

1 Q. On page 16 of the Upgrade Transmission Line Corridor Report it is noted that any  
2 enhancements needed to ensure the technical operation of the Maritime Link  
3 would be the responsibility of Emera and have been previously identified in  
4 separate studies. Please outline the proposed enhancements that are required and  
5 state the impact on the proposed line of these not being completed.

6  
7

8 A. The following Island Interconnected System enhancements are required to ensure  
9 technical operation of the Maritime Link:

10

- 11 • Re-terminate TL231 to Stony Brook from Bay d’Espoir Terminal Station 1 to  
12 Terminal Station 2 such that fault on a 230 kV line to Stony Brook (TL231 or  
13 TL204) with a stuck circuit breaker does not result in the loss of two 230 kV  
14 transmission line paths between Bay d’Espoir and the Bottom Brook  
15 Converter Station. This change has no impact on the proposed line addition.  
16 It is associated with the reliability of the connection between Bay d’Espoir  
17 and Bottom Brook Converter Station;
- 18 • Addition of a new 230 kV transmission line between Granite Canal and  
19 Bottom Brook. This new transmission line ensures up to 250 MW can be  
20 delivered to the Bottom Brook Converter Station with one 230 kV  
21 transmission line west of Bay d’Espoir out of service. This transfer capacity  
22 matches the firm Maritime Link with one pole out of service. This new line  
23 addition has no impact on the proposed line between Bay d’Espoir and  
24 Western Avalon. The Bay d’Espoir to western Avalon line is required to  
25 address system stability issues between Bay d’Espoir and the Avalon  
26 Peninsula post Labrador – Island HVdc Link addition;

- 1           • Addition of a 230 kV circuit breaker at Upper Salmon Terminal Station to  
2           establish a 230 kV ring bus. This change has no impact on the proposed line  
3           addition. It is associated with the reliability of the connection between Bay  
4           d’Espoir and Bottom Brook via Upper Salmon and Granite Canal;
- 5           • Construct a new 230 kV ring bus near Granite Canal to tie the new 230 kV  
6           line from Granite Canal to Bottom Brook to the system. This change has no  
7           impact on the proposed line addition. It is associated with the reliability of  
8           the connection between Bay d’Espoir and Bottom Brook via Upper Salmon  
9           and Granite Canal; and
- 10          • Construct a new 230 kV breaker-and-one-half station near the existing  
11          Bottom Brook Terminal Station to connect the new Granite Canal to Bottom  
12          Brook 230 kV line and the Bottom Brook Converter Station to the system.  
13          This change has no impact on the proposed line addition. It is associated  
14          with the reliability of the connection between Bay d’Espoir and Bottom  
15          Brook via Upper Salmon and Granite Canal and the converter station.

16

17          The enhancements required for technical operation of the Maritime Link, as listed  
18          above, have no impact on the decision to build the proposed Bay d’Espoir to  
19          Western Avalon transmission line.