FortisBC Inc. - Okanagan Transmission Reinforcement (OTR) Project

ERRATA 4

1. **Exhibit B-1 - Section 3, page 37, Figure 3-6A**
   Please replace page 37 with the attached updated page 37
   For clarity - the figure includes N-1 Capacity (With Capacitors)

2. **Exhibit B-3 - BCUC IR1 response to Q7.2 page 24, line 19**
   "I.A.S1" should read "I.A.S3"

3. **Exhibit B-3 - BCUC IR1 response to Q9.4.2, page, Table A9.4.2**
   BEN T1 Comments column
   "Ex RGA T1" should read "Ex RGA T2"

4. **Exhibit B-3 - BCUC IR1 response to Q10.3, page 56, Table A10.3**
   Shaded lines should be 1.2 and 2.2, rather than 1.3 and 2.3

5. **Exhibit B-3 - BCUC IR1 response to Q15.2, page 82, Figure A15.2 Legend**
   Please replace page 82 with the attached updated page 82
   "N-1 Capacity OTR as in CPCN (Without Capacitors & SVC)" should read "N-1 Capacity OTR as in CPCN (Without Capacitors or SVC)"; and

   "N-1 Capacity as in CPCN (With Capacitors & SVC)" should read "N-1 Capacity as in CPCN (With Capacitors & without SVC)"

6. **Exhibit B-3 - BCUC IR1 response to Q41.2**
   line 6 - "Q47.2" should read "Q45.4"
   line 8 - "Q44.4" should read "Q45.4"

7. **Exhibit B-8 - SOFAR/Wiltse IR1 response to Q15.2, pages 23-24**
   To supplement this response, the information given previously does not take into account the final costs associated with delay for land availability or any of the non-financial costs associated with the Upland route, which would have application here for the diversion corridor and a portion of the Upland route.

8. **Exhibit B-11 - SOFAR IR2 response to Q20.1, page 6, line 17**
   "2.0" should read "2.5"

Figure 3-6A: Proposed System (Kelowna & Penticton) Capacity Vs Load (WITHOUT SVC)

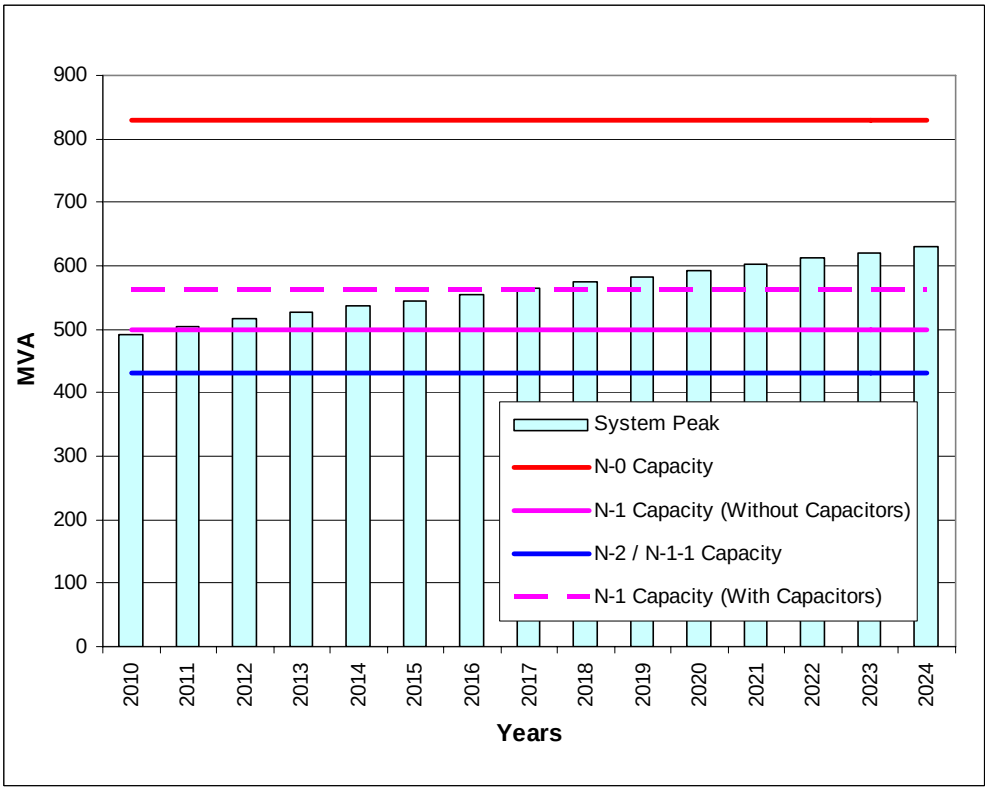
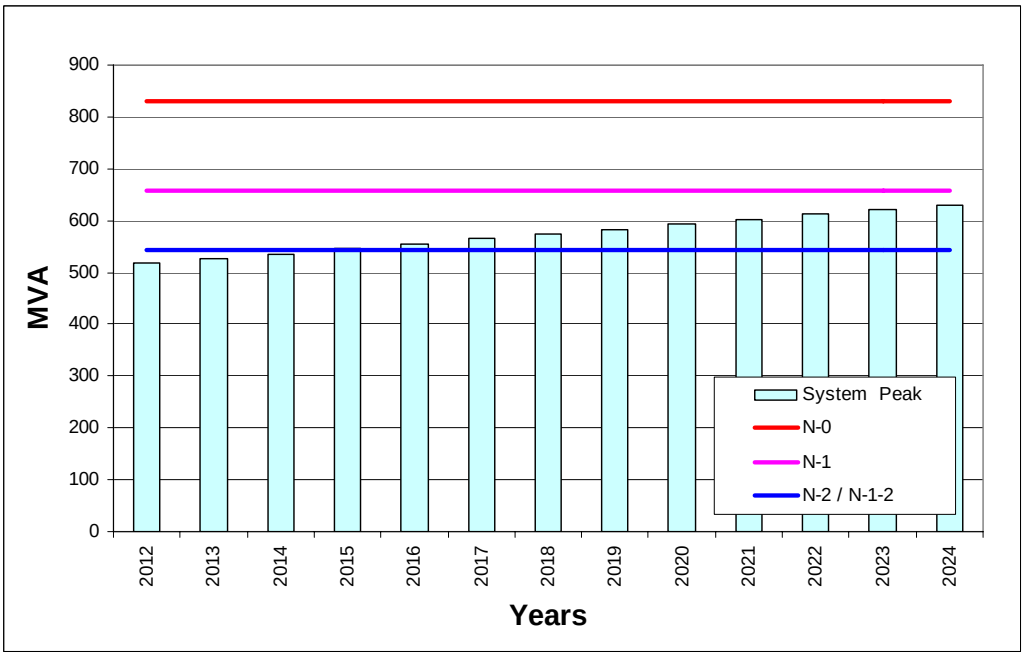


Figure 3-6B: Proposed System (Kelowna & Penticton) Capacity Vs Load (WITH SVC)



comparison between the proposed OTR solution and a single high-capacity circuit option are shown graphically in Figure A15.2.

Figure A15.2