

1 **Q. Reference: CA-NP-96: has NP undertaken a vehicle requirement analysis from 2004**  
2 **to present. Please provide a copy(ies) of the same.**

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4 A. Newfoundland Power has not undertaken a *formal* vehicle requirement analysis from  
5 2004 to present. As part of its annual Capital Budget Application, Newfoundland Power  
6 submits requirements for heavy duty, passenger and off-road vehicle fleets under the  
7 Transportation asset class.

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9 Table 1 shows the capital expenditures for the Transportation asset class for the period  
10 2002 to forecast 2007.

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**Table 1**  
**Transportation Capital Expenditures**  
**2002-2007F**  
**(000s)**

<b>Year</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007F</b>
<b>Total</b>	\$1,609	\$3,429	\$2,660	\$2,838	\$2,751	\$2,206

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15 In managing transportation costs, Newfoundland Power analyzes its vehicle requirements  
16 on a continuous basis.

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18 Table 2 shows Newfoundland Power's vehicle operating costs, including fuel, for the  
19 period 2002 to forecast 2008.

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**Table 2**  
**Vehicle Operating Costs**  
**2002-2008F**  
**(000s)**

<b>Year</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007F</b>	<b>2008F</b>
<b>Total</b>	\$1,567	\$1,778	\$1,347	\$1,496	\$1,491	\$1,482	\$1,495

1 Table 3 shows the average cost of fuel per litre for 2002 to 2007 year to date.  
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**Table 3**  
**Fuel Costs**  
**2002-2007**  
**(\$ per litre)**

<b>Year</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007<sup>1</sup></b>
<b>Total</b>	0.647	0.738	0.773	0.876	0.941	0.943

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6 Newfoundland Power's vehicle operating costs have remained stable despite rising fuel costs.

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<sup>1</sup> Year to date to June 30.