

1 Q. The table provided in the response to PUB-NLH-401 shows Revenue at Proposed
2 Rates for Isolated Systems - rate classes a) 1.2 Domestic Diesel, b) 2.1 Small General
3 Service and c) 2.2 Large General Service. Please explain the relationship between
4 the revenues shown on this table and Revenues (column 2) shown in the COS,
5 Updated Exhibit 13, Schedule 1.2, pages 3 and 4 of 6 (Island Isolated and Labrador
6 Isolated).

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9 A. Hydro's response to PUB-NLH-401 represents the combined revenues from
10 customers in both the Isolated Island Systems and the Labrador Isolated Systems
11 billed on diesel rates and impacted by the deferred rate increase since 2007. The
12 revenues shown in the COS, Exhibit 13, Schedule 1.2 of Hydro's Amended
13 Application, Pages 3 and 4 of 6 (Island Isolated and Labrador Isolated) also include
14 revenues from customers on isolated systems not billed on diesel rates (e.g.,
15 government, churches and schools, fish plants).

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17 Please see PUB-NLH-470 Attachment 1 for a detailed breakdown and reconciliation
18 of Isolated System Revenues.

Reconciliation of Revenue at Proposed Rates

Line Revenues Bundled as per the COS Schedule 1.2, Page 3 of 6

No.	Island Isolated	Revenue at Proposed Rates	
1	1.2 Domestic Diesel	\$ 837,161	=Ln13
2	2.1 General Service 0-10 kW	\$ 218,367	=LN16+LN19+(LN14*0.3348)
3	2.2 General Service 10-100 kW	\$ 541,959	=LN17+LN18+LN20+(LN14*0.6652)
4	4.1 Street and Area Lighting	\$ 42,028	=Ln15+Ln21
5	Total	\$ 1,639,515	

Revenues Bundled as per the COS Schedule 1.2, Page 4 of 6

	Labrador Isolated	Revenue at Proposed Rates	
6	1.2 Domestic Diesel	\$ 3,548,677	=Ln21+Ln29
7	2.1 General Service 0-10 kW	\$ 1,294,987	=LN27+Ln30+(LN22*0.2217)
8	2.2 General Service 10-100 kW	\$ 3,315,471	=Ln23+Ln28+Ln31+(LN22*0.7783)
9	2.3 General Service 110-1000 kVA	\$ 357,205	=Ln24
10	2.4 General Service Over 1000 kVA	\$ 242,199	=Ln25
11	4.1 Street and Area Lighting	\$ 121,138	=Ln26+Ln32
12	Total	\$ 8,879,677	

Breakdown of Revenue shown in the COS, Updated Exhibit 13, Schedule 1.2, pages 3 and 4 of 6

	Island Isolated	Revenue at Proposed Rates	
13	D1.2 Domestic Diesel	\$ 837,161	
14	D1.23 Churches, Schools, Halls	\$ 67,588	
15	4.1 Government Streetlights and Area Lighting	\$ 36,676	
16	D2.1 Diesel Small General Service	\$ 129,633	
17	D2.2 Diesel Large General Service	\$ 68,429	
18	I2.2 General Service (Fish Plants)	\$ 266	
19	G2.1 Government Small General Service	\$ 66,105	
20	G2.2 Government Large General Service	\$ 428,304	
21	G4.1 Government Streetlights and Area Lighting	\$ 5,352	
	TOTAL	\$ 1,639,515	

	Labrador Isolated	Revenue at Proposed Rates	
21	D1.2 Domestic Diesel	\$ 3,042,456	
22	D1.23 Churches, Schools, Halls	\$ 298,430	
23	I2.2 General Service (Fish Plants)	\$ 15,008	
24	I2.3 General Service (Fish Plants)	\$ 357,205	
25	I2.4 General Service (Fish Plants)	\$ 242,199	
26	4.1 Government Streetlights and Area Lighting	\$ 111,977	
27	D2.1 Diesel Small General Service	\$ 771,697	
28	D2.2 Diesel Large General Service	\$ 2,369,699	
29	G1.2 Government Domestic Diesel	\$ 506,221	
30	G2.1 Government Small General Service	\$ 457,128	
31	G2.2 Government Large General Service	\$ 698,496	
32	G4.1 Government Streetlights and Area Lighting	\$ 9,161	
33	TOTAL	\$ 8,879,677	

Revenues as per the Response to PUB-NLH-401¹

	Combined Isolated Systems	Revenue at Proposed Rates	
1	Isolated Diesel D1.2 Domestic	\$ 3,879,617	=Ln13+Ln21
2	Isolated Diesel Class D2.1 Small General Service	\$ 901,331	=Ln16+Ln27
3	Isolated Diesel Class D2.2 Large General Service	\$ 2,438,128	=Ln17+Ln28
4	General Service Total	\$ 3,337,652	

Notes:

¹ Minor differences between revenues from the response to PUB-NLH-401 and the breakdown of revenues for the COS are due to differences in rounding in the application of percentage increases.