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November 22, 2017

British Columbia Utilities Commission
Suite 410, 900 Howe Street
Vancouver, BC
V6Z 2N3

Attention: Mr. Patrick Wruck, Commission Secretary and Manager, Regulatory Support

Dear Mr. Wruck:

**Re: FortisBC Energy Inc. - Mainland, Vancouver Island, and Whistler Service Areas
Commodity Cost Reconciliation Account (CCRA), Midstream Cost
Reconciliation Account (MCRA) Quarterly Gas Costs, Biomethane Energy
Recovery Charge (BERC) Rates, and Biomethane Variance Account (BVA)
Annual Report
2017 Fourth Quarter Gas Cost Report**

The attached materials provide the FortisBC Energy Inc. (FEI or the Company) 2017 Fourth Quarter Gas Cost Report (the Fourth Quarter Report) for the CCRA and MCRA deferral accounts as required under British Columbia Utilities Commission (the Commission) guidelines. The gas cost forecast used within the attached report is based on the five-day average of the November 7, 8, 9, 10, and 14, 2017 forward prices (five-day forward prices ending November 14, 2017).

Pursuant to the Commission Order G-133-16 and the accompanying Decision dated August 12, 2016, FEI is directed to file BVA Annual Report concurrently with the fourth quarter CCRA MCRA report setting out the Short Term BERC Rate and Long Term BERC Rate to be effective January 1st of each year.

CCRA Deferral Account

Based on the five-day average forward prices ending November 14, 2017, the December 31, 2017 CCRA balance is projected to be approximately \$20 million surplus after tax. Further, based on the five-day average forward prices ending November 14, 2017, the gas purchase cost assumptions, and the forecast commodity cost recoveries at present rates for the 12-month period ending December 31, 2018, and accounting for the projected December 31, 2017 deferral balance, the CCRA trigger ratio is calculated to be 132.3 percent (Tab 1, Page

2, Column 4, Line 8), which falls outside the deadband range of 95 percent to 105 percent. The tested rate decrease that would produce a 100 percent commodity recovery-to-cost ratio is calculated to be \$0.501/GJ (Tab 1, Page 2, Column 5, Line 26), which falls outside the \$0.50/GJ rate change threshold. The results of the two-criteria rate adjustment mechanism indicate that a rate change is required effective January 1, 2018.

The schedule at Tab 2, Pages 1 and 2 provide the information related to the allocation of the forecast CCRA gas supply costs for the January 1, 2017 to December 31, 2019 period, based on the five-day average forward prices ending November 14, 2017, to the sales rate classes.

The schedule at Tab 3, Page 1 provides the forecast monthly CCRA deferral balances with the proposed decrease to the commodity cost recovery rate, effective January 1, 2018.

MCRA Deferral Account

Based on the five-day average forward prices ending November 14, 2017, the midstream gas supply cost assumptions, and the forecast midstream cost recoveries at present rates, the 2018 MCRA activity is forecast to under recover costs for the 12-month period by approximately of \$7 million (the difference between the forecast 2018 costs incurred shown at Tab 1, Page 3, Column 14, Line 27 and the forecast 2018 recoveries shown at Tab 1, Page 3, Column, 14, Line 28). The schedule at Tab 2, Page 7, shows the sales rate classes allocation to eliminate the forecast under recovery of the 12-month MCRA gas supply costs. The Company requests approval to set the Storage and Transport Charges for the sales rate classes to the amounts shown in the schedule at Tab 2, Page 7, Line 40, effective January 1, 2018. The Storage and Transport Charge for Rate Schedule 1 residential customers is proposed to increase by \$\$0.055/GJ, from \$1.009/GJ to \$1.064/GJ, effective January 1, 2018.

MCRA Rate Rider 6 was established to amortize and refund / recover amounts related to the MCRA year-end balances. Pursuant to Commission Order G-138-14, one-half of the cumulative projected MCRA deferral balance at the end of the year will be amortized into the following year's midstream rates. Based on the five-day average forward prices ending November 14, 2017, the December 31, 2017 MCRA balance is projected to be approximately \$58 million surplus after tax (Tab 1, Page 3, Col. 14, Line 16). The Company requests approval to reset MCRA Rate Rider 6 for the natural gas sales rate classes to the amounts as shown in the schedule at Tab 2, Page 7, Line 45, effective January 1, 2018. The MCRA Rate Rider 6 applicable to Rate Schedule 1 residential customers is proposed to increase the refund by \$0.108/GJ, from a refund amount of \$0.198/GJ to \$0.306/GJ, effective January 1, 2018.

The schedules at Tab 2, Pages 4 to 6, provide details of the recorded and forecast MCRA gas supply costs for calendar 2017, 2018, and 2019 based on the five-day average forward prices ending November 14, 2017.

The schedule at Tab 3, Page 3 provides the forecast monthly MCRA deferral balances with the proposed changes to the storage and transport related charges, effective January 1, 2018.

