

Stakeholder Engagement Report

**Transgrid 2023-28 Revenue Proposal
Phase 2 (Post-Lodgement) Engagement Activities**

**Deep Dive Workshop 4
12 September 2022**

8 November 2022

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Inherent Limitations Disclaimer

This report has been prepared as outlined with The Trustee For The NSW Electricity Networks Operations Trust (Transgrid) in the Scope Section of the engagement letter/contract 28 June 2022. The services provided in connection with this engagement comprise an advisory engagement, which is not subject to assurance or other standards issued by the Australian Auditing and Assurance Standards Board and, consequently no opinions or conclusions intended to convey assurance have been expressed.

The findings in this report are based on a qualitative study and the reported results reflect a perception of Transgrid but only to the extent of the sample surveyed, being Transgrid's approved representative sample of stakeholders. Any projection to the wider stakeholder group is subject to the level of bias in the method of sample selection.

No warranty of completeness, accuracy or reliability is given in relation to the statements and representations made by, and the information and documentation provided by, stakeholders consulted as part of the process.

No reliance should be placed by Transgrid on additional oral remarks provided during the presentation, unless these are confirmed in writing by KPMG. KPMG have indicated within this report the sources of the information provided. We have not sought to independently verify those sources unless otherwise noted within the report.

KPMG is under no obligation in any circumstance to update this report, in either oral or written form, for events occurring after the report has been issued in final form.

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Introduction

Background

Transgrid operates and manages the high voltage electricity transmission network in New South Wales (NSW) and the Australian Capital Territory (ACT), connecting generators, distributors and major end users. Every five years, the Australian Energy Regulator (AER) undertakes a Revenue Determination to assess the revenue that Transgrid can recover from its customers for the transmission services it provides. This process is also known as a Revenue Reset. Transgrid's next regulatory period will occur from 1 July 2023 to 30 June 2028. The Revenue Reset for this period involves a comprehensive assessment of Transgrid's plans and forecast expenditure, and consideration of customer preferences.

On 31 January 2022, Transgrid lodged its initial Revenue Proposal, which outlined the revenue that Transgrid proposes to recover from electricity consumers through transmission network prices across the 2023-28 regulatory period. Prior to lodging the initial Revenue Proposal, Transgrid undertook consultation and engagement activities with its customers and stakeholders. These formed 'Phase 1' of Transgrid's engagement approach.

Since Transgrid lodged its initial Revenue Proposal, there have been a number of changes which may impact its Revised Revenue Proposal. Transgrid will lodge its Revised Revenue Proposal with the AER on 2 December 2022.

Transgrid has commenced a second phase of engagement (Phase 2) with customers and stakeholders in order to inform its Revised Revenue Proposal. Phase 2 engagement includes, among other activities, a series of 'Deep Dive' workshops with the Transgrid Advisory Council (TAC). The role of the TAC is to provide advice on strategic policy topics and Transgrid's business plans.

The TAC consists of Customer Advocates, Direct Connect Customers, Market Bodies, Industry Advocates, a Financial Investor and Expert Advisors. The AER and its Consumer Challenge Panel (CCP) are also invited to attend TAC meetings as observers. Transgrid facilitates 'business as usual' TAC meetings on a quarterly basis, with the Phase 2 Deep Dive workshops being scheduled in addition to these standing meetings.

Stakeholder engagement approach

Transgrid's approach to its Phase 2 engagement is detailed in its 2023-28 Revenue Proposal – Phase 2 (post-lodgement) Stakeholder Engagement Plan. This plan outlines Transgrid's engagement objectives and principles, which seek to demonstrate Transgrid's commitment to responding to feedback received from stakeholders after Phase 1 engagement.

Transgrid has stated that it seeks to demonstrate stakeholder engagement at the 'involve' and 'collaborate' level of the IAP2 Spectrum of Public Participation. Where appropriate, some topics of engagement may be targeted at the 'inform' and 'consult' levels of engagement. Transgrid will work with stakeholders to define appropriate levels of engagement for the specific topics considered.

Transgrid will co-design agendas for all Deep Dive workshops with TAC stakeholders based on feedback from attendees about the topics of most interest and importance to stakeholders.

	Inform	Consult	Involve	Collaborate	Empower
Public participation goal	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision making in the hands of the public.
Promise to the public	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.

Source: IAP2's Public Participation Spectrum



Introduction

Stakeholder engagement approach (cont.)

The Deep Dive workshops form part of a wider stakeholder engagement strategy which includes several different forums. Each forum has a different purpose:

- Quarterly TAC Meetings – act as a key stakeholder advisor to Transgrid, offering consumer and industry insights and advice on strategic policy topics and Transgrid’s business plans.
- TAC Reset Deep Dives – the purpose of these workshops is for the TAC to actively participate in the design of Transgrid’s positions and proposal in its Revised Revenue Proposal.
- System Security Roadmap Workshops – to define the network infrastructure needs and operational capabilities necessary to manage evolving risk, focused on technical aspects of the investment including needs and drivers.
- Energy Transition Working Group – discusses issues arising from the transition of the energy market, including discussion on ISP projects being delivered by Transgrid.

The agendas for the TAC Reset Deep Dive workshops have been defined based on stakeholder feedback of what topics would be most valuable to explore.

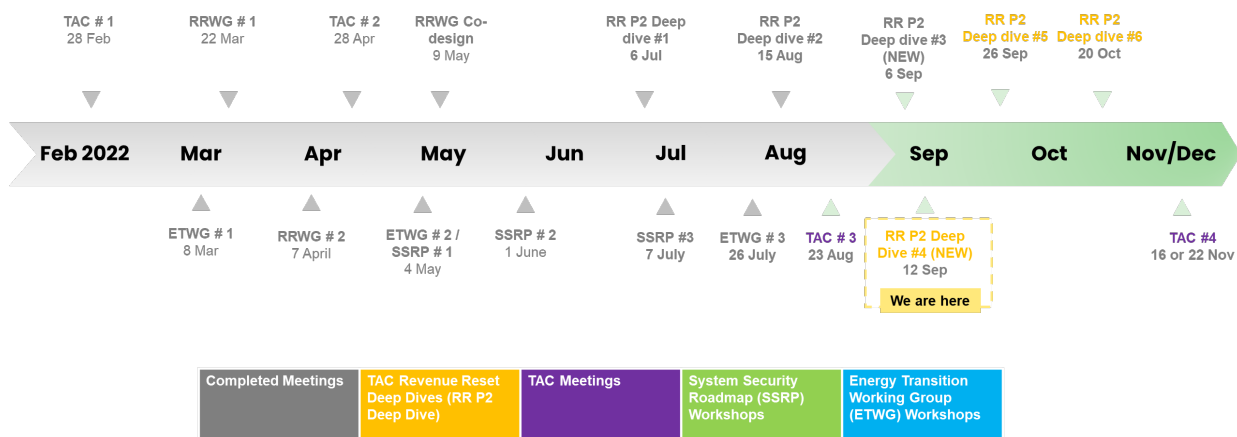
Co-designing topics and engagement approach

