

1 Q. Please provide a schedule that reconciles the Fuel and Purchased power
2 expenses cited in M.G. Bradbury Schedule I page 7 of 10 with the information
3 in Mr. Haynes' evidence, on pages 33 through 36 and Schedules VI, VII and
4 IX as well as the fuel expense information in Schedule 1.1 of the Cost-of-
5 Service Study. Please separately identify No. 6 fuel expense, purchased
6 power costs, diesel and natural gas costs for each system and provide the
7 information for the actual years 2004 and 2005, the 2004 test year forecast,
8 the 2006 forecast and the 2007 test year forecast. Please also separately
9 identify and explain all relevant adjustments between the three sets of
10 schedules.

11
12
13 A. The schedule on page 2 reconciles the Fuel and Purchased Power expenses
14 cited in M.G. Bradbury Schedule I page 7 of 10 with the information in Mr.
15 Haynes' evidence on page 35 and Schedules VI, VII and IX.

16
17 Mr. Haynes' numbers are meant to show expenses excluding indirect costs.
18 Mr. Bradbury's numbers are meant to include all expenses and credits that
19 would be classified in these categories in the financial statements.

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Fuel and Purchased Power Reconciliations
M. G. Bradbury Schedule 1 To Jim Haynes Evidence

2006 GRA
(\$000)

	Actual 2004	Actual 2005	Forecast 2006	Forecast 2007
Fuel Expense Per J.R. Haynes Schedules VI and IX:				
1 No. 6	80,845	80,305	89,012	142,488
2 Island Interconnected Gas Turbine / Diesel (Adjusted - See IC 7 NLH)	175	346	526	535
3 Isolated Systems Diesel	7,489	9,466	10,498	11,783
4 Total Schedules VI and IX (After Adjustment in IC 7 NLH)	88,509	90,117	100,036	154,806
Items Not Included in Schedules VI and IX:				
5 Additives	212	236	195	203
6 Ignition Fuel	127	250	185	202
7 Environmental Fuel Handling Fee	19	25	21	6
8 Fuel Cost Indirect	84	62	47	74
9 Nfld Power Classified as Power Purchases in J.R. Haynes Schedule VII	19	4	83	
10 Roddickton Diesel Omitted From J.R. Haynes Schedule VI	21			
11 RSP Component	(5,934)	(6,281)	(17,422)	(38)
12 Natuashish Handling Fee				205
13 Battle Harbour Fuel - Deducted From Power Purchases in Error		35		
14 Gas Turbine and Diesel - Labrador Interconnected	51	102	119	158
15 Labrador Interconnected / GL Difference		(15)		
16 Rounding	1	2		(2)
Fuel Expense Per M.G. Bradbury Evidence, Schedule 1, page 7 of 10	83,109	84,537	83,264	155,614
	Actual 2004	Actual 2005	Forecast 2006	Forecast 2007
Power Purchases Per J.R. Haynes, Schedules VII and IX and page 35 of Evidence:				
18 Island Interconnected (Schedule VII)	31,314	31,611	32,928	33,168
19 Labrador Interconnected - CF(L)Co (Page 35)	2,377	2,441	2,359	2,538
20 Labrador Interconnected - Wabush TS (Page 35)	201	292	405	555
21 Isolated Systems (Schedule IX)	1,028	1,422	1,716	1,677
22 Total Power Purchases Per Mr. Haynes	34,920	35,766	37,408	37,938
Items Not Included in Schedules VII and IX and page 35 of Evidence:				
23 Wheeling (Island Interconnected)	511	429	426	447
24 Battle Harbour Fuel - Deducted in Error		(35)		
25 L'Anse au Loup Deferred Amount			(36)	(36)
Items Not Included in Mr. Bradbury's Evidence:				
26 Newfoundland Power Fuel Classified as Power Purchases per J.R. Haynes Schedule VII	(88)	(4)	(83)	
27 Rounding			1	(1)
Power Purchases Per M.G. Bradbury, Schedule 1, page 7 of 10	35,343	36,156	37,716	38,348

1 The following schedule reconciles the Fuel expense cited in M.G. Bradbury
2 Schedule I page 7 of 10 with the fuel expense information in Schedule 1.1 of
3 the Cost-of-Service Study:

Reconciliation
M. G. Bradbury Schedule 1 To 2007 Cost of Service Schedule 1.1
2006 GRA
(\$000)

	Proposed
	2007
Fuel Expense Per Cost of Service, Schedule 1.1	<u>155,652</u>
Fuel Expense Per M.G. Bradbury, Schedule 1, page 7 of 10	<u>155,614</u>
Difference - Fuel Expense (*)	<u><u>(38)</u></u>

(*) This difference is due to a credit to Fuel Expense pertaining to the
RSP Labrador Interconnected write-off for the 2007 December Hydraulic
Variation allocation.