FEI will continue to monitor and report the MCRA balances consistent with the Company's position that midstream recoveries and costs be reported on a quarterly basis and, under normal circumstances, midstream rates be adjusted on an annual basis with a January 1 effective date.

BERC Rates and BVA Annual Report

By Order G-177-16 dated December 2, 2016, the Commission established the Short Term BERC Rate at \$10.540/GJ and the Long Term BERC Rate at \$10.000/GJ, effective January 1, 2017.

In the Fourth Quarter Gas Cost Report, FEI requests Commission approval to flow-through a decrease of \$0.501/GJ to the Commodity Cost Recovery Charge, from \$2.050/GJ to \$1.549/GJ. The existing British Columbia Carbon Tax is set at \$1.490/GJ. Based on the BERC rate methodology, the Company requests to decrease \$0.501/GJ to the Short Term BERC rate from \$10.540/GJ to \$10.039/GJ, and to maintain the Long Term BERC rate at \$10.000/GJ, effective January 1, 2018. The tables below provide the breakdown and calculation of the current and proposed BERC rates.

| Particulars | Short Term Contract | |
|--------------------------------|---------------------|-----------------|
| | Jan 1, 2017 | Jan 1, 2018 |
| BERC Rate effective date | Jan 1, 2017 | Jan 1, 2018 |
| Commodity Cost Recovery Charge | \$2.050 | \$1.549 |
| BC Carbon Tax | \$1.490 | \$1.490 |
| Premium | \$7.000 | \$7.000 |
| Short Term BERC Rate per GJ | \$10.540 | \$10.039 |

| Particulars | Long Term Contract | |
|---|--------------------|-----------------|
| | Jan 1, 2017 | Jan 1, 2018 |
| BERC Rate effective date | Jan 1, 2017 | Jan 1, 2018 |
| Short Term BERC Rate | \$10.540 | \$10.039 |
| Less: Discount of \$1.00 (for long term contract) | (\$1.000) | (\$1.000) |
| Theoretical calculation | \$9.540 | \$9.039 |
| Subject to a Minimum Contract Strike Price / GJ | \$10.000 | \$10.000 |
| Long Term BERC Rate per GJ | \$10.000 | \$10.000 |

Based on the biomethane gas supply cost assumptions (i.e. project in-service date, cost of service, and production volumes) and the forecast biomethane recoveries at the present BERC rate, the BVA balance before accounting for the value of the unsold biomethane quantities is projected to be approximately \$1,619 thousand deficit after tax at December 31, 2017 (Tab 4, Page 2, Column 14, Line 8).

FEI projects an undersupply in the biomethane quantity balance while new supply is being developed over the next two years. FEI believes that a deficit is not unreasonable for two reasons. Firstly, the biomethane supply and sales are notional. In the past, FEI ran with a notional surplus for a period extending beyond two years and therefore, a notional deficit can be treated similarly. Secondly, FEI customers indicated a strong preference for supporting real projects rather than the purchase of carbon offsets made by FEI on their behalf. In order to maintain integrity and to stay aligned with customer wishes FEI believes it is preferable to run a notional deficit and procure more supply rather than use an alternate mechanism to make natural gas carbon neutral. Further, FEI considers it premature to consider an alternate mechanism as supply may be greater than forecast and demand may be less than forecast.

FEI will continue to monitor the notional volume balance and will re-evaluate the projected supply and demand for biomethane annually. In the event that FEI believes the deficit may extend beyond two years, FEI may choose to use an alternate path. Specifically, FEI may consider the purchase carbon offsets and notionally transfer conventional natural gas into the BVA, pursuant to the Commission Order G-194-10, G-210-13, and in according to the FEI General Terms and Conditions (Section 28.3 for Biomethane Service).

The monthly deferral account activity and balances for the BVA are shown on the schedules provided at Tab 4, Pages 1 and 2 – the schedule at Page 1 displays energy quantities, and the schedule at Page 2 displays dollar amounts. The schedule at Tab 4, Page 3 provides a breakdown of the monthly actual and forecast biomethane recoveries by rate class. The schedules at Tab 4, Pages 4C to 6C provide a breakdown of the monthly actual and forecast biomethane supply costs by project.

The schedule at Tab 4, Page 7 provides the monthly biomethane inventory change since January 2016, as well as the age of biomethane inventory sold each month as determined on a first in, first out basis.

FEI requests the information contained within Tab 4, Pages 4C, 5C, and 6C to be treated as CONFIDENTIAL.

CONFIDENTIALITY

FEI is requesting that this information be filed on a confidential basis pursuant to section 18 of the Commission's Rules of Practice and Procedure regarding confidential documents, established by Order G-1-16, and Section 71(5) of the *Utilities Commission Act* and requests that the Commission exercise its discretion under Section 6.0 of the Rules for Natural Gas Energy Supply Contracts and allow these documents to remain confidential. FEI believes this will ensure that market sensitive information is protected, and FEI's ability to obtain favourable commercial terms for future gas contracting is not impaired.

