

YUKON UTILITIES CONSUMERS' GROUP
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March 19, 2021

Yukon Utilities Board
Box 31728
Whitehorse, Yukon Y1A 6L3

Attention: Deana Lemke, Executive Secretary

**Re: Yukon Energy Corporation – Battery Energy Storage System
Energy Project Certificate and Energy Operation Certificate Application
UCG Information Requests to YEC**

Dear Ms. Lemke:

The Yukon Utilities Consumers' Group (UCG) hereby submits its information requests to Yukon Energy Corporation (YEC) pursuant to Board Order 2021-03.

UCG asks that YEC provide responses and attachments in word-searchable PDF and/or Word format. Where responses take the form of tables with underlying calculations, UCG asks that YEC provide the related Excel file as well.

If the Board or YEC requires any clarification with respect to UCG's IRs, please direct all inquiries to me by email at rondeau@northwestel.net.

Yours truly,

Roger Rondeau
for Yukon Utilities Consumers' Group

**YUKON ENERGY CORPORATION
BATTERY ENERGY STORAGE SYSTEM PROJECT**

**Yukon Utilities Consumers' Group
Information Request**

- 1) *Reference:* Proposed Battery Energy Storage System Project Application, page 1

“On December 17, 2020, the Commissioner in Executive Council designated the Project as a regulated project under Part 3 of the Public Utilities Act pursuant to OIC 2020/180.”

Request:

Please provide a copy of all information provided to the Commissioner in Executive Council by YEC or other parties that convinced the Yukon government to designate this proposed Battery Energy Storage System project as a regulated project and details of the process that led to this designation.

- 2) *Reference:* YEC 2017-2018 GRA, page 5-31 and page 5-36

“Battery Project – (forecast WIP cost of approximately \$8.856 million by end of 2018 for planning, engineering, permitting, long-lead equipment procurement, civil work - project planned for completion in 2019).”

“Depending on the option selected, the TGS study indicates forecast costs for the Battery project between \$21.7 and \$27.4 million (including costs for planning, permitting and construction) for an initial 15 to 20 year life, after which a replacement battery is estimated to cost between \$17.4 and \$22.1 million (2016\$).”

Reference: Board Order 2018-10: Reasons for Decision, December 27, 2018, pages 87-88

“462. The Board is of the view that the estimated cost of between \$21.7 million and \$27.4 million for 4 MW of battery storage does not compare favourably to the \$6.2 million cost of the 4.4 MW third LNG engine or the \$60 million cost of a 20 MW thermal plant (discussed below) on a dollar-per-MW basis.

463. Further, the Board is of the view that, at this time, the technology used for battery storage has not been tested in northern climates such as Yukon and has not been shown to provide the benefits outlined by YEC in such jurisdictions. The Board finds that, given the costs and unproven nature of the technology in a northern environment, the project is not viable. If YEC did not have funding from NRCan, it was risky to undertake the project, considering that even the initial costs in the test years are forecast at over \$9 million dollars. For these reasons, the Board finds that expenditures on such a project are not warranted. As a result, the Board denies the inclusion of costs associated with the battery energy storage project in the revenue requirement for the test years and directs YEC to reflect this finding in its compliance filing.”

Reference: Proposed Battery Energy Storage System Project Application, pages 3 and 32

“The Project will involve a grid-sized BESS with 40 MWh of useful energy storage capacity and 20 MW of inverter and transformer capacity that together will provide 7.2 MW of dependable capacity (i.e., displace four 1.8 MW diesel rental units) to the YIS for 20 years, starting in the winter of 2022/23.”

“The preliminary capital cost estimate (2020\$, +/- 30% accuracy) is \$31.7 million; after the \$16.5 million funding from the Federal government’s Investing in Canada Infrastructure Program (“ICIP”), the preliminary net capital cost estimate for Yukon Energy is \$15.2 million.”

“During the review of YEC’s 2017/18 GRA, the YUB noted a concern that the technology used for battery storage has not been tested in a northern climate. Small scale lithium ion battery energy storage facilities have been successfully applied in the northern regions, including the Raglan Mine [Nunavik, Northern Quebec] completed in 2015; and Colville Lake completed by Northwest Territories Power Corporation in 2016.”