4
5 The schedules on pages 4 and 5 separately identify No. 6 Fuel expense,
6 Purchased Power costs, and Diesel / Gas Turbine Fuel costs for each system
7 for the actual years 2004 and 2005, the 2004 test year forecast, the 2006
8 forecast and the 2007 test year forecast. Page 4 has the Fuel expense and
9 page 5 has the Purchased Power costs.

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Fuel by System

(\$000)

	<u>Island Interconnected</u>	<u>Island Isolated</u>	<u>Labrador Isolated</u>	<u>L'Anse au Loup</u>	<u>Labrador Interconnected</u>	<u>Total</u>
2004 Test Year:						
1 No. 6 Fuel Expense (Note 1)	84,022					84,022
2 Diesel	50	1,275	5,397	64	14	6,800
3 Gas Turbine	263				82	345
4 Total	<u>84,335</u>	<u>1,275</u>	<u>5,397</u>	<u>64</u>	<u>96</u>	<u>91,167</u>
2004 Actual:						
5 No. 6 Fuel Expense (Note 1)	81,288					81,288
6 Diesel	164	1,762	5,526	201	1	7,654
7 Gas Turbine	51				50	101
8 RSP Component	(5,934)					(5,934)
9 Total	<u>75,569</u>	<u>1,762</u>	<u>5,526</u>	<u>201</u>	<u>51</u>	<u>83,109</u>
2005 Actual:						
10 No. 6 Fuel Expense (Note 1)	80,864					80,864
11 Diesel	170	2,132	7,176	159	7	9,644
12 Gas Turbine	180				95	275
13 RSP Component	(6,281)					(6,281)
14 Unregulated Fuel (Not Included in Cost of Service)	35					35
15 Total	<u>74,968</u>	<u>2,132</u>	<u>7,176</u>	<u>159</u>	<u>102</u>	<u>84,537</u>
2006 Forecast:						
16 No. 6 Fuel Expense (Note 1)	89,461					89,461
17 Diesel	112	2,118	8,155	225	19	10,629
18 Gas Turbine	497				100	597
19 RSP Component	(17,422)					(17,422)
20 Rounding						(1)
21 Total	<u>72,648</u>	<u>2,118</u>	<u>8,155</u>	<u>225</u>	<u>119</u>	<u>83,264</u>
2007 Forecast:						
22 No. 6 Fuel Expense (Note 1)	142,973					142,973
23 Diesel	76	1,934	9,896	158	24	12,088
24 Gas Turbine	459				134	593
25 RSP Component	(38)					(38)
26 Rounding						(2)
27 Total	<u>143,470</u>	<u>1,934</u>	<u>9,896</u>	<u>158</u>	<u>158</u>	<u>155,614</u>

Note 1 - Includes costs for Bunker 'C', Additives, Ignition Fuel, Environmental Handling, and Indirects for all years. In addition, there is a \$15 Thousand credit adjustment in 2005.

Power Purchases by System
(\$000)

	<u>Island Interconnected</u>	<u>Island Isolated</u>	<u>Labrador Isolated</u>	<u>L'Anse au Loup</u>	<u>Labrador Interconnected</u>	<u>Total</u>
1 2004 Test Year	29,913		35	736	2,910	33,594
2 2004 Actual Before Rounding	31,737	21	34	974	2,578	35,344
3 Rounding						(1)
4 2004 Actual	31,737	21	34	974	2,578	35,343
5 2005 Actual Before Adjustment	32,036	83	32	1,307	2,733	36,191
6 Error in M.G. Bradbury Schedule (To be Corrected for Final)						(35)
7 2005 Actual	32,036	83	32	1,307	2,733	36,156
8 2006 Forecast Before Rounding	33,271	119	38	1,524	2,765	37,717
9 Rounding						(1)
10 2006 Forecast	33,271	119	38	1,524	2,765	37,716
11 2007 Forecast Before Rounding	33,616	119	43	1,478	3,093	38,349
12 Rounding						(1)
13 2007 Forecast	33,616	119	43	1,478	3,093	38,348