In this regard, FEI further believes that the Core Market could be disadvantaged and may well shoulder incremental costs if utility gas supply procurement strategies as well as contracts are treated in a different manner than those of other gas purchasers, and believes that since it continues to operate within a competitive environment, there is no necessity for public disclosure and risk prejudice or influence in the negotiations or renegotiation of subsequent contracts.

Summary

The Company requests Commission approval of the following, effective January 1, 2018:

- Approval to flow-through to decrease of \$0.501/GJ to the Commodity Cost Recovery Charge within the Mainland, Vancouver Island, and Whistler service areas from \$2.050/GJ to \$1.549/GJ.
- Approval to flow-through changes to the Storage and Transport Charges, applicable to all affected sales rate classes within the Mainland, Vancouver Island, and Whistler service areas, as set out in the schedule at Tab 2, Page 7.
- Approval to set MCRA Rate Rider 6, applicable to all affected sales rate classes within the Mainland, Vancouver Island, and Whistler service areas, as set out in the schedule at Tab 2, Page 7.
- Approval of the Short Term BERC Rate to decrease from \$10.540/GJ to \$10.039/GJ, applicable to all biomethane rate schedules within the Mainland, Vancouver Island, and Whistler service areas.
- Approval of the Long Term BERC Rate to remain unchanged at \$10.00/GJ, based on a \$1.00 discount to the Short Term BERC Rate and subject to a \$10.00/GJ Minimum Contract Strike Price.

For comparative purposes, FEI provides at Tabs 5 and 6 the tariff continuity and bill impact schedules of all sales rate classes for Mainland, Vancouver Island, and Whistler service areas. The tariff continuity schedules in Tab 5 also include Revelstoke proposal of propane reference price increase of which FEI files in a separate submission. These schedules have been prepared showing the combined effects of the proposed changes to delivery rates as requested in the FEI Annual Review for 2018 Rates, the proposed Commodity Cost Recovery Charge, Storage and Transport Charges, MCRA Rate Rider 6, and BERC Rate, as requested within the Fourth Quarter Report, to be effective January 1, 2018. As a result, the annual bill for:

- a typical Mainland Rate Schedule 1 residential customer with an average annual consumption of 90 GJ will decrease by approximately \$45 or 5.7%.
- a typical Vancouver Island Rate Schedule 1 residential customer with an average annual consumption of 50 GJ will decrease by approximately \$85 or 15.2%.

- a typical Whistler Rate Schedule 1 residential customer with an average annual consumption of 100 GJ will decrease by approximately \$245 or 23.2%.
- a typical Mainland Biomethane Service Rate Schedule 1 residential customer with an average annual consumption 90 GJ, based on defined ratio of 10% biomethane, will decrease by approximately \$45 or 5.2%.

FEI will continue to monitor the forward prices, and will report CCRA and MCRA balances in its 2018 First Quarter Gas Cost Report.

We trust the Commission will find the attached to be in order. However, should any further information be required, please contact Doug Richardson at 604-592-7643.

Sincerely,

FORTISBC ENERGY INC.

Original signed:

Diane Roy

Attachments

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
CCRA MONTHLY BALANCES AT EXISTING RATES (AFTER ADJUSTMENTS FOR ENERGY DIFFERENCES)
FOR THE FORECAST PERIOD FROM JAN 2018 TO DEC 2019
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017
\$(Millions)

