Q. **Reference: Newfoundland and Labrador Hydro - Long-Term Load Forecast Report**

With respect to internal models that Hydro uses and that relate to load forecasting, but that are not explicitly documented in the LTLFR (see, for example, the statement "Hydro has developed multiple internal models that provide a greater array of outcomes," Daymark, "R&RA 2024: Independent Load Forecasting Process Review," March 22, 2024):

a) Please provide a description of these internal models, their purpose, and the associated results relative to the scenarios in Hydro's LTLFR.

b) Does Hydro intend to follow the recommendation in the Daymark review that "these additional scenarios should be documented and included as part of the standard load forecasting process"?

A. **a)** The development of the load forecast cases presented in Newfoundland and Labrador Hydro's ("Hydro") Long-Term Load Forecast Report involved analyzing a wide array of potential future outcomes for specific model inputs. The primary inputs with additional futures analyzed included electric vehicle ("EV") uptake, oil-to-electric conversions in the domestic and general service sectors, and industrial growth. These futures were primarily assessed on an individual basis and did not result in the creation of load forecasts for all potential input combinations. In general, a review of the potential futures for each input led the discussion on the forecast cases to be developed, with a primary focus on capturing the broader range of potential load growth or decline.

While Hydro did not complete a full spectrum of load forecasts, internal spreadsheet models have been developed to examine the high-level impact of changing these primary input assumptions on the different load forecast cases developed. This allows Hydro to examine the extent to which the load forecast would be impacted by a change in one or more of the primary inputs.

The majority of the additional future alternatives reviewed would create load forecasts within the bounds of the load forecasts presented in the report. There were alternative EV forecasts that would have resulted in a lower load forecast than presented in the Slow Decarbonization Scenario; however, through discussions with Dunsky Energy + Climate Advisors and taking into consideration the rapidly changing EV market, those alternative futures were decided to be a less probable outcome at the time of the forecast development.

b) At this time, Hydro plans to continue to develop internal spreadsheet models to assist with the development of the load forecast scenarios as part of its long-term planning process. Hydro does not intend to append these working files to future load forecast report filings, rather suggests that a working group session to walk through the files and their use would be more beneficial to interested parties. Hydro also acknowledges Daymark Energy Advisors' suggestion to develop and publish more load forecast scenarios and will consider doing so in future updates, as required.