

From: Martin, Dana
To: [Simmons, Daniel](#); [Collins, Michael](#)
Cc: [Nagarajah, Gobhina](#); [Muzychka, Irene](#)
Subject: RE: Followups from Gilbert Bennett Interview [IWOV-Active.FID3881181]
Date: Wednesday, May 8, 2019 1:26:22 PM

Michael,

In response to question 1 below, Mr. Bennett has provided the following information:

The planned reliability return period for the Gull Island HVDC line was 1:150 years. The line was planned to operate at +- 450 kV and was to be a multi-terminal system that could also deliver power to the Maritime Provinces.

Kind regards,

Dana

Dana Martin
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From: Simmons, Daniel <daniel.simmons@mcinnescooper.com>
Sent: Monday, May 6, 2019 8:59 PM
To: Collins, Michael <MichaelCollins@musktratfallsinquiry.ca>
Cc: Nagarajah, Gobhina <GobhinaNagarajah@musktratfallsinquiry.ca>; Muzychka, Irene <IreneMuzychka@MusktratFallsInquiry.ca>; Martin, Dana <Dana.Martin@mcinnescooper.com>
Subject: RE: Followups from Gilbert Bennett Interview

Michael,

Gilbert Bennett had Kris Rogers, Facilities engineer investigate question 2. He has reported as follows:

Gilbert,

Please see below, my apologies for not getting this to you by Friday, this ended up taking a lot more effort than I had anticipated.

Also attached is the detail spreadsheet.

Some things to consider:

- The majority of the access roads can be considered year round access, of course that would be dependent on snow clearing during the winter months.
- Other than the areas classified as '0' all areas should be accessible with pick-up trucks.
- Classifications 1 and 2 will be highly dependent on spring break up and wet weather and the amount of traffic.
- The numbers assume there are no road or culvert washouts.
- There is a considerable amount of extra road compared to ROW (1425 km vs 1100) this is due to some of the roads that were used to access the ROW from provincial arterials.

Classification #	Description	km of Road	%
0	No access or unconfirmed access	38.54	2.7%
1	Seasonal Access only	77.98	5.5%
2	Access dependent on weather conditions and level of use	196.05	13.8%
3	Typically Year-round Access with some local areas that need consideration	548.28	38.5%
4	Year-Round Access	564.70	39.6%
Total		1425.55	

Regards,
 Dan

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From: Collins, Michael <MichaelCollins@musktratfallsinquiry.ca>
Sent: Tuesday, April 30, 2019 5:16 PM
To: Simmons, Daniel <daniel.simmons@mcinnescooper.com>
Cc: Nagarajah, Gobhina <GobhinaNagarajah@musktratfallsinquiry.ca>; Muzychka, Irene <IreneMuzychka@MusktratFallsInquiry.ca>
Subject: FW: Followups from Gilbert Bennett Interview

Dan,

If we can get an answer on question 3 soon that would be very helpful.

Thanks,
Michael

Michael Collins
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From: Collins, Michael
Sent: Saturday, April 27, 2019 10:01 AM
To: 'Simmons, Daniel' <daniel.simmons@mcinnescooper.com>
Cc: Muzychka, Irene <IreneMuzychka@MusktratFallsInquiry.ca>; Nagarajah, Gobhina <GobhinaNagarajah@musktratfallsinquiry.ca>
Subject: Followups from Gilbert Bennett Interview

Dan,

You asked me to send you some followup questions from the Gilbert Bennett interview:

- 1) What was the planned reliability return period for the Gull Island transmission lines as they stood in early 2010?
- 2) How much of the LIL was ultimately accessible by all-season access roads? seasonal access roads? trails? helicopter only?
- 3) What was the planned steel weight in the LIL as of August 2014? What is it today?

Thanks,
Michael

Michael Collins
Associate Counsel
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