Tab 1

Page 1

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|
| | | Recorded Jan-17 | Recorded Feb-17 | Recorded Mar-17 | Recorded Apr-17 | Recorded May-17 | Recorded Jun-17 | Recorded Jul-17 | Recorded Aug-17 | Recorded Sep-17 | Recorded Oct-17 | Projected Nov-17 | Projected Dec-17 | Jan-17 to Dec-17 |
| 1 | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | CCRA Balance - Beginning (Pre-tax) ^(a) | \$ (22) | \$ (13) | \$ (9) | \$ (6) | \$ (3) | \$ 2 | \$ 5 | \$ 3 | \$ (3) | \$ (12) | \$ (23) | \$ (26) | \$ (22) |
| 4 | Gas Costs Incurred | 31 | 23 | 24 | 23 | 26 | 23 | 19 | 15 | 11 | 10 | 19 | 23 | 247 |
| 5 | Revenue from APPROVED Recovery Rate | (21) | (19) | (21) | (20) | (21) | (20) | (21) | (21) | (20) | (21) | (22) | (23) | (249) |
| 6 | CCRA Balance - Ending (Pre-tax) ^(b) | \$ (13) | \$ (9) | \$ (6) | \$ (3) | \$ 2 | \$ 5 | \$ 3 | \$ (3) | \$ (12) | \$ (23) | \$ (26) | \$ (27) | \$ (27) |
| 7 | | | | | | | | | | | | | | |
| 8 | Tax Rate | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% |
| 9 | | | | | | | | | | | | | | |
| 10 | CCRA Balance - Ending (After-tax) ^(c) | \$ (9) | \$ (6) | \$ (4) | \$ (2) | \$ 1 | \$ 4 | \$ 2 | \$ (3) | \$ (9) | \$ (17) | \$ (19) | \$ (20) | \$ (20) |
| 11 | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | |
| 14 | | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | Jan-18 to Dec-18 |
| 15 | | | | | | | | | | | | | | |
| 16 | CCRA Balance - Beginning (Pre-tax) ^(a) | \$ (28) | \$ (27) | \$ (27) | \$ (28) | \$ (34) | \$ (40) | \$ (46) | \$ (52) | \$ (57) | \$ (63) | \$ (68) | \$ (68) | \$ (28) |
| 17 | Gas Costs Incurred | 23 | 21 | 22 | 17 | 17 | 16 | 17 | 17 | 16 | 18 | 23 | 25 | 230 |
| 18 | Revenue from EXISTING Recovery Rates | (23) | (21) | (23) | (22) | (23) | (22) | (23) | (23) | (22) | (23) | (22) | (23) | (268) |
| 19 | CCRA Balance - Ending (Pre-tax) ^(b) | \$ (27) | \$ (27) | \$ (28) | \$ (34) | \$ (40) | \$ (46) | \$ (52) | \$ (57) | \$ (63) | \$ (68) | \$ (68) | \$ (65) | \$ (65) |
| 20 | | | | | | | | | | | | | | |
| 21 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 22 | | | | | | | | | | | | | | |
| 23 | CCRA Balance - Ending (After-tax) ^(c) | \$ (20) | \$ (20) | \$ (21) | \$ (25) | \$ (29) | \$ (33) | \$ (38) | \$ (42) | \$ (46) | \$ (50) | \$ (49) | \$ (48) | \$ (48) |
| 24 | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | |
| 27 | | Forecast Jan-19 | Forecast Feb-19 | Forecast Mar-19 | Forecast Apr-19 | Forecast May-19 | Forecast Jun-19 | Forecast Jul-19 | Forecast Aug-19 | Forecast Sep-19 | Forecast Oct-19 | Forecast Nov-19 | Forecast Dec-19 | Jan-19 to Dec-19 |
| 28 | | | | | | | | | | | | | | |
| 29 | CCRA Balance - Beginning (Pre-tax) ^(a) | \$ (65) | \$ (62) | \$ (59) | \$ (58) | \$ (62) | \$ (68) | \$ (73) | \$ (79) | \$ (84) | \$ (90) | \$ (94) | \$ (94) | \$ (65) |
| 30 | Gas Costs Incurred | 27 | 24 | 25 | 19 | 18 | 17 | 18 | 18 | 17 | 19 | 23 | 26 | 250 |
| 31 | Revenue from EXISTING Recovery Rates | (23) | (21) | (23) | (23) | (23) | (23) | (23) | (23) | (23) | (23) | (23) | (23) | (275) |
| 32 | CCRA Balance - Ending (Pre-tax) ^(b) | \$ (62) | \$ (59) | \$ (58) | \$ (62) | \$ (68) | \$ (73) | \$ (79) | \$ (84) | \$ (90) | \$ (94) | \$ (94) | \$ (91) | \$ (91) |
| 33 | | | | | | | | | | | | | | |
| 34 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 35 | | | | | | | | | | | | | | |
| 36 | CCRA Balance - Ending (After-tax) ^(c) | \$ (45) | \$ (43) | \$ (42) | \$ (45) | \$ (50) | \$ (54) | \$ (58) | \$ (62) | \$ (65) | \$ (69) | \$ (68) | \$ (66) | \$ (66) |

Notes:

(a) Pre-tax opening balances are restated based on current income tax rates, to reflect grossed-up after tax amounts.

(b) For rate setting purposes CCRA pre-tax balances include grossed-up projected deferred interest of approximately \$2.0 million credit as at December 31, 2017.

(c) For rate setting purposes CCRA after-tax balances are independently grossed-up to reflect pre-tax amounts.

Slight differences in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
CCRA RATE CHANGE TRIGGER MECHANISM
FOR THE FORECAST PERIOD JAN 2018 TO DEC 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 1
Page 2

