

EB-2017-0182  
EB-2017-0194  
EB-2017-0364

**ONTARIO ENERGY BOARD**

**Upper Canada Transmission Inc. (on behalf of NextBridge Infrastructure)  
Application for leave to construct an electricity transmission line between  
Thunder Bay and Wawa, Ontario**

**- and —**

**Hydro One Networks Inc. Application to upgrade existing transmission  
station facilities in the Districts of Thunder Bay and Algoma, Ontario**

**-and-**

**Hydro One Networks Inc. Application for leave to construct an electricity  
transmission line between Thunder Bay and Wawa, Ontario**

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**COMPENDIUM OF THE POWER WORKERS' UNION**

**(NextBridge Panel)**

**Common Voice Northwest**

672 Churchill Place, Thunder Bay, ON P7C 5Y8

Ph: 1-(807) 474-0926 Fax: (807) 474-0881

Email: [iainaugus@tbaytel.net](mailto:iainaugus@tbaytel.net)

Chair: Wendy Landry Executive Director: Iain Angus

Energy Task Force

September 23, 2018

The Honourable Greg Rickford  
Minister of Energy, Northern Development and Mines and Indigenous Relations  
5th Floor - Whitney Block  
99 Wellesley Street West  
Toronto, Ontario  
M7A 1W1

Dear Minister Rickford:

Common Voice Northwest's mission is to coordinate and support the efforts of organizational and community leaders in addressing the common issues impacting Northwestern Ontario. Our vision is to have vibrant communities with growing opportunities and sustainable services for all people at all phases of life in Northwestern Ontario.

Given the importance of energy to the livelihood of the region much of our work is devoted to this subject.

It was and now more than ever, continues to be our conviction that the East-West Tie Project is vital for the future of Northwestern Ontario.

Given the advanced and mature state of approval, our request to you and your Government is to ensure the Nextbridge Project proceeds as planned and that you grant their Leave-To-Construct, by Order In Council if necessary, so that the project can proceed with construction activities this fall.

An OIC is in keeping with what was issued on March 2, 2016 declaring that the East-West Tie Project is a 'priority project' and would provide the clarity this project now needs.

Rare is the time when a project enjoys such strong, positive and widespread support as does the Nextbridge project. Northwestern Ontario needs the energy to meet our needs and as a confidence builder for future economic development in the region. We see nothing but damage emerging from yet another round of regulatory review that questions the very premise of the awarding of the project to Nextbridge. We were all waiting for the long-delayed Leave To Construct to be issued, not to have the re-set button pushed and go back to basic project participants as that has long since been

settled. We must ensure our regulatory processes have clear paths to 'yes' — otherwise this process may never end.

We urge you to issue an Order In Council as soon as is possible to permit the Nextbridge Project to proceed with construction activity this fall.

Thank you in advance for considering our strong recommendation.

Sincerely



Iain Angus, Co-Chair  
Energy Task Force



Larry Hebert, Co-Chair  
Energy Task Force

cc Aaron Silver, Director of Policy, Office of the Honourable Greg Rickford  
Nina Chiarelli, (A) Chief of Staff, Office of the Honourable Greg Rickford  
Ms. Rosemarie Leclair, Chair, Ontario Energy Board

Attached: Copy of the remarks made to the Ontario Cabinet during the NOMA Briefing at AMO

## COMPARISON OF NEXTBRIDGE'S EAST WEST TIE PROJECT TO HYDRO ONE'S LAKE SUPERIOR LINK PROJECT

**NEXTBRIDGE EAST WEST TIE IS FULLY DEVELOPED AND READY TO MEET THE NEEDS OF NORTHERN ONTARIANS. HYDRO ONE'S PROJECT STILL LACKS SIGNIFICANT MILESTONES AND OBJECTIVES.**

	Construction Milestones				Regulatory Approvals		Reliability
	In-Service Date	Cost Estimate	Indigenous Participation	Cost (\$ MM)	Environmental Assessment	Federal Park Crossing	
<b>NextBridge</b>	2020	Class 2 AACE	All 18 communities	\$737	Expected Fall 2018	Not needed	In-service by 2020 and not using single towers
<b>Hydro One</b>	2021 Unlikely	Class 3 AACE	No communities	\$637	Two year minimum process from April 2018	Still under review	Single towers through park and questionable in-service increase risk

**HYDRO ONE'S REALISTIC COSTS ARE HIGHER THAN NEXTBRIDGE'S AND COULD BE AS HIGH AS \$1.1 BILLION<sup>1</sup> WITHOUT MEETING POLICY AND STAKEHOLDER OBJECTIVES OF 2020 IN-SERVICE DATE**

### Hydro One LTC project cost estimate

NextBridge development spend to end of Aug	35.2	35.2
NextBridge wind up costs	1.0	5.0
Cost to the Electricity System if not in service by 2020	21.0	145.7
Inflation	0.0	78.9
Potential cost increase based on Class 3 AACE estimate	31.8	63.6
Indigenous participation in construction	7.0	7.0
Indigenous participation to negotiate agreements	3.4	3.4
Indigenous consultation	0.0	12.0
Environmental assessment	7.8	7.8
Routing around Pukaskwa Federal Park	0.0	80.0
Contingency	0.0	28.6
<b>HONI realistic estimate</b>	<b>744.2</b>	<b>1,104.2</b>
<b>NextBridge construction cost</b>	<b>\$ 737</b>	
<b>HONI additional cost</b>	<b>7.2</b>	<b>367.2</b>

	Min (\$ MM)	Max(\$ MM)
	<b>\$ 637</b>	
	35.2	35.2
	1.0	5.0
	21.0	145.7
	0.0	78.9
	31.8	63.6
	7.0	7.0
	3.4	3.4
	0.0	12.0
	7.8	7.8
	0.0	80.0
	0.0	28.6
	<b>744.2</b>	<b>1,104.2</b>
	<b>\$ 737</b>	
	<b>7.2</b>	<b>367.2</b>

<sup>1</sup> All costs are in nominal dollars

### **NEXTBIDGE'S LEAVE TO CONSTRUCT WAS FILED ON JULY 31, 2017**

- NextBridge needed an approval by July 31, 2018 to maintain schedule.<sup>2</sup> It has been over one year and hearing dates have just been set beginning October 2, 2018.
- If not awarded a Leave to Construct, NextBridge will seek recovery of:
  - additional spend of \$35.2 million above LTC filing costs of \$40.2 million<sup>3</sup>
  - additional wind up costs of \$1 million to \$5 million<sup>4</sup>

### **HYDRO ONE LEAVE TO CONSTRUCT WAS FILED ON FEBRUARY 15, 2018**

- Hydro One states it needs an approval by October 2018 to maintain a 2021 in-service date
- With a hearing date set to begin on October 2, 2018, this assumption is unreasonable

### **IN-SERVICE DATE**

- IESO has provided two Needs Assessments, and a recent addendum that confirms at 2020 in-service date
- Government issued an Order in Council in 2016 for a 2020 in-service date
- HONI states a 2021 in-service date
  - However, was filed under the impression they could route a line through the Federal Park and could use NextBridge's Environmental Assessment as their own.
- 2024 is a more realistic in-service date given HONI needs an Environmental Assessment and Indigenous participation and consultation
  - IESO has calculated annual costs to the electric system if the East-West tie is not in-service by 2020.<sup>5</sup> The costs to the electric system will have a minimum cost of \$21 million under a 2021 in-service date and \$145.7 million under a 2024 in-service date.
  - NextBridge's estimated construction costs have been escalated for inflation based on the period the day after the filing of the LTC and continuing to the in-service date of 2020.
  - If 2024 is the in-service date, HONI's costs will be subject to inflation of up to \$71.5 million.<sup>6</sup>