Transgrid sought feedback from stakeholders directly in the Deep Dive 1 workshop and for a period following the workshop, as part of the co-design of the forward agendas for Deep Dive 2, 3 and 4 workshops. Stakeholders were asked to prioritise proposed topics for Deep Dive workshops through an online voting tool. Stakeholders were also asked to identify any additional topics to be addressed in the workshops that may not have been captured in the proposed list.

To ensure a wide representation of views, stakeholders who were unable to attend Deep Dive 1 workshop were given the opportunity to vote and provide input via email communication following the workshop over a period of six business days. In total, seven TAC members provided input and the outcome of the stakeholder prioritisation has been detailed in the Deep Dive 2 Stakeholder Engagement Report.

Stakeholders provided feedback in Deep Dive 2 that additional time was needed to engage on some of the topics discussed in that workshop in further detail. Transgrid took this on notice and following Deep Dive 2 workshop, Transgrid proposed adding two workshops to the schedule, consulting the TAC to maximise availability, particularly for Consumer Advocates. This was positively received by stakeholders and two additional Deep Dive workshops were scheduled (Deep Dive 3 and 4 workshops).

The below outlines the planned stakeholder engagement at the commencement of Deep Dive 4 workshop, which was shared with stakeholders, including the addition of two new workshops: Deep Dive 3 workshop on 6 September 2022 and Deep Dive 4 workshop on 12 September 2022.



Source: Transgrid (presented to stakeholders in Deep Dive 4)

Introduction

Role of KPMG

KPMG was engaged by Transgrid to support its Phase 2 engagement. KPMG will:

- Support the design of appropriate stakeholder engagement activities
- Facilitate co-design workshops between Transgrid and its TAC
- Document stakeholder views to ensure commentary is accurately and fairly reflected for consideration

Transgrid remains responsible for workshop content including information specific to its Revenue Proposal.

Purpose of this report

This report summarises the key items of discussion from Deep Dive 4 workshop including the views expressed by and questions raised by stakeholders, and the response Transgrid gave to stakeholders during the workshop.

The purpose of the Deep Dive 4 workshop was to:

- Share information with stakeholders on the Revenue Proposal topics and involve and collaborate with stakeholders on how the impacts from feedback and insights should be addressed in its Revised Revenue Proposal

Feedback from the Deep Dive 3 workshop, and how Transgrid is planning to respond, was not shared in the Deep Dive 4 workshop, due to the close proximity of the sessions and to allow Transgrid to genuinely respond to the feedback received. Instead, Transgrid noted that it would provide this overview at the commencement of Deep Dive 5 workshop.

Deep Dive 4 workshop details

Date	12 September 2022
Time	11:30am – 1:30pm (AEST)
Location	Webex (video conference) hosted by Transgrid

Prior to the Deep Dive 4 workshop, stakeholders were provided with the proposed agenda, workshop pack and briefing notes, which provided context on the content to be presented by Transgrid. This allowed stakeholders time to prepare and help to establish a baseline of knowledge on each topic.

Detailed information on the topics discussed within the workshop, including the material presented by Transgrid, can be found in the workshop materials. A full list of attendees has been provided in the Appendix.

Key discussion items

Key Outcomes

In addition to an update from the AER on its assessment process for demand driven projects, there were three deep dive topics planned for discussion as part of the Deep Dive 4 workshop:

1. Unit rates: Increase between FY21 to FY22 - drivers and outcomes
2. AEMO directives: PMU and NSCAS shortfall
3. Repex: Recap forecasting method and outcome

The key outcomes from discussions on these topics were:

- **Some stakeholders were comfortable with Transgrid's approach to unit rates and noted that it aligned to expectations. However, some stakeholders sought further information on Transgrid's approach to unit rates.** Stakeholders sought to ensure that Transgrid's approach to updating Unit Rates was in line with expectations and was based on sound methodology.
 - Stakeholders sought to confirm that indexing measures applied were consistent and followed a defined and sound approach, ensuring it is clear when specific measures were used and why.
 - Stakeholders noted that in principle they considered it reasonable for Transgrid to update its Revised Revenue Proposal to reflect the current inflationary environment. However, they sought to understand the process used to determine cost increases and how any fall in unit rates and costs would be treated if this occurred during the regulatory period.
- **Stakeholders recognised that Transgrid is required to implement the outlined AEMO directives.** Stakeholders noted that Transgrid was required to respond to the AEMO directives outlined. This includes AEMO's declaration of an immediate NSCAS gap in the Coleambally region and AEMO's notice to install PMUs across the network. Stakeholders were supportive of how Transgrid has responded to these directives which are required to maintain network reliability and security, provided the costs have been justified.
- **While some stakeholders expressed that they were comfortable with Transgrid's Repex investment, some stakeholders sought further information on elements of Transgrid's modelling of bushfire risks.** In particular, stakeholders were interested in how Transgrid had applied the Phoenix model for its Repex forecasting method, and the fire start risks for transmission networks. Stakeholders expressed interest in an additional session on the Phoenix model, fire start and bushfire risks following the completion of Reset Deep Dives.
- **Stakeholders sought to understand details of Transgrid's engagement approach, including how information and discussion in the Deep Dives would inform Transgrid's Revised Revenue proposal.** One stakeholder sought Transgrid's views on how it will incorporate end-customer and stakeholder views into its Revised Revenue Proposal, given timing limitations and the number of changes they perceived from Transgrid's initial Revenue Proposal.

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
Welcome and introductions <ul style="list-style-type: none">• Transgrid provided a welcome to all attendees and introduced the AER and CCP representatives.• KPMG explained the purpose of Deep Dive workshop 4 for the post lodgement engagement which was to:<ul style="list-style-type: none">• Share information with stakeholders on the Revenue Proposal topics and involve and collaborate with stakeholders on how these impacts should be addressed in its Revised Revenue Proposal.• KPMG provided an overview of the agenda.	There were no comments shared by stakeholders in relation to this item.	