| Line No. | Particulars | Pre-Tax (\$Millions) | Forecast Energy (TJ) | Percentage | Unit Cost (\$/GJ) | Reference / Comment |
|----------|--|----------------------|----------------------|-----------------|--|--|
| | (1) | (2) | (3) | (4) | (5) | (6) |
| 1 | <u>CCRA RATE CHANGE TRIGGER RATIO</u> | | | | | |
| 2 | | | | | | |
| 3 | Projected Deferral Balance at Jan 1, 2018 ^(a) | \$ (28) | | | | (Tab 1, Page 1, Col.14, Line 16) |
| 4 | Forecast Incurred Gas Costs - Jan 2018 to Dec 2018 | \$ 230 | | | | (Tab 1, Page 1, Col.14, Line 17) |
| 5 | Forecast Recovery Gas Costs at Existing Recovery Rate - Jan 2018 to Dec 2018 | \$ 268 | | | | (Tab 1, Page 1, Col.14, Line 18) |
| 6 | | | | | | |
| 7 | CCRA = Forecast Recovered Gas Costs (Line 5) | = \$ 268 | | = 132.3% | | |
| 8 | Ratio Forecast Incurred Gas Costs (Line 4) + Projected CCRA Balance (Line 3) | \$ 202 | | | | Outside 95% to 105% deadband |
| 9 | | | | | | |
| 10 | | | | | | |
| 11 | | | | | | |
| 12 | | | | | | |
| 13 | <u>Existing Cost of Gas (Commodity Cost Recovery Rate), effective October 1, 2016</u> | | | | <u>\$ 2.050</u> | |
| 14 | | | | | | |
| 15 | | | | | | |
| 16 | | | | | | |
| 17 | | | | | | |
| 18 | <u>CCRA RATE CHANGE THRESHOLD (+/- \$0.50/GJ)</u> | | | | | |
| 19 | | | | | | |
| 20 | Forecast 12-month CCRA Baseload - Jan 2018 to Dec 2018 | | 130,721 | | | (Tab1, Page 7, Col.5, Line 11) |
| 21 | | | | | | |
| 22 | Projected Deferral Balance at Jan 1, 2018 ^(a) | \$ (28) | | | \$ (0.2110) ^(b) | |
| 23 | Forecast 12-month CCRA Activities - Jan 2018 to Dec 2018 | (38) | | | <u>\$ (0.2900) ^(b)</u> | |
| 24 | (Over) / Under Recovery at Existing Rate | <u>\$ (65)</u> | | | | (Line 3 + Line 4 - Line 5) |
| 25 | | | | | | |
| 26 | Proposed Rate (Decrease) / Increase | | | | <u>\$ (0.501)</u> ^(b) | Exceeds minimum +/- \$0.50/GJ threshold |
| 27 | Proposed Flow-Through Commodity Cost Recovery Rate, effective January 1, 2018 | | | | <u>\$ 1.549</u> | Line 13 + Line 26 |

Notes:

(a) Pre-tax opening balances are restated based on current income tax rates, to reflect grossed-up after tax amounts.

(b) Commodity cost recovery rate in tariff is set at 3 decimal places. Individual rate components are shown to 4 decimal places.

Slight differences in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
MCRA MONTHLY BALANCES AT EXISTING RATES (AFTER ADJUSTMENTS FOR ENERGY DIFFERENCES)
FOR THE FORECAST PERIOD FROM JAN 2018 TO DEC 2019
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017
\$(Millions)

