

1 **Q.** (Reference CA-NP-027 and NLH-NP-006) According to NLH-NP-006, "*Of the*  
2 *570 outage incidents that have occurred over the 2020 to 2026 period, as of*  
3 *June 2026, 82 have been to customers along or downstream of the 12-*  
4 *kilometre section of line, and 408 have been to customers along or*  
5 *downstream of the 5-kilometre section of line.*" **With a much lower**  
6 **proportionate number of outages occurring on the 12-kilometer section of**  
7 **line, is it cost effective to relocate and rebuild that section rather than repair?**  
8 **For each section, provide capital cost, customers, cost per customer, 2020-**  
9 **2025 customer-minutes by cause, baseline and expected SAIDI/SAIFI,**  
10 **avoided interruptions, and cost per avoided customer-minute over 10 and 20**  
11 **years. State the life and discount rate, or confirm no quantified benefit was**  
12 **prepared.**

13  
14 **A.** While the 12-kilometre section that serves Charlottetown has experienced fewer outage  
15 incidents than the 5-kilometre section that serves the areas of Sandringham and  
16 Salvage, the customers served by the 12-kilometre section experience worse reliability in  
17 terms of SAIDI and SAIFI. The number of outage incidents does not necessarily  
18 correlate to total customer interruptions, which impacts SAIFI, nor total customer  
19 outage duration, which impacts SAIDI.<sup>1</sup> The SAIDI and SAIFI of the 12-kilometre section  
20 being higher than the 5-kilometre section indicates that the outage incidents on the  
21 12-kilometre section impacted a greater number of customers for longer durations, on  
22 average, than the outage incidents on the 5-kilometre section.

23  
24 This can be illustrated by a recent outage to the 12-kilometre section serving the  
25 community of Charlottetown that occurred on the evening of August 14, 2026. All 180  
26 customers in Charlottetown were without power for a period of approximately 26 hours  
27 resulting from a single outage incident. The outage was a result of a broken pole in an  
28 offroad, remote section with very limited access. Patrols of certain sections of the line  
29 were not practicable overnight and required the use of a drone the following morning  
30 that ultimately discovered the damaged section approximately 16 hours after the  
31 incident occurred. Due to the limited accessibility, it took an additional ten hours to  
32 deliver equipment to the damaged location to make repairs.

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<sup>1</sup> Many of the 408 outage incidents along the 5-kilometre section were shorter duration incidents that impacted relatively fewer customers.

This further illustrates the necessity to relocate this section of line to a roadside corridor, rather than to rebuild in its existing offroad corridor.<sup>2</sup> This will ensure that customers in Charlottetown can receive equitable access to an adequate supply of power.<sup>3</sup>

Table 1 provides the requested information relating to the two sections of distribution feeder GLV-02.

| Table 1<br>Requested Information for<br>Two Sections of GLV-02 |                    |                              |                                     |
|----------------------------------------------------------------|--------------------|------------------------------|-------------------------------------|
| Requested Information                                          |                    | 5-km<br>(towards<br>Salvage) | 12-km<br>(towards<br>Charlottetown) |
| Capital Cost:                                                  |                    | \$1,018,000                  | \$1,922,000                         |
| Approx. Customer Count:                                        |                    | 1,100                        | 180                                 |
| Cost per Customer:                                             |                    | \$925                        | \$10,678                            |
| SAIDI (5-yr. Avg.):                                            |                    | 12.6                         | 14.8                                |
| SAIFI (5-yr. Avg.):                                            |                    | 5.73                         | 6.26                                |
| Outage Minutes by Cause<br>(2020-Aug 2026):                    | Danger Trees:      | 2,113,848                    | 765,920                             |
|                                                                | Unknown/Other:     | 1,278,748                    | 51,727                              |
|                                                                | Equipment Failure: | 474,093                      | 90,749                              |
|                                                                | Freezing Rain:     | 221,824                      | -                                   |
|                                                                | Emergency Repairs: | 265,318                      | -                                   |

<sup>2</sup> Repairing the 12-kilometre section in its existing corridor is not feasible due to the condition of the line, as discussed in report *1.1 Distribution Reliability Initiative*, page 9. The section is required to be rebuilt, and as per the results of the assessment of alternatives included on pages 13 to 14 of the referenced report, relocating the line to a roadside corridor is least cost.

<sup>3</sup> The *Public Utilities Act* requires a public utility to provide service and facilities that are reasonably safe and adequate and just and reasonable. The *Electrical Power Control Act, 1994* establishes the provincial power policy. The provincial power policy requires, among other provisions, that all sources and facilities for the production, transmission and distribution of power in the province should be managed and operated in a manner that would result in: (i) the most efficient production, transmission and distribution of power; (ii) consumers in the province having equitable access to an adequate supply of power; (iii) open, non-discriminatory and non-preferential access to, interconnection with and service on the integrated electric system; and (iv) power being delivered to consumers in the province at the lowest possible cost, in an environmentally responsible manner, consistent with reliable service.

1 Newfoundland Power does not target specific SAIDI and SAIFI values as part of its DRI  
2 project. Rather, the project's objective is to improve reliability on its worst performing  
3 feeders by addressing known deficiencies. Similarly, the Company has not conducted a  
4 lifecycle nor net-present value analyses as part of the assessment of alternatives for the  
5 DRI project. As a result, the information pertaining to expected reliability, avoided  
6 interruptions, and future benefits cannot be provided.