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>The AER's assessment process for demand driven projects</p> <ul style="list-style-type: none"> The AER presented on its approach to the assessment of demand forecasts. The AER noted that the Public Interest Advocacy Centre (PIAC) had submitted a recent dispute on the Regulatory Investment Test for Transmission (RIT-Ts) for North West Slopes (NW Slopes) and supply to Bathurst Orange and Parks (BOP). The AER stated that it is not able to discuss the dispute in detail as it is still under consideration, noting the draft decision will be released at the end of September 2022. The AER noted the presentation was based on the information Transgrid has provided during the Revenue Reset process and the AER's general approach on demand driven projects. The AER explained: <ul style="list-style-type: none"> RIT-T major projects were not included in the initial proposal Capex forecast It engaged consultants from Energy Market Consulting associates (EMCa) to undertake a review of RIT-T projects, except for BOP due to being notified of change to the 2023–28 Capex estimates due to non-network solution (\$117M to \$1.4M) It issued information requests to better understand the need, timing, options and costs. Confidential load information for Narrabri Gas Project was provided for NW Slopes. Load forecast was not provided for BOP, however its latest estimate is \$44M. The AER presented its general approach to assessing demand driven projects and the information it may have access to: <ul style="list-style-type: none"> Assumptions, inputs and relevant information to determine the need, timing, options and costs of a project The elements in the expenditure forecast assessment Models and their underlying assumptions, input sources, the probability of exceedance and confidence of underlying load and spot loads used to build-up the aggregate load forecast Any independent assessments of the demand forecast Details of the spot load commitment status Any independent reviews that have been undertaken on the demand forecasting methodology and implications on demand driven capex. 	<p>The AER welcomed further information and questions for demand-driven projects included in the Revised Revenue Proposal, however there were no comments shared by stakeholders in relation to this item.</p>	

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
Recap: Engagement approach and purpose <ul style="list-style-type: none">• KPMG presented an overview of forward agendas, future Deep Dive workshops on 26 September and 20 October 2022 and the topics for discussion.• KPMG asked stakeholders whether there were additional topics they would like to be included in future Deep Dive workshops.• KPMG noted that feedback from Deep Dive 3 workshop and how Transgrid is responding would be included at the start of Deep Dive 5 workshop.	Stakeholders did not raise any additional topics for discussion in Transgrid's future Deep Dive workshops.	This was noted by Transgrid.

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Unit rates</p> <ul style="list-style-type: none"> Transgrid explained the role of unit rates in its Revenue Proposal. <ul style="list-style-type: none"> Transgrid explained that its initial Revenue Proposal was based on Capex estimates using FY21 unit rates (as was available at the time). Transgrid noted that its Revised Revenue Proposal is based on Capex estimates that use FY22 unit rates, reflecting the outcome of its annual database update and current latest available rates. Transgrid explained the impact of external market forces on its unit rates. <ul style="list-style-type: none"> Geopolitical issues (e.g. the war in Ukraine), supply chain disruptions (e.g. resulting from COVID-19), and increases in demand for engineering and construction resources has resulted in significant observed price increases since Transgrid's initial Revenue Proposal. The ABS reported as part of the July 2022 Producer Price Indexes (PPI) that heavy and civil engineering construction prices, which are considered representative of the type of work performed as part of Transgrid's network Capex projects, increased 9% in the year ending June 2022. Transgrid explained the cost increases its suppliers have experienced, including suppliers across: <ul style="list-style-type: none"> Digital infrastructure equipment High voltage equipment Relay High voltage circuit breaker 	<p>One Customer Advocate clarified the difference between CPI and PPI and sought to understand:</p> <ul style="list-style-type: none"> Why and for which calculations Transgrid has used CPI and not PPI Which is lower - CPI or PPI. <p>The Customer Advocate requested that Transgrid be clear about its use of CPI and PPI, to avoid the perception of 'index shopping' (i.e. selecting a rate based on how favourable it is). Another Customer Advocate also noted that they were unclear around where Transgrid had used CPI versus PPI.</p> <p>The Customer Advocate noted that if Transgrid is picking and choosing applications depending on circumstances, methodology or criteria, it needs to be clear when using one or the other, noting that it is material.</p> <p>The Customer Advocate noted that Transgrid's approach is valid. However, Transgrid needs to be clear and consistent across regulator periods to ensure it is not picking and choosing.</p>	<p>Transgrid clarified the difference, stating that CPI relates to the cost of general consumer goods, whereas PPI better reflects construction-related costs.</p> <p>Transgrid stated the PPI was 9% and CPI was 6.1%.</p> <p>Transgrid explained that it has engaged GHD to undertake an independent review of the approach to its FY22 unit rate update, to be able to provide confidence to consumers. Transgrid subsequently advised it would provide the TAC with a copy of this report.</p> <p>Transgrid acknowledged this. Transgrid clarified that it had used CPI in some instances, where costs can be determined as individual components by resource. Transgrid stated PPI is a suitable metric for looking at overall costs, and that CPI is applied in circumstances where it's more representative.</p> <p>Transgrid stated that as a part of its normal business approach it uses MTWO cost estimating database, which applies the appropriate inflationary measures.</p> <p>Transgrid stated that it used the following hierarchy for applying different indexes including CPI:</p> <ul style="list-style-type: none"> Where there is an actual contract or tender, this information is used Where there are actual labour rates, these are used. Rawlinsons Construction Cost Guide is used where there are neither contracts, tenders nor rates BIS Oxford / Macro Monitor is used when Rawlinsons data is not present CPI is then used when none of the others are available. <p>The approach explained by Transgrid reflects its standard annual approach to updating unit rates, which takes into account the latest information available. Transgrid stated that it has not changed the methodology or approach for the purpose of the Reset.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
Unit rates (Cont.) <ul style="list-style-type: none"> Transgrid explained the impact on the Capex forecast due to the updated unit rates. This included an increase in Augex and Repex project costs by 9.7%, which results in an increase in overall Capex forecast by 8.4%. Transgrid explained the small customer impacts from the updated unit rates. Transgrid explained the price change measures. 	<p>In regard to the 9.7% increase in relation to Augex and Repex project costs, a Customer Advocate sought to clarify why this increase was higher than both the PPI and CPI.</p>	<p>Transgrid clarified that the overall Capex forecast increase is 8.4% (which is in between the PPI (9%) and CPI (6.1%) rates).</p>
	<p>The Customer Advocate asked for further clarification on what the 9.7% figure relates to, in the materials presented.</p>	<p>Transgrid clarified that overall Capex has increased by 8.4% due to the 9.7% increase in Augex and Repex costs as a result of the updated unit rates.</p>
	<p>The Customer Advocate clarified if the 9.7% was determined through the methodology outlined by Transgrid, specifically:</p> <ul style="list-style-type: none"> A combination of specific inputs where available The modelling that has been sourced externally where it is unavailable CPI where applicable PPI where applicable. 	<p>Transgrid confirmed this was correct.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Unit rates (cont.)</p> <ul style="list-style-type: none"> KPMG presented discussion questions in relation to the unit rate slides presented by Transgrid. KPMG provided the opportunity for stakeholders to respond to specific guided questions in the Webex chat. This was in response to feedback in Deep Dive 3 that one Consumer Advocate did not find online live polling useful in small groups. KPMG leveraged the Webex chat to allow ease of engagement and provide a different medium for TAC members to engage. The question for discussion was: <ul style="list-style-type: none"> Do you think that Transgrid's annual unit rate update approach is reasonable to capture changes in actual costs in an inflationary environment? 	<p>In response to asking stakeholders whether they found Transgrid's annual unit rate update approach reasonable to capture changes in actual costs in an inflationary environment:</p> <ul style="list-style-type: none"> One Customer Advocate noted that they believe this to be primarily a consideration for the AER, rather than the TAC. One Customer Advocate explained that it aligns with expectations to see higher unit rates but noted that unit rates had not been discussed in enough detail to be able to answer the question. One Financial Investor noted that the approach was "fine", provided that the index is reflective of the cost base and the index is readily available. One Customer Advocate noted that the approach was "okay", as long as the approach to inflationary metrics is consistent and principled, however noted that the circumstances are rapidly evolving, and updates will be important. One Direct Connect Customer noted that they believed it was a "reasonable" approach. <p>One Customer Advocate asked how the changing cost environment would be managed over time, particularly in the event that unit rates and costs decrease during the regulatory period.</p>	<p>KPMG noted and acknowledged the responses.</p> <p>Transgrid clarified that its approach to determining forecast expenditure is to multiply actual costs (based on the latest available unit rates) by the volume of work. Transgrid explained that using the latest available costs are preferred as this results in the most accurate representation.</p> <p>Transgrid explained it has not applied real material cost escalation.</p> <ul style="list-style-type: none"> It has not applied real material cost escalation for the 2023-28 regulatory period. Transgrid noted that those costs will continue to increase Transgrid explained it has not applied material cost escalation because the AER's standard approach is to apply zero material cost escalators over the five regulatory years. <p>In relation to labour costs, Transgrid explained:</p> <ul style="list-style-type: none"> It has applied a labour cost increase, based on BIS Oxford Economics forecast. The AER will engage KPMG for these labour cost increases. In the past the AER used Deloitte Access Economics (DAE). In the revised approach, Transgrid stated it will take an average of these outcomes and apply these to the costs going forward to present the real labour cost increase.