### **CLASS COST ESTIMATE**

- NextBridge has put its cost estimate together with knowledge from the market and a RFP for the General Contractor was undertaken
- HONI has sole sourced the General Contractor work to SNC Lavalin

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<sup>2</sup> Updated Schedule in response to Procedural Order No. 3 filed May 3, 2018

<sup>3</sup> Letter sent August 2, 2018 to Premier Ford & Minister Rickford

<sup>4</sup> HONI Motion to Dismiss Hearing Undertaking JT1.18 filed May 25, 2018

<sup>5</sup> IESO Project System Cost Impact Analysis filed July 26, 2018 (in 2017 dollars)

<sup>6</sup> Assumed HONI estimate in 2021 in-service with 2.5% inflation

- After 4 years of design work, NextBridge has a cost estimate that is equivalent to a Class 2 project definition under the AACE International (formerly the Association for the Advancement of Cost Engineering)
  - In testimony to the OEB, HONI has confirmed their cost estimate is based on a lesser estimate to NextBridge's of Class 3 <sup>7</sup>
  - The difference between a Class 2 and a Class 3 estimate is a potential increase of 5-10% or \$31.8 million to \$63.6 million

### **INDIGENOUS PARTICIPATION**

- NextBridge worked for 4 years to reach deals with both the Metis Nation of Ontario and Bamkushwada. HONI states they will do so in 45 days.
- HONI's LTC did not include any costs for Indigenous participation which means \$7.0 million of costs are missing from HONI's LTC.<sup>8</sup>
- Indication from some communities is that they will ask for more from HONI and will not repeat the same arrangement.
- NextBridge's contractor has spent a year negotiating jobs/contracting/training with the communities. SuperCom economic development corporation has been formed to enable these activities.
- Currently training 300 Indigenous community members in partnership with Confederation College and received \$9.0 million in funding from various provincial and federal ministries.
- HONI did not include any costs for Indigenous participation to negotiate agreements which means \$3.4 million of costs are missing from HONI's LTC. <sup>9</sup>

### **INDIGENOUS CONSULTATION**

- In order to meet its delegated Duty to Consult, NextBridge has been consulting with 18 First Nation and Métis communities
- HONI was delegated the same Duty to Consult by the Ministry of Energy
- HONI has budgeted \$1.0 million to meet this constitutional duty. After 4 years of experience, NextBridge has budgeted \$13.0 million. HONI's estimate is very low. <sup>10</sup>

### **ENVIRONMENTAL ASSESSMENT**

- HONI filed their Leave to Construct with the assumption they would have the Ministry of Environment hand NextBridge's Environmental Assessment over for HONI's use
  - The Ministry has since denied this request in front of the OEB in testimony in the Motion to Dismiss
- HONI did not include Environmental Assessment costs in their LTC which would add an additional \$7.8 million to the estimate.<sup>11</sup>
- HONI initiated its own Environmental Assessment in April of this year

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<sup>7</sup> HONI Motion to Dismiss Hearing Undertaking JT1.18 filed May 25, 2018

<sup>8</sup> NextBridge's Leave to Construct filed July 31, 2017

<sup>9</sup> Development Cost Hearing Undertakings filed July 23, 2018

<sup>10</sup> NextBridge's Leave to Construct filed July 31, 2017

<sup>11</sup> Development Cost Hearing Undertakings filed July 23, 2018

- The Ministry of Environment testified at the OEB that a typical Environmental Assessment of this size would take at least 2 years to complete
- NextBridge has completed its Environmental Assessment and it will be submitted for Ministerial review shortly

#### **FEDERAL PARK CROSSING – PUKASKWA PARK**

- NextBridge investigated going through the Park, but Parks Canada refused the request based on the potential aesthetic and environmental impacts
- HONI has asked Parks Canada to allow them to go through the Park in November 2017 and the decision is still outstanding
  - HONI has indicated it needs a decision from Parks Canada by October 2018
- Pukaskwa Park has Species at Risk including caribou in the park
- There is an outstanding Federal land claim from Biigtigong Nishnaabeg that needs consultation with Indigenous communities
- Environmental NGOs (ex. Wildlands League) have opposition to going through the Park
- To go through the Park, the line will become less reliable since only one set of towers can be used instead of two (creates a single point of failure for the whole line)
- If HONI is not allowed to go through the park, an additional cost of \$80.0 million should be expected<sup>12</sup>

#### **RELIABILITY**

- IESO Needs Assessments for the East West tie:
  - December 15, 2015 – indicates 2020 in-service date
  - December 1, 2017 – indicates 2020 in-service date
  - July 23, 2018 – indicates 2020 in-service date
- Order in Council (2016) – indicates a priority and needed in 2020
- Municipal stakeholders have indicated need for reliable electricity to ensure economic growth in the region (ex. Common Voice Northwest, NOMA, City of Thunder Bay)
- Costs to the system have been calculated if the line is not in service by 2020

#### **CONTINGENCY**

- As part of NextBridge's construction cost estimate a contingency amount was included of 6%. HONI included a contingency of 1.5%
- Typical project contingencies are between 5-10%
- NextBridge estimates a potential increase in HONI's contingency of 4.5% or \$28.6 million

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<sup>12</sup> HONI cost from LTC is \$1.6M per km for an additional 50 km



390 Bay Street, Suite 1720  
Toronto • ON • M5H 2Y2 • Canada

July 24, 2018

The Honourable Greg Rickford  
Minister of Energy, Northern Development and  
Mines, and Minister of Indigenous Affairs  
5<sup>th</sup> Floor, Whitney Block  
99 Wellesley Street West  
Toronto, Ontario  
M7A 1W1

The Honourable Rod Phillips  
Minister of the Environment, Conservation and  
Parks  
11<sup>th</sup> Floor, Ferguson Block  
77 Wellesley Street West  
Toronto, Ontario  
M7A 2T5

Dear Minister Rickford and Minister Phillips:

Congratulations on your recent election success and for your respective appointments to Cabinet. We are excited to have the opportunity to work with you over the coming months and years and know that, under the leadership of Premier Ford, your team will do well in representing the people of Ontario and in helping to build a more affordable, reliable electricity system for families and businesses.

NextBridge Infrastructure (NextBridge) is the licensed transmission company designated by the Ontario Energy Board (OEB) in 2013 to undertake development of the East-West Tie (EWT) Transmission Project in Northwestern Ontario. The EWT has been recognized as a priority transmission project in the 2013 and 2017 Ontario Long-Term Energy Plans, and in 2016, through an Order-in-Council, was designated as a priority project by the Executive Council of the previous government. Among other things, the Order-in-Council recognized the need for the transmission line to remove barriers to resource development in the region. Last December, the Independent Electricity System Operator (IESO) confirmed the necessity of the EWT Project and reaffirmed a recommended in-service date of 2020.

Over twelve months ago, NextBridge submitted a Leave to Construct application with the OEB and an Environmental Assessment with the Ministry of the Environment and Climate Change. Importantly, NextBridge has also entered into a critical economic partnership agreement with Bamkushwada LP, a group of six Northern Superior Anishinabek First Nations whose traditional lands are host to the Project. These include Fort William First Nation, Red Rock Indian Band, Pays Plat First Nation, Biigtigong Nishnaabeg (Ojibways of the Pic River), Pic Mobert First Nation, and Michipicoten First Nation. These communities have collectively formed an economic development organization which has trained almost 300 individuals from their communities and other surrounding Indigenous communities. They have entered into partnership with NextBridge's general contractor to prepare for contracting and employment opportunities, as well as received approximately \$9 million in provincial and federal grants to support these efforts. In addition, NextBridge has signed an economic participation agreement with the Métis Nation of Ontario to provide economic benefits, as well as contracting and employment opportunities with NextBridge's general contractor. NextBridge and its Indigenous partners are eager and ready to start construction of the EWT Project.



