

CW-YEC-01

Issue: Normalized Sales versus Long Term Average.

Reference: CW-YEC-1-2
CW-YEC-1-9
CW-YEC-1-11

Preamble: CW notes that YEC does not appear to use weather normalization as a basis for sales forecasts.

Request:

- (a) Please fully explain why YEC does not use weather normalized data to derive sales forecasts.
- (b) Please discuss the difference between using weather normalized data and long-term average data.
- (c) Please fully explain YEC's understanding of how weather normalization is implemented.
- (d) Please fully discuss YEC's views on whether the use of weather normalized data would improve sales forecasts.
- (e) Please fully explain whether the use of weather normalized data could be useful in the determination of Hydro Generation for the LWRF.

CW-YEC-02

Issue: Sales Forecasts – Wholesale Sales to ATCO 1 Electric Yukon (AEY)

Reference: CW-YEC-1-3

Preamble: In the response, YEC refers CW to AEY for responses to the CW questions. Given that this is a YEC application, and YEC has incorporated AEY data, the CW requires information to understand how YEC, and parties, can test the information.

Request:

- (a) Please fully discuss all processes and analyses that YEC used to assess or test the AEY data. In the response, please fully explain if YEC sought the requested information from AEY in the preparation of the response.
- (b) In the context of a YEC application, please fully explain how parties, such as CW, can test the information related to AEY.

CW-YEC-03

Issue: Sales Forecasts – General Service Sales – Faro Mine remediation

Reference: CW-YEC-1-8

Preamble: YEC states that “YEC reviewed the reasonableness of the forecast and compared it to actual historical results”

Request:

- (a) Please fully explain the review for reasonableness that YEC conducted, along with any analyses or working papers.

CW-YEC-04

Issue: Labour

Reference: CW-YEC-1-15

Preamble: In the response YEC mentions prior AMR\AMI applications.

Request:

- (a) Please provide a list of YUB decisions that dealt with YEC AMR\AMI implementations.

CW-YEC-05

Issue: Labour Rates

Reference: CW-YEC-1-16

Preamble: In the response, at lines 7-17 YEC states:

Regarding performance increments, employees subject to the Collective Bargaining Agreement can have up to two increments per year (every six months) if they are not capped at their maximum salary level. With many new hires recently this means a lot of performance increments. Management and Professional employees are eligible for performance increments annually if they are not capped at their maximum salary level. As union employees can have different dates for increments based on their start dates throughout the year, YEC forecasts performance increments by using an average wage for that position for the year. Additionally, due to the timing of the performance increase being dependent on the timing of the performance review, we also get into situations where increments are late and run between different years, but the retro ends up in year it is paid. As such, a calculation of cost of performance increments would be extremely difficult.

Request:

- (a) Please provide an analysis of each of collective Bargaining employees and Management and Professional employees that identifies:
 - i. The number of employees that are capped at the maximum for their salary level, and
 - ii. The number of employees below the maximum salary level.
- (b) Please provide the information for each of 2019, 2020, and 2021,

CW-YEC-06

Issue: Production

Reference: CW-YEC-1-17

Preamble: In Q (a), CW asked “Please provide copies of all analysis or business cases that YEC has done or prepared comparing the cost of owning diesel generation compared to rentals. If no such analysis or business cases have been prepared, please fully explain why not.” In the response, YEC states:

Yukon Energy’s 2016 Resource Plan included action plans focusing on short and long term options to reduce the capacity shortfalls, including building a new 20 MW diesel plant.

However, based on feedback received from Yukoners as well as to address impacts of the Yukon government Climate Change Strategy Yukon Energy’s Board of Directors decided not to pursue a new 20 MW thermal plant at this time and look at options to replace capacity at Yukon Energy’s existing generation facilities as diesel engines reach end-of-life.

Yukon Energy is pursuing the new renewable generation capacity options as outlined in the 10-Year Renewable Electricity Plan [please see CW-YEC-1-36 (a) Attachment 1 for the copy of the Plan], including battery energy storage system, Atlin Hydro Expansion Project, and the potential development of pumped storage at Moon Lake. Until the new renewable resource options are developed, diesel rentals are continuing to be the best available option at this time to address capacity shortfalls.

Request:

- (a) Please confirm that no “analysis or business case” comparing the cost of owning generation and renting diesel generation exists. If not confirmed, please provide copies of all analyses or business cases that YEC has done or prepared comparing the cost of owning diesel generation to the cost of rentals.
- (b) Please provide an analysis of the impact on the YEC forecasts of not pursuing a new 20 MW thermal plant at this time.

CW-YEC-07

Issue: Brushing.

Reference: CW-YEC-1-18

Preamble: In the last paragraph of the response YEC states:

The vegetation management budget is typically about 80/20 split transmission/distribution. In 2019, the distribution portion was less due to the TLR work and the requirement to prioritize the brushing on the transmission system where the work was to take place.

Request:

- (a) Please fully explain what is meant by “to prioritize the brushing on the transmission system.” In the response, please provide a detailed analysis of the brushing activities and volume of work for the distribution system for each of 2016, 2017, 2018, and 2019.

CW-YEC-08

Issue: LWRF Stabilization Mechanism

Reference: CW-YEC-1-22

Preamble: In the last paragraph of the response, YEC states “Yukon Energy is working to provide an updated LWRF Term Sheet in March 2021, along with related LWRF Annual Reports for 2019 and 2020.”

Request:

- (a) Please provide the status of the LWRF Term Sheet in March 2021, along with related LWRF Annual Reports for 2019 and 2020.

CW-YEC-09

Issue: Rate Relief

Reference: CW-YEC-1-25

Preamble: YEC indicates it has not conducted any research into specific ways to provide rate relief to customers.

Request:

- (a) Please fully explain, and discuss any additional research or analysis that YEC may have done in the intervening months, since the filing of the response to CW-YEC-1-25.

CW-YEC-10

Issue: Transmission Line Refurbishment

Reference: CW-YEC-1-28

Preamble: In the response, YEC indicates that the cost of Transmission Line Refurbishment was materially higher than the forecast because more work was completed.

Request:

- (a) Please fully explain the YEC asset management strategy, including all testing, monitoring and other asset management lifecycle practices. In the response, please explain how YEC determined that more work than forecast was required. What criteria were used to drive this conclusion?
- (b) Please provide an analysis of the condition of the additional assets replaced, that indicate that more work than planned was required.
- (c) Please fully discuss, and provide an analysis of the impact on future costs of Transmission Line Refurbishment resulting from the increased work.

CW-YEC-11

Issue: Replacement of P125 Head Gate

Reference: CW-YEC-1-31

Preamble: YEC indicates that the 2021 project was delayed until 2022.

Request:

(a) Please provide updated schedules that have the 2021 costs removed.

CW-YEC-12

Issue: Diesel Retirement Replacement

Reference: CW-YEC-1-37

Preamble: In the response, YEC states that the project will remain in WIP in 2021.

Request:

- (a) Please confirm that YEC is NOT seeking approval in this rate application of the costs of the project for inclusion in rate base in 2022 or some later year, based on the information filed in this application. If not confirmed, please provide the business case for the Diesel Retirement Project.