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
Unit rates (cont.)	The Customer Advocate acknowledged Transgrid's response and noted that external factors may drive costs up or down in future. The Customer Advocate confirmed that they understood from Transgrid's explanation that there was limited scope for Transgrid to alter costs, and that only the current unit rates would be considered as part of the process.	<p>Transgrid further explained that it has not applied positive real material cost escalators and assumed they are flat into the future. Transgrid noted that they expect some costs to increase, but the increase amount is not clear.</p> <p>Transgrid explained that the Capital Expenditure Sharing Scheme (CESS) applies to the Capex forecast. This takes effect if Transgrid's actual costs are lower than forecasted, due to Transgrid's ability to make savings through either cost efficiencies or a decrease in external costs. The CESS incentive shares efficiencies with consumers.</p>
	<p>One Customer Advocate asked what would happen in the event of a dramatic escalation in material cost.</p> <p>The Customer Advocate asked whether a large change in external factors impacting material costs would allow a reassessment of Transgrid's expenditure in light of materially changed circumstances.</p>	<p>Transgrid responded that external material changes to unit rate costs are not easily revised during the regulatory period.</p> <p>If costs continue to rise, Transgrid stated that it will typically be required to absorb financial impacts and would continue to spend to deliver its program securely, safely and reliably to their network and customers.</p> <p>Transgrid stated that in the instance where it had spent above its forecasted expenditure, the CESS penalty would apply on any volumes of prudent and necessary overspend.</p> <p>Transgrid commented that there are provisions for a "shipwreck" event, which would enable Capex to be revisited with the AER. However, it noted that a significant amount of expenditure above forecast is required for this to occur.</p>
	One Customer Advocate noted that they believed it was more likely that many elements of recent inflation will reverse, where they relate to COVID impacts and mismatch to demand recovery. However, noted that elements impacted by the Ukraine war, especially energy intensive products, could have a negative impact. The Customer Advocate noted that for many key commodities (oil, gas, coal, metals) associated with recent aggregate inflation, prices could decrease if supply and demand rebalance, noting that they did expect several negative years of price impacts on gas particularly.	