Request:

- (a) Please provide a comparison of the current project proposal to the battery energy storage project contained within YEC’s 2016-2030 Resource Plan and its 2017-2018 General Rate Application.
- (b) Please confirm that the current price estimate for the proposed Battery Energy Storage System is now between \$22.19 million and \$41.21 million provide 7.2 MW of dependable capacity and displace four 1.8 MW diesel rental units.
- (c) Please provide a comparison of the ongoing capital and operating costs of the proposed Battery Energy Storage System and the costs of four 1.8 MW diesel rental units.
- (d) Please provide a detailed year-by-year breakdown, with explanations, of the actual and forecast costs (both up to and after placing into service) for the proposed Battery Energy Storage System project.
- (e) Please confirm that the proposed cost of between \$22.19 million and \$41.21 million is only for an initial 15-20 year life after which battery replacement will be required. Please confirm the estimated cost of battery replacement.
- (f) Please confirm YEC’s understanding that being awarded funding from Canada to support development of the proposed Battery Energy Storage System does not justify the project as being viable from a YUB perspective.
- (g) Please provide a table showing the impact the proposed Battery Energy Storage System project will have on the bills of ratepayers in the year it is scheduled to commence operation and each of the first 10 years of operation.
- (h) Please provide a comparison of the projects referenced in Northern Quebec and the Northwest Territories to YEC’s proposed Battery Energy Storage System and explain in detail the capital and operating costs, the operating environment and alternatives considered to these other projects versus YEC’s proposed project.
- (i) Please confirm that the last revenue requirement for YEC approved by the YUB was related to 2018 and that current rates do not recover any costs associated with the planning or commissioning of the proposed Battery Energy Storage System.

- 3) *Reference:* YEC 2019 Annual Report, page 21

“We received \$16.5 million in federal funding to support the construction of our new battery storage system. Once completed, the new battery will be one of the largest grid-connected batteries in Canada.”

Reference: YEC Website (<https://yukonenergy.ca/energy-in-yukon/projects-facilities/battery-storage/battery-timeline>)

Timeline for Battery Energy Storage System project indicates that “Assessment and Permitting” and “Procurement” phases of project will be completed by the end of Q2 2021.

Reference: February 21, 2021 News Release, YEC Website
(https://yukonenergy.ca/media/site_documents/CORRECTED_Yukon_Energy_announces_battery_location_and_agreement_02222021.pdf)

“Yukon Energy announced today that the site on Robert Service Way near the Alaska Highway will be the future home of its grid-scale energy storage project in Whitehorse. Once complete, the 7 megawatt / 40 megawatt-hour battery will be the largest grid-connected battery in the North, and one of the largest in Canada.” [Emphasis added]

Request:

- (a) Please confirm YEC’s intention to proceed with the proposed Battery Energy Storage System project even if the YUB denies recovery of the costs through rates charged to Yukoners.
 - (b) Please confirm that YEC’s timeline to have the proposed Battery Energy Storage System installed and operational by November 2022 includes completion of the YUB review process and the issuance by the Minister of Justice of an energy project certificate and an energy operation certificate by the end of June 2021.
- 4) *Reference:* Proposed Battery Energy Storage System Project Application, page 3

“The preliminary capital cost estimate (2020\$, +/- 30% accuracy) is \$31.7 million; after the \$16.5 million funding from the Federal government’s Investing in Canada Infrastructure Program (“ICIP”), the preliminary net capital cost estimate for Yukon Energy is \$15.2 million.”

Request:

Please confirm whether there are any conditions related to the sue of the funding from the Investing in Canada Infrastructure Program.

- 5) *Reference:* Proposed Battery Energy Storage System Project Application, pages 6-7, 10

“Yukon Energy must have sufficient dependable capacity under its N-1 Dependable Capacity Criterion to meet its winter non-industrial peak load without its largest generator (currently the 37 MW Aishihik Hydro connected to Whitehorse by transmission). For the BESS to contribute to this N-1 capacity reserve, it needs to be able to reduce the non-industrial peak demand during the day, and then be recharged overnight, for up to two weeks during the coldest winter months.”

“The purpose for the BESS in N-1 events is to reduce the daytime peaks. Given the extensive daily time period related to these peaks, the available energy capacity of the BESS will determine the maximum power reduction that can be achieved, since it will dictate the duration that energy can be supplied throughout the day. In the above figure, the BESS must supply energy over the entire period above the red “flat load” line to achieve 7.2 MW dependable capacity replacement associated with displacing four rented diesel units.”

