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June 25, 2015

Via Email
Original via Mail

British Columbia Utilities Commission
Sixth Floor
900 Howe Street
Vancouver, B.C.
V6Z 2N3

Attention: Ms. Erica M. Hamilton, Commission Secretary

Dear Ms. Hamilton:

Re: FortisBC Energy Inc. (FEI)

Application for Reconsideration of Order G-187-14 Amend the Balancing Gas Charges for Rate Schedules 23, 25, 26 and 27 (the Reconsideration Application)

Response to the British Columbia Utilities Commission (BCUC or the Commission) Information Request (IR) No. 1

On May 20, 2015, FEI filed the Reconsideration Application referenced above. In accordance with Commission Order G-94-15 setting out the Regulatory Timetable for the review of the Reconsideration Application, FEI respectfully submits the attached response to BCUC IR No. 1.

If further information is required, please contact Michelle Carman, Manager, Cost of Service at (604) 592-7458.

Sincerely,

FORTISBC ENERGY INC.

Original signed:

Diane Roy

Attachments

cc (email only): Registered Parties

FortisBC Energy Inc. (FEI or the Company) Application for Reconsideration of Order G-187-14 Amend the Balancing Gas Charges for Rate Schedules 23, 25, 26 and 27 (the Reconsideration Application or the Application)	Submission Date: June 25, 2015
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A. TIMING OF THE FILING OF MONTHLY BALANCING GAS RATE DESIGN APPLICATION

1.0 Reference: IMPLICATION OF A ONE-YEAR DELAY

**Exhibit B-1, Section 4.3, p. 11; FEI Rate Schedule 23, Article 7.2;
FEI Application for Approval to Amend Balancing Charges for RS 23,
25, 26 and 27, Exhibit B-5, BCUC IR 2.1.4 and BCUC IR 2.8.2;
FEI Letter dated February 19, 2015, FEI 2013–2014 Rate Schedule
14A Gas Purchases & Sales Summary Order G-152-12 Compliance
Filing Response to Commission IR No. 1**

Historical data

FEI states on page 11 of its Application:

As directed by the Commission in the Balancing Gas Application, until a new Monthly Balancing rate is approved, FEI will continue to make use of the existing tariff provisions to encourage compliance with the tariff and to minimize potential negative consequences for natural gas core customers... A one-year delay in the review of the rate design for Monthly Balancing Gas charges should see no or little impact on core natural gas customers given the relatively small magnitude of recoveries.

1.1 Please describe any changes that FEI has implemented in regard to its business practices and policies for use of existing provisions set out in the tariff to manage the Monthly Balanced Transportation Service imbalances both at month end and during the month since the Commission decision on the FEI Application to Amend the Balancing Charges for Rate Schedules 23, 25, 26 and 27 and accompanying Order G-187-14 (Balancing Gas Decision) was issued on December 1, 2014.

Response:

FEI has not needed to implement any changes to its business practices and policies subsequent to Order G-187-14. As done so in the past, FEI continues to monitor Monthly Balanced Transportation Service imbalances on a regular basis as it is the responsibility of the Shippers and/or Shipper Agents to nominate gas volumes appropriately and manage inventory. As confirmed in the Balancing Gas Decision, FEI will utilize the existing provisions in the tariff to ensure compliance if a situation warrants such action. FEI also believes the Decision may have served as a signal to Shippers and/or Shipper Agents to be more vigilant regarding their inventory levels in light of FEI's rights to exercise these existing provisions.

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FEI continues to frequently monitor imbalances throughout the month and at month end to ensure inventory levels of monthly and daily balanced groups are managed and maintained within reasonable levels. As indicated in the response to BCUC IR 1.10.1 on the FEI Application for Approval to Amend the Balancing Charges for Rate Schedules 23, 25, 26 and 27, FEI requests transportation Shippers and/or Shipper Agents to manage an overall inventory pack on the FEI system to 2-3 days of their average daily burn. FEI continues to maintain this expectation as done so in the past.

1.2 Please discuss any further business practice improvements that FEI anticipates it will implement between now and December 31, 2016.

Response:

FEI has not identified any additional business practice improvements to implement between now and December 31, 2016. FEI will continue to monitor Shippers/Shipper Agents to ensure compliance with the existing rules. Given the Balancing Gas Decision, it's FEI's belief that if a Shipper/Shipper Agent for some reason doesn't change its nomination practices, then any nomination changes made by FEI would have Commission support.

FEI is currently reviewing all aspects of its tariff including the Transportation Rate Schedules so that any changes to these Rates Schedules and the services provided therein can be reviewed in the context of, and along with, FEI's Comprehensive Rate Design that will be filed in December 2016.

1.2.1 Please provide a description of such business practice improvements and the anticipated timing.

Response:

Please refer to the response to BCUC IR 1.1.2.

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1.3 Please provide an update on FEI's experience with Monthly Balancing Transportation Service from April 2014 to present including a description of the frequency and nature of the circumstances where FEI has taken action to limit the quantity of Balancing Gas available to any Monthly Balance Transportation Service Shipper/Shipper Agent in the past year.

Response:

FEI has been actively monitoring imbalances throughout the month and at month end. For the period of April 2014 to present, FEI has contacted many Shipper Agents on a monthly basis to make requests for adjustments in nomination to reduce imbalances. Correspondence with the Shipper Agents has primarily been through email.

As evidenced by the monthly balancing gas quantities calculated as a percentage as compared to the total load included in the response to BCUC IR 1.1.6 (ii), the percentage from January to April 2015 is 0.24%, compared to 1.12% in 2014. For historical context, the percentages of monthly balancing gas relative to total load for the years 2012 and 2013 were 1.91% and 1.92% respectively. While the frequency of requests to Shippers/Shipper Agents to adjust their nominations has generally remained the same as in the past, FEI is unable to determine if the lower level of monthly balancing gas sold in 2015 is a trend; nor is FEI able to draw any other definitive conclusions at this time.

1.4 Please provide an update on FEI's use and frequency of use of existing tools as provided for under the tariff provisions of the Monthly Balanced Transportation Service to enforce the spirit and intent of the tariff as expressed in Article 7.2 of Rate Schedule 23 that Shippers/Shipper Agents should make their best efforts to balance deliveries to customer load requirements on a daily basis.

Response:

Following the Balancing Gas Decision issued on December 1, 2014, FEI has not had the need to use the existing tools under the tariff for the Monthly Balanced Transportation Service. The inventory levels of the Shipper Agents have been maintained within reasonable limits and monthly balancing gas volumes have not been significant enough to warrant use of the tools under the tariff.

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On February 19, 2015 FEI filed its response to Commission IR No. 1 regarding the FEI 2013–2014 Rate Schedule 14A Gas Purchases & Sales Summary Order G-152-12 Compliance Filing in which FEI stated in reference to data for January 2012 to December 2014:

The Monthly Load quantities reported in response to BCUC IR 1.11.1.2.1 of the Balancing Gas Proceeding represent FEI's total deliveries to its Rate Schedule 14A customers; however the table provided in response to BCUC IR 2.1.3 of the Balancing Gas Proceeding contained errors.

1.5 Please provide the historical monthly load, Balancing Gas volumes, Backstopping Gas volumes, month end balances, Balancing Gas as a percentage of monthly load, and Balancing Gas charge recoveries per month from January 2012 to April 2015 for Monthly Balanced Transportation Service by completing the table below and in a functional Excel spreadsheet. Please incorporate the corrections that were provided in FEI's February 19, 2015 response to Commission IR No. 1 regarding the FEI 2013–2014 Rate Schedule 14A Gas Purchases & Sales Summary Order G 152 12 Compliance Filing.

Month	Monthly Load (GJ)	Balancing Gas (GJ)	Backstopping Gas(GJ)	Month End Balance (GJ)	Balancing Gas as a % of Total Load	Balancing Gas Charges (\$)
Jan 2012						
...						
April 2015						

Response:

The requested table is provided below with respect to services under Rate Schedule 14A. Refer also to Attachment 1.5 for the requested functional Excel spreadsheet.