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
Unit rates (cont.)	<p>One Customer Advocate asked if it is standard practice for Network Service Providers (NSPs) to update their regulatory proposals after lodgement in light of changed unit rates.</p> <p>The Customer Advocate asked whether Transgrid had seen instances where NSPs had revised their unit rates down, not up, after submitting an initial revenue proposal. The Customer Advocate explained that their question was about a revision based on a change in forecasted expenditure in the post-lodgement period, not just inflation versus deflation.</p> <p>The Customer Advocate reiterated the question about whether there have been any instances where NSPs had revised their unit rates downwards.</p> <p>The Customer Advocate clarified that they believed it was 'reasonable' to update the Revised Revenue Proposal to reflect the current environment, however noted it would be inconsistent if Transgrid increased costs dramatically, and then did not decrease costs if prices were to materially reduce. Therefore, the Customer Advocate flagged that they expected prices to be adjusted accordingly in both circumstances.</p> <p>The Customer Advocate acknowledged this, however noted that these mechanisms may not address the issue, as any savings are shared with Transgrid and not fully returned to customers.</p>	<p>Transgrid explained that it was common for NSPs to revisit and update for the latest information. Transgrid explained this is consistent with the AER's view of updating its own real labour cost forecast to reflect the latest information, which is most representative of the future.</p> <p>Transgrid commented that it was not aware of any instances where this had been the case in recent years.</p> <p>Transgrid agreed that the revision is relative to what was expected. Transgrid explained that in the past there has been very little difference between the unit rate costs in the initial Revenue Proposal and the Revised Revenue Proposal. However, this is not the case in its current Revised Revenue Proposal and Transgrid has taken this into account and updated the costs, which is consistent with other NSPs.</p> <p>Transgrid reaffirmed that it is not aware of any instances where NSPs have revised their unit rates downwards between their initial and final Revenue Proposals.</p> <p>Transgrid acknowledged this point and reaffirmed that the intent of updating costs, is to ensure the most accurate estimate for the period between Transgrid submitting its initial Revenue Proposal and its Revised Revenue Proposal. Transgrid noted that there are other mechanisms in place for managing cost changes during the regulatory period. Transgrid further clarified that it has not included a real material cost escalator and are solely relying on actual costs.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Unit rates (cont.)</p> <ul style="list-style-type: none"> Following stakeholder discussion, Transgrid noted it believed stakeholders were 'generally comfortable' with the actual costs, and also acknowledged feedback that Transgrid should provide further details that the process is reflective of the real costs. Transgrid explained that it has commissioned an independent report by consultancy GHD to share with stakeholders in order to provide greater certainty and comfort around the costs. Transgrid also noted stakeholder feedback around providing clarity on what index measures have been applied, and when. 	<p>One Customer Advocate raised that while stakeholders understand costs have increased, the Customer Advocate did not believe that the group was 'generally comfortable with the costs', due to feedback throughout the workshop from stakeholders. The Customer Advocate explained that from their perspective:</p> <ul style="list-style-type: none"> Two Customer Advocates expressed that they could not respond to the specifics of Transgrid's proposals. One stakeholder said it sounds reasonable. One stakeholder qualified support with the need for updates should costs come down. <p>The Customer Advocate responded that they were comfortable with the approach to take it offline in this instance, acknowledging time constraints. However, the Customer Advocate flagged that there had been previous criticisms of Transgrid throughout other Customer Advocate engagement processes for taking issues offline where they were unresolved. The Customer Advocate noted that the issues raised in these forums often reflect perspectives of more than one TAC member, and that the issue of taking this offline had previously been raised by the TAC in terms of Transgrid's engagement approach across other processes. The Customer Advocate also noted that Transgrid's TAC consists of a variety of stakeholder types and does not solely represent the views of consumer advocates.</p> <p>The Customer Advocate acknowledged Transgrid's comments on taking their question on the end-consumer survey offline. The Customer Advocate noted that their comment in this instance was not specific, but rather in relation to a general trend. The Customer Advocate explained that in this instance, the issue had been clarified though KPMG's response around use of language.</p>	<p>KPMG proposed that Transgrid could consider how to resolve this issue offline and address it at the start of the next Deep Dive workshop to close the feedback loop.</p> <p>Transgrid agreed with this proposed approach.</p> <p>KPMG responded and revised its use of the word 'offline', clarifying that the intention was Transgrid should consider how to address this and respond to the feedback at the start of the next Deep Dive workshop when it outlines what Transgrid has heard, and how it is responding.</p> <p>Transgrid noted that it will take these comments on board in full. Transgrid also acknowledged a prior recent engagement with the Customer Advocate in relation to the end-consumer survey where Transgrid had suggested to discuss an issue one-on-one with the stakeholder. Transgrid clarified that in this instance it was to clarify the question from the Customer Advocate, as Transgrid believe it had previously addressed the question.</p> <p>Transgrid further clarified that in relation to the Customer Advocate's question on how Transgrid will use the survey results of the proposed end-consumer survey. Transgrid stated it will use the survey to re-test the five outcomes it had heard through the Phase 1 customer engagement.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>AEMO directives: Phasor Measurement Units (PMUs) and Network Support and Control Ancillary Services (NSCAS) gap</p> <ul style="list-style-type: none"> KPMG noted that the purpose of this section was to discuss external compliance requirements. Transgrid explained that this section contains directives from AEMO: <ol style="list-style-type: none"> AEMO declared an immediate NSCAS gap in the Coleambally region. AEMO issued Transgrid a notice under clause 4.11.1(d) of the NER to install PMUs across the network. In relation to the NSCAS gap, Transgrid stated the factors that led AEMO to forecast minimum demand in NSW will rapidly decline. Transgrid stated work towards the preferred solution of installing two 11 MVAR 66kV reactors to rectify this issue is currently underway. Transgrid presented the real-time monitoring devices, known as PMUs, and the obligations to install these. Transgrid is to install or upgrade PMUs in 45 locations in the 2023-28 period. To understand stakeholder views on this topic, KPMG asked stakeholders to respond to the guided question in the chat: <ul style="list-style-type: none"> Do you agree with how Transgrid has responded to AEMO’s directives which will maintain network reliability and security? 	<p>When asked if stakeholders agree with how Transgrid has responded to AEMO’s directions which will maintain network reliability and security:</p> <ul style="list-style-type: none"> One Customer Advocate responded “it is what it is”. One Financial Investor and another Customer Advocate agreed “it is what it is”. One Direct Connect Customers noted that they did agree, providing costs have been justified. Another Customer Advocate noted that, given the direction, the identified actions seem reasonable. 	<p>This was acknowledged by Transgrid.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Repex: recap forecasting method and outcome</p> <ul style="list-style-type: none"> Transgrid stated Repex is the largest and most important component of Capex in terms of maintaining the safety and reliability of the network. Transgrid stated its Repex is in line with the trend and is 3.6% higher than the 2018-23 estimate. Transgrid explained the factors influencing the Repex forecast, including an increase in average age of assets. Transgrid explained it aims to drive value for its customers whilst managing the risks and meeting compliance obligations. Transgrid explained the bottom up Repex investment planning process is in line with the AER's asset replacement practice note and is aligned with good industry practice. Transgrid explained the process for development of the Repex forecast: <ul style="list-style-type: none"> Identifying the need based on asset condition review, compliance requirements and performance data. Developing the base case and credible options. Identifying probability of failure and the probability of catastrophic failure. Identifying the monetised asset risk – overlaying the probability of failure with the consequence of failure, looking at consequence across four key categories, using applicable modelling: <ul style="list-style-type: none"> Financial consequence. Safety consequence, using the Public Safety Model, using mobile phone data as an input. Reliability consequence. Environmental/ bushfire start consequence using the University of Melbourne's Phoenix Model. Identification of the optimised asset replacement timing and cost estimates. Portfolio optimisation for the regulatory period. Development of the Repex forecast. 	<p>One Customer Advocate asked what the average time period between repairs of assets is, and if this has changed over time, noting the structural changes explained by Transgrid. The Customer Advocate noted that they were seeking to understand any impacts on landholders.</p>	<p>Transgrid explained that defect rates are increasing, in terms of the number of issues requiring remediation on the network. However, Transgrid noted that as the assets are distributed, covering a wide area, it is unlikely that any individual landowner would notice any additional impact.</p> <p>Transgrid explained the assets regularly undergo a routine inspection program, and although the defect rate has increased, Transgrid does not expect any individual landowner to be impacted significantly in terms of the number of times Transgrid is accessing land.</p>
	<p>A Customer Advocate asked about the bushfire consequence around the risk of smoke causing trips, or faults/arcings causing fire starts. However later noted that this question had been answered through the discussion.</p>	<p>This was noted by KPMG.</p>
	<p>One Customer Advocate noted they were familiar with the Phoenix Model, however they were not familiar with it in terms of its application to transmission. The Customer Advocate noted that their understanding was that transmission has a low risk of fire start, compared to distribution, however, was unsure what this risk looks like in an absolute sense.</p> <p>The Customer Advocate asked what the Phoenix Modelling shows in relation to the risk for Transgrid's network and, if Transgrid could provide the materiality for the nature of the Repex volume or value associated with avoiding fire start risk.</p>	<p>Transgrid acknowledged the questions and explained that the Phoenix Modelling is moderated down applying the likelihood of fire ignition as part of the modelling, as not every failure leads to a fire start. This factor is applied based on historical actual rates to the outputs of the Phoenix model.</p> <p>Transgrid explained the modelling shows from a risk perspective that anything near population centres (Sydney, Newcastle, Wollongong and Canberra) is where larger risks are. Transgrid noted that in areas with less population, the fire risks are smaller, because the economic consequence of a fire start is smaller.</p> <p>Transgrid explained the Phoenix Model is equally applicable to distribution and transmission, but that the failure rate is lower for transmission.</p>
