

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

3 With respect to the April 30, 2020 EFLA report statement at page 31 that, "the effects of  
4 acceleration due to funneling between hills or due to sloping grounds are not covered and may  
5 require specific studies to assess such influences" please:

- 6 a. Please describe any specific funneling studies prepared as part of LIL design, the EFLA study,  
7 or otherwise.
- 8 b. If no such studies have occurred, please explain the reasons and assess the impact of their  
9 absence on the confidence that can be placed in the results of the EFLA analysis.

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12 A. a. The wind loads used by EFLA Consulting Engineers ("EFLA") in the Structural Capacity  
13 Assessment were selected from mapping provided in the CSA 60826-10 standard. Wind  
14 studies were beyond the scope of EFLA's assessment. The original design wind loads were  
15 selected by Nalcor Energy ("Nalcor") during the detailed design phase and included input  
16 from wind studies as part of the design process. The EFLA report only focused on sections  
17 governed by glaze icing which Newfoundland and Labrador Hydro ("Hydro") has  
18 considerable operational experience. As a result of such operating experience, it was not  
19 deemed necessary to augment loading criteria outlined in the CSA standard.

20 b. Studies were completed as part of the Labrador-Island Link ("LIL") design, specifically for LIL  
21 and for existing Hydro lines in common locations to LIL, however such studies were beyond  
22 outside the scope of EFLA's assessment. Please refer to Hydro's response to PUB-NLH-080.  
23 EFLA used the provided CSA 60826-10 standards wind mapping as a baseline wind loading  
24 for its study. Nalcor and Hydro are fully confident in both the base design loading and EFLA's  
25 selected loading from the standard in this regard.