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YYYYMM	Data Sum of Monthly Load (GJ)	Sum of Balancing Gas (GJ)	Sum of Backstopping (GJ)	Month End Balance (GJ)	Balancing Gas as a % of Total Load	Balancing Gas Charges (\$)
201201	116,737.6	16,279.6	-	-	13.9%	\$ 45,582.88
201202	102,310.3	16,781.3	-	-	16.4%	\$ 41,282.00
201203	105,810.9	12,779.9	-	-	12.1%	\$ 25,687.60
201204	75,669.1	1,709.1	-	-	2.3%	\$ 2,956.74
201205	63,055.5	1,930.5	-	-	3.1%	\$ 4,092.66
201206	50,350.2	598.2	-	202.0	1.2%	\$ 1,262.20
201207	34,085.7	863.7	-	88.0	2.5%	\$ 2,116.07
201208	31,661.8	2,620.8	-	-	8.3%	\$ 6,447.17
201209	39,700.7	6,560.7	-	-	16.5%	\$ 16,008.11
201210	81,411.8	2,096.8	-	-	2.6%	\$ 6,646.86
201211	131,328.2	7,198.2	-	-	5.5%	\$ 24,833.79
201212	154,917.7	2,770.7	-	-	1.8%	\$ 9,143.31
201301	175,009.4	3,653.4	-	-	2.1%	\$ 12,421.56
201302	158,605.9	9,829.9	-	-	6.2%	\$ 32,340.37
201303	149,671.9	854.0	-	3,882.1	0.6%	\$ 3,159.80
201304	130,439.5	4,969.4	-	-	3.8%	\$ 18,933.41
201305	87,332.3	6,908.3	-	-	7.9%	\$ 25,629.79
201306	62,741.4	2,831.5	-	10.1	4.5%	\$ 9,910.25
201307	50,281.6	4,631.5	-	-	9.2%	\$ 15,422.90
201308	47,639.3	5,346.3	-	-	11.2%	\$ 16,092.36
201309	66,493.4	16,988.4	-	-	25.5%	\$ 53,343.58
201310	135,682.8	11,232.8	-	-	8.3%	\$ 41,224.38
201311	177,193.6	3,138.6	-	-	1.8%	\$ 12,209.15
201312	234,390.6	6,223.6	-	-	2.7%	\$ 33,234.02
201401	219,451.5	12,153.5	-	-	5.5%	\$ 56,878.38
201402	225,678.3	16,629.3	-	-	7.4%	\$ 125,218.63
201403	185,718.4	2,544.4	-	-	1.4%	\$ 13,230.88
201404	139,099.9	209.6	-	3,051.7	0.2%	\$ 964.16
201405	97,455.4	379.2	-	565.5	0.4%	\$ 1,687.44
201406	77,987.7	1,107.0	-	139.8	1.4%	\$ 4,948.29
201407	59,137.0	504.0	-	86.8	0.9%	\$ 1,995.84
201408	56,457.8	972.5	-	37.5	1.7%	\$ 3,783.03
201409	65,680.5	1,165.4	-	9.4	1.8%	\$ 4,568.37
201410	102,526.4	-	-	284.0	0.0%	\$ -
201411	147,428.1	3,553.2	-	397.1	2.4%	\$ 15,136.63
201412	157,859.0	2,598.4	-	842.5	1.6%	\$ 9,458.18
201501	154,504.4	1,292.0	-	451.1	0.8%	\$ 4,069.80
201502	124,386.9	272.1	-	1,609.3	0.2%	\$ 745.55
201503	124,487.1	-	-	2,268.2	0.0%	\$ -
201504	110,217.7	232.9	-	1,603.4	0.2%	\$ 591.57
Grand Total	4,510,597.3	192,410.7	-	-	-	\$ 703,257.70

Please note that FEI Industrial Marketing and the other Shipper Agents can be required to have multiple groups of customers (regionally based) that are nominated and balanced individually. The above table is an aggregate view of FEI Industrial Marketing's three monthly balanced groups. As shown in the above table, FEI Industrial Marketing like the other Shipper Agents can incur balancing gas, and in the same month have a positive balance at month end. In a month where balancing gas was sold and a positive balance is maintained at month end, it essentially means that one group ended in a negative balance and thus incurred monthly balancing gas, and another group ended with a positive balance.

1.6 For each Monthly Balanced Transportation Service Shipper/Shipper Agent, including FEI acting as Shipper/Shipper Agent under Rate Schedule 14A, please provide the following information on a non-confidential basis for the period

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defined below. With the exception of FEI, the names of the Shippers/Shipper Agents in the non-confidential version are to remain confidential with Shippers/Shipper Agents referred to by unique number or letter. On a confidential basis, please file a version with identifiable Shipper/Shipper Agents names and also include a functional Excel spreadsheet containing the information.

i. Daily load requirement, Daily Authorized Quantity and Daily imbalance between load requirement and Authorized Quantity for each of the five months in winter 2014/2015 (November 2014 through March 2015) in the same format as provided in response to BCUC IR 2.8.2 of the Balancing Gas Proceeding.

ii. Monthly Balancing Gas quantity, monthly load requirement and Balancing Gas expressed as a percentage of total annual load requirement, for 2014 and 2015 (to date) in the same format as provided in response to BCUC IR 2.1.4 of the Balancing Gas Proceeding.

Response:

i. Please refer to Attachment 1.6i for the Daily Load Requirement, Daily Authorized Quantity and Daily Imbalance for November 2014 to March 2015. Also refer to Confidential Attachment 1.6i for the fully functional Excel spreadsheet, filed under separate cover.

As shown in the attached tables, some Shippers/Shipper Agents show a consistent pattern of incurring a cumulative daily negative imbalance resulting in a large month end imbalance. This is due to the existing Monthly Balancing provisions in the tariff where Shippers/Shipper Agents are not required to balance on a daily basis but instead by month end. Many of these Shippers/Shipper Agents also have Daily Balanced groups in which the opposite pattern occurs; a daily over-supply or pack, resulting in a large positive imbalance at month end. At the end of the month, Shippers/Shipper Agents typically transfer inventory from their Daily to their Monthly groups to make up for most if not all of the negative imbalance.



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- 1 ii. Please refer to the following Tables for the 2014 and 2015 Monthly Balancing Gas Quantity and Monthly Load
2 Requirement and Balancing Gas Expressed as a percentage. Also refer to Confidential Attachment 1.6ii for the fully
3 functional Excel spreadsheet, filed under separate cover.

Sum of MONTHLY BAL GAS SOLD	YYYYMM												Grand Total	% of Total Load
SHIPPER AGENT	201401	201402	201403	201404	201405	201406	201407	201408	201409	201410	201411	201412		
SHIPPER AGENT A	1,874.9	-	-	-	-	257.0	-	-	-	-	-	-	2,131.9	0.10%
SHIPPER AGENT B	12,754.1	-	316.2	5,843.7	4,334.6	207.8	-	2,371.3	-	-	-	8,378.1	34,205.8	0.53%
SHIPPER AGENT C	-	-	-	3,557.8	-	5,354.1	-	-	-	-	-	-	8,911.9	0.90%
SHIPPER AGENT D	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
SHIPPER AGENT E	23,122.2	8,636.9	16,839.2	-	39,416.7	2,129.9	-	376.8	646.9	-	354.1	2,905.5	94,428.2	5.44%
SHIPPER AGENT F	-	-	-	-	-	-	25.7	-	2,879.6	10,610.9	9,435.7	-	22,951.9	0.53%
FORTISBC	12,153.5	16,629.3	2,544.4	209.6	379.2	1,107.0	504.0	972.5	1,165.4	-	3,553.2	2,598.4	41,816.5	2.73%
SHIPPER AGENT H	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
SHIPPER AGENT I	-	-	-	-	1,477.0	3,261.6	-	-	-	14.4	-	-	4,753.0	4.35%
SHIPPER AGENT J	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
SHIPPER AGENT K	156.9	-	-	-	-	2,663.6	-	1,513.8	-	50,480.0	28.8	38,788.0	93,629.1	1.05%
SHIPPER AGENT L	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
SHIPPER AGENT M	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00%
Grand Total	50,061.6	25,266.2	19,699.8	9,611.1	45,607.5	14,981.0	529.7	5,234.4	4,691.9	61,105.3	13,371.8	52,668.0	302,828.3	1.12%

Sum of MEASUREMENT	YYYYMM												Grand Total
SHIPPER AGENT	201401	201402	201403	201404	201405	201406	201407	201408	201409	201410	201411	201412	
SHIPPER AGENT A	225,013.6	244,344.5	235,291.9	206,863.4	157,030.4	134,984.3	116,439.5	127,419.6	168,369.0	256,570.5	245,452.6	123,887.8	2,241,667.1
SHIPPER AGENT B	777,776.5	787,215.6	707,319.4	545,904.9	420,296.7	353,059.0	317,177.8	296,389.7	358,265.4	472,563.0	659,973.0	758,831.6	6,454,772.6
SHIPPER AGENT C	126,746.8	127,708.0	109,456.9	83,603.7	65,328.9	57,235.5	53,888.8	54,061.3	58,029.8	72,230.8	91,067.2	89,729.1	989,086.8
SHIPPER AGENT D	49,431.5	47,652.0	49,138.7	37,345.7	34,900.5	29,349.1	24,389.0	28,530.0	25,456.5	27,868.0	37,044.0	44,110.7	435,215.7
SHIPPER AGENT E	217,730.5	241,658.6	216,584.0	158,042.1	104,451.1	86,507.8	74,642.2	71,067.3	85,834.3	122,939.9	175,569.9	181,677.5	1,736,705.2
SHIPPER AGENT F	473,375.6	466,442.2	447,296.3	349,385.2	273,240.2	282,706.7	236,618.9	245,565.1	294,765.9	340,257.1	483,926.1	458,123.8	4,351,703.1
FORTISBC	219,451.5	225,678.3	185,718.4	139,099.9	97,455.4	77,987.7	59,137.0	56,457.8	65,680.5	102,526.4	147,428.1	157,859.0	1,534,480.0
SHIPPER AGENT H	-	-	-	-	-	-	-	-	-	-	-	-	1,161.0
SHIPPER AGENT I	14,812.1	14,064.6	15,728.9	11,064.1	7,673.7	6,099.9	4,897.5	4,692.8	6,144.1	8,717.0	7,565.0	7,893.4	109,353.1
SHIPPER AGENT J	5,294.0	28,129.0	46,523.0	14,196.0	6,229.0	12,264.0	35,847.0	27,928.0	7,058.0	13,199.0	6,170.0	10,962.0	213,799.0
SHIPPER AGENT K	1,077,801.0	939,932.4	865,328.3	727,904.6	644,814.0	529,479.9	470,507.9	476,453.5	560,633.5	685,961.3	955,957.0	963,608.9	8,898,382.3
SHIPPER AGENT L	7,944.2	7,913.5	6,983.1	5,143.9	3,964.3	3,393.6	3,020.6	2,017.3	2,271.8	3,026.0	4,582.7	5,163.5	55,424.5
SHIPPER AGENT M	20,299.6	20,826.0	31,074.9	-	-	-	-	-	-	-	-	-	72,200.5
Grand Total	3,215,676.9	3,151,564.7	2,916,443.8	2,278,553.5	1,815,384.2	1,573,067.5	1,396,566.2	1,390,582.4	1,632,508.8	2,105,859.0	2,814,735.6	2,803,008.3	27,093,950.9