“Rented or permanent thermal generation options to provide N-1 capacity reserve cannot provide these additional benefits.”

Request:

- (a) Please provide the actual dependable capacity shortfall for each of the last 10 years and forecast for the next 10 years.
- (b) Please explain how there is a current and growing need for new capacity to meet requirements under the single contingency (N-1) criterion and provide an explanation of how the design and capacity of the proposed Battery Energy Storage System will be able to fill in that supply need.
- (c) If the proposed Battery Energy Storage System is replacing 4 rented diesel units, will they be physically removed from YEC property?

6) *Reference:* Proposed Battery Energy Storage System Project Application, page 5

“In order to have the Project in service by November 2022 (i.e., available for winter 2022/23), long lead BESS and related equipment need to be ordered by approximately mid-2021 and initial site preparation activities also need to be completed in August 2021. Yukon Energy is proceeding with the necessary work to advance the Project to a final “go” decision point targeted for July 1, 2021. A competitive procurement process has been initiated to select battery vendors qualified to design a battery able to meet Yukon Energy’s operational requirements and Yukon’s northern climate; selected vendors will then be evaluated based on technical specifications, prices, and other components. Thermal management and heating of the system will be critical for Yukon Energy when selecting the BESS vendor.”

Request:

- (a) Please provide an update on the battery vendor selection process, the documentation for the RFP process and the specific criteria upon which vendors will be evaluated.
- (b) Please confirm that all costs being incurred for the vendor selection process are not being recovered through existing rates and will form part of the final project costs.
- (c) Please confirm that none of the costs related to the proposed Battery Energy Storage System will be added to YEC’s rate base until the project is in-service and the YUB has approved proposed additions to rate base.

- 7) *Reference:* Proposed Battery Energy Storage System Project Application, pages 10-11

“Hatch concluded that use of the BESS to provide supplementary reserve has the greatest economic benefit among the identified additional uses. The benefits of the BESS use for operating reserve when excess water is available were noted to be two-fold:

- *A direct reduction in diesel and LNG genset operation hours and energy generation; and*
- *Improved efficiency of the hydro-turbines by operating them at their most efficient output more frequently, leading to more energy production with the same amount water flow.”*

Request:

Please provide details of the reductions to YEC revenue requirements and ratepayers bills as a result of the benefits identified.

- 8) *Reference:* Proposed Battery Energy Storage System Project Application, page 10

“Yukon Energy is also exploring options for potential use of BESS to stabilize hydro operation during periods of downstream winter ice formation, reducing downstream winter flooding and icing problems and enhancing hydro unit efficiencies.”

Request:

- (a) Please provide details of the other potential uses of the proposed Battery Energy Storage System being investigated and how these other uses will benefit Yukon ratepayers.
- (b) Please provide details of the net benefits (i.e., reductions to revenue requirements) expected from these potential uses.

- 9) *Reference:* Proposed Battery Energy Storage System Project Application, page 11

“YEC cost saving and GHG reduction benefits from the BESS operating reserve use result from the reduction in thermal generation that otherwise is required when hydro units are used for operating reserve. Requirements to recharge the battery as a result of this use are infrequent, and would use excess hydro generation at minimal incremental YEC cost. Potential thermal generation reduction benefits from this BESS reserve use will be greater in years with higher water flows and lower in years with lower water availability.”

Request:

Please provide details for the next 10 years of the expected water flow / water availability and indicate when the proposed Battery Energy Storage System would be used.

- 10) *Reference:* Proposed Battery Energy Storage System Project Application, pages 18 and 30

“In summary, it is concluded that the specified need to meet near term forecast requirements for reliable and flexible new capacity on the Yukon grid would best be met through development of the Project. Compared to the feasible and best alternative available today (i.e., diesel rental), at forecast grid loads the Project provides a cheaper and renewable focused energy option for Yukon Energy and Yukon ratepayers.”

“Standing Offer Program (SOP) and Micro-Generation Program: The SOP is outlined in the Independent Power Production (IPP) Policy of the Yukon territorial government issued in

2015. *The SOP is included in the 10-Year Renewable Electricity Plan with 40 GWh / year of energy delivered by the IPP sector by the year 2024. The Micro-Generation Policy issued by the Yukon government in October 2013 is applicable to projects up to 50 kW. The micro-generation included in the 10-Year Renewable Electricity Plan envisions 6.5 GWh / year of delivered energy by the year 2024. However, no dependable capacity is available from SOP and micro-generation projects because they will be comprised of intermittent renewable resources such as wind and solar.*”

“Demand Side Management (DSM): DSM involves using incentives, electricity rate structures, and building and appliance codes and standards to encourage customers to reduce the amount of electricity they use. The current focus of the DSM programs is on measures that deliver peak capacity savings (i.e., reductions in peak electricity consumption). The DSM programs are expected to reduce peak demand by 7 MW by 2030/31.”