Tab 1
Page 3

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------|
| | | Recorded Jan-17 | Recorded Feb-17 | Recorded Mar-17 | Recorded Apr-17 | Recorded May-17 | Recorded Jun-17 | Recorded Jul-17 | Recorded Aug-17 | Recorded Sep-17 | Recorded Oct-17 | Projected Nov-17 | Projected Dec-17 | Total 2017 |
| 1 | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | |
| 3 | MCRA Balance - Beginning (Pre-tax) ^(a) | \$ (45) | \$ (48) | \$ (51) | \$ (54) | \$ (57) | \$ (60) | \$ (60) | \$ (63) | \$ (67) | \$ (68) | \$ (73) | \$ (70) | \$ (45) |
| 4 | 2017 MCRA Activities | | | | | | | | | | | | | |
| 5 | <u>Rate Rider 6</u> | | | | | | | | | | | | | |
| 6 | <i>Amount to be amortized in 2017</i> | | | | | | | | | | | | | |
| 7 | <i>Rider 6 Amortization at APPROVED 2017 Rates</i> | \$ 4 | \$ 4 | \$ 3 | \$ 2 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 2 | \$ 3 | \$ 4 | \$ 26 |
| 8 | <u>Midstream Base Rates</u> | | | | | | | | | | | | | |
| 9 | <i>Gas Costs Incurred</i> | \$ 41 | \$ 31 | \$ 21 | \$ 6 | \$ (4) | \$ (9) | \$ (14) | \$ (17) | \$ (10) | \$ 0 | \$ 21 | \$ 29 | \$ 96 |
| 10 | <i>Revenue from APPROVED Recovery Rates</i> | (48) | (38) | (27) | (12) | (0) | 8 | 11 | 12 | 8 | (7) | (20) | (37) | (151) |
| 11 | Total Midstream Base Rates (Pre-tax) | \$ (7) | \$ (7) | \$ (6) | \$ (6) | \$ (4) | \$ (1) | \$ (3) | \$ (5) | \$ (2) | \$ (7) | \$ 1 | \$ (8) | \$ (55) |
| 12 | | | | | | | | | | | | | | |
| 13 | MCRA Cumulative Balance - Ending (Pre-tax) ^(b) | \$ (48) | \$ (51) | \$ (54) | \$ (57) | \$ (60) | \$ (60) | \$ (63) | \$ (67) | \$ (68) | \$ (73) | \$ (70) | \$ (79) | \$ (79) |
| 14 | Tax Rate | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% |
| 15 | | | | | | | | | | | | | | |
| 16 | MCRA Cumulative Balance - Ending (After-tax) ^(c) | \$ (35) | \$ (38) | \$ (40) | \$ (43) | \$ (45) | \$ (45) | \$ (46) | \$ (49) | \$ (50) | \$ (54) | \$ (52) | \$ (58) | \$ (58) |
| 17 | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | |
| 19 | | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | Total 2018 |
| 20 | | | | | | | | | | | | | | |
| 21 | MCRA Balance - Beginning (Pre-tax) ^(a) | \$ (80) | \$ (85) | \$ (86) | \$ (86) | \$ (87) | \$ (81) | \$ (72) | \$ (62) | \$ (50) | \$ (40) | \$ (37) | \$ (40) | \$ (80) |
| 22 | 2018 MCRA Activities | | | | | | | | | | | | | |
| 23 | <u>Rate Rider 6</u> | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | |
| 25 | <i>Rider 6 Amortization at APPROVED 2017 Rates</i> | \$ 4 | \$ 3 | \$ 3 | \$ 2 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 2 | \$ 3 | \$ 4 | \$ 26 |
| 26 | <u>Midstream Base Rates</u> | | | | | | | | | | | | | |
| 27 | <i>Gas Costs Incurred</i> | \$ 32 | \$ 27 | \$ 21 | \$ 8 | \$ 2 | \$ (0) | \$ (3) | \$ (1) | \$ 0 | \$ 7 | \$ 19 | \$ 30 | \$ 140 |
| 28 | <i>Revenue from EXISTING Recovery Rates</i> | (40) | (31) | (24) | (10) | 3 | 8 | 12 | 12 | 9 | (6) | (24) | (41) | (133) |
| 29 | Total Midstream Base Rates (Pre-tax) | \$ (9) | \$ (5) | \$ (3) | \$ (3) | \$ 5 | \$ 8 | \$ 9 | \$ 11 | \$ 9 | \$ 1 | \$ (5) | \$ (12) | \$ 7 |
| 30 | | | | | | | | | | | | | | |
| 31 | MCRA Cumulative Balance - Ending (Pre-tax) ^(b) | \$ (85) | \$ (86) | \$ (86) | \$ (87) | \$ (81) | \$ (72) | \$ (62) | \$ (50) | \$ (40) | \$ (37) | \$ (40) | \$ (47) | \$ (47) |
| 32 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 33 | | | | | | | | | | | | | | |
| 34 | MCRA Cumulative Balance - Ending (After-tax) ^(c) | \$ (62) | \$ (63) | \$ (63) | \$ (63) | \$ (59) | \$ (52) | \$ (45) | \$ (36) | \$ (29) | \$ (27) | \$ (29) | \$ (34) | \$ (34) |
| 35 | | | | | | | | | | | | | | |
| 36 | | Forecast Jan-19 | Forecast Feb-19 | Forecast Mar-19 | Forecast Apr-19 | Forecast May-19 | Forecast Jun-19 | Forecast Jul-19 | Forecast Aug-19 | Forecast Sep-19 | Forecast Oct-19 | Forecast Nov-19 | Forecast Dec-19 | Total 2019 |
| 37 | | | | | | | | | | | | | | |
| 38 | MCRA Balance - Beginning (Pre-tax) ^(a) | \$ (47) | \$ (54) | \$ (56) | \$ (58) | \$ (58) | \$ (51) | \$ (42) | \$ (32) | \$ (20) | \$ (11) | \$ (7) | \$ (9) | \$ (47) |
| 39 | 2019 MCRA Activities | | | | | | | | | | | | | |
| 40 | <u>Rate Rider 6</u> | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | |
| 42 | <i>Rider 6 Amortization at APPROVED 2017 Rates</i> | \$ 4 | \$ 3 | \$ 3 | \$ 2 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 2 | \$ 3 | \$ 4 | \$ 26 |
| 43 | <u>Midstream Base Rates</u> | | | | | | | | | | | | | |
| 44 | <i>Gas Costs Incurred</i> | \$ 31 | \$ 26 | \$ 20 | \$ 8 | \$ 2 | \$ 0 | \$ (3) | \$ (2) | \$ 0 | \$ 8 | \$ 20 | \$ 31 | \$ 141 |
| 47 | <i>Revenue from EXISTING Recovery Rates</i> | (41) | (32) | (24) | (10) | 3 | 8 | 12 | 12 | 9 | (6) | (24) | (42) | (136) |
| 51 | Total Midstream Base Rates (Pre-tax) | \$ (11) | \$ (6) | \$ (5) | \$ (2) | \$ 5 | \$ 9 | \$ 9 | \$ 11 | \$ 9 | \$ 1 | \$ (5) | \$ (11) | \$ 5 |
| 52 | | | | | | | | | | | | | | |
| 53 | MCRA Cumulative Balance - Ending (Pre-tax) ^(b) | \$ (54) | \$ (56) | \$ (58) | \$ (58) | \$ (51) | \$ (42) | \$ (32) | \$ (20) | \$ (11) | \$ (7) | \$ (9) | \$ (16) | \$ (16) |
| 54 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 55 | | | | | | | | | | | | | | |
| 56 | MCRA Cumulative Balance - Ending (After-tax) ^(c) | \$ (39) | \$ (41) | \$ (42) | \$ (42) | \$ (38) | \$ (30) | \$ (23) | \$ (15) | \$ (8) | \$ (5) | \$ (6) | \$ (11) | \$ (11) |

