EB-2011-0140

ONTARIO ENERGY BOARD

IN THE MATTER OF sections 70 and 78 of the *Ontario Energy Board Act, 1998*, S.O. 1998, c.15, Schedule B;

AND IN THE MATTER OF a Board-initiated proceeding to designate an electricity transmitter to undertake development work for a new electricity transmission line between Northeast and Northwest Ontario: the East-West Tie Line.

NORTHWATCH INTERROGATORIES FOR APPLICANTS PHASE II OF PROCEEDING TO DESIGNATE TRANSMITTER FOR EAST-WEST TIE LINE

I. ALL APPLICANTS

1 To the extent not otherwise provided, please provide a preliminary estimate of operation, maintenance and administration costs divided into Operations and Maintenance and General and Administrative (G&A) costs. Identify any costs of regulatory compliance within the G&A costs.

2 Regarding on-going operations costs, please explain which administrative costs would be charged to Ontario ratepayers from any central office used (whether outside or inside of Ontario).

3 Please explain how the costs above would be allocated or assigned to the applicant and provide a preliminary estimate of the magnitude of these costs.

4 Regarding line losses, please identify how the applicant would choose the conductor size and type and acquire transformers to balance costs, line capacity, and capacity and energy line and transformer losses.

5 Please elaborate on the intended approach to consultation with local and regional stakeholders, including timing, scheduling, notice, transparency, and substance of the consultation(s).

6 What weight does the applicant propose to put to procurement to provide social and economic benefits within the EWT line project area?

II. ALTALINK ONTARIO LP

1 AltaLink's Application, Part A, page A-40:

a) Please provide a preliminary estimate of the increased cost of capital required to implement the innovative tariff alternative.

2 AltaLink's Application, Part A, page A-42:

a) Please identify chemicals used in spraying (herbicides or growth regulators) in Altalink's Alberta operations and identify any environmental issues that have been identified by AltaLink or others in association with those chemicals.

b) Explain on a preliminary basis whether any different chemicals would be likely to be used in the EWT line project and the reasons why such chemicals might be used.

c) Explain the circumstances under which AltaLink chooses, in Alberta, and would choose, in Ontario, to use chemicals rather than other methods of right-of-way vegetation management during:

i. construction, and

ii. operations and maintenance phases of the project.

3 *AltaLink's Application, Part B, page B-25, section 4.1.5, para. 71:*

a) Please provide a list and brief description of projects that SNC-Lavalin has completed for AltaLink.

4 *AltaLink's Application, Part B, page B-27:*

a) Where is the Control Centre located that AltaLink proposes to use?

5 *AltaLink's Application, Part B, page B-93, section 6.5.1, paras. 237 and 373:*

a) How will AltaLink's proposal to establish and use off-site tower assembly yards to pre-assemble towers reduce the environmental footprint of the project?

b) Where does AltaLink propose to have these yards?

c) What size will the yards be?

d) How will AltaLink procure the land needed to create these yards?

e) What environmental impacts and what environmental footprint does AltaLink expect the various modes of transporting towers and other construction materials will have (i.e., by road, helicopter)?

f) What percentage of the line does AltaLink expect to construct by road vs. helicopter vs. other?

6 *AltaLink's Application, Part B, page B-119, section 9.2.3, para. 328:*

a) Please provide the timeline that AltaLink intends to meet to "undertake early and extensive consultation with stakeholders" under its "land use compensation plan (described in section 9.1.2)".

7 *AltaLink's DRAFT REPORT: Environmental Assessment, Appendix 14, pages 17 and 18:*

a) Would AltaLink consider including a local or regional stakeholder (i.e., Northwatch or others) as a Potential Federal and Provincial Agency Stakeholder in its list of "Others" to consult with?

III. CANADIAN NIAGARA POWER INC.

1 *CNPI's Application, pages 70 and 71:*

a) Please explain how the computerized Vegetation Management System (VMS) works and how "Using the VMS maintenance activities are tracked and analyzed for reporting and to set annual work objectives and priorities."

2 CNPI's Application, pages 71 and 72:

a) Please identify chemicals used in spraying (herbicides or growth regulators) in Fortis' northern Ontario operations and identify any environmental issues that have been identified by CNPI or others in association with those chemicals.

b) Please explain the circumstances under which Fortis chooses on existing Ontario projects and would choose for the EWT line project to use chemicals rather than other methods of right-of-way vegetation management during the:

i. construction, and

ii. operations and maintenance phases of the project.

3 *CNPI's Application, pages 129 and 130:*

a) Please explain what CNPI means by "potentially affected" stakeholders (page 129, line 15), and "directly affected property owners" (page 130, line 10).

