

NOVA SCOTIA ENERGY BOARD

IN THE MATTER OF: THE PUBLIC UTILITIES ACT

- and -

IN THE MATTER OF: AN APPLICATION by **NOVA SCOTIA POWER INC.** for approval of CI C0061550 – L5031 Replacements and Upgrades – Hubbards to East Chester – \$6,957,058 (ATO)

INFORMATION REQUESTS (2nd set)

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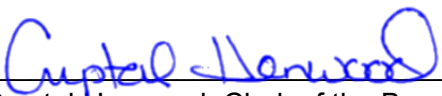
From: **Board Staff**
Nova Scotia Energy Board

Responses Due: **Monday, September 14, 2026**

Copies: 1 electronic copy (PDF searchable)

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Issued at Halifax, Nova Scotia, this 28th day of August 2026.



Crystal Henwood, Clerk of the Board

Request IR-11:

In response to IR-2, NS Power states:

Please refer to Attachment 1, which provides a GIS map view of the L-5031- Hubbards to East Chester scope, including the replacement of structures L-5031-000 through L-5031-075.

- a) Please confirm in Attachment 1, for the section between 87W and Robinsons Corner, whether this section of L-5031 shares the same corridor with transmission lines L-6002 and L-7008.
- b) Please provide a transmission system connection diagram identifying all substations and switching sites connected to transmission line L-5031.

Request IR-12:

In response to IR-2, NS Power states:

The mobile transformer unit was initially installed at the Robinsons Corner location, at the intersection of L-5031-113 and L-5031A-030A.

- a) Please describe the connection of the mobile transformer and explain the purpose of the mobile transformer.
 - i. Please include diagrams and GIS maps identifying the primary and secondary feeders associated with the transformer connection, the voltage level of each feeder, and the corresponding service area or substations.
 - ii. Please indicate the route of the L-5031A, and location of L-5031A-030A.
- b) Please explain how NS Power determined that three bypass structures at different locations were required to replace the function of a single mobile transformer.
- c) Please describe the connections associated with the three bypass structures and explain the purpose of each.
 - i. Please identify the feeders associated with each connection and the corresponding service area and substation.
 - ii. Please include diagrams and GIS maps illustrating each connection.

Request IR-13:

In response to IR-5 a), NS Power states:

NS Power owns three 25 MVA mobile transformers. To ensure emergency preparedness across the system, at least one 25 MVA mobile transformer must remain available for deployment and should not be committed to long-term service. In January 2025, a substation transformer in the Glace Bay area failed, and in order to maintain service while the repairs were completed, one of the 25 MVA mobile transformers was required to be installed. A second mobile transformer was already in service at another substation to temporarily support winter peak loading conditions to serve firm customer load. A third 25

1 MVA that was installed on L-5031 and had to be removed from service to ensure one was
2 available for deployment.

3 a) As it relates to the third 25 MVA mobile transformer that was installed on L-5031 but
4 eventually had to be removed from service:

5 i. When was the mobile transformer installed on L-5031?

6 ii. If the third 25 MVA mobile transformer was left in service on L-5031 instead of
7 being removed from service to ensure one mobile transformer was available for
8 deployment, for how much longer would it have been required until completion of
9 the L5031 Replacements and Upgrade project?

10 b) As it relates to the 25 MVA mobile transformer that was installed in the Glace Bay area:

11 i. When was the 25 MVA mobile transformer removed from service in the Glace Bay
12 area?

13 ii. How many customers are served by the substation transformer that failed in the
14 Glace Bay area?

15 c) As it relates to the second 25 MVA mobile transformer that was already in service:

16 i. Where was this mobile transformer installed?

17 ii. When was this mobile transformer installed?

18 iii. When was this mobile transformer removed from service?

19 iv. How many customers are served by the substation at which the mobile transformer
20 was installed?

21 v. Please explain why the mobile transformer was needed to support winter peak
22 loading conditions to serve a firm customer load.

23 a. What other options did NS Power consider to address this situation rather
24 than installing the mobile transformer?

25 b. If any, please explain why these other options were not preferred.

26 d) Please explain specifically why the third 25 MVA that was installed on L-5031 was
27 removed from service to ensure emergency preparedness rather than removing one of
28 the other two mobile transformers that were in service.

29 e) As it relates to NS Power's emergency preparedness protocols, please define what "long-
30 term service" means (i.e., what duration?) when NS Power states: "To ensure emergency
31 preparedness across the system, at least one 25 MVA mobile transformer must remain
32 available for deployment and should not be committed to long-term service."

