Q. Reference: "2020 Capital Budget Application," Newfoundland Power, July 5, 2019, Report 3.1 "2020 Transmission Line Rebuild," sec. 2.2, at p. 2.

In 2017, inspections identified significant deterioration of the line due to decay, splits and checks in the poles and spar arms, cracks in insulators and other hardware deficiencies. Many of these components were identified as being in advanced stages of deterioration and requiring replacement. The inspections also identified conductor damage requiring repair.

What percentage of poles on 363L were identified during the 2017 inspections as being in advanced stages of deterioration and requiring replacement?

A. The deficiencies identified with transmission line 363L prior to rebuilding were not primarily related to pole deterioration.[1]

Transmission line 363L has a total of 478 structures across its entire length from Baie Verte Junction/Indian River Substation to Seal Cove Road Substation. The 2017 inspections determined that 406 structures, or 85%, had deficiencies that needed to be addressed. This included 374 deteriorated crossarms. Other deficiencies identified in the 2017 inspections included decay, splits and checks in the both poles and crossarms, cracks in insulators and other hardware deficiencies, as well as conductor damage.

[1] See, for example, Newfoundland Power's *2018 Capital Budget Application*, report *3.1 2018 Transmission Line Rebuild*, page 3, Table 2: 10-Year Maintenance History of 363L. This table shows that faulty insulators and hardware were the most prevalent issues addressed in the 10 years prior to the decision to rebuild 363L in 2017.