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Sum of MONTHLY_BAL_GAS_SOLD	YYYYMM					
SHIPPER AGENT	201501	201502	201503	201504	Grand Total	% of Total Load
SHIPPER AGENT A	-	-	-	-	-	0.00%
SHIPPER AGENT B	-	2,016.1	-	171.5	2,187.6	0.08%
SHIPPER AGENT C	-	-	-	-	-	0.00%
SHIPPER AGENT D	-	-	-	-	-	0.00%
SHIPPER AGENT E	-	-	15,650.4	-	15,650.4	2.23%
SHIPPER AGENT F	-	-	-	-	-	0.00%
FORTISBC	1,292.0	272.1	-	232.9	1,797.0	0.35%
SHIPPER AGENT H	-	-	-	-	-	0.00%
SHIPPER AGENT I	-	246.0	340.0	-	586.0	1.78%
SHIPPER AGENT J	-	-	-	-	-	0.00%
SHIPPER AGENT K	-	3,450.7	-	-	3,450.7	0.09%
SHIPPER AGENT L	-	-	-	-	-	0.00%
Grand Total	1,292.0	5,984.9	15,990.4	404.4	23,671.7	0.24%

Sum of MEASUREMENT	YYYYMM				
SHIPPER AGENT	201501	201502	201503	201504	Grand Total
SHIPPER AGENT A	87,417.5	64,865.6	73,958.1	65,340.7	291,581.9
SHIPPER AGENT B	755,659.0	632,272.0	651,166.3	578,099.2	2,617,196.5
SHIPPER AGENT C	87,841.1	67,098.5	66,727.9	58,285.6	279,953.1
SHIPPER AGENT D	44,895.2	38,505.6	31,868.1	14,158.9	129,427.8
SHIPPER AGENT E	199,071.4	167,025.1	180,755.3	155,342.7	702,194.5
SHIPPER AGENT F	471,532.9	377,988.6	410,910.5	433,497.9	1,693,929.9
FORTISBC	154,504.4	124,386.9	124,487.1	110,217.7	513,596.1
SHIPPER AGENT H	1,147.6	1,069.5	1,049.2	950.6	4,216.9
SHIPPER AGENT I	7,449.5	7,595.9	10,125.9	7,756.3	32,927.6
SHIPPER AGENT J	6,276.0	5,041.0	21,029.0	3,707.0	36,053.0
SHIPPER AGENT K	1,048,604.4	843,628.9	955,765.4	866,798.7	3,714,797.4
SHIPPER AGENT L	5,151.9	4,129.8	4,249.1	3,738.5	17,269.3
Grand Total	2,869,550.9	2,333,607.4	2,532,091.9	2,297,893.8	10,033,144.0

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2.0 Reference: EFFICIENCY AND AVOIDANCE OF WASTED EXPENDITURES

Exhibit B-1, Section 4.2, p. 10

Other rate design or new tariff offerings

FEI states on page 10 of the Application:

Aligning the timing of the preparation and review of the Balancing Gas issues with the overall rate design will be more efficient and will avoid the potential for wasted expenditures... [A]s FEI's available resources from Gas Supply and Regulatory groups are and will be focusing on various other initiatives in 2015, FEI will have to engage contract resources to meet the December 1, 2015 deadline.

2.1 Does FEI anticipate it will be necessary for FEI to make an application to introduce any new transportation service tariffs or file any other rate design applications in order to respond to load requirements, changing market conditions and infrastructure constraints in advance of filing the broader rate design FEI was directed to file in Order G-21-14?

Response:

No. If FEI considers that any new transportation service tariffs or rate design changes are required in response to load requirements, changing market conditions and infrastructure constraints, such changes will be addressed as part of the broader rate design application in 2016.

2.1.1 If so, please describe the nature of these potential applications and how FEI will manage its internal resources to avoid unnecessary expenditures and the need to engage contract resources.

Response:

Please refer to the response to BCUC IR 1.2.1.

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B. TOGETHER OR SEPARATE FROM THE AMALGAMATION RATE DESIGN APPLICATION

3.0 Reference: A NEW PRINCIPLE RAISED AS A RESULT OF THE BALANCING GAS DECISION

Exhibit B-1, Section 3, p. 5

Consolidated versus separate Monthly Balancing RDA application

On page 5 of FEI's Application, "FEI notes that it does not object to filing the Monthly Balancing Rate Design Application as a separate component of the Comprehensive Rate Design or as a separate application along with the Comprehensive Rate Design."

3.1 Please discuss the advantages and disadvantages of filing the Monthly Balanced Transportation Service rate design application (Monthly Balancing RDA) as 1) a separate component of the comprehensive amalgamation rate design application directed in Order G-21-14 (Amalgamation RDA) and as 2) a separate application along with the Amalgamation RDA.

Response:

To ensure consistency and promote regulatory efficiency, it is FEI's preference to have the Monthly Balancing Rate Design Application (RDA) as a component of the Comprehensive RDA (also being referred to Amalgamation RDA in some questions), rather than as a separate application that is filed and reviewed on a similar timeline. If a separate application were to be the chosen route, FEI expects that the review process and decision pertaining to the Monthly Balancing RDA would have to lag the review process and decision pertaining to the Comprehensive RDA.

The advantages and disadvantages of the two approaches are discussed in the table below:

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	Separate Application, Same Timing as Amalgamation RDA	Component of Amalgamation RDA
Advantages	• Application and proposals aligned with Amalgamation RDA as filed • Addresses that a different and/or smaller group of stakeholders than may be required to review this issue • Greater potential for streamlined and focused review of the issue	• The issue is reviewed in the full operating and customer impact context • Proposals are aligned • May bring this topic to the attention of stakeholder groups that were previously unaware of the implications of Monthly Balancing Service • Greater potential for coordinated viewpoints • Regulatory efficiency in that a single application, review process and Decision are required
Disadvantages	• Challenges with respect timing of IRs, submissions and decision with Comprehensive RDA process • Integration of Amalgamation RDA evidence (i.e. it may be necessary to include a large volume of the Amalgamation RDA record in the record of the Monthly Balancing RDA proceeding) • Decisions in the Comprehensive RDA may dictate the alternatives and outcome of the Monthly Balancing RDA, thus there would likely be a lag in review process and Decision to accommodate Amalgamation RDA impacts	• As one of many components of the Amalgamation RDA, potential that the issue may not illicit the level of review or interest that the Commission intended

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3.2 Please elaborate on whether FEI has a preference to file the Monthly Balancing RDA as a separate component of the Amalgamation RDA or as a separate application concurrent with the Amalgamation RDA.

Response:

Please refer to the response to BCUC IR 1.3.1.

3.3 Please estimate FEI's anticipated duration of the stand-alone Monthly Balancing RDA proceeding from filing date to decision issuance date.

Response:

This response also addresses BCUC IR 1.3.4.

FEI estimates the duration of the Comprehensive RDA proceeding from filing date to decision issuance date to be 12 to 15 months. FEI does not expect that the inclusion of the Monthly Balancing RDA as a component of the Comprehensive RDA will have an impact on the duration (i.e. the Comprehensive RDA will take the same length of time with or without the Monthly Balancing RDA).

As described in the response to BCUC IR 1.3.1, FEI expects that although a stand-alone Monthly Balancing RDA Application would be filed at that the same time as the Comprehensive RDA and focused on a particular issue, the review process and/or decision will likely need to lag the Comprehensive RDA. Thus, FEI estimates the duration of a stand-alone Monthly Balancing RDA proceeding from filing date to decision issuance date to be 13-16 months.

