

## 2025-27 YEC GRA Information Requests

1. Please provide an updated and complete YIS Generation Inventory that includes the rentals. Format should be the same as “Appendix A: Existing Resources Technical Attributes” on p. 71 of the 10 -Year Renewable Electricity Plan from 2020. Please provide separate tables for 2025-26, 2026-27 and 2027-28.
2. Please provide the stacking order for thermal generation – separate lists for 2025-26, 2026-27 and 2027-28.
3. Please provide total costs of rental diesel by location.
4. Exit strategy for rental diesel: Is there a plan to phase out “temporary” rental diesel, or will it continue to be used for the foreseeable future?
5. Are there any longer term plans to develop renewables >2 MW? If so, please list and describe and provide proposed timelines.
6. GHG Emissions:
  - a) Please provide a table of total greenhouse gas emissions in kilotonnes by year from 2017 through what is expected in 2028, with assumptions clearly stated.
  - b) Please provide GHG emissions by location for each year, 2021-2028.
  - c) Please provide GHG emissions of LNG vs diesel emissions for installed and rental diesel.
7. How does YEC propose meeting the goals of Our Clean Future?

From Our Clean Future: “While aiming for an aspirational target of 97 per cent by 2030, develop legislation by 2023 that will require at least 93 per cent of the electricity generated on the Yukon Integrated System to come from renewable sources, calculated as a long-term rolling average.”
8. In past GRAs, “temporary” rental diesel was presented as the only feasible option. In the Atlin EPA proceeding, Atlin and Moon Lake were presented as the only feasible options to avoid needing 35+ rental diesels, and now the only feasible option is

permanent diesel. Does YEC have plans or intentions to adopt a more comprehensive long-term planning approach, so that future proceedings can present genuine alternatives for discussion, rather than focusing solely on the short-term, "only feasible" options – as has happened since 2021?

9. From PDF p. 23: "There is a great deal at stake. The financial cost of getting this wrong is too great. A decision made today needs to hold up 20, 30 and even 40 years from now." Please explain what decisions YEC has gotten right and wrong in the last 20 years? The last 10 years? The last 5 years?
10. PDF p. 24 mentions moving some diesels that are in the north closer to Whitehorse. What are the specifics of this?
11. The GRA mentions increasing grid strength and adding thermal resources in the short term to support future renewables. What renewable projects will be supported? Anything specific projects >2MW in development?
12. Is there a timeline of when DSM might provide significant benefit?
13. What is the status and future of TOU metering?
14. Is DSM expected to be a significant contributor to addressing peak loads? What are the future goals and timelines for DSM?
15. Renewable energy targets:
  - a) Does Yukon Energy have specific renewable energy targets (by % of generation or MW capacity) for 2030, 2035, or 2050?
  - b) Please describe how YEC is planning to meet these targets.
16. Typically it has been difficult for customers to make sense of the ever changing riders on billing statements. What would be the advantages of providing actual rates on billing statements – the fixed charge and cost per kWh?
17. Please explain why YEC does not disclose the total cost per kWh, inclusive of all riders on customer bills.
18. Would YEC support publishing an annual summary of the actual rate per kWh for each customer class, inclusive of all riders? Why or why not?
19. Has YEC conducted any public engagement or consultation on the issue of billing statements and understanding rates and showing actual rates?

20. How will YEC inform customers of each rate increase?
21. Please provide Yukon Energy's legal and regulatory justification for any planned operation of rental diesels that may exceed permitted capacity.
22. On p, 454 of Vol 3 of the transcript for the 2021 GRA, as part justifying rental diesel, YEC was insistent that building a new diesel plant in or around Whitehorse would take four years. YEC is now claiming that a new plant can be open in two years, in 2027. What has changed, other than that YEC is now claiming that permanent diesel rather than rental diesel is the only feasible option?
23. It is noted that YEC is now pursuing longer term rental of the diesels and/or reserving years in advance. Please outline reasoning and provide specifics concerning differences in cost – and why this is happening now and has not happened previously.
24. How does YEC plan to address noise issues in Faro?
25. What are the lessons learned from the failure to make meaningful progress with significant renewables (Moon Lake and Atlin), and what can be done to make renewable projects successful in the future?