Q. In reference to sections 4.2 and 4.3 of the ESRA Report, please provide details of the N-1 generation and transmission contingencies required to be reviewed for the IIS after the Labrador Island Transmission Link (LIL) is in service (assuming that neither Muskrat Falls nor the Maritime Link (ML) are yet in service). Please provide the most onerous single generation contingency and transmission contingency after the LIL is in service.

A. Once the Labrador Island Link (LIL) is placed in service, without the in-service of Muskrat Falls or the Maritime Link (ML), the most onerous transmission line contingency would be in the TL242-TL266 corridor between Soldiers Pond Terminal Station and Hardwoods Terminal Station. This will be the most heavily loaded ac corridor in the Island Interconnected System (IIS). Required upgrades to this corridor, identified via transmission planning analysis, were addressed in Hydro's 2016 Capital Budget where the construction of a new 230 kV transmission line, TL 266, was approved to replace the existing section of TL201 between Soldiers Pond and Hardwoods. With respect to transmission contingencies required to be reviewed after the LIL is in service, Hydro will continue to evaluate its transmission network in accordance with Board-approved transmission planning criteria, as described in section 4.3 of the ESRA Report.

Hydro does not use N-1 criterion in the determination of generation adequacy for the Island Interconnected System. Hydro currently uses Loss of Load Hours (LOLH), a probabilistic determination of generation adequacy, and reserve margin, based on the current 240 MW target.

Without the in-service of Muskrat Falls, Holyrood plant will continue to provide base load power to the Island Interconnected System, and as such, the loss of Unit 1 or Unit 2 at Holyrood will remain the most onerous single generation contingency.