3.4 Please estimate FEI's anticipated duration of the Amalgamation RDA proceeding from filing date to decision issuance date if the Monthly Balancing RDA is filed as a component of the Amalgamation RDA.

Response:

Please refer to the response to BCUC IR 1.3.3.

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3.5 If a stakeholder was only interested in the Monthly Balancing RDA and not interested in any delivery or any other non-delivery rate design application issues, please discuss regulatory process options, on how the Amalgamation RDA can be structured to allow this stakeholder to participate with minimal additional effort when compared to a stand-alone application while maintaining an engaged single issue participant.

Response:

If a stakeholder is only interested in the Monthly Balancing RDA, there are several options to allow this stakeholder to participate with minimal additional effort when compared to a stand-alone application, such as:

- A separate section (with supporting Appendix if necessary) pertaining to ancillary services (including Monthly Balancing) that is easy and sufficient for the Transportation customers to review without the need for reviewing the entire application;
- Well scoped and organized workshops that focus on pre-defined issues within the general categories of the Comprehensive RDA such as cost of service allocation, customer segmentation, rate design and terms and conditions of service; and,
- Categorization of information requests by topics (e.g., ancillary services) such that any stakeholder could review and filter all questions by high level categories.

Furthermore, being a part of the Comprehensive RDA will give stakeholders only interested in the Monthly Balancing RDA an opportunity to voice their opinions on other rate design considerations that may affect monthly balancing services.

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4.0 Reference: BC GAS 1992/1993 PHASE A AND PHASE B RATE DESIGN APPLICATIONS

**Decision on the BC Gas Inc. Rate Design Phase A, p. 5;
Decision on the BC Gas Inc. Rate Design Phase B, p. 1
Rate design application reviewed in phases**

The Commission, on February 21, 1992, issued its Decision on the BC Gas Inc. Rate Design Phase A.¹ Page 5 of the Decision states:

Two phases (A and B) for BC Gas rate design were created with Phase A dealing with three issues:

- gas supply cost allocation methodology;
- Rate Schedules 10, 13 and related matters including Rate Schedule 22; and
- confidentiality of gas purchase prices.

Subsequently, the Commission issued on October 25, 1993, its Decision on the BC Gas Utility Ltd. Phase B Rate Design Application.² Page 1 of the Phase B Decision outlined the issues in the proceeding including “postage-stamp” rates (exclusive of gas costs) for the residential, commercial and small industrial customer classes, Gas Cost Reconciliation Account, revised Main Extension Policy and Test, appropriate price and priority to be accorded to gas for use at the Burrard Thermal Generating Plant, and Weather Stabilization Adjustment Mechanism.

4.1 Please discuss whether FEI sees the merits of filing the Amalgamated RDA in two phases, such as in 1992 and 1993.

Response:

As FEI is in the early stages of considering and designing the Comprehensive RDA, it remains to be seen whether the process will unfold most efficiently in two phases. To the extent that stakeholder workshops and issue identification indicate that separate phases and review processes are warranted, FEI would be supportive of this approach.

¹ BC Gas Inc. Gas Cost Methodology / Rate Design Application, Decision dated February 21, 1992.

² BC Gas Utility Ltd. (formerly BC Gas Inc.) Phase B Rate Design Application, Decision dated October 25, 1993.

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1
2 4.2 Please elaborate on whether FEI intends to file one comprehensive rate design
3 application or segmented rate design applications (e.g. Phase A and B).
4

5 **Response:**

6 At this time, FEI intends to file one Comprehensive RDA. As noted in the response to BCUC IR
7 1.4.1, FEI is open to the possibility of a phased approach if consultation with stakeholders
8 indicates that this approach would be more efficient.
9
10

11
12 4.3 Hypothetically, if the Commission were to review the utility's Amalgamated RDA
13 in two or more Phases, please discuss the timing (which phase) on how would
14 the Monthly Balancing Gas Transportation Service issues be reviewed.
15

16 **Response:**

17 Hypothetically, if the Commission were to review the Comprehensive RDA in two or more
18 phases, FEI expects that the cost of gas and delivery would be the separate phases. If this was
19 the case, FEI expects that monthly balancing would be reviewed within the context of the overall
20 transportation service offering as part of the delivery phase. As noted in the Reconsideration
21 Application, the review of all components of transportation service may result in a proposal to
22 discontinue monthly balancing.

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5.0 Reference: THE SCOPE OF AMALGAMATION RDA

Exhibit B-1, Section 4.1.2, pp. 7–9

High-level view of the Amalgamation RDA

FEI states on pages 7 through 8:

Although the Balancing Gas Decision states that the rate design application contemplated would primarily focus on the delivery charges, FEI, with respect, has not interpreted Order G-21-14 this way... FEI has therefore understood that the future rate design as directed by the Commission is to be comprehensive in nature. Consistent with this understanding, FEI is currently in the planning stage of a Comprehensive Rate Design Application that includes a review of its rate schedules for both distribution and transportation services and cost allocations amongst customers, including the above mentioned rate schedules that contain the Monthly Balancing Gas service.

Figure 4-1 on page 9 of the Application “provides a high-level chart showing a high-level view of the components of the Comprehensive Rate Design Application.”

5.1 Please list the potential issues on for each of the delivery and non-delivery components, respectively, that FEI anticipates to explore in its Amalgamation RDA.

Response:

This response also addresses BCUC IR 1.5.1.1.

As FEI is still in the early stages of considering and designing the Comprehensive RDA, FEI cannot yet determine which specific issues will be reviewed or which issues will take more resources and effort than others. However, FEI expects that there could be stakeholder interest in reviewing customer segmentation in light of amalgamation, the adoption of FEI rate schedules, the allocations of costs and benefits of assets and programs that have not yet been reviewed in a rate design proceeding (for example, natural gas for transportation, the allocation of costs pertaining to the Mount Hayes LNG facility), transportation and interruptible service, and large volume and industrial customer rates.

It is FEI’s intention to meet with stakeholders and intervener groups in the fall of 2015 to canvas their thoughts on the Comprehensive RDA. FEI expects that this consultation will help guide the structure and focus of the workshops that will occur in advance of the filing of the Comprehensive RDA.

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1
2 5.1.1 Please estimate at a broad level the relative weighting of the issues
3 mentioned above in terms of the percentage of resource and effort
4 anticipated to allocate to reviewing each issue within the Amalgamation
5 RDA.

6
7 **Response:**

8 Please refer to the response to BCUC IR 1.5.1.

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6.0 Reference: THE SCOPE OF AMALGAMATION RATE DESIGN APPLICATION

Exhibit B-1, Section 4.1.2, p. 10

Amalgamation RDA in relation to Monthly Balancing RDA

On page 10 of the Application, FEI outlines a number of potential outcomes of the Amalgamation RDA. FEI states “Any of these proposals would be the result of an overall consideration of Transportation Service.” FEI further states “The issues that relate to and impact both rate designs should therefore be addressed in a consistent and coordinated manner to ensure the Balancing Gas issues and solutions are appropriately aligned with the overall rate design for all customers and, in particular, for all Transportation Service customers.”

6.1 If Monthly Balancing RDA is filed as a separate application, please elaborate on the nature and extent of the coordination between the Amalgamation RDA and Monthly Balancing RDA filings FEI sees as necessary and appropriate.

Response:

As FEI is still in the early stage of considering and designing the Comprehensive RDA and FEI is yet to start preparation of the Monthly Balancing RDA, the nature and extent of the coordination cannot be described in defined terms. However, as stated in the Reconsideration Application and in the response to BCUC IR 1.3.1, the Monthly Balancing service will be considered in a context of the Comprehensive Rate Design and proposals will be aligned.

It should be noted that if the Monthly Balancing RDA is filed as a separate application, but with the timing extended to align with the Comprehensive RDA, FEI expects that a lag in the review process of the Monthly Balancing RDA would be necessary to ensure that the two processes are coordinated. In this regard, Decisions and implications of the Comprehensive RDA could be reflected in the Monthly Balancing RDA. As noted in the Reconsideration Application, there is potential that the Comprehensive RDA may recommend the discontinuation of monthly balancing and in this circumstance a lag in the review process would be necessary to ensure that the Monthly Balancing RDA process is not a wasted effort.