Notes:

(a) Pre-tax opening balances are restated based on current income tax rates, to reflect grossed-up after tax amounts.

(b) For rate setting purposes MCRA pre-tax balances include grossed-up projected deferred interest of approximately \$4.5 million credit as at December 31, 2017.



(c) For rate setting purposes MCRA after-tax balances are independently grossed-up to reflect pre-tax amounts.

(d) BCUC Order G-177-16 approved the 1/2 projected MCRA cumulative balance at Dec 31, 2016 to be amortized into 2017 midstream rates, via Rider 6, as filed in the FEI 2016 Fourth Quarter Gas Cost Report.

Slight differences in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
SUMAS INDEX FORECAST FOR THE PERIOD ENDING DEC 2019
AND US DOLLAR EXCHANGE RATE FORECAST UPDATE

Tab 1
Page 4.1

| Line No | Particulars | Five-day Average Forward Prices - Nov 7, 8, 9, 10, and 14, 2017 2017 Q4 Gas Cost Report | Five-day Average Forward Prices - Aug 23, 24, 25, 28, and 29, 2017 2017 Q3 Gas Cost Report | Change in Forward Price |
|---------|---|--|---|----------------------------|
| | (1) | (2) | (3) | (4) = (2) - (3) |
| 1 | SUMAS Index Prices - presented in \$US/MMBtu | | | |
| 2 | | | | |
| 3 | 2017 July |  \$ 2.29 | Recorded \$ 2.29 | \$ - |
| 4 | August | \$ 2.48 | Forecast \$ 2.49 | \$ (0.01) |
| 5 | September | \$ 2.56 | \$ 2.53 | \$ 0.03 |
| 6 | October | Recorded \$ 2.35 | \$ 2.44 | \$ (0.09) |
| 7 | November | Forecast \$ 2.59 | \$ 2.69 | \$ (0.10) |
| 8 | December | \$ 3.40 | \$ 3.17 | \$ 0.23 |
| 9 | 2018 January | \$ 3.30 | \$ 3.12 | \$ 0.18 |
| 10 | February |  \$ 3.00 | \$ 3.01 | \$ (0.01) |
| 11 | March | \$ 2.46 | \$ 2.59 | \$ (0.14) |
| 12 | April | \$ 2.00 | \$ 2.03 | \$ (0.04) |
| 13 | May | \$ 1.91 | \$ 1.94 | \$ (0.03) |
| 14 | June | \$ 1.95 | \$ 1.97 | \$ (0.02) |
| 15 | July | \$ 2.03 | \$ 2.05 | \$ (0.02) |
| 16 | August | \$ 2.03 | \$ 2.05 | \$ (0.02) |
| 17 | September | \$ 2.17 | \$ 2.19 | \$ (0.01) |
| 18 | October | \$ 2.19 | \$ 2.20 | \$ (0.01) |
| 19 | November | \$ 2.57 | \$ 2.58 | \$ (0.01) |
| 20 | December | \$ 3.08 | \$ 3.05 | \$ 0.03 |
| 21 | 2019 January | \$ 3.07 | \$ 2.98 | \$ 0.09 |
| 22 | February | \$ 2.91 | \$ 2.85 | \$ 0.05 |
| 23 | March | \$ 2.40 | \$ 2.41 | \$ (0.01) |
| 24 | April | \$ 1.83 | \$ 1.77 | \$ 0.06 |
| 25 | May | \$ 1.72 | \$ 1.68 | \$ 0.04 |
| 26 | June | \$ 1.75 | \$ 1.71 | \$ 0.04 |
| 27 | July | \$ 1.83 | \$ 1.78 | \$ 0.04 |
| 28 | August | \$ 1.83 | \$ 1.79 | \$ 0.04 |
| 29 | September | \$ 1.97 | \$ 1.93 | \$ 0.04 |
| 30 | October | \$ 1.99 | | |
| 31 | November | \$ 2.36 | | |
| 32 | December | \$ 2.88 | | |
| 33 | | | | |
| 34 | Simple Average (Jan 2018 - Dec 2018) | \$ 2.39 | \$ 2.40 | -0.3% \$ (0.01) |
| 35 | Simple Average (Apr 2018 - Mar 2019) | \$ 2.36 | \$ 2.36 | 0.0% \$ 0.00 |
| 36 | Simple Average (Jul 2018 - Jun 2019) | \$ 2.31 | \$ 2.29 | 0.9% \$ 0.02 |
| 37 | Simple Average (Oct 2018 - Sep 2019) | \$ 2.26 | \$ 2.23 | 1.6% \$ 0.03 |
| 38 | Simple Average (Jan 2019 - Dec 2019) | \$ 2.21 | | |