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Years of hard work and engagement have taken place and we remain committed to meeting the 2020 in-service date as has been identified by the IESO and the Ministry of Energy. However, we are still awaiting a decision from the OEB to grant us authority to proceed. NextBridge has repeatedly and publically noted that NextBridge needs a decision from the OEB by the end of July 2018 to ensure a 2020 in-service date.

To complicate matters further, seven months after our Application was filed, Hydro One submitted to the OEB an alternative Leave to Construct with a targeted in-service date of 2021. Hydro One's project is far less advanced than the NextBridge project from an engineering, environmental or Indigenous relationship perspective. Nonetheless, the OEB continues to process the Hydro One application, despite its inability to make a 2020 in-service date, its reliance on questionable routing assumptions, and its complete lack of indigenous support.

NextBridge and the EWT are at a critical juncture. NextBridge developed this project in good faith and relied on the 2020 in-service date as stated in the Order-in-Council by the previous government and in the IESO Needs Assessments. NextBridge currently has its general contractor in the field preparing for construction and completing sub-contractor arrangements. The construction plan has tower fabrication beginning in September 2018, access roads and clearing beginning in November 2018, and tower foundation installation and tower assembly beginning in January 2019 – all necessary to make the 2020 in-service date. NextBridge has spent more than \$60 million on this project through the end of June 2018, and costs are continuing to mount. Large financial commitments will need to be made in September to progress to a November 2018 construction start date. With no certainty regarding the timing and ultimate outcome of an OEB decision, NextBridge may be forced to cease work in advance of incurring those commitments, thus preventing timely completion of the project. This would be a regrettable outcome for Ontario. Absent a clear path forward, NextBridge would be compelled to seek recovery of the costs it has incurred to date without seeing a single shovel in the ground. More importantly, it would be a setback for the municipalities, mining companies, and Indigenous communities of Northwestern Ontario that are counting on project completion in 2020 to ensure a reliable electricity system and to promote economic growth in the region.

The Ford government has the opportunity to end the delays, and move the EWT project forward. To assist in maintaining the schedule and in serving the reliability needs of Northwestern Ontario, while securing transmission as the lowest cost option as identified by the IESO, NextBridge respectfully requests you 1) urge the OEB to make a decision on our application by the end of August 2018, and 2) consider designating NextBridge as the licensed transmitter to undertake the project. This authority exists and has been used to both prioritize and expedite transmission connections to remote communities. In our case, an Order-in-Council designating the project would align with the earlier decision to prioritize the EWT.



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We are committed to working with you and your officials to deliver this major infrastructure project, and appeal for your government to use the tools at its disposal to bring this project to fruition.

We hope to be able to meet with you in the near future to discuss our project and commitment to the North in further detail. In the meantime, if you have any questions at all, please do not hesitate to contact me directly. You can be assured of my cooperation and enthusiasm for supporting solutions on this important issue for Northwestern Ontario.

Sincerely,

A handwritten signature in blue ink that reads "J. Tidmarsh". The signature is fluid and cursive.

Jennifer Tidmarsh  
Project Director, NextBridge  
(President, Transmission – Canada, NextEra Energy)

cc: Mr. Stephen Rhodes, Deputy Minister of Energy  
Mr. David de Launey, Deputy Minister of Northern Development and Mines  
Mr. Serge Imbrogno, Deputy Minister of the Environment, Conservation and Parks

July 27<sup>th</sup>, 2018

The Honourable Greg Rickford  
M.P.P. Kenora/Rainy River  
Minister of Energy  
Minister of Northern Development and Mines  
Minister of Indigenous Relations and Reconciliation

Dear Minister:

**Re: Retaining the Awarded Contract for the East-West Tie Project**

By means of an introduction, we, the communities (Fort William First Nation, Red Rock Indian Band, Pays Plat First Nation, Biigtigong Nishnaabeg, Pic Mobert First Nation and Michipicoten First Nation) of Supercom are tasked with the goal of maximizing First Nations and Métis participation in the East-West Tie project.

This is consistent with policy direction from Ontario's 2013 Long Term Energy Plan which states that where new transmission lines are proposed, Ontario is committed to meeting its duty to consult indigenous communities regarding the potential impacts of any new projects on their Aboriginal and treaty rights and accommodate where those rights have the potential to be adversely impacted. Ontario recognized that communities have an interest in sharing in the economic benefits from future transmission projects crossing through their traditional territories.

As you may already know:

- On March 2<sup>nd</sup>, 2016, the Lieutenant Governor in Council issued an Order in Council declaring that the EWT Project is needed as a priority project. The Order in Council also indicates that the government of Ontario considers the expansion or reinforcement of the electricity transmission network in the area between Wawa and Thunder Bay with an in service date of late 2020, to be a priority.
- The Leave to Construct (LTC) application from NextBridge, project developer (in the notices, NextBridge is referred to by its legal name, "Upper Canada Transmission"), for the East-West Tie Line Project was submitted to the Ontario Energy Board (OEB) on July 31, 2017. The OEB had a technical conference in June to hear the application, but has yet to set dates for the hearing. **In order for the East West Tie to make schedule and come into service in late 2020, NextBridge has informed the OEB that construction must start in late 2018.**

- On December 1<sup>st</sup>, 2017, the IESO submitted its Updated Assessment of the Need for the East-West Tie Expansion to the Ministry of Energy. In the Updated Need Assessment, the IESO concluded that Northwest capacity needs and the options to address them demonstrate that the EWT Line Project continues to be the preferred option for meeting Northwest supply needs under a range of system conditions. The IESO continued its recommendation of an in-service date of late 2020 for the EWT Line Project
- As a result of a competitive bid process, on December 13<sup>th</sup>, 2017, Valard Construction was selected by NextBridge to construct the East-West Tie Line Project. Valard is working closely with Supercom Industries to hire and train qualifying candidates from the First Nation and Métis communities. To progress the project to a 2020 in-service date and execute current Indigenous economic participation plans, Valard and NextBridge have continued to outlay resources.
- On February 15<sup>th</sup>, 2018, Hydro One announced that they had filed a Section 92 application with the OEB to design, build and operate the new East-West Tie transmission line. The company is calling its proposal the Lake Superior Link and it is in direct competition with the NextBridge application.

In excess of \$9 M. in federal and provincial monies has already been provided to train approximately 300 indigenous individuals, towards providing project related skills that will lead to sustainable employment. Approximately 70% of these individuals have already started training, and all training will be completed by mid-September 2018. Twelve individuals have already begun the powerline technician training program and are planning to work on the East-West Tie Project starting in early 2019. The Survey Assistant program was completed on July 4<sup>th</sup> 2018, and all twelve individuals passed their final exams and obtained immediate employment in Northwestern Ontario – 7 of these individuals are already working on the East-West Tie Project performing right of way flagging and survey activities. The East-West Tie Project is already contributing to a stronger and more prosperous Northwest Ontario.

The Hydro One application is frustrating the process and creating uncertainty within affected indigenous communities, namely the Proximate First Nations communities of Fort William First Nation, Red Rock Indian Band, Pays Plat First Nation, Biigtigong Nishnaabeg, Pic Mobert First Nation, Michipicoten First Nation; the Non-Proximate First Nations communities of Ojibways of Garden River, Ojibways of Batchewana, Missanabie Cree First Nation, Animbiigoo Zaagi'igan Anishinaabek (also known as Lake Nipigon First Nation), Biinjitiwaabik Zaaging Anishinaabek (also known as Rocky Bay First Nation), Bingwi Neyaashi Anishinaabek (also known as Sand Point First Nation), Ginoogaming First Nation and Long Lake #58 First Nation; and the Métis groups of Red Sky Métis Independent Nation and each of the three Métis groups as represented by the Métis Nation of Ontario, being, collectively, the MNO Thunder Bay Métis Council, the MNO Superior North Shore Métis Council and the MNO Chapleau Métis Council.