Attachment 1.5

REFER TO LIVE SPREADSHEET MODEL

Provided in electronic format only

(accessible by opening the Attachments Tab in Adobe)

Attachment 1.6(i)

Sum of MEASUREMENT	GAS_DAY																														
	11/1/2014	11/2/2014	11/3/2014	11/4/2014	11/5/2014	11/6/2014	11/7/2014	11/8/2014	11/9/2014	11/10/2014	11/11/2014	11/12/2014	11/13/2014	11/14/2014	11/15/2014	11/16/2014	11/17/2014	11/18/2014	11/19/2014	11/20/2014	11/21/2014	11/22/2014	11/23/2014	11/24/2014	11/25/2014	11/26/2014	11/27/2014	11/28/2014	11/29/2014	11/30/2014	Grand Total
SHIPPER AGENT A	5,945.9	5,626.9	6,612.4	6,311.3	6,276.5	9,427.2	9,465.4	5,013.9	5,209.6	7,848.3	8,596.6	11,883.2	10,145.6	9,813.7	9,176.4	9,370.7	9,043.5	8,462.7	8,692.1	7,720.6	7,205.0	6,840.8	7,477.5	8,513.1	8,090.2	8,297.9	8,512.4	9,910.1	10,652.4	9,290.7	245,452.6
SHIPPER AGENT B	16,073.3	16,628.0	18,490.7	18,572.6	18,989.2	17,284.8	18,105.7	16,620.2	18,564.1	23,296.7	27,232.4	26,641.0	26,359.0	24,471.5	24,753.8	26,912.9	25,205.1	23,389.3	20,699.3	20,605.7	18,467.5	19,176.6	23,500.1	23,610.2	21,464.6	19,110.4	25,626.7	29,366.6	29,169.8	659,973.0	
SHIPPER AGENT C	2,369.6	2,410.2	2,547.5	2,411.0	2,568.7	2,482.3	2,602.3	2,420.5	2,772.4	2,927.4	3,058.1	3,597.4	3,686.4	3,715.2	3,376.4	3,415.2	3,592.0	3,425.4	3,086.4	2,963.9	2,823.6	2,525.8	2,712.4	3,137.6	3,057.3	2,833.9	2,727.7	3,458.1	4,124.7	4,178.8	93,067.2
SHIPPER AGENT D	1,065.0	1,043.6	1,334.3	1,228.1	1,334.3	1,228.1	1,090.6	1,150.8	1,080.1	1,217.6	1,528.0	1,469.5	1,084.4	1,228.2	1,188.0	1,425.0	1,222.2	1,188.0	1,358.6	1,538.5	1,315.6	1,154.7	1,067.3	1,326.9	1,357.7	1,495.3	1,470.7	877.3	434.7	1,079.8	37,044.0
SHIPPER AGENT E	4,450.3	4,481.9	4,752.7	4,436.3	4,668.9	4,545.7	4,973.9	4,467.1	5,433.4	5,592.0	6,449.5	7,355.9	7,676.6	7,481.8	6,866.8	6,866.9	6,895.5	5,924.4	5,547.5	5,272.3	5,284.9	5,044.2	5,217.8	6,012.2	6,174.4	5,243.6	4,707.9	6,709.7	8,756.8	8,259.0	175,569.9
SHIPPER AGENT F	9,992.8	9,720.1	12,751.8	12,721.1	15,476.9	13,246.3	14,881.6	10,046.7	12,266.9	15,262.4	15,790.4	19,577.3	20,304.2	19,363.4	19,820.9	19,265.3	21,071.0	20,771.6	18,930.0	16,602.1	16,719.3	13,386.6	14,382.0	19,385.3	17,731.1	16,057.2	14,503.8	18,527.9	18,985.6	18,354.5	483,926.1
FORTISBC	3,058.3	3,263.9	4,358.3	4,123.9	4,261.5	3,772.3	3,777.9	4,837.8	5,083.4	6,445.1	6,406.2	6,074.4	5,114.8	5,418.5	6,266.4	5,627.2	5,456.0	4,807.2	4,443.2	3,759.2	4,076.3	5,352.4	5,365.0	5,532.4	4,861.5	6,729.9	6,850.0	147,428.1			
SHIPPER AGENT H	260.7	265.4	249.6	226.0	238.5	218.5	251.3	256.6	226.5	220.7	245.4	254.0	275.6	286.4	281.0	271.1	256.3	243.6	222.9	217.6	219.9	233.1	236.6	237.5	214.8	196.9	269.6	362.9	348.5	7,565.0	
SHIPPER AGENT I	114.0	79.0	122.0	71.0	79.0	71.0	51.0	95.0	47.0	43.0	36.0	151.0	162.0	182.0	20.0	12.0	36.0	55.0	63.0	90.0	391.0	107.0	126.0	647.0	821.0	63.0	71.0	47.0	67.0	20.0	7,660.0
SHIPPER AGENT J	116.7	122.3	115.6	108.1	111.6	105.6	116.0	122.3	136.4	141.9	154.8	163.7	170.9	173.8	182.9	177.5	177.3	156.9	154.6	158.8	157.1	155.0	164.8	144.1	138.5	157.9	177.9	219.1	211.6	4,582.7	
SHIPPER AGENT K	28,438.4	26,012.6	29,225.8	25,026.3	28,415.1	26,952.4	31,810.6	29,504.0	30,677.5	33,149.9	27,781.6	36,545.9	39,042.4	37,524.5	38,183.7	39,005.3	36,149.9	32,344.0	30,562.9	28,970.1	24,980.7	27,436.6	30,918.2	30,995.8	32,769.0	29,270.6	26,684.5	36,714.7	40,553.7	40,310.3	955,957.0
Grand Total	71,885.0	69,653.9	80,260.9	75,341.9	82,214.0	79,196.7	87,246.5	72,547.8	80,118.6	93,170.6	91,962.0	114,290.3	117,260.5	112,593.6	109,019.1	109,991.2	111,643.8	103,454.0	97,496.3	89,851.5	84,145.4	79,012.0	85,629.6	99,344.4	99,545.4	89,946.5	82,844.9	108,740.8	118,253.4	118,075.0	2,814,735.6

Sum of AUTH_QTY	GAS_DAY																															
	11/1/2014	11/2/2014	11/3/2014	11/4/2014	11/5/2014	11/6/2014	11/7/2014	11/8/2014	11/9/2014	11/10/2014	11/11/2014	11/12/2014	11/13/2014	11/14/2014	11/15/2014	11/16/2014	11/17/2014	11/18/2014	11/19/2014	11/20/2014	11/21/2014	11/22/2014	11/23/2014	11/24/2014	11/25/2014	11/26/2014	11/27/2014	11/28/2014	11/29/2014	11/30/2014	Grand Total	
SHIPPER AGENT A	6,423.0	6,423.0	6,423.0	6,811.0	6,811.0	6,811.0	6,811.0	6,289.0	6,289.0	6,289.0	7,980.0	7,980.0	7,980.0	8,288.0	8,288.0	8,302.0	11,137.0	11,134.0	11,137.0	9,252.0	9,252.0	9,252.0	9,252.0	9,252.0	9,252.0	9,252.0	9,252.0	9,252.0	10,714.0	10,428.0	225,464.0	
SHIPPER AGENT B	22,461.0	22,461.0	22,461.0	20,227.0	20,227.0	20,227.0	20,227.0	19,535.0	19,535.0	19,535.0	8,402.0	12,975.0	9,668.0	10,008.0	15,569.0	17,397.0	18,031.0	26,427.0	11,907.0	34,159.0	26,087.0	18,960.0	18,279.0	25,966.0	22,509.0	33,845.0	26,681.0	26,681.0	31,089.0	33,857.0	635,393.0	
SHIPPER AGENT C	2,228.0	2,228.0	2,378.0	2,575.0	2,575.0	2,575.0	2,089.0	2,406.0	2,406.0	2,089.0	2,089.0	2,089.0	2,486.0	2,486.0	2,437.0	2,461.0	2,461.0	2,582.0	2,339.0	2,732.0	2,661.0	3,528.0	3,393.0	4,174.0	4,084.0	4,087.0	4,037.0	4,037.0	4,037.0	84,940.0		
SHIPPER AGENT D	900.0	900.0	900.0	900.0	900.0	900.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,050.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	32,100.0		
SHIPPER AGENT E	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	649.0	6,130.0		
SHIPPER AGENT F	9,680.0	9,680.0	9,680.0	9,680.0	9,779.0	9,690.0	9,531.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	9,680.0	
FORTISBC	3,998.0	3,998.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	4,743.0	
SHIPPER AGENT H	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	
SHIPPER AGENT I	231.0	231.0	231.0	231.0	231.0	126.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	1,180.0	1,180.0	1,180.0	338.0	126.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	3,185.0
SHIPPER AGENT J	15,223.0	15,223.0	15,223.0	15,223.0	15,243.0	15,243.0	15,243.0	15,243.0	15,243.0	15,243.0	15,730.0	15,730.0	15,730.0	15,730.0	15,730.0	15,730.0	17,943.0	18,198.0	18,198.0	20,423.0	20,513.0	17,444.0	18,418.0	18,418.0	20,418.0	20,418.0	20,418.0	20,418.0	43,768.0	43,968.0	579,066.0	
SHIPPER AGENT K	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	85.0	
Grand Total	62,024.0	62,278.0	63,173.0	62,024.0	61,538.0	61,343.0	61,334.0	60,743.0	60,733.0	60,743.0	51,152.0	58,105.0	55,241.0	52,978.0	58,338.0	60,117.0	60,787.0	72,252.0	60,545.0	89,750.0	71,696.0	61,254.0	59,426.0	72,028.0	64,441.0	86,736.0	78,719.0	78,719.0	130,204.0	130,204.0	2,968,557.0	