33 f) NS Power's response to IR-8 f) i. states: "Construction of the three bypass structures is
34 scheduled to commence in August 2026. The start of construction was ultimately delayed
35 due to transmission line outage restrictions." Please explain specifically why one of NS

Power's three 25 MVA mobile transformers remains unavailable for use on the L5031 Replacements and Upgrades project, particularly given that one was deployed in January 2025 in Glace Bay to facilitate repairs at a substation in the area, and another was installed only to temporarily support winter peak loading conditions.

- i. What is the expected completion date for the outstanding work on the L5031 Replacements and Upgrades project?
- ii. Please describe the transmission line outage restrictions that occurred after Q2 2025 that resulted in the delay of the start of bypass structure construction to August 2026.

Request IR-14:

In response to IR-5 b), NS Power states:

The project team also evaluated the option of widening the existing transmission right-of-way to allow construction of the new L-5031 transmission line parallel to the energized line. Under this approach, the new structures could be constructed while the existing line remained in service, with only short customer outages required to complete the final connections at the substations. The existing transmission structures would then be retired and removed. However, this option was ultimately deemed infeasible due to environmental and land-use constraints. Portions of the existing transmission corridor traverse environmentally sensitive areas, and widening the right-of-way would have required the acquisition of additional easements and associated regulatory approvals. Due to the sensitivities of the land parcels noted, it is unlikely NS Power would gain approvals. As a result, this alternative was not considered a viable solution for the project.

- a) Please describe the environmental sensitivities within the potentially widened right-of-way.
- b) Did NS Power complete any environmental studies and/or assessments related to the potentially widened right-of-way?
 - i. If not:
 - a. Why not?
 - b. Please explain specifically how NS Power confirmed and assessed the presence of these sensitivities.
 - c. Please explain specifically how NS Power assessed the potential costs associated with addressing/mitigating these sensitivities if a new L-5031 transmission line was constructed parallel to the existing L-5031 line.
 - ii. If so, please provide a copy of these study reports.

Request IR-15:

In response to IR-5 d), NS Power states:

The option to rent or purchase a mobile substation unit were considered by the project team, however, due to the significant cost and expected delivery times, these were not a viable solution for this project. The estimated cost of the bypass structures is approximately \$489,351, whereas the cost of purchasing a mobile substation units would be approximately 3 million dollars. The cost to rent a mobile substation 25 MVA for a period of 3 months would total over \$540,000.

On page 2 of 6 of the ATO application, NS Power states:

The bypass costs increased contract and materials by approximately \$1M.

Please reconcile this statement with the \$489,531 cost of the bypass structures noted in response to IR-5 d).

Request IR-16:

In response to IR-5 j), NS Power states:

The bypass structure on L-5037 is a temporary installation and will be removed once construction activities are complete. This bypass is temporary and is designed to facilitate construction while ensuring that a key customer remains supplied throughout the construction period.

a) Please explain whether the temporary structure on L5037 would still be required if the mobile transformer was not removed at the Robinsons Corner.

i. If yes, please explain why the bypass structure was not included in the original project plan and when NS Power determined that the bypass structure would be required.

Request IR-17:

IR-5 j) i. b. asked NS Power to provide asset and criticality information for NS Power's five most recently completed similar transmission replacement and upgrades relative to the time that each project was submitted for Board approval.

In response, NS Power stated:

NS Power has not undertaken a full transmission line replacement project comparable to the L-5031 project within at least the past five years.

a) In Appendix I of NS Power's 2026 ACE Plan application (M12619), NS Power provided a list of transmission main replacement and upgrade projects that it has completed since the filing of the 2021 ACE Plan.

- i. Please explain why the projects listed in Appendix I of NS Power's 2026 ACE Plan are considered different in scope from the L5031 Replacements and Upgrades project.
- ii. For the five most recently completed projects listed in Appendix I, please provide the information requested in IR-5j) i. b., including the dates when construction of each project started and when construction of each project was complete.

Request IR-18:

In response to IR-9 a), NS Power stated:

The Transmission Capital Project team has evaluated alternative rock-breaking methods, including drilling and controlled blasting. However, the capability doesn't exist currently in Nova Scotia to perform these alternatives. Some factors include specialized equipment, employee training, permitting requirements, and enhanced safety measures necessary to perform the work. Consequently, the current rock-breaking method remains the only practical and viable solution available to NS Power for the excavation activities required to install the transmission poles.

- a) In the context that rock blasting in Nova Scotia is conducted routinely by a number of contractors, please provide background material to support NS Power's contention that the capability to complete rock drilling and controlled blasting does not currently exist in Nova Scotia.
- b) Please provide NS Power's assessment of estimated project costs related to rock breaking vs. rock drilling and controlled blasting.