

## Comments and questions on the LWRP and ERA from John Maissan

### LWRP

1. Mr. Rondeau asked various questions about continuity schedules the answers to which I look forward to receiving. I will not repeat his questions. For my convenience it would be helpful to be given copies of the continuity schedules from 2018 through 2020 or directions on where these may easily be found.
2. When the 2021 GRA was prepared in mid-2020 diesel and LNG fuel prices were substantially depressed. I was disappointed to find that the 2021 GRA proceeding did not result in an update to these prices. The BESS proceeding before the YUB put on the public record updates to fuel prices that were substantially higher than were assumed for the GRA and which I see are still being used in the LWRP calculations. Following the BESS proceeding in early 2021 fuel prices continued to increase steadily up to and including the GRA hearing in late September 2021, and remained high throughout 2022 and now into 2023. I would like to understand the effect of (a) using the significantly understated fuel prices and (b) the assumed 90% LNG and 10% diesel ratio rather than the actual LNG and diesel generation ratio on the LWRP calculations. I would also like to understand the run-on effects from there to consumer electricity rates and Yukon Energy's financial health. To help me understand the effects I have the following questions:
  - a. In each of 2021 and 2022 what were the actual average LNG and diesel fuel costs in dollars per litre and in dollars per kWh generated?
  - b. If Yukon Energy had used the actual average cost of LNG and diesel fuel for the 2021 LWRP calculations, what would have been the charge to or refund to the LWRP?
  - c. In each of 2021 and 2022 what was the actual total MWh of electricity generated from each of LNG and diesel?
  - d. If Yukon Energy had used both the actual average annual 2021 cost of LNG and diesel fuel and the actual 2021 annual LNG: diesel mix for the 2021 LWRP calculations, what would have been the charge to or refund to the LWRP?
  - e. Please explain how Yukon Energy determines the LNG and diesel costs to be charged to capital, RFPID, and maintenance for the purposes of the LWRP calculations.
    - i. Is the fuel price charged the actual fuel price paid in that time period of the occurrence or the prices ultimately approved in the GRA process?
    - ii. Is it based on the assumed 90% LNG: 10% diesel mix in the time period of the occurrence or on the actual mix in that time period?
    - iii. If there is a difference in cost based on either i) or ii) above, do ratepayers or Yukon Energy ultimately get credit for or pay for that cost and by what mechanism(s) does that cost or credit flow to that party?
  - f. The actual costs for LNG and diesel fuel are now much higher than the mid-2020 depressed prices approved by the YUB in Yukon Energy's 2021 GRA. Do the actual increased costs flow directly to the ratepayers via Rider F (which according to ATCO

Electric Yukon's bill calculator stood at \$0.01636 on February 3, 2023) or do some or all of these increased costs flow to Yukon Energy thereby reducing Yukon Energy's ROE?

- g. If the YUB had set the approved prices for LNG and diesel fuel at the actual average 2021 LNG and diesel fuel costs how would Rider F and Yukon Energy's ROE have been different?
  - i. Would electricity rates to consumers have gone up by about the same amount as the present rated plus Rider F, i.e. was this cost neutral to ratepayers?
  - ii. Was this cost neutral to Yukon Energy?

#### ERA filing

- 1. Similar to my questions on the LWRF, I would like to know what the effects of each of the (a) actual LNG and diesel fuel costs and (b) the actual LNG: diesel mix percentage are on the ERA calculations.
- 2. Would there have been any impacts on customer rates or Yukon Energy's ROE from 1 above using the actuals compared to the use of the YUB approved GRA assumptions in the ERA calculation?