**We would like to set up a meeting with you to discuss the 300+ families, numerous local subcontracting opportunities, and other long-term economic benefits that our communities are relying on that are currently at risk because of the Hydro One application.**

Yours respectfully,

A handwritten signature in black ink, appearing to read 'M. Dupuis', with a horizontal line underneath.

Matthew Dupuis  
President, Supercom Industries  
Chief, Red Rock Indian Band

Copied to: Chief Peter Collins, Chief Peter Mushquash, Chief Duncan Michano, Chief Johanna Desmoulin, Chief Patricia Tangie, Councillor Allan Odawa Jr.

stronger business together



August 20, 2018

Honourable Greg Rickford  
Minister of Energy, Northern Development & Mines  
Whitney Block Rm 5630  
99 Wellesley St W  
Toronto, ON M7A 1W1  
Via email to Chief of Staff: [Nina.Chiarelli@ontario.ca](mailto:Nina.Chiarelli@ontario.ca)

Dear Minister Rickford:

ORDER IN COUNCIL: EAST-WEST TIE TRANSMISSION PROJECT

The new East-West Tie Transmission Project is vital to ensure the long-term reliability of the electricity supply in Northwestern Ontario. Two Independent Electricity System Operator (IESO) studies have confirmed the need for this line to be in place for 2020 to support industrial load growth.

Unfortunately, the Leave to Construct filing by NextBridge has been stalled at the Ontario Energy Board since July 2017. NextBridge has already invested more than \$60 million in this project and has entered into agreements with multiple Indigenous communities to create meaningful participation opportunities, with the expectation that construction would start in the fall of 2018 as necessary to meet the 2020 in-service date. Almost 300 individuals from Indigenous communities in Northern Ontario have already been trained to support this work.

In order to proceed this fall, NextBridge requires a decision on the Leave to Construct; however, the Ontario Energy Board now indicates that they will not be discussing the project until a hearing in October 2018, which would not allow NextBridge to meet the 2020 in-service date. To ensure that construction can continue immediately so that the 2020 in-service date can be met, we offer our support of the request by NextBridge for an Order in Council identifying NextBridge as the project constructor by August 31, 2018.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Charla Robinson".

Charla Robinson  
President

c. Jennifer Tidmarsh, NextBridge Infrastructure, [Jennifer.Tidmarsh@nexteraenergy.com](mailto:Jennifer.Tidmarsh@nexteraenergy.com)

**stronger business together**



September 19, 2018

The Honourable Greg Rickford  
Minister of Energy, Northern Development and Mines and Indigenous Relations  
5th Floor - Whitney Block  
99 Wellesley Street West  
Toronto, ON M7A 1W1  
Via email: [greg.rickford@pc.ola.org](mailto:greg.rickford@pc.ola.org)

Dear Minister Rickford:

On behalf of the Thunder Bay Chamber of Commerce, I am writing again to express our strong support for the Nextbridge East-West Tie Project.

The project is shovel ready with a well-trained labour force that includes a significant and welcomed Indigenous Community presence. Local businesses in Thunder Bay also welcome the project and are eager to participate in its supply chain activities, thanks to a proactive outreach program initiated by Nextbridge.

Long in the making, and at a very mature stage of approval, the EWT Project has all of the elements of success: reliable and dependable source of power to the region; widespread benefits within Thunder Bay and the region; support and participation of the Indigenous Communities; and, new investment and jobs in a part of Ontario that could use both. Furthermore, Nextbridge has already invested over \$60 million to ensure that the project is ready to meet the 2020 in-service date.

What the project desperately needs now is immediate action. The never-ending review before the Ontario Energy Board cannot continue. As you know, the project has been long awaiting a decision on its Notice To Proceed; another hearing that goes back to the starting line in order to review who the project should be assigned to is simply not acceptable.

Please take any and all necessary steps at your disposal to allow the Nextbridge project to proceed. It is shovel ready and, by virtue of the wide spread support, is region-ready as well. The negative impacts on investor confidence in the regulatory process are too great to consider otherwise.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink that reads "Charla Robinson".

Charla Robinson  
President

- c. Aaron Silver, Director of Policy, [aaron.silver@ontario.ca](mailto:aaron.silver@ontario.ca)  
Nina Chiarelli, (A) Chief of Staff, [nina.chiarelli@ontario.ca](mailto:nina.chiarelli@ontario.ca)  
Rosemary Leclair, Chair, Ontario Energy Board



August 15, 2018

Sharon Hayes  
Field Unit Superintendent for Northern Ontario  
Pukaskwa National Park  
PO Box 212 Hwy 627  
Heron Bay ON P0T 1R0

*Via fax: 807-229-2097*

Dear Ms. Hayes,

**RE: Re-affirming maintenance and restoration of ecological integrity as the first priority in managing all aspects of Pukaskwa National Park and rejecting any renewed or replaced transmission within the Park**

CPAWS Wildlands League is writing today to request that you (1) re-affirm maintenance and restoration of ecological integrity as the first priority in managing all aspects of Pukaskwa National Park and (2) re-affirm Parks Canada's 2014 decision to reject any study of proposals, including from Hydro One, to renew or replace existing transmission through the Park.

In May of this year, the Honourable Catherine McKenna, Minister of Environment and Climate Change, and Minister responsible for Parks Canada issued a formal declaration<sup>1</sup> reaffirming that "ecological integrity is the first priority in considering all aspects of management of national parks – through focused investments, limiting development, and by working with Indigenous peoples, provinces and territories." We welcome and support this statement as it reflects our long standing position too.

Wildlands League has been following the planning for East-West Tie Expansion Project. We shared our view over five years ago directly with proponent Nextbridge Infrastructure that any proposed transmission line must avoid Pukaskwa National Park in order to maintain and restore the ecological integrity of the Park. We were pleased to see the proponent's preferred route avoid the national park. This is also consistent with Parks Canada's direction in 2014 to not allow a study of a route through the Park by then Acting Field Superintendent R. Lessard (see attached letter by Mr. Lessard). This was and still is the correct course of action. Limiting development in the park is what's needed at this time.

We are frustrated to learn that a new proposal<sup>2</sup> has come forward by Hydro One and is now being considered by Parks Canada. This proposed project would delay restoration of the Park's ecological integrity and ultimately lead to more fragmentation and disturbance within the Park. This is not in the

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<sup>1</sup> See <https://www.newswire.ca/news-releases/minister-mckenna-affirms-ecological-integrity-is-the-first-priority-in-the-management-of-parks-canada-681944261.html>

<sup>2</sup> See <https://www.hydroone.com/about/corporate-information/major-projects/lake-superior-link>



public interest and not consistent with the first priority of maintaining and restoring ecological integrity. A decision made within an ecological integrity first framework would reject the line through the park, including a proposal to renew or replace existing transmission, because it would be moving park management in the wrong direction on the ecological integrity continuum. Instead, Parks Canada must think about how to phase out the existing transmission line so the Park's ecological integrity can be restored, allowing the Park to fulfill its proper role in helping to preserve the nation's biodiversity.

As you know, Canada is not immune to the biodiversity crisis gripping the planet. Our national parks are key anchors in our country's protected areas network and we cannot allow them to continue to be degraded. We need them and other new protected areas if we are going to reverse the decline of biodiversity and meet our obligations under the Convention for Biological Diversity. Wildlands League strongly urges you to limit development within the Park, re-affirm maintenance and restoration of ecological integrity as the first priority for Park management, and phase out the existing transmission line so that the corridor and Park's ecological integrity can be restored.

Please feel free to call me if you have any questions or comments. I look forward to speedy resolution of our concerns.

