Q. **Newfoundland and Labrador Hydro - EFLA Consulting Engineers Report - *Structural Capacity Assessment of the Labrador Island Transmission Link*, April 30, 2020 ("EFLA" Report)**

Please state all identified deviations from the LIL designs and specifications that were corrected (such as re-tightening bolts); and not corrected (such as the removal of a conductor strand).

A. The verification of initial design and construction practices for the Labrador-Island Link ("LIL") was outside of the scope of the assessment completed by EFLA Consulting Engineers. Please refer to Newfoundland and Labrador Hydro's responses to PUB-NLH-080 and PUB-NLH-082.

With respect to the specific question on bolt torques, there was a robust quality assurance program employed throughout construction for bolt torque assurance. The contractor and owner had separate quality assurance teams to check all structures once assembled and a specified number of towers post installation, via climbing inspections. Further to these inspections, third-party climbing inspections were completed following construction and the Nalcor Energy Operations team has continued the practice of climbing and inspecting towers throughout the three years since construction.

With respect to the question of removal of a conductor strand, the conductor strand removal exercise to correct the inherent loose strands for the pole conductor was completed and verified by the Lower Churchill Project team, as well as signed off by the Engineer of Record (SNC-Lavalin) through manufacturing and installation of a new conductor before the LIL was finalized and turned over to Operations.