Sum of IMBALANCE	GAS_DAY																															
	11/1/2014	11/2/2014	11/3/2014	11/4/2014	11/5/2014	11/6/2014	11/7/2014	11/8/2014	11/9/2014	11/10/2014	11/11/2014	11/12/2014	11/13/2014	11/14/2014	11/15/2014	11/16/2014	11/17/2014	11/18/2014	11/19/2014	11/20/2014	11/21/2014	11/22/2014	11/23/2014	11/24/2014	11/25/2014	11/26/2014	11/27/2014	11/28/2014	11/29/2014	11/30/2014	Grand Total	
SHIPPER AGENT A	477.1	796.1	(189.4)	499.7	534.5	(2,616.2)	(2,664.4)	1,275.1	1,079.4	(1,559.3)	(616.6)	(3,903.2)	(2,255.6)	(1,833.7)	(888.4)	(1,137.7)	(741.5)	2,654.3	2,441.9	3,416.4	2,047.0	(3,042.8)	(4,480.5)	(1,184.1)	(6,370.2)	(407.9)	(590.4)	(1,988.1)	121.6	1,137.3	(19,988.6)	
SHIPPER AGENT B	6,387.7	5,833.0	3,970.3	1,654.4	1,337.8	2,942.2	(2,084.2)	2,914.8	970.9	(2,084.2)	(14,894.7)	(14,257.4)	(16,973.0)	(9,362.5)	(7,356.8)	(8,887.9)	5,481.3	1,221.9	13,459.7	15,481.3	482.5	(897.6)	2,465.9	(1,101.2)	12,380.4	1,054.3	1,722.4	(24,580.0)			(24,580.0)	
SHIPPER AGENT C	(141.6)	(182.2)	(189.5)	164.0	6.3	92.7	(7.3)	(291.4)	(586.4)	(521.4)	(880.1)	(1,508.4)	(1,603.4)	(880.4)	(978.2)	(1,131.0)	(844.4)	(747.4)	(231.9)	(182.6)	1,002.2	680.6	976.4	58.7	1,250.1	1,359.3	629.8	(1,336.8)			(18,127.2)	
SHIPPER AGENT D	(165.0)	(143.6)	(134.5)	(434.3)	(328.1)	(190.6)	(1.0)	(294.3)	(236.3)	(147.4)	(489.3)	(1,674.0)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	(1,723.4)	
SHIPPER AGENT E	(3,801.3)	(3,832.9)	(4,103.7)	(3,787.3)	(3,697.9)	(3,896.7)	(4,324.9)	(3,868.1)	(4,784.4)	(4,343.0)	(5,800.5)	(6,706.8)	(7,027.6)	(6,832.4)	(6,227.0)	(6,486.3)	(6,496.5)	(5,425.4)	(5,058.5)	(4,773.3)	(4,785.9)	(4,545.2)	(4,738.6)	(5,113.2)	(5,675.4)	(4,744.6)	(4,208.9)	(6,437.9)	(6,210.9)	(4,000.8)	(124.5)	(143,324.9)
SHIPPER AGENT F	(312.8)	(401.1)	(3,071.8)	(4,019.9)	(3,596.3)	(5,350.6)	(3,681.7)	(2,606.9)	(5,582.4)	(6,008.0)	(8,748.3)	(8,748.3)	(11,660.3)	(13,513.0)	(13,076.6)	(10,884.0)	(2,695.1)	(7,489.3)	(3,838.6)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)	(5,036.8)
SHIPPER AGENT G	839.7	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5	1,041.5
SHIPPER AGENT H	149.1	146.4	109.0	183.7	171.7	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9	183.9
SHIPPER AGENT I	117.0	152.0	160.6	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0	160.0
SHIPPER AGENT J	(13,215.4)	(17,079.5)	(14,002.8)	(8,633.3)	(13,712.1)	(11,709.4)	(16,567.6)	(18,191.3)	(14,904.5)	(17,366.9)	(11,998.6)	(18,382.9)	(20,879.5)	(17,951.9)	(13,426.8)	(10,139.9)	(8,457.1)	(7,536.7)	(9,018.6)	(8,120.2)	(12,500.2)	(12,577.8)	(13,851.0)	(8,825.6)	(6,466.5)	(16,296.7)	(13,814.3)	(12,411.2)	(12,651.7)	(8,789.6)	(1,311.2)	(36,879.6)
SHIPPER AGENT K	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)	(31.7)
Grand Total	(9,232.4)	(7,364.1)	(17,077.7)	(13,306.2)	(20,665.8)	(17,845.2)	(25,903.2)	(13,724.0)	(19,375.2)	(22,414.0)	(40,791.7)	(56,187.7)	(62,019.4)	(69,596.9)	(50,662.3)	(49,855.8)	(60,839.1)	(31,185.1)	(36,935.9)	(87.3)	(12,435.6)	(17,744.6)	(26,189.4)	(27,304.3)	(35,090.7)	(1,196.7)	(2,466.5)	(30,009.1)	1,288.2	3,657.0	(74,767.2)	

Sum of MEASUREMENT GAS_DAY		12/1/2014	12/2/2014	12/3/2014	12/4/2014	12/5/2014	12/6/2014	12/7/2014	12/8/2014	12/9/2014	12/10/2014	12/11/2014	12/12/2014	12/13/2014	12/14/2014	12/15/2014	12/16/2014	12/17/2014	12/18/2014	12/19/2014	12/20/2014	12/21/2014	12/22/2014	12/23/2014	12/24/2014	12/25/2014	12/26/2014	12/27/2014	12/28/2014	12/29/2014	12/30/2014	12/31/2014	Grand Total
SHIPPER AGENT		3,889.0	6,327.9	8,842.0	2,313.1	3,181.5	3,223.1	3,103.9	2,813.6	2,704.4	7,162.9	8,847.6	2,502.3	3,122.9	3,592.8	3,386.3	3,050.0	3,032.9	3,080.0	2,640.2	7,304.0	4,107.9	3,112.1	2,984.7	3,197.5	2,837.8	3,202.0	3,388.3	4,690.6	4,008.8	3,648.4	5,082.3	123,887.8
SHIPPER AGENT A		32,095.8	31,822.1	29,486.7	27,755.9	24,307.6	19,799.9	19,534.7	21,435.1	20,880.9	22,273.9	21,975.9	21,530.3	21,975.9	24,771.6	27,228.4	25,180.0	24,548.5	24,328.7	22,827.4	21,485.9	21,461.4	24,596.3	21,596.4	19,831.6	22,127.1	22,701.3	24,089.0	30,368.4	31,734.8	29,102.2	758,831.8	
SHIPPER AGENT B		3,690.8	3,514.1	3,424.2	3,365.8	3,056.5	2,456.6	2,391.3	2,542.1	2,234.5	2,402.5	2,516.3	2,411.1	2,516.3	2,781.8	3,106.3	2,498.6	2,699.7	2,434.3	2,784.6	2,756.6	2,484.3	2,706.0	2,854.4	2,646.6	2,498.0	2,744.7	2,896.0	3,001.0	3,774.3	4,033.0	89,729.1	
SHIPPER AGENT C		1,214.0	1,212.9	1,332.4	1,455.3	1,450.7	1,328.5	1,267.0	1,425.8	1,208.3	1,496.5	1,404.5	1,502.1	1,496.5	1,376.1	1,415.8	1,526.5	1,454.0	1,527.5	1,572.0	1,611.8	1,570.4	1,455.1	1,596.4	1,398.8	1,373.0	1,439.9	1,598.0	1,780.1	1,621.1	44,110.7		
SHIPPER AGENT D		8,388.8	7,823.8	7,149.5	6,279.0	5,270.7	4,467.5	4,211.1	4,255.5	4,751.9	5,299.9	4,869.7	5,394.7	5,763.9	5,115.5	5,785.5	5,422.1	5,520.7	5,595.6	5,497.7	5,628.5	5,781.6	5,544.1	5,544.8	5,654.7	5,986.9	6,277.2	8,215.7	8,495.2	8,495.2	181,877.5		
SHIPPER AGENT E		21,889.9	20,122.5	19,141.8	19,046.2	16,455.4	12,984.1	12,550.7	15,312.0	13,121.8	13,299.0	11,548.0	12,383.1	13,270.7	11,548.0	12,383.1	15,427.3	12,223.0	14,372.9	13,174.0	10,954.6	12,147.2	15,708.4	14,707.5	12,129.4	10,274.3	11,689.4	12,731.6	20,452.2	21,135.0	458,123.8		
SHIPPER AGENT F		7,763.3	7,282.3	6,792.3	6,386.3	5,263.2	3,871.3	3,867.4	4,481.4	4,103.0	4,291.6	4,461.5	4,343.3	3,943.7	4,587.8	5,744.1	5,445.3	5,343.7	3,673.0	3,824.9	5,191.0	5,033.7	4,797.5	3,718.0	4,489.4	4,840.7	4,610.7	4,610.7	4,610.7	4,610.7	157,859.0		
SHIPPER AGENT G		34.0	45.2	74.2	58.2	49.8	42.2	31.0	45.8	49.0	39.0	42.8	25.6	14.1	42.6	43.7	51.6	38.3	41.5	36.6	20.2	32.3	24.4	0.4	29.0	14.9	46.2	28.3	36.7	45.1	29.1	1,161.0	
SHIPPER AGENT H		333.6	320.0	292.9	275.3	251.1	221.3	231.7	213.4	193.3	201.7	213.5	222.6	246.3	288.6	261.0	245.0	232.8	238.9	241.8	247.1	247.8	242.5	255.1	261.8	264.5	274.1	274.1	264.5	306.2	315.4	7,883.4	
SHIPPER AGENT I		12.0	505.0	24.0	300.0	659.0	664.0	356.0	63.0	379.0	1,863.0	547.0	59.0	47.0	39.0	221.0	47.0	1,704.0	509.0	1,142.0	881.0	162.0	47.0	233.0	95.0	39.0	43.0	43.0	43.0	43.0	43.0	10,962.0	
SHIPPER AGENT J		39,982.9	38,222.8	35,705.0	37,068.3	30,459.9	29,435.2	28,142.0	29,198.4	27,794.2	19,460.7	22,785.4	28,819.1	30,738.2	31,621.8	34,662.7	31,633.8	33,992.6	29,746.7	29,373.3	30,323.7	34,664.4	36,293.5	26,308.3	18,788.6	23,262.0	29,278.7	33,509.9	38,965.3	38,166.7	34,757.7	963,608.9	
SHIPPER AGENT K		210.8	202.0	194.8	180.3	173.1	165.4	150.1	143.1	135.3	127.8	144.5	144.5	160.1	171.7	188.1	159.3	159.2	157.6	163.2	168.0	155.7	147.5	168.2	168.5	174.8	168.2	168.5	174.8	193.4	299.2	1,163.5	
SHIPPER AGENT L		119,014.9	117,456.6	112,439.9	104,426.6	90,572.8	78,664.2	76,859.9	83,644.9	77,830.9	74,972.0	81,713.1	79,802.7	80,978.6	88,433.7	98,474.5	91,880.4	92,355.9	88,641.1	82,752.9	83,875.2	81,880.8	94,178.0	78,308.5	65,455.1	74,273.7	82,226.2	91,440.2	114,499.6	116,738.9	106,890.5	2,803,008.3	
Grand Total		119,014.9	117,456.6	112,439.9	104,426.6	90,572.8	78,664.2	76,859.9	83,644.9	77,830.9	74,972.0	81,713.1	79,802.7	80,978.6	88,433.7	98,474.5	91,880.4	92,355.9	88,641.1	82,752.9	83,875.2	81,880.8	94,178.0	78,308.5	65,455.1	74,273.7	82,226.2	91,440.2	114,499.6	116,738.9	106,890.5	2,803,008.3	