Sincerely,



Anna Baggio  
Director Conservation Planning

Cc: Hon. Catherine McKenna, Minister of Environment and Climate Change and Minister responsible for Parks Canada  
Gilles Seutin, Chief Scientist, Parks Canada

Encl.



NextBridge Infrastructure is comprised  
of three established brands in the  
energy industry

# NextBridge Infrastructure Meeting of the Board of Directors

July 20, 2018

PRIVILEGED AND CONFIDENTIAL  
PREPARED IN ANTICIPATION OF LITIGATION



# Financial Update – June

- June spend was \$2.8M, bringing the total budgeted spend to \$19.8MM

Cost Category	MONTH: June 2018			PROJECT TO DATE: June 30, 2018			TOTAL PROJECT TO DATE: August 2013 to June 2018		
	Actual	Plan	Variance \$ better/(worse)	Actual	Plan	Variance \$ better/(worse)	Plan - July 2017	Forecast (Actual + Forecast)	% Spent of Forecast
	A	B	C = (B-A)	D	E	F = (E-D)	G	H	I = D/H
Construction & Materials	1,757,663	2,669,388	911,724	8,157,052	9,195,352	1,038,300	630,831,373	630,831,373	1.29%
Environmental and Regulatory Approvals, Permitting & Site Remediation	395,290	69,175	(326,115)	3,523,545	3,732,866	209,321	17,339,921	17,339,921	20.32%
Land Acquisition (Excludes Aboriginal)	219,050	199,450	(19,599)	2,227,533	2,795,017	567,485	23,830,513	23,830,513	9.35%
First Nations and Métis (consultation, participation, land acq & ALGP)	226,934	414,083	187,149	2,615,219	8,384,500	5,769,281	20,211,000	20,211,000	12.94%
Other Consultation	8,473	49,803	41,330	216,668	717,658	500,990	2,530,194	2,530,194	8.56%
Regulatory	166,791	49,782	(117,009)	1,058,572	987,849	(70,723)	5,405,078	5,405,078	19.58%
Interconnection Studies	-	-	-	4,350	-	(4,350)	-	-	#DIV/0!
Project Management	32,223	110,399	78,176	1,338,542	816,056	(522,487)	4,900,644	4,900,644	27.31%
IDC	55,191	189,941	134,750	650,120	907,042	256,922	31,003,000	31,003,000	2.10%
Other (including non-E&C contingency)	-	-	-	-	-	-	918,799	918,799	0.00%
<b>Total Construction Phase</b>	<b>2,861,614</b>	<b>3,752,021</b>	<b>890,407</b>	<b>19,791,601</b>	<b>27,536,339</b>	<b>7,744,739</b>	<b>736,970,522</b>	<b>736,970,522</b>	<b>2.69%</b>
Development Phase (1)				40,249,501	40,210,000	(39,501)	40,210,000	40,249,501	100.00%
<b>TOTAL PROJECT COST</b>				<b>60,041,102</b>	<b>67,746,339</b>	<b>7,705,237</b>	<b>777,180,522</b>	<b>777,220,024</b>	<b>102.69%</b>

**NOTE:**

(1) In the leave to construct application, NextBridge estimated that its July 31, 2017 Development Phase Actuals would be \$40,210,000 (exhibit B, Tab 9, Schedule 1, Table 4), whereas the final amount was \$40,249,501.



PRIVILEGED AND CONFIDENTIAL – PREPARED IN ANTICIPATION OF LITIGATION

# Capital Call/Strategy Session

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- Proposal for July 27, 2018 Capital Call
- NextBridge partners recommend re-sizing the July 27 capital call such that NextBridge is forecasted to hold \$1M of cash as of August [24] at which point a second capital call can be completed based on project status
- Until the LTC is achieved, NextBridge minimizes any construction-related spending (ie. E&C, land acquisition, other discretionary spending)
- On the earlier of [one week prior to August 24, 2018] or following the awarding of the LTC, NextBridge will reforecast the remaining quarterly spend and issue a second capital call to the partners
  - To have strategy session focused on project phasing and capital spend on July 31
  - To discuss potential low spend period if LTC is not approved by September [1]



PRIVILEGED AND CONFIDENTIAL – PREPARED IN ANTICIPATION OF LITIGATION

# Variations - May

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- E&C – lower May spend as compared to planned.
- Environment – permanent differences because of (a) increased staff on discipline, and (b) working with various government agencies on amended environmental assessment (EA).
- Land – timing differences re: shift on when work was planned versus timing of when it was/will be completed – no identified savings.
- FNM – there are (a) permanent differences regarding additional SuperCom funding as compared to plan and additional legal regarding Batchewana and Pays Plat, and (b) timing differences regarding timing of work to be completed on the ALGP and capacity funding to communities (slower than expected).
- SR – permanent differences with respect to printing work on the amended EA but timing differences regarding the planned open houses that have been pushed back to September 2018.
- Regulatory – permanent differences regarding additional (internal) time and external expenses required on LTC hearing/HONI LTC motion.
- PMO – underspend regarding internal time but main difference relates to external 3rd party GIS that is unplanned. May's negative variance relates to the fact that there was error between land and PMO regarding the 3rd party GIS that will reverse in June.



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of three established brands in the  
energy industry

# NextBridge Infrastructure Meeting of the Board of Directors

August 10, 2018

PRIVILEGED AND CONFIDENTIAL  
PREPARED IN ANTICIPATION OF LITIGATION



# Financial Update – July

- July spend was \$7.2M, bringing the total budgeted spend to \$27MM

NextBridge Infrastructure LP  
Monthly financial summary

Cost Category	MONTH: July 2018			PROJECT TO DATE: July 31, 2018			TOTAL PROJECT TO DATE: August 2013 to July 2018		
	Actual	Plan	Variance \$ better/(worse)	Actual	Plan	Variance \$ better/(worse)	Plan - July 2017	Forecast (Actual + Forecast)	% Spent of Forecast
	A	B	C = (B-A)	D	E	F = (E-D)	G	H	I = D/H
Construction & Materials	4,934,884	10,723,268	5,788,384	13,091,936	19,918,620	6,826,684	630,831,373	630,831,373	2.08%
Environmental and Regulatory Approvals, Permitting & Site remediation	1,095,243	66,775	(1,028,468)	4,618,788	3,799,641	(819,147)	17,339,921	17,339,921	26.64%
Land Acquisition (Excludes Aboriginal)	311,972	204,323	(107,650)	2,539,505	2,999,340	459,835	23,830,513	23,830,513	10.66%
First Nations and Métis (consultation, participation, land acq & ALGP)	331,211	414,083	82,872	2,946,430	8,798,583	5,852,153	20,211,000	20,211,000	14.58%
Other consultation	34,098	64,506	30,408	250,765	782,164	531,399	2,530,194	2,530,194	9.91%
Regulatory	460,535	58,683	(401,852)	1,519,107	1,046,532	(472,575)	5,405,078	5,405,078	28.11%
Interconnection Studies	-	-	-	4,350	-	(4,350)	-	-	#DIV/0!
Project Management	151,864	111,733	(40,132)	1,490,407	927,788	(562,619)	4,900,644	4,900,644	30.41%
IDC	(81,331)	215,304	296,635	568,789	1,122,346	553,557	31,003,000	31,003,000	1.83%
Other (including non-E&C contingency)	-	-	-	-	-	-	918,799	918,799	0.00%
<b>Total Construction Phase</b>	<b>7,238,477</b>	<b>11,858,675</b>	<b>4,620,198</b>	<b>27,030,078</b>	<b>39,395,015</b>	<b>12,364,937</b>	<b>736,970,522</b>	<b>736,970,522</b>	<b>3.67%</b>
Development Phase (1)	-	-	-	40,249,501	40,210,000	(39,501)	40,210,000	40,249,501	100.00%
<b>TOTAL PROJECT COST</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>67,279,579</b>	<b>79,605,015</b>	<b>12,325,436</b>	<b>777,180,522</b>	<b>777,220,024</b>	<b>103.67%</b>

**NOTE:**

(1) in the leave to construct application, NextBridge estimated that its July 31, 2017 Development Phase Actuals would be \$40,210,000 (exhibit 8, Tab 9, Schedule 1, Table 4), whereas the final amount was \$40,249,501.



