

From: [Francis, Michelle](#)
To: [Cheryl Bradley](#)
Cc: [Crockett, Gloria](#)
Subject: FW: Request for Early Authorization – Kinross to Vernon River Rebuild (Section 5.a.i)
Date: Thursday, July 16, 2026 11:04:40 AM
Attachments: [ME-logo\(color\)_31dfd02e-5a6f-4e12-ba71-0cf199ee686e.png](#)
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Hi Cheryl,

As discussed on the phone, approval of the Kinross to Vernon River rebuild (Section 5.a.i. of the application) will allow us to keep our contractors employed as well as ensure the productive use of our own supervisory staff. At least for the near term, which we're hoping will give the Commission sufficient time to fully approve the 2026 Capital Budget Application.

If you need anything else to advance this request, please let me know.

Michelle

Michelle Francis, CPA, CA (she/her) > Vice President, Finance & Chief Financial Officer

180 Kent Street, Charlottetown, PE C1A 7N2
telephone 902-629-3701
maritimeelectric.com



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From: Sampson, Ken <SampsonKN@maritimeelectric.com>
Sent: Thursday, July 16, 2026 9:23 AM
To: Francis, Michelle <francismc@maritimeelectric.com>
Subject: FW: Request for Early Authorization – Kinross to Vernon River Rebuild

Hi Michelle,

Please see below the support to start the Kinross to Vernon River rebuild prior to budget approval.

Ken

Ken Sampson, FEC, P.Eng. > Director, Customer Service & T&D Operations

3 Fourth Street, Charlottetown, PE C1E 2B4
telephone 902-629-3719 > **mobile** 902-393-2353
maritimeelectric.com



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From: Nicholson, Andrew <nicholsonan@maritimeelectric.com>
Sent: Thursday, July 16, 2026 8:53 AM
To: Sampson, Ken <SampsonKN@maritimeelectric.com>
Subject: Request for Early Authorization – Kinross to Vernon River Rebuild

Hi Ken,

I would like to request approval to initiate the Kinross to Vernon River Rebuild project prior to formal capital budget approval.

The Kinross to Vernon River line is an aging 6.8 km three-phase distribution circuit originally constructed around 1970. Field assessments have identified several condition-related concerns, including aging pole infrastructure, deteriorated conductor, long spans, and inadequate neutral spacing. The existing conductor has been assessed as being in fair condition at best, and many of the line assets are approaching or have exceeded their expected service life. These conditions present an increasing reliability and safety risk to both customers and employees.

In addition to the construction duration itself, there are several critical pre-construction activities that must be completed before field work can begin. The line must first be surveyed, and all utility locates and digging checks must be submitted and cleared. It is not uncommon for digging checks to take up to three weeks to be returned. Until the survey is completed, material quantities cannot be finalized and materials cannot be ordered. Any delay in starting these activities will directly impact procurement timelines and ultimately push construction later into the year.

The rebuild itself is estimated to require approximately seven to nine weeks of construction and includes significant vegetation management, traffic control, material procurement, and contractor coordination requirements. Delaying the project until budget approval is received will significantly increase the likelihood that construction extends into the fall storm season.

Allowing the existing line to remain in service through another storm season increases the risk of outages, emergency repairs, customer interruptions, and employee exposure to hazards associated with aging infrastructure. A significant failure on this line could result in emergency restoration costs, overtime, contractor mobilization, traffic control, and customer outage impacts that exceed the costs associated with proceeding with the planned rebuild.

There are also potential cost-saving benefits to moving forward early. Authorizing the project now would allow surveying, engineering preparation, utility locates, and material procurement to begin immediately, reducing schedule risk and helping to ensure materials are secured before potential price increases or supply chain delays occur. Completing the work during favorable weather conditions will improve productivity and reduce the likelihood of weather-related delays. Most importantly, avoiding emergency repairs and outage restoration activities on aging infrastructure represents a significant cost avoidance opportunity should a major asset failure

occur before the rebuild is completed.

Early authorization will:

- Allow surveying, utility locates, and engineering preparation work to begin immediately.
- Reduce schedule risk associated with locate turnaround times and material procurement lead times.
- Ensure materials can be ordered in time to support the planned construction schedule.
- Reduce the likelihood of storm-related failures on aging infrastructure.
- Improve system reliability and public safety before the fall storm season.
- Minimize the potential for emergency repair costs, overtime, and unplanned contractor mobilizations.
- Support Maritime Electric's obligation to provide safe and reliable service to customers.

Given the age and condition of the existing line, the significant amount of pre-construction work required before construction can begin, the lead times associated with locates and material procurement, and the increased risk of outages during the fall storm season, I recommend that the Kinross to Vernon River Rebuild be authorized to proceed immediately. Early approval will mitigate reliability, safety, schedule, and cost risks while helping ensure the project can be completed before adverse weather conditions increase the potential for outages and asset failures.

Thanks,

Andrew Nicholson > **Manager, T&D Construction Services**

3 Fourth Street, Charlottetown, PE C1E 2B4

mobile 902-629-5188

maritimeelectric.com

	
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