

1 Q. With respect to the diesel units at St. Anthony, Roddickton, and Hawkes Bay:

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3 1. When did each become part of the Island Interconnected system?

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5 2. Provide a chart showing the number of times each unit has been used
6 in each year since it became interconnected, the reason it was used
7 on each occasion and the class of customers in need of emergency or
8 peaking capacity on each occasion.

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10 3. Provide the number of kWh generated by each unit in each year since
11 it was interconnected, the amount of fuel consumed by that unit in that
12 year, the cost of the fuel consumed in that year, the capital costs
13 incurred in relation to that unit in that year and the operating and
14 maintenance costs associated with that unit in that year.

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17 A. 1. The table below shows when the generating plants in question
18 became a part of the Island Interconnected System.

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Generation Source	Available to Island Interconnected System
St. Anthony Diesel Plant	September 7, 1996
Roddickton Diesels	September 7, 1996
Hawke's Bay Diesels	June, 1971

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22 2. Records back to 1971 for Hawke's Bay are not readily available thus
23 data since 1992 are used to answer this question. The table shows

1 the number of times during 1992 through 2000 when each of the
2 plants were operated. Operation for testing is excluded from the
3 table.

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Year	St. Anthony Diesel	Roddickton Diesel	Hawke's Bay Diesel
1992			12
1993			12
1994			9
1995			18
1996	15	5	15
1997	12	5	2
1998	11	9	5
1999	20	2	6
2000	6	0	1

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The Hawke's Bay diesels have been used to maintain acceptable voltages to Hydro rural customers during scheduled or forced outages on the Great Northern Peninsula. Prior to the construction of additional lines (1990) on the Great Northern Peninsula, Hawke's Bay diesels were used regularly to maintain acceptable voltage to Hydro rural customers with all available transmission in-service. As well, it was used to supply generation requirements for the entire system on January 2, 1996. It helped meet the peak of 1303 MW on that day. Hawke's Bay diesels were also on for system support prior to 1992. One known case identified from a record peak report is February 3, 1990. On that day it was on to meet a system peak of 1316 MW. On both of these occasions Hawke's Bay diesel served all customer classes.

1 On all occasions since the interconnection of St. Anthony and
2 Roddickton, the Roddickton and St. Anthony diesel plants were used
3 to supply Hydro rural customers during forced and scheduled
4 transmission outages on the Great Northern Peninsula.

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6 3. The table below provides the number of kWh generated by each unit,
7 the amount of fuel consumed by that unit, the cost of the fuel
8 consumed, operating and maintenance costs and capital costs for
9 each year from 1992 to 2000.

Hawkes Bay Diesel

	Energy Produced (Gross kWh)	Fuel Consumed (gallons)	Fuel Cost	O&M Cost	Capital Cost
1992	192,000	12,915	\$12,811	\$92,622	\$0.00
1993	168,000	11,531	\$11,070	\$103,796	\$0.00
1994	115,200	8,464	\$8,061	\$91,940	\$0.00
1995	600,000	38,386	\$47,656	\$97,938	\$0.00
1996	600,000	39,011	\$51,750	\$136,628	\$0.00
1997	129,600	9,672	\$12,546	\$28,283	\$0.00
1998	115,888	8,092	\$8,915	\$69,624	\$0.00
1999	170,056	11,492	\$14,019	\$67,358	\$0.00
2000	51,100	4,947	\$7,088	\$76,971	\$0.00

St. Anthony Diesel

	Energy Produced (Gross kWh)	Fuel Consumed (gallons)	Fuel Cost	O&M Cost	Capital Cost
1992					
1993					
1994					
1995					
1996	1,051,700	110,272	\$132,941	\$544,453	\$0
1997	257,398	19,136	\$23,726	\$141,863	\$0
1998	395,200	30,300	\$28,773	\$97,466	\$0
1999	216,000	17,136	\$17,041	\$129,804	\$0
2000	139,200	8,596	\$11,524	\$177,040	\$0

Roddickton Diesel

	Energy Produced (Gross kWh)	Fuel Consumed (gallons)	Fuel Cost	O&M Cost	Capital Cost
1992					
1993					
1994					
1995					
1996	180,960	12,939	\$15,853	\$59,080	\$0
1997	66,000	5,266	\$6,963	\$19,549	\$0
1998	122,400	8,050	\$10,022	\$41,445	\$0
1999	19,800	875	\$969	\$9,338	\$0
2000	0	0	\$0	\$10,086	\$0