PRIVILEGED AND CONFIDENTIAL – PREPARED IN ANTICIPATION OF LITIGATION

# Capital Call Proposal

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- Capital call is needed in August
- Amounts will get us to October 31, 2018
- Include current bank balance, \$1.0M buffer and truing up July
- Option #1 - \$8.6M
  - Projections:
    - \$8.8M for August
    - \$2.0 million for September and October
- Option #2 - \$47.7M
  - Projections:
    - \$8.8M for August
    - \$17.6M for September
    - \$23.5M for October

# Variations - June

---

- E&C – overall a lower spend as compared to planned
- Environment – (a) increased staff on discipline, and (b) working with various government agencies on amended environmental assessment
- Stakeholder Relations – lower spend, likely a function of less work completed based on original plan
- Regulatory – additional (internal) time and external expenses required on LTC hearing/HONI LTC motion

HONI INTERROGATORY #12

INTERROGATORY

Reference

- I) Technical Conference Transcript, May 7, 2018, p. 101

Mr. Gill testified that the construction rates in the Valard contract may be affected by a change in the construction period as a result of a delay.

Questions:

- a) Please indicate whether, and if so in what amount, Valard's construction costs have changed as a result of delays in the construction period. Please indicate what portion of the increase is being absorbed by Valard and how much NB will seek to recover from ratepayers.
- b) Have the terms and conditions of the Valard contract, previously filed in NB's leave to construct application, been changed since the date the application was filed and, if so, in what ways and for what reasons?
- c) Please provide a copy of any changed Valard contract.
- d) Has NB prepared a report to its senior management and/or its Board of Directors and/or the shareholders of Upper Canada Transmission Inc. on the following:
  - i) Delays in the in-service date and the construction period?
  - ii) Changes in the forecast cost of construction?
  - iii) Changes in the overall project costs?
- e) Please provide copies of all reports of NB to senior management and/or the Board of Directors and/or the shareholders of Upper Canada Transmission Inc. including subcommittees of the Board, on the topics identified in questions d(i), (ii) and (iii) above.

RESPONSE

- a) Valard's contract price has not changed since the contract was executed, but should NextBridge be granted a Leave To Construct approval for East West Tie by December 31, 2018, then NextBridge will negotiate a change order with Valard consistent with the commercial terms outlined in the NextBridge/Valard construction agreement, more specifically, Article IV, relative to a new construction schedule. The incremental cost of construction would be a function of (1) additional environmental conditions that would need to be in place to start construction in the Summer of 2019 versus the Fall of 2018 as original planned; (2) increasing equipment and crews and/or shifts to achieve a

2020 in-service date or as close to 2020 as possible based on receiving a decision on its Leave to Construct and (3) adjustment to equipment, materials, and labor as may be impacted by the schedule consistent with Article IV of the Valard agreement; (4) increased oversight of an expanded construction crew and/or shifts. NextBridge expects that the construction costs will stay within its AACE Class 2 construction cost estimate.

- b) No, the terms and conditions of the Valard contract have not changed since the date it was filed in NextBridge's response to Staff Interrogatory #7 at Exhibit I.B.NextBridge.STAFF.7, Attachment 3 (Redacted).
- c) Please see NextBridge's response to part (b) to this interrogatory.
- d) NextBridge has not prepared a report to its senior management and/or its Board of Directors and/or the shareholders of Upper Canada Transmission Inc. on any of the items listed.
- e) Please see NextBridge's response to part (d) to this interrogatory.

## NextBridge Project Schedule

Original Schedule Filed in Response to OEB's PO 3 (Filed: 2018-05-03, EB-2017-0182)

Detailed Project Schedule for East West Tie in Response to OEB Procedural Order #3		
Activity	Critical Milestone	Target Date
<b>Regulatory</b>		
Submit Responses to OEB Procedural Order #3, dated April 27, 2018		3-May-2018
OEB Technical Conference		7-May-2018
Oral Hearing Start		4-Jun-2018
OEB LTC Decision and Order	Yes	July 2018
OEB approval of authority to expropriate	Yes	August 2019
Register approved Plan of Expropriation and issue relevant Expropriation Act Notices/Offers	Yes	October 2019
Obtain possession of expropriated lands for construction purposes	Yes	Q1 2020
<b>Environmental</b>		
Approval of the Amended EA	Yes	October 2018
Approval by MOECC of Permit to Take Water	Yes	October 2018
Approval by MOECC of Permit to Take Water - Camp Wells		October 2018
Approval by MOECC of ECA - Camp Wastewater		October 2018
Approval by MNRF of Water Crossing Permits	Yes	October 2018
Approval by MNRF of Endangered Species Permits (Bats)	Yes	October 2018
Approval by MNRF of Endangered Species Permits (Caribou)	Yes	October 2018
Approval by MNRF of Endangered Species Permits (Whip-poor-will)	Yes	October 2018
Approval of ECCC SARA Bat permits	Yes	October 2018
Approval of ECCC SARA Caribou permits	Yes	October 2018
Approval of MNRF Provincial Park & Conservation Reserve Amendments	Yes	October 2018

**Detailed Project Schedule for East West Tie in Response to OEB Procedural Order #3**

<b>Activity</b>	<b>Critical Milestone</b>	<b>Target Date</b>
Lakehead Region Conservation Authority Permit	Yes	October 2018
Transport Canada Section 67 for Transport Canada Lands	Yes	October 2018
Transport Canada Navigation Protection Act Canada permit	Yes	October 2018
Fisheries and Oceans Canada Navigable Waters Permit	Yes	October 2018
Indigenous Service Canada Section 67 for Reserve Lands	Yes	October 2018
Infrastructure Ontario Class Environmental Assessment	Yes	October 2018
MTCS - Historical and Cultural Resources acceptance	Yes	October 2018
<b>Land Acquisition</b>		
Substantial completion of signing of option agreements		Q4 2018
Crown Land Disposition Application filed		Q2 2018
Third party Crossing agreements complete	Yes	October 2018
MNRF approval of Crown Lease/Land Use Permits	Yes	October 2018
MNRF approval of Crown Land Work Permits	Yes	October 2018
MTO approval of Land Use and Building Permits	Yes	October 2018
MTO approval of Entrance Permits	Yes	October 2018
MTO approval of Encroachment Permits	Yes	October 2018
<b>Indigenous Relations</b>		
INAC approval of Land Related Permits	Yes	October 2018
<b>HONI - Related</b>		
Submit HONI Longitudinal Access Application Version 3	Yes	18-May-2018
HONI approves Longitudinal Access	Yes	20-Jul-2018