Request:

- (a) Does YEC currently have a planning strategy to consider facility and non-facility alternatives in tandem to address long-term system constraints / needs such that an optimized and economic solution is proposed to meet the identified constraint or need? Please explain this strategy in detail and how it has been used in related to the proposed Battery Energy Storage Project.
- (b) Please describe the key linkages between YEC’s infrastructure planning process and its electricity supply planning process, with an emphasis on any considerations relevant to the role of integrated resource planning alternatives. For example, if an integrated resource planning alternative was under consideration to address an infrastructure planning need, could and would YEC take into account as part of its evaluation the impact (if any) of this alternative on its electricity supply needs and costs?
- (c) In relation to longer-term system needs that may not materialize, does YEC believe that there is any opportunity to incorporate this planning information on system needs into its DSM plans and activities to allocate more of its DSM efforts to the areas where these longer-term needs have been identified, without negatively impacting the overall performance of its DSM efforts?
- (d) Does YEC agree that in addition to cost, reliability, safety, sustainability and broadly protecting the interests of customers are relevant factors in evaluating and comparing alternative solutions to system needs?
- (e) Does YEC agree that the YUB has the jurisdiction to review the reasonableness of final project costs before any costs are recovered from ratepayers? When would ratepayers be expected to start paying the costs of the proposed Battery Energy Storage System assuming that YEC was given approval to proceed?
- (f) Does YEC believe that it is equally incented between developing facility infrastructure and pursuing alternatives like DSM investments?
- (g) Please indicate whether YEC has or expects to make capacity funding available to Indigenous communities in order to facilitate their participation in relation to the planning and development of the proposed Battery Energy Storage System.
- (h) Please confirm that YEC is committed to working with Indigenous peoples to achieve benefits for them resulting from YEC’s projects and operations, including opportunities in training and education, employment, procurement, business development and community development.
- (i) Please outline the current areas of public policy that YEC believes are being supported by and align with the proposed Battery Energy Storage System project.

- 11) *Reference: Proposed Battery Energy Storage System Project Application, page 22*

“As discussed in Section 4 below, the 10-Year Renewable Electricity Plan outlines a number of new projects being planned over the next decade to meet Yukon’s growing electricity needs. Many of these projects connect to the grid via the Whitehorse Rapids facility, including the BESS, diesel retirement replacement, hydro uprating projects, and the rental diesel units required to meet N-1 planning criterion. Accordingly, YEC is undertaking the Whitehorse Interconnection Project to facilitate the connection of these required capacity resources to the grid in the Whitehorse area.

The Whitehorse Interconnection Project will require design and engineering to change the interconnection configuration for generation assets at Whitehorse to avoid creation of a new N-1 contingency at the S-150 substation. This will likely include routing several connections to the Riverside substation. Completion of this project will facilitate the connection of the BESS and the other identified generation projects to the Whitehorse Rapids facility.”

Request:

Please explain whether the Whitehorse Interconnection Project would be required at the existing planned level if the Battery Energy Storage System project did not proceed.

- 12) *Reference: Proposed Battery Energy Storage System Project Application, page 22*

“An assessment by the Yukon Environment and Socio-economic Assessment Board (YESAB) Designated Office (DO) is required under the Yukon Environmental and Socio-economic Assessment Act (YESAA) related to specific land use activities required to construct and operate the Project. Land use assessments by NAV Canada and Transport Canada for aviation safety will also be required.

The YESAA assessment has not been initiated at this time. Yukon Energy is undertaking procurement to select a contractor to complete desktop studies required to complete the baseline studies and effects assessment as required to complete the YESAA Project Proposal. This work is targeted to be completed in March 2021 with the Project Proposal filing with the DO by March 31, 2021. The YESAA assessment process is expected to be completed and Decision Documents issued by Decision Bodies before the end of June 2021.”

