UNDERTAKING JT2.37

Undertaking

TO IDENTIFY ANY IMPACTS LISTED IN CCC 13, TABLE 1 THAT WILL HAVE AN OFFSETTING OR PARTIALLY OFFSETTING IMPACT IN 2022 OR BEYOND.

Response

The favourable 2020-2021 COVID-19 production impacts for Darlington Units 3 and 1 as a result of refurbishment schedule changes, as shown at Ex. L-A2-02-CCC-013, Attachment 1, Note 3, lines 1 and 2, have offsets in the 2022-2026 period. The unfavourable impact of adding a Darlington Unit 4 planned outage in 2021 in connection with the refurbishment schedule, as shown at Ex. L-A2-02-CCC-013, Attachment 1, Note 3, line 4, does not have an offset in the 2022-2026 period. Also see Ex. L-E2-01-SEC-114.

The impacts on fuel costs and direct base OM&A costs for operating Darlington Units 3 and 1 and certain Darlington Cyclical Outage OM&A costs in the 2020-2021 period, as included in Ex. L-A2-02-CCC-013, Attachment 1, lines 2, 3 and 6, have offsets in the 2022-2026 period (see Ex. JT1.21, Chart 2).

In addition, OPG forecasts incurring incremental OM&A net costs over 2020-2021 to respond to the pandemic, as set out at Ex. L-A2-01-CCC-013, Attachment 1, line 10. These costs do not have an offsetting impact in the 2022-2026 period.

Additionally, there is a timing difference related to Darlington Refurbishment OM&A costs as between the 2020-2021 and 2022-2026 periods, related to the refurbishment schedule changes as a result of COVID-19. The entirety of the impact on these costs shown in Ex. L-A2-02-CCC-013, Attachment 1, line 15 is forecasted to be offset in the 2022-2026 period. Any variances in Darlington Refurbishment OM&A costs are subject to the Capacity Refurbishment Variance Account.

Refer to Ex. JT2.34 for further discussion of the above impacts and OPG's proposed treatment.