Q. (2017 GRA, Volume 1, page 1.5) It is stated (lines 2 to 8) "*This presents an opportunity to reduce the use of costly Holyrood generation by using lower cost off-island purchases in 2018, 2019, and 2020. Hydro's 2018 and 2019 Test Year revenue requirements, as submitted, reflect the continued use of Holyrood fuel with no access to off-island purchases. Hydro is proposing that any costs or savings associated with the use of the Labrador-Island Link and the Maritime Link prior to the full commissioning of the Muskrat Falls Project be set aside in a deferral account.*" What are the merits of following this approach versus calculating the revenue requirement on the basis of Hydro's best forecast of costs and revenues in the 2019 test year, and negotiating a rate impact mitigation plan with the Parties based on a fixed rate rider similar to what was done in Manitoba?

A. Please refer to Hydro's response to CA-NLH-042.