

**From:** [J. te Raa](#)  
**To:** [Electricity Inquiries](#)  
**Cc:** [Nicole McKenna](#)  
**Subject:** the two 50 MW used aircraft engine turbine proposal  
**Date:** Saturday, January 10, 2026 6:08:30 AM  
**Attachments:** [image.png](#)

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For the record, I have not read the 100 MW Combustion turbine proposal.

I listened to the video replay of the Jan. 8 Natural Resources Committee meeting where MECL was supposed to make a presentation on cable related matters. It turned into an infomercial of the combustion turbine project.

Based on what I heard, I have to get this off my chest.

- 1) Is the proposal the least cost option? No - Jason Roberts said this is a 50 year investment. Think about it: refurbished 40 year aircraft engines good for another 50 years. Continued major Capital expenditures are required to keep rebuilding these engines. Of course once IRAC approves the engines, continued major investments will be the least cost option vs 'new engines'. I doubt that any of that is disclosed in the secret financial data.
- 2) The public was never given an opportunity by IRAC to ask questions of Maritime Electric about this proposal. IRAC allowed Maritime Electric to bring in the proposal thru the back door of the December 18, 2024 proposal.
- 3) By the time the proposal came out participation was effectively limited to MECL and the PEI Energy Corporation. Bevan Baker and the Energy Democracy group were allowed to participate as "Friends". In other words, make comments and then be quiet. What happened?
- 4) Enough heat was put on the Government to realise that this was a bad proposal in spite of the cover of what their outside consultant had recommended (by the way the same Consultant that MECL uses). The Energy Corporation chickened out and did not allow Maritime Electric to take the proposal behind closed doors to cut a deal with the Government. Instead in a later correspondence to IRAC, the Energy Corporation defers to your expertise to decide the future of the project.
- 5) Why is the project not dead? The early December deadline is long past! Why is IRAC playing along with Maritime Electric? Kill the proposal, let New Brunswick install them, as I am sure is the fallback option. Buy short term capacity from the generators installed in New Brunswick. It will be a lot cheaper option for customers than having the 100MW sitting on expensive Charlottetown water front property. This proposal only benefits shareholders!
- 6) What was telling that during question period Kent Dollar was puzzled that the turbines had not been ordered yet. Kent was in the Premier's office when the Maritime Electric proposal was "discussed". Political approval was given. What Kent does not understand is that the Energy Corporation chickened out and did not take the project behind closed doors.
- 7) Brad Travis asked why did Maritime Electric wait till now with the proposal since they knew back in 2019 that there would be capacity shortage by 2026. Watch Jason Roberts answer the question and read between the lines. "The political climate is now correct to get Combustion turbines on the Charlottetown waterfront property".
- 8) Further to Brad's question, Maritime Electric in 2015 forecasted the severe capacity shortage. IRAC has the records. At the time, I generated a graph based on evidence provided by MECL. (see Below).
- 9) To repeat IRAC allowed MECL to bring in the proposal without giving the public an opportunity to ask questions of Maritime Electric.

John te Raa

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