Q. Please provide documents stating terminal station equipment and relay equipment backlogged jobs, indicating the number of inspection, maintenance, testing, and repair jobs that were backlogged (not completed within time limits per program priorities) at the end of 2011, 2012, and 2013. Explain why the backlogs occurred.

A. The following table illustrates the corrective maintenance (CM) and preventive maintenance (PM) work order backlogs in the area of terminal station and relay equipment for the years 2011, 2012 and 2013 on the Island Interconnected System. The backlog quantity represents the number of work orders in a particular area that have not been completed at year end. For comparison, data has been included which indicates the number of work orders which were completed at year end.

Terminal Station & Relay Equipment Work Order Summary 2011-2013				
	Maintenance / Repair (CM)		Inspection / Testing (PM)	
Year	Backlog[1]	Completed	Backlog[2]	Completed
2011	247	559	38	819
2012	353	526	62	784
2013	480	586	194	902

[1] Up to 30% of CM backlog work orders are priority 4. (See PUB-NLH-083)
[2] Up to 17% of PM backlog work orders are low priority.

While is it expected to have a small percentage of work orders in backlog, circumstances occur throughout the year that result in decisions on reprioritization of work which affect backlog. These include:

1. Major (extended) outages requiring significant resources to restore the system;
2. Critical deficiencies found during inspections;
3. Major, unexpected, equipment failures. For example:

- 2011 - Holyrood B1B11 CT failure;
- 2012 - Corner Brook Frequency Converter wall bushing failure;
- 2013 - Equipment repairs associated with the major outage on January 11th;
- 2013 - Alternator rewind at the Stephenville Gas Turbine; and
- 2013 - Alternator replacement at the Hardwoods Gas Turbine.

As well, the inability to get outages due to system conditions could result in the increase in backlog.