

1 Q. On page A-19, section 3.3.1, of Babcock & Wilcox *Engineering Study Report* on  
2 Holyrood Units 1, 2, and 3 it is stated as a conclusion that “*fouling of the Holyrood*  
3 *units leading to reduced maximum load capability has occurred between 2015 and*  
4 *2018, following discontinuation of fuel oil MgO injection.*”

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6 Hydro’s *Near-Term Generation Adequacy Report* dated May 22, 2018 provides some  
7 explanation as to why the fuel additive was discontinued in 2014. Page 18 of the  
8 report states that “*B&W also observed that the decline in unit performance is due to*  
9 *the impact of discontinuing the use of fuel additive, a decision which occurred in*  
10 *2014 and was based on the improved fuel oil supply specification. Hydro deemed the*  
11 *cost of supplying this additive was no longer required since the quantities of*  
12 *vanadium and other metals in the fuel had dropped to near zero. The impact on*  
13 *fouling at the air heaters was not known. Fuel additive will be reinstated before the*  
14 *2018-2019 operating season.*”

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16 Please confirm that the reason for discontinuing the fuel additive is the same as  
17 that given in Hydro’s *Near-Term Generation Adequacy Report* dated May 22, 2018.  
18 If not or if there are additional reasons please elaborate.

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21 A. Hydro confirms that the reason for discontinuing the fuel additive was based on the  
22 improved fuel oil supply specification, as stated in the *Near Term Generation*  
23 *Adequacy Report*. The associated drop in metals content of the fuel, e.g. Vanadium,  
24 inherently removed the problem that the MgO fuel additive was being used to treat  
25 at that time. That issue was in a different part of the furnace and involved different  
26 chemical components than the problem currently being experienced.