	<p>The Customer Advocate acknowledged Transgrid's response and asked if it experienced a fire start event.</p> <p>The Customer Advocate commented that they are interested in understanding the materiality and whether the risk is higher now than it was in the past. The Customer Advocate explained that their understanding was that the risk of fire start was lower in population centres due to less vegetation and increased ability to respond in a timely manner.</p> <p>The Customer Advocate noted they believe that there was significantly lower fire start risk for transmission than distribution networks.</p>	<p>Transgrid noted that over the past couple of years it has had strong performance. However, it does happen from time to time on the network. Transgrid's fire start history is provided in the Repex Overview Paper.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Repex: recap forecasting method and outcome (cont.)</p>	<p>The Customer Advocate commented that this discussion is detailed and may be more suitable to continue in another forum. However, they would be interested in Transgrid's estimated expenditure to avoid fire starts in the next regulatory period.</p> <p>The Customer Advocate asked whether Transgrid's future bushfire risk to communities differs from historical risk in relation to transmission-started bushfires in NSW.</p> <p>The Customer Advocate clarified if Transgrid is expecting a materially higher risk from bushfire starts from transmission, if these issues are not addressed, compared to what has occurred in the past.</p>	<p>Transgrid commented that each investment decision on a particular asset considers all relevant failure consequences. For example, for transmission line investments, each potential failure can have a public safety consequence and can result in an impact to consumers through reliability or market impact. It could also have a bushfire consequence.</p> <p>Transgrid stated that through its methodology it values all of the different consequence areas, and looks at the overall risk to the community and weighs up the economic measures, which then informs the overall investment decision for consumers.</p> <p>Transgrid noted it has spent in the order of "several hundred million" on the transmission line fleet, which is the main fleet with a bushfire risk.</p> <p>Transgrid explained that bushfire risk also needs to be overlaid by the other consequences to determine the total risk and best strategy for replacement timing.</p> <p>Transgrid explained the modelling takes into account the actual data on the consequence, the asset condition, and the probability of failure over time. If the condition worsens over time, Transgrid will decide when to invest based on the economic assessment of risk.</p> <p>Transgrid clarified the value of the consequence is constant but the probability of failure changes over time. If Transgrid does not invest to maintain the probability of failure, then Transgrid would see an overall increase in risk. Transgrid noted the overall modelling of the investment program going forward was to broadly maintain Transgrid's level of risk across the next regulatory period.</p> <p>Transgrid explained the approach used for Repex is consistent with the AER's approach, which was used previously for the current regulatory period. Transgrid stated it is maintaining the Repex trend to align with customers' priority of 'affordability'. However, Transgrid also seeks to balance customer priorities of ensuring continued safety, security and reliability into the future. Transgrid stated that it has made cuts to Repex to keep on trend.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Repex: recap forecasting method and outcome (cont.)</p>	<p>One Customer Advocate asked how much the current modelling reflects future expected changes in climate, and if included, which climate scenarios have been considered.</p> <p>The Customer Advocate further stated they were also interested in understanding the distribution of outcomes in addition to the expected outcome, and asked if there is a convergence of probability around the central value or if there are “fat tails”.</p> <p>The Customer Advocate thanked Transgrid for its response.</p> <hr/> <p>One Customer Advocate noted that they were interested to have a fuller discussion on Phoenix Modelling and the related assumptions on fire start. The Customer Advocate noted it sounded like there was a material amount of proposed expenditure associated with the modelling. The Customer Advocate explained this is related to the benefits cases or avoided cost cases for events with very low probability but high in consequence. The Customer Advocate further noted the analysis is very sensitive to how risk is treated at a number of different stages.</p> <p>The Customer Advocate noted it is not as straight forward as other types of modelling, and that due to changes to climate and environment it may not be good practice to consider historical data alone, or assume there is going to be a logarithm upswing in costs.</p> <p>The Customer Advocate noted that there is a lot of room for error, and they would appreciate the opportunity for the TAC to discuss this topic in more detail at either a TAC meeting or a side meeting for anyone who is interested.</p> <p>The Customer Advocate clarified that they do not view this as an unresolved issue (which is when they do not like issues to be taken offline) instead it is something that they want to better understand, and were happy to discuss in a separate forum.</p>	<p>Transgrid explained the core components of the modelling relate to the probability of failure and the consequence of failure. These are both based on best current knowledge of asset condition and environmental condition. Transgrid stated it is not increasing the probability of failure modelling beyond what it would normally experience to capture any higher temperatures or higher windspeeds.</p> <p>Transgrid commented that it uses existing historical data as a starting point and does not use extra modelling to predict climate changes over the next 5 years. However, where the modelling does show it is prudent to replace an asset, it will replace it with an asset built to the current standards of appropriate resilience for its expected asset life.</p> <p>To summarise, Transgrid stated the replacement model does not include a climate change factor beyond what is currently being experienced.</p> <hr/> <p>Transgrid acknowledged the comment and stated Transgrid’s fire approach considers international and Australian data. It suggested that further discussion could require a more direct discussion with the Customer Advocate.</p> <p>Transgrid acknowledged the preference to have discussions in TAC meetings, but that due to the detailed nature of bushfire modelling, a separate conversation would be warranted in relation to the Phoenix Model.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Repex: recap forecasting method and outcome (cont.)</p> <ul style="list-style-type: none"> KPMG facilitated discussion with stakeholders in relation to Transgrid's approach to Repex forecasting and the outcome. To understand stakeholder views on this topic, KPMG asked stakeholders to respond to the guided question in the chat: <ul style="list-style-type: none"> Do you support maintaining long term trend Repex, which is needed to maintain network safety, reliability and security? 	<p>One Customer Advocate noted they would be interested to be involved in the further discussion on fire start and Phoenix Modelling, however noted that they didn't have additional issues to raise at this point.</p>	<p>Transgrid stated that it would have another session to discuss the details of the topic.</p>
	<p>One Customer Advocate noted that they were interested in the Repex discussion in terms of the impact on landholders and expressed interest to be involved in this discussion.</p>	<p>This was noted by Transgrid.</p>
	<p>When asked if stakeholders supported maintaining long term trend Repex, which is needed to maintain network safety, reliability and security:</p> <ul style="list-style-type: none"> One Customer Advocate commented that they need to understand the fire risk inputs, as previously noted, better to answer this question. One Customer Advocate commented that, subject to outcomes of the further discussion around the fire start modelling, the approach sounded reasonable. However, the Customer Advocate noted that while they do not think it is realistic for climate modelling to inform Transgrid's approach in the next regulatory period, they expect that this will become increasingly important in future. 	<p>KPMG noted and acknowledged this comment.</p> <p>KPMG noted the caution of climate impacts going forward and acknowledged this comment.</p>
	<p>The Customer Advocate further advised that while, on the basis of what was presented, Transgrid's approach seems reasonable, further consideration may be required after all investment proposals are available as part of Transgrid's Revised Revenue Proposal.</p> <ul style="list-style-type: none"> The Customer Advocate noted that they have no further questions. They added that they would find it useful to understand the visitation rates in terms of routine check-ups and timings, but noted that this is not a material issue. 	<p>KPMG noted and acknowledged this comment.</p> <p>Transgrid acknowledged the comments from stakeholders and noted that it is happy to have a dedicated session with the TAC to explore the details of the Phoenix Modelling and fire start risks.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Repex: recap forecasting method and outcome (cont.)</p> <p><u>Managing risk on Line 86</u></p> <ul style="list-style-type: none"> Transgrid explained the RIT-T process had concluded for Line 86 between Tamworth and Armidale. Transgrid explained the PCAR found the preferred solution is a targeted replacement of the 31 highest risk poles. Transgrid stated this project would incur a cost of \$11.6 million but would deliver an estimated \$6 million in net benefits. KPMG facilitated discussion with stakeholders on this topic. To further understand and capture stakeholder views on this topic, KPMG asked stakeholders to respond to the guided question in the chat: <ul style="list-style-type: none"> To what extent are you comfortable with the outlined investment on Line 86? 	<p>One Customer Advocate explained they were comfortable with what they had heard, however asked Transgrid if the reason for the cost decrease versus earlier estimates is a design or condition of required replacement.</p> <p>The Customer Advocate confirmed this addressed their response.</p>	<p>Transgrid clarified this was due to a change in the option it believed would prevail at the time, compared with the option that was determined.</p> <p>Transgrid explained that it initially sought to address the condition driver, provide increased capacity to market and gain market benefits by upgrading the capacity of the transmission line, because of its interaction with the Queensland/ New South Wales interconnector transfer path and its placement near the future New England Renewable Energy Zone (REZ). However, Transgrid noted that after considering the draft and final 2022 ISPs, some planned projects (in relation to the New England transmission link to the REZ) meant that the anticipated market benefits would not be achieved through upgrading Line 86. Based on this information, Transgrid instead reverted to an asset condition driver to address the particular wooden poles that needed to be targeted for replacement.</p>
	<p>One Customer Advocate sought to understand how Transgrid or KPMG was planning to use the information from their approach to ask TAC members specific questions around what they are comfortable with. The Customer Advocate noted they believed this was the right approach to determine which areas they needed more information on, but sought to clarify how this information would be used.</p> <p>The Customer Advocate further asked how the information from today's meeting will be used, noting a limited number of consumer advocates were present. The Customer Advocate expressed that they sought to understand how consumer preferences were being considered as part of Transgrid's regulatory process.</p> <p>The Customer Advocate thanked KPMG for its response and indicated that they would reflect this nuance in their responses.</p>	<p>KPMG acknowledged the question and clarified that from each Deep Dive workshop it prepares a record of each discussion. KPMG explained the record of discussion sets out the stakeholder views and inputs and reflects where there are statements of agreement or divergence. These insights are then prepared into a final report for consideration by Transgrid.</p> <p>KPMG stated if consumers note that they need more information then this is also captured for Transgrid to consider and to take into account as important data inputs into its overall deliberations.</p>
<p>Indicative revenue and price impact from all investment in the 2023-28 period</p> <ul style="list-style-type: none"> Transgrid displayed the changes to the 2023-28 forecast Capex and Opex from the initial to Revised Revenue Proposal to display a view of the major change drivers. Transgrid explained the bill impacts based on its revised expenditure forecast. Transgrid also explained the impact on bills from projects outside the Revenue Proposal. 	<p>There were no comments shared by stakeholders in relation to this item.</p>	