Request:

- (a) Please provide an update on the preparation of project proposal filing to the Yukon Environment and Socio-economic Assessment Board Designated Office.
- (b) Please provide details of the amount of YESAB-related costs that have been incurred to date and forecast, separated by year. Please ensure that the detail provided is not simply a single number but an actual breakdown of the types of costs incurred.
- (c) Please confirm that all YESAB-related costs have been incorporated into the total estimated cost of the proposed Battery Energy Storage System project proposed to be recovered from Yukon ratepayers.

- 13) *Reference: Proposed Battery Energy Storage System Project Application, page 23*

“While the assessment and YESAA review is yet to be completed – due to the nature of the Project and due to the outcomes of consultation and site selection processes undertaken to date, the Project is not expected to have any significant environmental effects (e.g., impacts on aquatic environment, vegetation, wildlife or wildlife habitat) or socio-economic effects (e.g., recreation, human health, aesthetic quality, transportation, economy and ratepayers). This conclusion reflects careful consideration of the Project design, as well as consideration of standard mitigation measures that reduce or eliminate potential adverse effects. Some residual effects will occur (e.g., physical presence of the facilities will result in an altered landscape and other changes as long as the facilities are in place), but these are not expected to be significant given the developed and industrial nature of the immediate surroundings that have been persistent on the landscape for the last 55 years or more. The selected site is sheltered from related roadways and is not adjacent to any potentially non-compatible land use.

The Project will also have positive environmental and socio-economic effects. Notably, the Project is expected to provide for reduced greenhouse gas and particulate emissions resulting from the displacement of thermal generation emissions, reduced impacts from YIS disruptions, and enhanced ability to integrate new renewable generation. Other positive effects include the potential for local jobs and business activity during the construction period (including opportunities for KDFN and TKC), savings for Yukon ratepayers compared to what would be required with continued reliance on diesel rentals, and potential business, employment and investment opportunities for KDFN and TKC.”

Request:

- (a) Please provide copies of all internal and external analyses, correspondence and notes that led to these conclusions related to the anticipated environmental socio-economic effects.
- (b) Please provide YEC’s opinion on whether the YUB’s determinations on the proposed Battery Energy Storage System project should wait for conclusions of the YESAB to be determined and published.

- 14) *Reference: Proposed Battery Energy Storage System Project Application, pages 29-31*

“Yukon Energy's 10-Year Renewable Electricity Plan examined a wide range of near-term resource supply options to address forecast energy and capacity shortfalls. Many of these options do not provide dependable capacity; and the new resources that will provide dependable capacity would generally not displace what the BESS option can provide, i.e., the identified permanent resource capacity options are generally all needed to remove reliance on rented diesels for addressing the forecast capacity shortfall reviewed in Table 4-1. Moon Lake pumped storage, when developed, is the only identified resource option aside from default new thermal fossil fuel generation that has the capability to remove the forecast N-1 dependable capacity shortfall.”

“In summary, no feasible renewable resource alternatives to the Project have been identified within the relevant time period. Aside from the potential Moon Lake pumped storage project in the future, the temporary rental diesel option or permanent new diesel development remain the only feasible alternatives that would provide dependable capacity required to address the N-1 shortfall.”

Request:

- (a) Please confirm that YEC's current 10-Year Renewable Electricity Plan has not been formally reviewed within a YUB proceeding and has not received any type of approval from the YUB.
- (b) Please provide all internal and external analysis undertaken to determine that there are no feasible renewable resource alternatives to the proposed Battery Energy Storage System project.
- (c) Please confirm that all of the alternatives considered to the proposed Battery Energy Storage System project are listed on pages 30-31 in the application.

- 15) *Reference:* Proposed Battery Energy Storage System Project Application, page 32

“There are various energy storage technologies available. Yukon Energy completed a comprehensive review of the available energy storage technologies for the 2016 Resource Plan. This study concluded that batteries, and lithium ion batteries specifically, were the best energy storage option for the YIS context. The use required by Yukon Energy involves low cycling, with a need for reliable and quick response in a northern climate location.”

Request:

- (a) Please confirm that YEC has not conducted a more recent evaluation of available energy storage technologies since the 2016 evaluation of energy storage technologies by TransGrid Solutions Inc.
- (b) Please confirm whether the Yukon's electricity generation capacity configuration has changed since the configuration that existed 5 years ago when TransGrid conducted their review.
- (c) Please confirm that the feasibility assessment completed by Hatch for the current application was limited to evaluating the proposed Battery Energy Storage System only and not on any other available energy storage technologies.
- (d) Does YEC have any internal expertise regarding energy storage technologies or is YEC relying entirely on the advice from outside consultants?
- (e) Has YEC conducted any independent reviews of the Hatch analysis and evaluation to ensure that the report under review is the best, industry standards based analysis upon which to make determination on the proposed Battery Energy Storage System?