Sum of AUTH_QTY GAS_DAY		12/1/2014	12/2/2014	12/3/2014	12/4/2014	12/5/2014	12/6/2014	12/7/2014	12/8/2014	12/9/2014	12/10/2014	12/11/2014	12/12/2014	12/13/2014	12/14/2014	12/15/2014	12/16/2014	12/17/2014	12/18/2014	12/19/2014	12/20/2014	12/21/2014	12/22/2014	12/23/2014	12/24/2014	12/25/2014	12/26/2014	12/27/2014	12/28/2014	12/29/2014	12/30/2014	12/31/2014	Grand Total
SHIPPER AGENT		4,144.0	4,702.0	3,402.0	3,362.0	2,834.0	2,834.0	2,834.0	2,834.0	2,834.0	2,834.0	2,834.0	2,834.0	2,834.0	4,445.0	4,445.0	3,523.0	4,405.0	3,540.0	4,026.0	2,087.0	2,074.0	2,068.0	4,250.0	7,450.0	7,557.0	7,557.0	7,557.0	8,330.0	3,395.0	3,395.0	130,896.0	
SHIPPER AGENT A		32,315.0	37,074.0	34,321.0	22,366.0	16,957.0	26,302.0	26,302.0	26,302.0	24,108.0	22,525.0	25,761.0	15,963.0	23,704.0	16,976.0	15,699.0	6,166.0	13,335.0	21,387.0	20,039.0	27,251.0	25,519.0	24,844.0	14,405.0	22,442.0	25,428.0	30,079.0	27,828.0	25,522.0	21,759.0	19,536.0	19,491.0	709,738.0
SHIPPER AGENT B		3,028.0	3,169.0	3,045.0	3,236.0	3,236.0	3,789.0	3,789.0	3,789.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	3,889.0	87,437.0
SHIPPER AGENT C		1,450.0	1,450.0	1,450.0	1,450.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	1,150.0	39,850.0	
SHIPPER AGENT D		8,999.0	8,999.0	8,999.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	1,099.0	57,461.0	
SHIPPER AGENT E		20,712.0	19,258.0	18,570.0	10,594.0	8,484.0	8,484.0	8,484.0	14,019.0	14,459.0	13,263.0	14,469.0	13,263.0	14,469.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	13,263.0	42,460.0	
SHIPPER AGENT F		9,966.0	9,966.0	9,966.0	9,966.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	5,466.0	155,588.0	
SHIPPER AGENT G		60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	60.0	1,886.0	
SHIPPER AGENT H		400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	13,400.0	
SHIPPER AGENT I		433.0	1,519.0	1,198.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	1,496.0	1,496.0	1,496.0	1,496.0	1,496.0	1,496.0	1,496.0	1,496.0	1,496.0	6,994.0
SHIPPER AGENT J		32,770.0	42,123.0	45,122.0	19,823.0	18,823.0	19,823.0	18,823.0	19,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	18,823.0	601,475.0	
SHIPPER AGENT K		150.0	750.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	150.0	5,250.0	
SHIPPER AGENT L		114,427.0	129,470.0	126,085.0	72,566.0	64,317.0	69,577.0	69,577.0	69,577.0	69,577.0	72,048.0	69,575.0	71,133.0	61,117.0	70,620.0	61,719.0	60,003.0	48,727.0	65,579.0	56,519.0	60,926.0	61,061.0	54,977.0	56,455.0	66,613.0	70,153.0	74,843.0	79,509.0	85,055.0	81,640.0	72,718.0	68,476.0	2,242,419.0
Grand Total		114,427.0	129,470.0	126,085.0	72,566.0	64,317.0	69,577.0	69,577.0	69,577.0	72,048.0	69,575.0	71,133.0	61,117.0	70,620.0	61,719.0	60,003.0	48,727.0	65,579.0	56,519.0	60,926.0	61,061.0	54,977.0	56,455.0	66,613.0	70,153.0	74,843.0	79,509.0	85,055.0	81,640.0	72,718.0	68,476.0	2,242,419.0	