Detailed Project Schedule for East West Tie in Response to OEB Procedural Order #3		
Activity	Critical Milestone	Target Date
HONI Approves Transmission Crossing Application	Yes	22-Jun-2018
HONI Substations commissioned (1)	Yes	November 2020
<b>Engineering &amp; Construction</b>		
Segment A - Commence clearing & access		Q4 2018
Segment A - Commence Geotech and Foundations		Q3 2020
Segment A - Commence Towers Assembly		Q3 2020
Segment A - Commence Towers Erection		Q3 2020
Segment A - Commence Conductor Stringing	Yes	Q4 2020
Segment B - Commence clearing & access		Q4 2018
Segment B - Commence Geotech and Foundations	Yes	Q1 2020
Segment B - Commence Towers Assembly	Yes	Q1 2020
Segment B - Commence Towers Erection	Yes	Q2 2020
Segment B - Commence Conductor Stringing	Yes	Q3 2020
<i>Note: Segment C contains caribou habitat - all activities are critical</i>		
Segment C - Commence clearing & access	Yes	Q4 2018
Segment C - Commence Geotech and Foundations	Yes	Q1 2019
Segment C - Commence Towers Assembly	Yes	Q1 2019
Segment C - Commence Towers Erection	Yes	Q1 2019
Segment C - Commence Conductor Stringing	Yes	Q3 2019
Segment D - Commence clearing & access		Q2 2019
Segment D - Commence Geotech and Foundations		Q4 2019
Segment D - Commence Towers Assembly		Q4 2019
Segment D - Commence Towers Erection		Q4 2019
Segment D - Commence Conductor Stringing		Q1 2020

Detailed Project Schedule for East West Tie in Response to OEB Procedural Order #3		
Activity	Critical Milestone	Target Date
Segment E - Commence clearing & access		Q4 2018
Segment E - Commence Geotech and Foundations		Q1 2019
Segment E - Commence Towers Assembly		Q1 2019
Segment E - Commence Towers Erection		Q2 2019
Segment E - Commence Conductor Stringing		Q4 2019
Segment F - Commence clearing & access		Q4 2018
Segment F - Commence Geotech and Foundations		Q1 2019
Segment F - Commence Towers Assembly		Q1 2019
Segment F - Commence Towers Erection		Q1 2019
Segment F - Commence Conductor Stringing		Q3 2019
Project Construction Substantially Complete(2)	Yes	30-Nov-2020
Project Commissioning Commences	Yes	Q4 2020
Project Commissioning Complete - In Service	Yes	Q4 2020
Final acceptance and release of General Contractor		Q2 2021

- (1) Per Exhibit B, Tab 11, Schedule 1 of Hydro One Station work LTC application  
(2) Schedule Contingency for Project Substantial Completion (one month)

**NextBridge Updated Project Schedule (Exhibit I.NextBridge.STAFF.49 – Filed Sep 24, 2018)**

Detailed Project Schedule for East West Tie in Response to OEB Procedural Order #3 - REVISED		
Activity	Critical Milestone	Target Date
<b>Regulatory</b>		
Oral Hearing Start		October 2 2018
OEB LTC Decision and Order	Yes	December 31 2018
OEB approval of authority to expropriate <sup>[1]</sup>	Yes	October 2019
Register approved Plan of Expropriation and issue relevant Expropriation Act Notices/Offers	Yes	December 2019
Obtain possession of expropriated lands for construction purposes	Yes	March 2020
<b>Environmental<sup>[2]</sup></b>		
Approval of the Amended EA	Yes	February 2019
Approval by MOECC of Permit to Take Water	Yes	1Q 2019
Approval by MOECC of Permit to Take Water - Camp Wells		1Q 2019
Approval by MOECC of ECA - Camp Wastewater		1Q 2019
Approval by MNRF of Water Crossing Permits	Yes	1Q 2019
Approval by MNRF of Endangered Species Permits (Bats)	Yes	1Q 2019
Approval by MNRF of Endangered Species Permits (Caribou)	Yes	1Q 2019
Approval by MNRF of Endangered Species Permits (Whip poor-will)	Yes	1Q 2019
Approval of ECCC SARA Bat permits	Yes	1Q 2019
Approval of ECCC SARA Caribou permits	Yes	1Q 2019
Approval of MNRF Provincial Park & Conservation Reserve Amendments	Yes	1Q 2019

**Detailed Project Schedule for East West Tie in Response to OEB Procedural  
Order #3 - REVISED**

<b>Activity</b>	<b>Critical Milestone</b>	<b>Target Date</b>
Lakehead Region Conservation Authority Permit	Yes	1Q 2019
Transport Canada Section 67 for Transport Canada Lands	Yes	1Q 2019
Transport Canada Navigation Protection Act Canada permit	Yes	1Q 2019
Fisheries and Oceans Canada Navigable Waters Permit	Yes	1Q 2019
Indigenous Service Canada Section 67 for Reserve Lands	Yes	1Q 2019
Infrastructure Ontario Class Environmental Assessment	Yes	1Q 2019
MTCS - Historical and Cultural Resources acceptance	Yes	1Q 2019
<b>Land Acquisition</b>		
Substantial completion of signing of option agreements		2Q 2019
Crown Land Disposition Application filed		1Q 2019
Third party Crossing agreements complete	Yes	1Q 2019
MNRF approval of Crown Lease/Land Use Permits	Yes	1Q 2019
MNRF approval of Crown Land Work Permits	Yes	1Q 2019
MTO approval of Land Use and Building Permits	Yes	1Q 2019
MTO approval of Entrance Permits	Yes	1Q 2019
MTO approval of Encroachment Permits	Yes	1Q 2019
<b>Indigenous Relations</b>		
INAC approval of Land Related Permits	Yes	1Q 2019
<b>HONI - Related</b>		
HONI approves Longitudinal Access	Yes	1Q 2019

Detailed Project Schedule for East West Tie in Response to OEB Procedural Order #3 - REVISED		
Activity	Critical Milestone	Target Date
HONI Approves Transmission Crossing Application	Yes	1Q 2019
NextBridge files Sec 101 Application (If not approved by HONI)	Yes	1Q 2019
HONI Substations commissioned [3]	Yes	November 2020
<b>Engineering &amp; Construction [4]</b>		
Commence Clearing & Access	Yes	June 2019[5]
Commence Geotech and Foundations	Yes	3Q 2019
Commence Towers Assembly	Yes	3Q 2019
Commence Towers Erection	Yes	4Q 2020
Commence Conductor Stringing	Yes	1Q 2020
<i>Note: Segment C contains caribou habitat - all activities are critical</i>		
Segment C - Commence clearing & access	Yes	4Q 2019
Segment C - Commence Geotech and Foundations	Yes	4Q 2019
Segment C - Commence Towers Assembly	Yes	4Q 2019
Segment C - Commence Towers Erection	Yes	1Q 2020
Segment C - Commence Conductor Stringing	Yes	3Q 2020
Project Construction Substantially Complete	Yes	4Q 2020
Project Commissioning Commences	Yes	4Q 2020
Project Commissioning Complete - In Service	Yes	<b>December 31 2020</b>
Final acceptance and release of General Contractor		2Q 2021

[1] Based on expedited OEB process to review and approve limited expropriation application

[2] Apart from the Environmental Assessment, based on the segmented approach to construction not all permits are needed at start of construction

[3] Per Exhibit B, Tab 11, Schedule 1 of Hydro One Station work LTC application.

[4] Construction milestones by segment are subject to renegotiation with EPC on approval of LTC and can be provided to OEB prior to construction commencement.

[5] Proposed June 2019 commencement of construction is weather dependent for access given the spring thaw conditions. NextBridge intends to mobilize EPC contractor as soon as reasonable conditions allow.