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
<p>Next steps and close</p> <ul style="list-style-type: none"> KPMG noted the next steps, including: <ul style="list-style-type: none"> Transgrid will share collateral from the Deep Dive workshop. Transgrid to consider and address feedback from the workshop. Transgrid will share the KPMG Deep Dive 4 workshop report once finalised. KPMG asked stakeholders if they have anything else they wanted to raise. 	<p>One Customer Advocate noted that they had observed definite improvements in Transgrid's stakeholder engagement. However, they advised that in their view, Transgrid's stakeholder engagement remains somewhat cursory (i.e. may not fully consider the depth or nuance of key issues) and seems rushed. The Customer Advocate noted they were concerned about a growing gap between Transgrid's initial Revenue Proposal and its Revised Revenue Proposal.</p> <p>The Customer Advocate explained that they considered Transgrid's engagement on the Revenue Proposal to have been started a year too late. While the Customer Advocate acknowledged Transgrid's subsequent efforts to "catch up", they commented that they find it difficult to agree that Transgrid's decisions have been informed by a quality in-depth engagement that has been iterative in nature, including reflecting informed end-consumer preferences, not just stakeholder views.</p> <p>The Customer Advocate noted that Transgrid does not have a customer council and faces challenges in undertaking meaningful direct consumer engagement within post-lodgement time constraints. The Customer Advocate further noted that new topics have been raised for the first time during the post-lodgement period, which causes some concern to TAC members.</p> <p>The Customer Advocate recommended that Transgrid continues to be transparent, and use the time they have to try and address some of these issues.</p> <p>The Customer Advocate stated that they consider that time pressures being experienced by Transgrid are the result of Transgrid's decision to not start the engagement earlier. They noted that Transgrid had been focused on major projects such as Project EnergyConnect. The Customer Advocate advised that in their view, it is Transgrid's responsibility to identify solutions around how it can overcome these issues.</p> <p>The Customer Advocate acknowledged this may not be easily addressed by Transgrid in the short term.</p> <p>The Customer Advocate noted that they were comfortable with Transgrid's approach to having Deep Dive workshop discussions reflected in KPMG's workshop records. However, the Customer Advocate noted that their priority was ensuring stakeholder feedback was genuinely reflected in Transgrid's Revised Revenue Proposal.</p>	<p>This was acknowledged by KPMG.</p>

