

**Réponse du Transporteur
à l'engagement 9
(mécanisme de réglementation incitative)**

(Demandé par EBM)

Engagement 9 – Mécanisme de réglementation incitative

(Demandé par Me Paule Hamelin pour EBM, 2019-01-16, procès-verbal, page 2)

Référence : HQT-4, Document 2.1.

Fournir un lien (ou une copie) de la mise à jour faite en novembre 2018 de l'étude de benchmarking faite par l'AER (Australian Energy Regulator).

Réponse de Concentric Energy Advisors (CEA)

August 2018 AER Consultant Transmission Benchmarking Study (Economic Insights):

<https://www.aer.gov.au/system/files/Economic%20Insights%20TNSP%20report%20-%20Economic%20Benchmarking%20Results%20for%20the%20AER%20-%202016%20August%202018.pdf>

November 2018 AER Report Incorporating the Consultant's Benchmarking work:

<https://www.aer.gov.au/system/files/AER%202018%20transmission%20network%20service%20provider%20benchmarking%20report.pdf>

We have examined the 2017 and 2018 Reports prepared for the Australian Energy Regulator by its consultant Economic Insights. Redundancy payments are not discussed by the consultant in the 2018 Transmission Network Service Provider (TNSP) Productivity Benchmarking Report, or the AER's Report which incorporates these results.

The 2017 Consultant Report notes “[t]his year we have also been asked to provide more detailed analysis of the drivers of TNSP productivity change. We examine the contribution of each individual output and input to total factor productivity (TFP) change. We also examine the impact of redundancy payments (which are currently included as part of TNSP operating costs) on productivity change.” It appears this was a one-time examination of this issue, which has not been updated in the 2018 Report. We can make no determination on the impact of redundancy payments on the results presented in the 2018 Reports.