<b>Detailed Project Schedule for East West Tie</b>			
<b>Activity</b>	<b>Target Date</b>		<b>Difference</b>
	<b>Response to OEB Procedural Order #3</b>	<b>Exhibit I. NextBridge.STAFF.49 Attachment 1</b>	
	<b>May 3, 2018</b>	<b>September 24, 2018</b>	
<b>Regulatory</b>			
Submit Responses to OEB Procedural Order #3, dated April 27, 2018	May 3, 2018	Not Provided	
OEB Technical Conference	May 7, 2018	Not Provided	
Oral Hearing Start	June 4, 2018	October 2, 2018	4 Months
OEB LTC Decision and Order	July 2018	December 31, 2018	6 Months
OEB approval of authority to expropriate	August 2019	October 2019 [3]	2 Months
Register approved Plan of Expropriation and issue relevant Expropriation Act Notices/Offers	October 2019	December 2019	2 Months
Obtain possession of expropriated lands for construction purposes	Q1 2020	March 2020	Unchanged
<b>Environmental [4]</b>			
Approval of the Amended EA	October 2018	February 2019	4 Months
Approval by MOECC of Permit to Take Water	October 2018	1Q 2019	~ 4 Months
Approval by MOECC of Permit to Take Water - Camp Wells	October 2018	1Q 2019	~ 4 Months
Approval by MOECC of ECA - Camp Wastewater	October 2018	1Q 2019	~ 4 Months
Approval by MNRF of Water Crossing Permits	October 2018	1Q 2019	~ 4 Months
Approval by MNRF of Endangered Species Permits (Bats)	October 2018	1Q 2019	~ 4 Months
Approval by MNRF of Endangered Species Permits (Caribou)	October 2018	1Q 2019	~ 4 Months
Approval by MNRF of Endangered Species Permits (Whip poor-will)	October 2018	1Q 2019	~ 4 Months
Approval of ECCC SARA Bat permits	October 2018	1Q 2019	~ 4 Months
Approval of ECCC SARA Caribou permits	October 2018	1Q 2019	~ 4 Months
Approval of MNRF Provincial Park & Conservation Reserve Amendments	October 2018	1Q 2019	~ 4 Months
Lakehead Region Conservation Authority Permit	October 2018	1Q 2019	~ 4 Months
Transport Canada Section 67 for Transport Canada Lands	October 2018	1Q 2019	~ 4 Months
Transport Canada Navigation Protection Act Canada permit	October 2018	1Q 2019	~ 4 Months
Fisheries and Oceans Canada Navigable Waters Permit	October 2018	1Q 2019	~ 4 Months
Indigenous Service Canada Section 67 for Reserve Lands	October 2018	1Q 2019	~ 4 Months
Infrastructure Ontario Class Environmental	October 2018	1Q 2019	~ 4 Months

Assessment			
MTCS - Historical and Cultural Resources acceptance	October 2018	1Q 2019	~ 4 Months
<b>Land Acquisition</b>			
Substantial completion of signing of option agreements	Q4 2018	2Q 2019	6 Months
Crown Land Disposition Application filed	Q2 2018	1Q 2019	9 Months
Third party Crossing agreements complete	October 2018	1Q 2019	~ 4 Months
MNRF approval of Crown Lease/Land Use Permits	October 2018	1Q 2019	~ 4 Months
MNRF approval of Crown Land Work Permits	October 2018	1Q 2019	~ 4 Months
MTO approval of Land Use and Building Permits	October 2018	1Q 2019	~ 4 Months
MTO approval of Entrance Permits	October 2018	1Q 2019	~ 4 Months
MTO approval of Encroachment Permits	October 2018	1Q 2019	~ 4 Months
<b>Indigenous Relations</b>			
INAC approval of Land Related Permits	October 2018	1Q 2019	~ 4 Months
<b>HONI - Related</b>			
Submit HONI Longitudinal Access Application Version 3	May 18, 2018	Not Provided	N/A
HONI approves Longitudinal Access	July 20, 2018	1Q 2019	~ 7 Months
HONI Approves Transmission Crossing Application	June 22, 2018	1Q 2019	~ 8 Months
NextBridge files Sec 101 Application (If not approved by HONI)	Not Provided	1Q 2019	N/A
HONI Substations commissioned [1]	November 2020	November 2020	Unchanged
<b>Engineering &amp; Construction</b>			
<i>Note: Engineering &amp; Construction schedule is provided by Segment in response to PO 3 - Schedule for only Segment C is provided in Staff 49</i>			
Commence Clearing & Access		June 2019 [6]	
Commence Geotech and Foundations		3Q 2019	
Commence Towers Assembly		3Q 2019	
Commence Towers Erection		4Q 2020	
Commence Conductor Stringing		1Q 2020	
Segment A - Commence clearing & access	Q4 2018	Not Provided [5]	N/A
Segment A - Commence Geotech and Foundations	Q3 2020	Not Provided [5]	N/A
Segment A - Commence Towers Assembly	Q3 2020	Not Provided [5]	N/A
Segment A - Commence Towers Erection	Q3 2020	Not Provided [5]	N/A
Segment A - Commence Conductor Stringing	Q4 2020	Not Provided [5]	N/A
Segment B - Commence clearing & access	Q4 2018	Not Provided [5]	N/A
Segment B - Commence Geotech and Foundations	Q1 2020	Not Provided [5]	N/A
Segment B - Commence Towers Assembly	Q1 2020	Not Provided [5]	N/A
Segment B - Commence Towers Erection	Q2 2020	Not Provided [5]	N/A
Segment B - Commence Conductor Stringing	Q3 2020	Not Provided [5]	N/A
<i>Note: Segment C contains caribou habitat - all activities are critical</i>			

Segment C - Commence clearing & access	Q4 2018	4Q 2019	12 Months
Segment C - Commence Geotech and Foundations	Q1 2019	4Q 2019	9 Months
Segment C - Commence Towers Assembly	Q1 2019	4Q 2019	9 Months
Segment C - Commence Towers Erection	Q1 2019	1Q 2020	12 Months
Segment C - Commence Conductor Stringing	Q3 2019	3Q 2020	12 Months
Segment D - Commence clearing & access	Q2 2019	Not Provided [5]	N/A
Segment D - Commence Geotech and Foundations	Q4 2019	Not Provided [5]	N/A
Segment D - Commence Towers Assembly	Q4 2019	Not Provided [5]	N/A
Segment D - Commence Towers Erection	Q4 2019	Not Provided [5]	N/A
Segment D - Commence Conductor Stringing	Q1 2020	Not Provided [5]	N/A
Segment E - Commence clearing & access	Q4 2018	Not Provided [5]	N/A
Segment E - Commence Geotech and Foundations	Q1 2019	Not Provided [5]	N/A
Segment E - Commence Towers Assembly	Q1 2019	Not Provided [5]	N/A
Segment E - Commence Towers Erection	Q2 2019	Not Provided [5]	N/A
Segment E - Commence Conductor Stringing	Q4 2019	Not Provided [5]	N/A
Segment F - Commence clearing & access	Q4 2018	Not Provided [5]	N/A
Segment F - Commence Geotech and Foundations	Q1 2019	Not Provided [5]	N/A
Segment F - Commence Towers Assembly	Q1 2019	Not Provided [5]	N/A
Segment F - Commence Towers Erection	Q1 2019	Not Provided [5]	N/A
Segment F - Commence Conductor Stringing	Q3 2019	Not Provided [5]	N/A
Project Construction Substantially Complete [2]	November 30, 2020	4Q 2020	Unchanged
Project Commissioning Commences	Q4 2020	4Q 2020	Unchanged
Project Commissioning Complete - In Service	Q4 2020	December 31, 2020	Unchanged
Final acceptance and release of General Contractor	Q2 2021	2Q 2021	Unchanged

[1] Per Exhibit B, Tab 11, Schedule 1 of Hydro One Station work LTC application

[2] Schedule Contingency for Project Substantial Completion (one month)

[3] Based on expedited OEB process to review and approve limited expropriation application

[4] Apart from the Environmental Assessment, based on the segmented approach to construction not all permits are needed at start of construction

[5] Construction milestones by segment are subject to renegotiation with EPC on approval of LTC and can be provided to OEB prior to construction commencement.

[6] Proposed June 2019 commencement of construction is weather dependent for access given the spring thaw conditions. NextBridge intends to mobilize EPC contractor as soon as reasonable conditions allow.