- 16) *Reference:* Proposed Battery Energy Storage System Project Application, page 41

“A public engagement process for the Project was undertaken in Q3 2020. The objectives of the engagement process were to:

- 1. Inform the public that YEC plans to install a battery in, or near, Whitehorse and explain why the project is happening, how the battery works, project benefits and how it relates to the 10-year Renewable Plan;*
- 2. Gather public input on each of the three proposed site options for the battery project; and*
- 3. Identify any potential questions or concerns about the project to ensure they can be addressed / incorporated into project design where feasible.”*

Request:

- (a) Please explain why YEC decided on the plan to move forward with the proposed Battery Energy Storage System and then initiated consultation instead of initiating consultation on

the issues that need to be addressed and gather input on alternative solutions from stakeholders.

- (b) Please describe the rationale behind YEC’s approach to get stakeholder feedback on its preferred approach instead of presenting information and seeking feedback on multiple potential solutions under consideration and stakeholder input on additional solutions YEC may not have considered.
- (c) Please provide details of the stakeholder engagement undertaken with respect to the energy storage projects that YEC has referenced in Northern Quebec and the Northwest Territories.

- 17) *Reference:* Proposed Battery Energy Storage System Project Application, page 41

“Engagement activities were undertaken from late August to early September 2020 and included: two virtual community meetings; three in person community meetings; six stakeholder meetings; letters and information sheets to property owners and businesses located within 800 metres of each proposed site; and “door knocking” to each residence and business within this radius. Written comments were also accepted through an online form or by direct email. A final “What we Heard” report was developed summarizing the outcomes of the above engagement process. The majority of comments provided focused on the Takhihi site on the North Klondike Highway – and while there was general support for development of the Project, there was strong opposition to developing the Project at the Takhini location. General concerns identified regarding the Project related to potential noise and light pollution, impact of an industrial development in rural residential areas, fire and explosion safety, health impacts of radiation, electromagnetism, and gases, reduction in property values and impacts on insurance premiums, and contamination of agricultural land close to project in case of accidents and malfunctions. Many of these concerns are being addressed through a combination of site selection and selection of the battery technology and planned engineering.”

Request:

- (a) Please provide specifics are the number of individuals who attended and contributed to the community and stakeholder meetings. If individuals attended more than one meeting, please only count them once.
- (b) How many written comment submissions were made during the consultation specifically on the proposed Battery Energy Storage System project? Please provide copies of these submissions with personal information redacted.

- 18) *Reference:* Hatch Utility Battery Feasibility Study Final Report, page B-2

“This report has been prepared by Hatch Ltd. (Hatch) for Yukon Energy Corporation (the “Client”) for the purpose of assisting the Client with the development of a Utility Battery Feasibility Study.”

Request:

Please provide details of the Utility Battery Feasibility Study being developed by YEC that has been informed by the January 2021 Hatch report.

19) *Reference: Hatch Utility Battery Feasibility Study Final Report, page B-17*

“Preferred system sizing is 8.8 MW/35 MWh or 10 MW/40 MWh. Estimated capital cost for each of these options is \$23.8 M and \$26.8 M, respectively, if located on the TKC Land near Whitehorse Substation. Increasing power sizes from 10 MW/40 MWh to 20 MW/40 MWh leads to an increase in the CAPEX by approximately \$1.7-1.8 M. This higher power BESS achieves the lowest LCOC.”

Request:

Please provide a comparison of the cost of the proposed Battery Energy Storage System and the costs identified in the Hatch report.

20) *Reference: Hatch Utility Battery Feasibility Study Final Report, page B-18*

“Recommended immediate next steps are as follow:

- Conduct the Community Consultation to support site selection*
- Preliminary Interconnection for Preferred Site*
- Develop a procurement strategy for EPC & EPCM alternatives*
- Confirm tax implications if BESS located within Whitehorse*
- Conduct geotechnical campaigns for selected sites”*

Request:

Please provide details of the actions that YEC has undertaken on each of the recommended next steps contained in the January 2021 Hatch report.