4 *CNPI's Application, page 137:*

a) CNPI states at line 4, "The reduced spacing between tower lines may hinder helicopter construction methods." Does CNPI intend to install towers without helicopters?

b) If so to above, will this increase the need for road/trail development/expansion to transport towers?

c) What environmental impacts and what environmental footprint does CNPI expect the various modes of transporting towers and other construction materials will have (i.e., by road, helicopter)?

d) What percentage of the line does CNPI expect to construct by road vs. helicopter vs. other?

5 *CNPI's Application, pages 137 and 138:*

a) On page 137, line 24, CNPI states "CNPI's proposed route for the line is for construction primarily adjacent to the existing double circuit HONI Wawa TS to Lakehead TS 230kV line".

On page 138, lines 1 to 13, CNPI states that it "was tentatively considering an entirely new corridor from Marathon to Wawa", but after conducting a fly over now confirms "the consideration of the alternate route".

Please describe what CNPI refers to as the "entirely new corridor" and the "alternate route" and elaborate on what CNPI's proposed route will likely be (subject to "detailed environmental evaluation and engineering design" as stated on page 138, lines 7 and 8).

6 Please provide preliminary estimates of operations and maintenance costs for the proposed and alternative routes.

7 Does CNPI propose to use off-site assembly yards?

a) Where does CNPI propose to have these yards?

b) What size will the yards be?

c) How will CNPI procure the land needed to create these yards?

IV. EWT LP

1 *EWT LP's Application, Part B, Exhibit 6, Appendix 6D, page 9:*

a) Where does EWT LP propose to have the staging yard areas for CRS masts?

b) What size will the yards be?

c) How will EWT LP procure the land needed to create these yards?

d) Does EWT LP have any indication whether it will be more cost-effective and/or environmentally sound to employ tower transport and erection by helicopter rather than truck/crane?

e) What environmental impacts and what environmental footprint does EWT LP expect the various modes of transporting towers and other construction materials will have (i.e., by road, helicopter)?

f) What percentage of the line does EWT LP expect to construct by road vs. helicopter vs. other?

2 *EWT LP's Application, Part B, Exhibit 6, Appendix 6D, page 12:*

a) Please describe which "disturbing activities" the erection of CRS towers EWT LP predicts will be removed "from the sites entirely".

3 *EWT LP's Application, Part B, Exhibit 9, page 15:*

a) Please elaborate on, citing specific proposed timelines, how EWT LP will engage stakeholders "early in consultation" and work "proactively with key stakeholders throughout the development of the Project to establish the most acceptable and effective Project routing and design", including timeline for holding the 60 proposed public open houses (please specify locations).

4 *EWT LP's Application, Part B, Exhibit 9, section 9.4:*

a) Of the various options under each of Thunder Bay to Nipigon, Nipigon Lowlands, East of Nipigon to Marathon and Marathon to Wawa, which option does EWT LP:

i. prefer, and

ii. presume to be the most likely choice (subject to the various inputs EWT LP suggests it needs before making a decision)?

5 Please identify chemicals used in spraying (herbicides or growth regulators) in Hydro One's northern Ontario operations and identify any environmental issues that have been identified by EWT LP or others in association with those chemicals.

   a) Explain the circumstances under which EWT LP and would choose for the East-West Transmission project to use chemicals rather than other methods of right-of-way clearance during:

      i. construction, and

      ii. operation and maintenance phase of the process.

6 Regarding operations and maintenance costs, please provide preliminary estimates of operations and maintenance costs for the project, and how those costs might vary if alternative project configurations are chosen.

V. ICCON TRANSMISSION INC. & TRANSCANADA POWER TRANSMISSION (ONTARIO) LP

1 *Iccon/TransCanada's Application, Section 6, page 8, lines 24 to 27:*

   a) Explain how Iccon/TransCanada derived the estimate of 600 workers for the construction phase of the project.

2 *Iccon/TransCanada's Application, Section 9, pages 6 to 7:*

   a) Please elaborate on the specific anticipated timelines to carry out the various steps to achieve consultation outlined on pages 6 and 7.

   b) Are there limits to the consultative measures Iccon/TransCanada is willing to take (i.e., number of open houses or workshops per interested community)?

3 *Iccon/TransCanada's Application, Section 9, Appendix A – Routing Analysis, pages 4 and 5:*

   a) Of the various "corridor alternatives" presented by Golder, which does Iccon/TransCanada:

      i. prefer, and

      ii. presume to be the most likely choice (subject to the studies and consultations Iccon/TransCanada suggests it needs before making a decision)?

