

## Undertakings From May 8, 2006 Transcript

- 1) Transcript Reference - May 8, Pages 93-line 22 to Page 94- Line 14 - "  
Re: Response to RFI 14 "calculation of the estimated rates increases... Do you know if these take into account ... include Stephenville impact?"

**The rate impact information provided (IC 4 NLH) uses a fuel forecast that assumes significantly reduced load at the ACI Stephenville mill due to the shutdown of pulp and paper production.**

- 2) Transcript Reference - May 8, Pages 134 line5 to Page 135 - Lines 111  
Re: What change in sulphur content in fuel would be necessary to meet the worst of these exceedances that were actually found? ... Below the 900?

**Reductions in fuel sulphur content result in almost exactly the same level of reductions in emissions at the stack. That is, a 50% reduction in fuel sulphur content will result in, essentially, a 50% reduction in sulphur dioxide sulphur emissions measured at the stack. However, the air dispersion modeling and the ambient air monitoring station measurements deal with the way that nature interacts with the smoke plume between the stack and the various (monitored or modeled) ground level points. There are a number of intervening factors that may result in different measurements or modeled predictions at ground level (or 1 metre above ground level). Because it is uncertain whether the linear relationship (between fuel sulphur content and sulphur dioxide emissions) seen at the stack would hold constant with varying meteorological conditions, calculations of ground level emissions based upon hypothetical fuel types are likely to be unreliable.**