

1 Q. With regard to the Great Northern Peninsula interconnected in 1996:

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3 1. Which customer classes benefited from the interconnection?

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5 2. How did each benefit? Quantify the amount of benefit?

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7 3. Did the interconnection increase the revenue requirement to any class of
8 customers? If so, which class or classes and by how much?

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10 A. 1. There were three customer classes that changed due to system
11 interconnection. These were Rate 1.2 Domestic Diesel, Rate 1.23
12 Churches, Schools, and Community Halls, and Rate 2.5 General
13 Service Diesel. All of these classes benefited from the interconnection.

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15 2. The comparison between the actual 2000 revenues against the revenue
16 at applicable diesel rates is shown in the table below.

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Class	Actual 2000 Revenue	Revenue @ Diesel Rates	Difference
Rate 1.2	\$2,369,848	\$2,644,740	\$274,892
Rate 1.23	96,281	144,361	48,080
Rate 2.5	1,397,673	4,153,091	2,755,418

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19 3. Subsequent to interconnection, costs on a hypothetical non-
20 interconnected or isolated basis are no longer tracked as they no longer
21 reflect the operations nor financial situation of the company. It would not
22 be possible to complete the requested information as significant material
23 data is unavailable. Moreover, the information requested is unnecessary

1 for a satisfactory understanding of the matters regarding Hydro's
2 application before the Board.