Key discussion items

Outlined below are the key discussions from Deep Dive workshop 4, detailing the topics presented, the questions and inputs from stakeholders and the response from Transgrid.

Topic presented by Transgrid	Stakeholder input	How Transgrid responded
Next steps and close (cont.)	<p>When asked for any final comments:</p> <ul style="list-style-type: none">• One Customer Advocate noted Deep Dive 6 workshop would be of particular importance.• One Customer Advocate noted the next Deep Dive, and the topic of landholder payments would be of particular importance to them, and that they may provide questions to Transgrid in advance.• The Customer Advocate thanked KPMG and Transgrid for a robust discussion and their response to feedback.	<p>Transgrid acknowledged the comments, feedback and insights received from stakeholders. Transgrid reaffirmed it is genuinely listening to what is being said and that it had its Directors and management present, in order to ensure the business is responsive to stakeholder feedback.</p>

Appendix: Attendance

Participants

Stakeholder Name	Organisation	Stakeholder Type	Attendance
Gavin Dufty	St Vincent de Paul	Customer Advocate	Attended
Craig Memery	Public Interest Advocacy Centre	Customer Advocate	Attended
Tennant Reed	Australian Industry Group	Customer Advocate	Attended
Scott Young	Commonwealth Bank Australia	Financial investor	Attended
Kim Woodbury	City of Sydney	Direct connect customer	Attended
Brendan O'Keeffe	NSW Farmers	Customer Advocate	Attended
Nick Savage	NSW Farmers	Customer Advocate	Attended
Slavko Jovanoski	AER	Observer	Attended
Daniel Wotherspoon	AER	Observer	Attended
David Monk	AER	Observer	Attended
Albert Tong	AER	Observer	Attended
Blair Burkitt	AER	Observer	Attended
Kevin Cheung	AER	Observer	Attended
Elissa Freeman	CCP	Observer	Attended
Andrew Richards	Energy Users Association Australia	Customer Advocate	Apology
Panos Priftakis	Snowy Hydro	Direct connect customer	Apology
Brian Spak	Energy Consumers Australia	Customer Advocate	Apology
Sam Fyfield	Goldwind	Direct connect customer	Apology
Iain Maitland	Ethnic Communities Council NSW	Customer Advocate	Apology
Maria Cahir	Tesla	Direct connect customer	Apology
Dev Tayal	Tesla	Direct connect customer	Apology
Luke Rankovich	Tomago Aluminium	Direct connect customer	Apology
Nicola Falcon	AEMO	Market Body	Apology
Michael Ottaviano	ERM Advisory	Expert advisor	Apology
Christiaan Zuur	Clean Energy Council	Industry Advocate	Apology
Chloe Bennett	Aboriginal Affairs NSW	Customer Advocate	Apology
Richard McGill	AER	Observer	Apology
Mike Swanston	CCP	Observer	Apology

Appendix: Attendance

Facilitators and Observers

Stakeholder Name	Organisation	Attendance
Craig Stallan	Transgrid ELT	Attended
Maryanne Graham	Transgrid ELT	Attended
Marie Jordan	Transgrid ELT	Attended
Stephanie McDougall	Transgrid	Attended
Robert Alcaro	Transgrid	Attended
Sarah Lim	Transgrid	Attended
Edward Luk	Transgrid	Attended
Deyi Wu	Transgrid	Attended
Cassie Farrell	Transgrid	Attended
Andrew McAlpine	Transgrid	Attended
Stasha Prnjatovic	Transgrid Board	Attended
Charles-Edouard Mariolle	Transgrid Board	Attended
Gerard Reiter	Transgrid Board	Attended
Matt Pearce	KPMG	Attended
Louise Pogmore	KPMG	Attended
Hannah Lock	KPMG	Attended
Grace Smith	KPMG	Attended



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