Sum of IMBALANCE GAS_DAY		12/1/2014	12/2/2014	12/3/2014	12/4/2014	12/5/2014	12/6/2014	12/7/2014	12/8
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Sum of MEASUREMENT	GAS_DAY																																				
SHIPPER AGENT	1/1/2015	1/2/2015	1/3/2015	1/4/2015	1/5/2015	1/6/2015	1/7/2015	1/8/2015	1/9/2015	1/10/2015	1/11/2015	1/12/2015	1/13/2015	1/14/2015	1/15/2015	1/16/2015	1/17/2015	1/18/2015	1/19/2015	1/20/2015	1/21/2015	1/22/2015	1/23/2015	1/24/2015	1/25/2015	1/26/2015	1/27/2015	1/28/2015	1/29/2015	1/30/2015	1/31/2015	Grand Total					
SHIPPER AGENT A	2,083.8	1,972.2	2,698.4	1,733.0	1,767.7	1,960.4	2,067.8	2,092.7	2,129.5	3,374.4	1,452.5	1,739.9	2,933.7	9,199.8	9,004.2	6,373.1	3,373.8	1,656.6	1,769.7	1,821.2	2,074.6	3,028.8	1,762.3	1,779.7	1,827.1	1,843.6	2,013.8	3,695.6	1,818.4	2,164.2	1,843.0	87,417.5					
SHIPPER AGENT B	26,012.0	27,228.1	26,125.1	26,570.9	26,946.5	25,220.5	26,237.9	26,626.4	24,027.5	21,469.2	21,464.5	24,762.6	27,196.1	28,696.1	26,002.1	23,131.4	21,869.8	21,464.5	25,389.9	27,062.1	26,472.5	24,423.8	21,860.0	17,981.3	16,746.3	23,282.3	23,087.1	24,733.4	24,744.6	24,592.5	21,974.6	755,659.0					
SHIPPER AGENT C	3,410.9	3,541.3	3,325.5	3,467.3	3,953.4	3,005.0	3,182.1	3,073.4	2,594.8	2,993.8	2,813.2	2,987.1	3,175.2	2,977.5	2,708.7	2,570.5	2,834.8	3,053.9	2,594.4	3,112.2	2,773.2	2,984.4	1,961.6	2,062.6	2,386.2	2,438.6	2,831.7	2,738.7	2,568.5	2,738.7	2,568.5	87,841.1					
SHIPPER AGENT D	1,532.4	1,694.8	1,575.4	1,468.1	1,513.1	1,416.4	1,620.2	1,552.0	1,437.3	1,522.5	1,360.0	1,397.5	993.8	1,526.3	1,323.5	1,326.2	1,526.3	1,323.5	1,326.2	1,526.3	1,323.5	1,326.2	1,526.3	1,323.5	1,326.2	1,526.3	1,323.5	1,326.2	1,526.3	1,323.5	1,326.2	1,526.3	8,448.52				
SHIPPER AGENT E	6,952.3	7,314.7	7,257.0	8,286.5	6,884.5	6,207.1	6,526.1	6,784.6	6,392.6	5,937.6	6,384.3	6,011.1	7,173.8	6,556.8	6,975.5	6,343.3	6,011.1	6,556.8	6,975.5	6,343.3	6,011.1	7,173.8	6,556.8	6,975.5	6,343.3	6,011.1	7,173.8	6,556.8	6,975.5	6,343.3	6,011.1	7,173.8	199,071.4				
SHIPPER AGENT F	15,189.5	16,339.2	14,921.2	16,352.8	16,355.5	16,552.5	16,199.7	16,702.7	14,466.9	13,134.8	16,232.9	17,659.7	17,194.2	18,709.6	17,659.7	16,232.9	17,194.2	18,709.6	17,659.7	16,232.9	17,194.2	18,709.6	17,659.7	16,232.9	17,194.2	18,709.6	17,659.7	16,232.9	17,194.2	18,709.6	17,659.7	16,232.9	17,194.2	471,532.2			
FORTISBC	4,722.5	5,575.8	5,120.8	5,465.9	6,235.9	5,164.4	5,633.8	5,782.9	5,024.9	3,952.8	4,098.5	5,551.6	6,021.6	6,064.4	5,552.7	4,728.4	3,937.4	3,873.6	5,395.1	5,726.5	5,437.6	5,312.8	4,550.9	3,364.7	3,492.9	4,886.7	4,706.9	5,044.8	5,138.3	5,052.8	3,886.5	154,504.4					
SHIPPER AGENT H	29.8	29.0	43.2	39.8	37.9	42.5	40.5	45.1	24.5	33.2	45.8	44.0	42.4	39.8	27.9	39.0	48.7	35.6	44.4	35.6	34.5	32.6	31.0	22.6	42.4	48.9	41.3	33.6	26.0	26.4	38.6	1,147.6					
SHIPPER AGENT I	287.0	284.6	282.9	278.0	248.6	228.7	241.9	247.4	248.2	236.7	236.3	253.3	258.2	253.3	240.0	233.7	233.4	240.0	233.7	233.4	240.0	233.7	233.4	197.6	205.8	207.6	207.5	218.6	229.1	237.1	243.4	7,448.9					
SHIPPER AGENT J	158.0	134.0	111.0	174.0	134.0	95.0	118.0	87.0	59.0	83.0	55.0	55.0	130.0	423.0	190.0	178.0	638.0	269.0	103.0	67.0	735.0	876.0	442.0	75.0	126.0	187.0	79.0	126.0	79.0	197.0	95.0	6,276.0					
SHIPPER AGENT K	23,461.3	34,671.3	41,448.4	43,983.6	39,634.3	34,090.7	28,056.4	34,605.2	32,084.7	28,730.0	31,576.1	40,198.6	35,083.8	40,965.8	31,723.3	35,163.6	37,079.8	34,110.3	35,044.3	33,594.1	39,552.3	28,093.3	32,366.3	30,993.8	25,855.4	31,951.5	34,078.7	34,345.1	32,749.0	33,505.4	26,838.7	1,048,604.4					
SHIPPER AGENT L	185.9	186.0	184.9	186.1	176.4	195.0	175.1	177.6	164.4	167.1	167.6	169.7	181.6	183.6	169.4	153.6	159.6	160.0	171.1	170.3	162.9	146.5	139.2	144.1	146.0	151.1	177.6	165.4	162.1	167.8	165.0	5,151.9					
Grand Total	84,025.4	98,681.0	103,095.8	108,607.0	105,107.8	94,438.2	92,099.5	98,742.2	91,136.4	82,370.1	82,337.4	99,731.7	100,708.7	116,513.3	103,883.9	97,938.3	90,084.6	82,838.1	94,105.9	97,516.1	101,477.8	87,936.5	85,149.8	69,138.0	65,699.8	87,886.6	94,202.2	91,360.2	91,659.7	78,102.9	2,869,650.0						

Sum of AUTH_QTY	GAS_DAY																																				
SHIPPER AGENT	1/1/2015	1/2/2015	1/3/2015	1/4/2015	1/5/2015	1/6/2015	1/7/2015	1/8/2015	1/9/2015	1/10/2015	1/11/2015	1/12/2015	1/13/2015	1/14/2015	1/15/2015	1/16/2015	1/17/2015	1/18/2015	1/19/2015	1/20/2015	1/21/2015	1/22/2015	1/23/2015	1/24/2015	1/25/2015	1/26/2015	1/27/2015	1/28/2015	1/29/2015	1/30/2015	1/31/2015	Grand Total					
SHIPPER AGENT A	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	2,263.0	2,283.0	82,913.0				
SHIPPER AGENT B	37,636.0	37,530.0	30,822.0	30,715.0	31,747.0	31,611.0	28,548.0	30,195.0	18,213.0	17,125.0	16,472.0	18,724.0	13,735.0	15,578.0	14,352.0	18,825.0	18,825.0	18,825.0	18,825.0	23,611.0	26,797.0	39,821.0	36,996.0	36,996.0	36,996.0	36,996.0	36,996.0	36,996.0	36,996.0	36,996.0	36,996.0	36,996.0	820,543.0				
SHIPPER AGENT C	1,894.0	1,880.0	2,297.0	2,296.0	2,356.0	2,989.0	3,002.0	3,258.0	3,066.0	3,192.0	3,329.0	3,106.0	3,264.0	3,225.0	3,264.0	2,738.0	2,738.0	2,738.0	2,738.0	2,464.0	2,332.0	2,332.0	2,326.0	2,326.0	2,326.0	2,326.0	2,049.0	2,049.0	2,049.0	2,049.0	2,049.0	80,558.0					
SHIPPER AGENT D	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	1,350.0	51,450.0					
SHIPPER AGENT E	1,099.0	1,099.0	1,100.0	1,100.0	1,099.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	1,100.0	32,097.0					
SHIPPER AGENT F	12,762.0	12,758.0	10,469.0	10,469.0	10,469.0	9,512.0	9,402.0	8,739.0	9,454.0	14,729.0	14,729.0	14,710.0	8,454.0	11,444.0	9,602.0	9,602.0	9,602.0	9,602.0	9,602.0	9,441.0	11,826.0	9,716.0	9,716.0	9,716.0	9,716.0	9,716.0	9,716.0	6,303.0	6,303.0	4,138.0	3,673.0	298,280.0					
FORTISBC	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	7,500.0	152,189.0					
SHIPPER AGENT H	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	455.0					
SHIPPER AGENT I	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	400.0	12,400.0					
SHIPPER AGENT J	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	620.0					
SHIPPER AGENT K	16,793.0	16,793.0	13,793.0	13,793.0	13,793.0	17,818.0	17,818.0	12,521.0	19,818.0	16,818.0	12,896.0	20,896.0	19,896.0	23,896.0	15,896.0	17,896.0	17,896.0	17,896.0	17,896.0	25,896.0	22,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	25,896.0	545,666.0				
SHIPPER AGENT L	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	175.0	5,450.0					
Grand Total	81,952.0	81,838.0	70,259.0	70,151.0	71,221.0	72,903.0	67,139.0	70,102.0	56,940.0	59,203.0	61,157.0	54,523.0	58,670.0	55,702.0	62,378.0	50,232.0	61,627.0	61,627.0	61,627.0	61,627.0	75,158.0	71,272.0	91,781.0	88,741.0	88,741.0	88,741.0	88,741.0	88,741.0	88,741.0	88,741.0	88,741.0	88,741.0	2,082,609.0				

Sum of IMBALANCE	GAS_DAY																																				
SHIPPER AGENT	1/1/2015	1/2/2015	1/3/2015	1/4/2015	1/5/2015	1/6/2015	1/7/2015	1/8/2015	1/9/2015	1/10/2015	1/11/2015	1/12/2015	1/13/2015	1/14/2015	1/15/2015	1/16/2015	1/17/2015	1/18/2015	1/19/2015	1/20/201																	

FEI Balancing Charges Reconsideration G-187-14 - BCUC IR1 Response

Attachment 1.6(i)

[illegible][illegible][illegible]

Attachment 1.6(i)

REFER TO LIVE SPREADSHEET MODEL

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Attachment 1.6(ii)

REFER TO LIVE SPREADSHEET MODEL

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(accessible by opening the Attachments Tab in Adobe)