

1 Q. **Reference: Schedule 1, Appendix A, Page 8 of 10. Hydro's assumption is that "Final Fuel**
2 **delivery via shuttle tanker is in late November."**

- 3 a) When is the normal time frame for the first fuel spring delivery for Rigolet?
- 4 b) What has been the longest duration between the final winter and first spring fuel
5 deliveries in Rigolet?
- 6 c) Please provide the rationale for Hydro's planning to be based on sufficient fuel being
7 stored on site such that the energy requirements of the system can be met for nine
8 consecutive months.

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- 11 A. a) The first fuel spring delivery for Rigolet typically occurs in June.
- 12 b) In recent years, the longest duration between the final winter and first spring fuel deliveries
13 in Rigolet was October to June.
- 14 c) Newfoundland and Labrador Hydro's ("Hydro") fuel storage criteria for its isolated systems,
15 as has been in place for decades, is to ensure sufficient fuel in the event conditions prolong
16 the time between fuel deliveries. Hydro's planning requires enough fuel to be stored on site
17 such that the energy requirements of the system can be met for nine consecutive months to
18 mitigate the risk of a very cold winter and persistent ice coverage well into spring. In the
19 case of fuel levels becoming dangerously low in a community when ice coverage persisted,
20 Hydro would be required to undertake costly mitigation efforts such as contracting
21 specialized fuel transport planes or an ice breaker to escort the fuel tanker. If a community
22 such as Rigolet were to run out of fuel, Hydro would be unable to supply power and
23 customers could remain without power for a significant period, as diesel generating stations
24 are isolated and, in most cases, the sole sources of power to a community.