (str. 6 & 7) were added to ATO Filing for str. 6-12 water crossing.
Insulators	-	15,489	15,489	Insulator costs were missing in original ACE budget filing
O/H Conductor	244,405	250,864	6,459	Additional conductor stringing in ATO filing for Str.6-12 water crossing Original ACE filing only included conductor stringing from str. 08-011.
Steel Towers	113,880	990,177	876,297	Original estimate for foundations was underestimated as NS Power hadn't had historical experience with these types of foundations. Access matting and rock breaking estimates were also underestimated in original ACE Filing.
Contracts	433,930	1,390,730	956,800	
Other Goods and Services	124,648	208,609	83,961	Increase in contingency based on the increase in the contract costs. Risk remaining still include unforeseen contract costs increases during construction or unforeseen costs related to accessing structures as the structures worked on lie at water crossings.
Vehicle AO	2,920	30,378	27,458	Increase due to increased Regular Labour.
Labour AO	5,806	50,961	45,155	Increase due to increased Regular Labour.
Contract AO	82,716	145,373	62,657	Increase due to increased Contract costs.
Total	1,047,074	2,265,295	1,218,221	

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Request IR-8:

(a) Please provide the project number for the Mersey Wind Interconnection project.

(b) Please provide a cost comparison showing:

(i) The forecast cost of separate L-5541 and L-6554 crossings;

(ii) The total cost of the shared double-circuit crossings; and

(iii) The total savings resulting from the shared design.

(c) How will the project be impacted if the Mersey Wind project is delayed or incurs additional costs?

(d) Please explain how costs will be allocated to each project.

Response IR-8:

(a) C0061905 - IR 597 - Mersey Wind Phase 1.

(b) Cost Comparison of construction work (scope includes civil, steel towers supply, installation, and framing):

(i) If NS Power separates L-5541 and L-6554 into two single-circuit crossings, NS Power would require at least four single circuit monopoles and four caissons. The estimated cost of the crossing scope for a single-circuit crossing for L-5541 is approximately \$1.6M, and for L-6554 is approximately \$1.6M.

(ii) The total cost of the shared double circuit scope crossing between L-5541/L-6554 Str. 008 and 011 is approximately \$1.8M.

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(iii) Total savings anticipated for NS Power are approximately \$700K for the L-5541 Crossing (\$1.6M – (\$1.8M / 2)).

In summary:

<u>Relevant Scope</u> (civil, steel towers supply, installation, and framing)	<u>Forecast Cost</u> <u>(\$CAD)</u>
L-5541 Single Circuit Crossing	1.6M
L-6554 Single Circuit Crossing	1.6M
L-5541 & L-6554 shared double-circuit crossing	1.8M
Total Potential Cost Savings to L5541 Project:	700K

(c) The execution of this project is not expected to be impacted by the scheduling of the wind farm project, because beyond the shared structures, these projects are independent of each other.

(d) Both projects share equally (50% each) in the final cost for the crossing civil work and steel structures scopes, which spans the Mersey River (Structures 008 to 011), whereas all remaining cost is directly assigned to each individual project scope.

REDACTED

Request IR-9:

Please provide a detailed breakdown of the Steel Tower contractor costs of \$990,177 along with the supporting quotations/tender results.

Response IR-9:

Please refer to IR-7. The steel tower contractor costs of \$990,177 includes the monopole installation costs (\$[REDACTED] representing approximately 1/3 of the overall civil cost provided in Partially Confidential Attachment 1, which was allocated among this project and the Mersey Wind project), incorporating the foundation construction and steel erection costs (estimated at an additional approximately \$[REDACTED]), with allocated portions of other contractor costs (\$283,344) comprising flagging, rock breaking, environment (access matting), and waste disposal.

Table 1.0 - L-6554 – Concrete Foundations for STR.#008, STR.#011, and STR.#012
CIVIL WORKS

ITEM	DESCRIPTION	APPROX QUANTITY	UNIT	Total Price
1	Mob / DeMob - Mersey Wind Portion	1	L.S.	
2	Mob / DeMob - 5541 Crossing Portion	1	L.S.	
3	Temporary Access Construction _ Mersey Wind	1	L.S.	
4	Temporary Access Construction - 5541 Crossing	1	L.S.	
5	Concrete Foundations (STR.#008)	1	L.S.	
6	Concrete Foundations (STR.#011)	1	L.S.	
7	Concrete Foundations (STR.#012)	1	L.S.	
	Total			

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1 **Request IR-10:**

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3 **In the application NS Power states that –**

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5 **“NS Power was able to implement a shared double-circuit crossing for L-6554**
6 **and L-5541 (structures 008–011) instead of constructing two separate single-**
7 **circuit crossings with independent monopoles and foundations. Through this**
8 **approach, costs were effectively shared between the two projects, resulting in**
9 **\$646,833 for foundations (compared to \$1,293,667) and \$202,000 (compared**
10 **to \$404,000) for steel towers being borne by NS Power, for a total of \$848,833”.**
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12 **(a) From the information provided on page 4 of the application please identify the costs**
13 **that sum to \$646,833 for foundations.**

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15 **Response IR-10:**

16
17 **(a) The foundation cost of \$646,833 is included in the overall steel towers cost of \$990,177.**