4 What environmental impacts and what environmental footprint does Iccon/TransCanada expect the various modes of transporting towers and other construction materials will have (i.e., by road, helicopter)?

5 What percentage of the line does Iccon/TransCanada expect to construct by road vs. helicopter vs. other?

6 Does Iccon/TransCanada propose to use off-site assembly yards?

   a) Where does Iccon/TransCanada propose to have these yards?

   b) What size will the yards be?

   c) How will Iccon/TransCanada procure the land needed to create these yards?

7 Explain the circumstances under which EWT LP and would choose for the East-West Transmission project to use chemicals rather than other methods of right-of-way clearance during:

   i. construction, and

   ii. operation and maintenance phase of the process.

8 Will Iccon/TransCanada consider consulting with a local or regional stakeholder (i.e., Northwatch or others) in the lead up to, during the development of, and during the operations phase of the project?

VI. RES CANADA TRANSMISSION LP

1 *RES Canada's Application, Exhibit E, Tab 7, Schedule 1, page 2, lines 1 and 2:*

   a) Please describe what the "community benefit fund" is, how it operated in past projects by RES Canada and/or MidAmerican Group, whether RES Canada plans on implementing such a fund in the EWT project (and if "yes", describe scope and implementation process of fund).

2 *RES Canada's Application, Exhibit E, Tab 7, Schedule 1, page 3, line 2:*

   a) Would RES Canada consider including a local or regional stakeholder (i.e., Northwatch or others) as a member of the "project advisory committee"?

   b) How will RES Canada seek out/choose members?

   c) What other "environmental groups" will RES Canada invite to be members?

3 *RES Canada's Application, Exhibit G, Tab 7, Schedule 1, page 6:*

   a) How will RES Canada procure the land needed to create the proposed fly yards for tower framing in the areas requiring "non-conventional access"?

   b) What environmental impacts and what environmental footprint does RES Canada expect the various modes of transporting towers and other construction materials will have (i.e., by road, helicopter and barges)?

   c) What percentage of the line does RES Canada expect to construct by road vs. helicopter vs. barge?

4 *RES Canada's Application, Exhibit H, Tab 6, Schedule 1, pages 1 and 2:*

   a) How will RES Canada procure the land needed to create the 8 hectare laydown yards?

5 *RES Canada's Application, Exhibit K, Tab 1, Schedule 1:*

   a) Please clarify if RES Canada has proposed the option to acquire the entirety or a portion of the land owner's property (as opposed to just easements), where within the project corridor?

   b) If RES Canada has not, why not?

6 *RES Canada's Application, Exhibit K, Tab 4, Schedule 1, page 1, lines 21 to 24:*

a) Explain how use of the option agreements in advance of the final easements will promote "significant flexibility throughout the development process for effective mitigation of potential environmental impacts or land use conflicts".

7 Explain the circumstances under which EWT LP and would choose for the East-West Transmission project to use chemicals rather than other methods of right-of-way clearance during:

i. construction, and

ii. operation and maintenance phase of the process.

VII. UPPER CANADA TRANSMISSION LP/NEXTBRIDGE

1 *Upper Canada/Nextbridge's Application, Section 9, pages 131 to 133:*

a) How will Upper Canada/NextBridge identify "all landowners, municipalities, and communities" that are to receive the suite of project updates and information planned under Upper Canada/NextBridge's Public Involvement Program?

b) In which communities does Upper Canada/NextBridge intend to hold its series of Community Open Houses?

c) How did/will Upper Canada/NextBridge choose these communities?

2 Would Upper Canada/Nextbridge consider including a local or regional stakeholder (i.e., Northwatch or others) in its landowner, municipal and community consultation plan?

3 *Upper Canada/Nextbridge's Application, Section 9, page 136:*

a) What is the likelihood that Upper Canada/NextBridge will need to vary the Reference Route according to the three contingent variants to same cited by Upper Canada/NextBridge?

4 What environmental impacts and what environmental footprint does Upper Canada/NextBridge expect the various modes of transporting towers and other construction materials will have (i.e., by road, helicopter or other)?

5 What percentage of the line does Upper Canada/NextBridge expect to construct by road vs. helicopter vs. other?

6 *Upper Canada/Nextbridge's Application, page 35:*

a) Please provide more detail on the herbicide restrictions for the Greenwich wind farm north of Lake Superior.

7 Explain the circumstances under which Upper Canada/NextBridge and would choose for the EWT line project to use chemicals rather than other methods of right-of-way clearance during:

i. construction, and

ii. operation and maintenance phase of the process.

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