**Q. Pages 51-54, King's Bridge Substation Power Transformer Project. The scope of work for this project appears similar to that proposed for the Molloy's Lane Substation Power Transformer Project on Page 59. Please explain why the King's Bridge Substation Power Transformer Project is expected to take three years to complete, while the Molloy's Lane Substation Power Transformer Project is expected to take two years.**

**A.** The difference in the expected project timelines for the *King's Bridge Substation Power Transformer* project ("King's Bridge Project") and the *Molloy's Lane Substation Power Transformer* project is primarily due to site-specific factors and logistical considerations.

While the overall scope of work for both projects is similar, the King's Bridge Project includes the installation of a new spill containment system. The KBR-T3 transformer currently does not have a spill containment, whereas the existing spill containment for MOL-T2 can accommodate a new transformer without modification. The additional civil work extends the King's Bridge Project schedule.

In both cases, transformer procurement lead times are a critical factor, with delivery of new units not expected until the fourth quarter of the second year of each project. Given these delivery constraints, removing the existing transformer, installing spill containment, and integrating a new unit late in the construction season would present significant schedule and operational risks. To mitigate these risks, the KBR-T3 and MOL-T2 replacements are intentionally scheduled in different years to coordinate resources and optimize execution in the St. John's area. The MOL-T2 replacement, which does not require a spill containment, is anticipated to occur in the fall of 2027, while the KBR-T3 replacement is planned for the summer of 2028. This staggered approach accounts for the additional civil work required at King's Bridge Substation and considers delivery limitations from suppliers and load requirements to minimize operational impacts.