Q. Please provide a survey of the utilities across Canada who have a rate stabilization plan and provide a description of the plan for that particular utility.

A. Attached is a summary of the results of a survey of Canadian utilities regarding rate stabilization plans and descriptions of the relevant plans.

Survey of Canadian Electrical Utilities
Rate Stabilization Mechanisms

Company	Contact Name Contact Title	Stabilization Mechanism
Nova Scotia Power	Barrie Clark Senior Costing and Rates Specialist	None.
New Brunswick Power	Rick Mitton Rate Analyst	None.
Maritime Electric (P.E.I.)	Angus Orford Manager of Customer Services and Corporate Communications	Two adjustment mechanisms have been in place since October 13, 2001. The "energy cost adjustment mechanism" determines a percentage of increase or decrease to customers bills beginning on April 1st of each year. It is based on the previous year's actual cost of fuel and operating and maintenance related to thermal production and the cost of purchased power. This total is compared to a base cost of 5 cents per kWh. The "capital cost adjustment mechanism" determines a percentage of increase or decrease to customers bills beginning on April 1st of each year. It is based on the previous year's normalized return on common equity compared to a base return of 11%.
Hydro Quebec	Julie Doonan Rates Analyst	None.
Hydro One	Una O'Reilly Manager, Business Integration Hydro One Remote Communities	None.
Manitoba Hydro	Louella Harms Business Analyst	None.
SaskPower	Vern Nelson Senior Analyst - (Load and Revenue Forecasting)	None.
Atco Electric (Alberta)	Derrick Ploof Supervisor of Rate Design	None.

Survey of Canadian Electrical Utilities
Rate Stabilization Mechanisms

Company	Contact Name Contact Title	Stabilization Mechanism
B.C. Hydro	Fred James Senior Policy Advisor - (Regulatory Affairs)	A Rate Stabilization Account accumulates income above the allowed rate of return. This is drawn down only if there is a shortfall in the rate of return.
Northwest Territories Power Corporation	Web Site (www.ntpc.com)	A Diesel Community Rate Stabilization Fund accumulates the variances between the estimated fuel cost (based on the PUB approved price) and the actual fuel cost. A "trigger" of $2 million has been set. An accumulated customer over-charge of $2 million triggers a reimbursement to the customers. An accumulated customer under-charge of $2 million triggers a rider on the base rate to remain in effect until the Fund is back to zero. The rider rate is calculated by dividing the Fund balance by the estimated kWhs to be consumed during the period of time set to reduce the Fund balance to zero. The $2 million trigger is approximately 7.6% of the $26.2 million Fuel and Lubricants expense for the year ended March 31, 2001 and 7.8% of the $25.8 million Fuel and Lubricants expense for the year ended March 31, 2000.