Conversion Factors
1 MMBtu = 1.055056 GJ

Marketview Average Exchange Rate (\$1US=\$x.xxxCDN)

| | | | |
|-------------------------------------|-------------------------------------|------|-----------|
| <u>Forecast Jan 2018 - Dec 2018</u> | <u>Forecast Oct 2017 - Sep 2018</u> | | |
| \$ 1.2694 | \$ 1.2499 | 1.6% | \$ 0.0195 |

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
SUMAS INDEX FORECAST FOR THE PERIOD ENDING DEC 2019

Tab 1
Page 4.2

| Line No | Particulars | Five-day Average Forward Prices - Nov 7, 8, 9, 10, and 14, 2017 2017 Q4 Gas Cost Report | Five-day Average Forward Prices - Aug 23, 24, 25, 28, and 29, 2017 2017 Q3 Gas Cost Report | Change in Forward Price (4) = (2) - (3) |
|---------|---|--|---|---|
| | (1) | (2) | (3) | |
| 1 | SUMAS Index Prices - presented in \$CDN/GJ | | | |
| 2 | | | | |
| 3 | 2017 July | ↑ \$ 2.82 | Recorded \$ 2.82 | \$ - |
| 4 | August | \$ 2.93 | Forecast \$ 2.95 | \$ (0.01) |
| 5 | September | \$ 3.06 | \$ 3.00 | \$ 0.06 |
| 6 | October | Recorded \$ 2.78 | ↓ \$ 2.89 | \$ (0.11) |
| 7 | November | \$ 3.17 | \$ 3.19 | \$ (0.02) |
| 8 | December | \$ 4.10 | \$ 3.76 | \$ 0.34 |
| 9 | 2018 January | ↓ \$ 3.98 | \$ 3.69 | \$ 0.28 |
| 10 | February | \$ 3.62 | \$ 3.57 | \$ 0.05 |
| 11 | March | \$ 2.96 | \$ 3.07 | \$ (0.11) |
| 12 | April | \$ 2.40 | \$ 2.41 | \$ (0.00) |
| 13 | May | \$ 2.30 | \$ 2.29 | \$ 0.01 |
| 14 | June | \$ 2.34 | \$ 2.33 | \$ 0.01 |
| 15 | July | \$ 2.44 | \$ 2.42 | \$ 0.01 |
| 16 | August | \$ 2.44 | \$ 2.43 | \$ 0.01 |
| 17 | September | \$ 2.61 | \$ 2.59 | \$ 0.03 |
| 18 | October | \$ 2.64 | \$ 2.61 | \$ 0.03 |
| 19 | November | \$ 3.09 | \$ 3.05 | \$ 0.04 |
| 20 | December | \$ 3.70 | \$ 3.61 | \$ 0.09 |
| 21 | 2019 January | \$ 3.69 | \$ 3.53 | \$ 0.16 |
| 22 | February | \$ 3.49 | \$ 3.38 | \$ 0.11 |
| 23 | March | \$ 2.88 | \$ 2.85 | \$ 0.03 |
| 24 | April | \$ 2.20 | \$ 2.10 | \$ 0.10 |
| 25 | May | \$ 2.07 | \$ 1.99 | \$ 0.08 |
| 26 | June | \$ 2.10 | \$ 2.02 | \$ 0.08 |
| 27 | July | \$ 2.19 | \$ 2.11 | \$ 0.08 |
| 28 | August | \$ 2.19 | \$ 2.11 | \$ 0.08 |
| 29 | September | \$ 2.37 | \$ 2.28 | \$ 0.09 |
| 30 | October | \$ 2.39 | | |
| 31 | November | \$ 2.83 | | |
| 32 | December | \$ 3.46 | | |
| 33 | | | | |
| 34 | Simple Average (Jan 2018 - Dec 2018) | \$ 2.88 | \$ 2.84 | 1.3% \$ 0.04 |
| 35 | Simple Average (Apr 2018 - Mar 2019) | \$ 2.84 | \$ 2.79 | 1.6% \$ 0.04 |
| 36 | Simple Average (Jul 2018 - Jun 2019) | \$ 2.78 | \$ 2.71 | 2.4% \$ 0.07 |
| 37 | Simple Average (Oct 2018 - Sep 2019) | \$ 2.72 | \$ 2.64 | 3.1% \$ 0.08 |
| 38 | Simple Average (Jan 2019 - Dec 2019) | \$ 2.66 | | |




Conversion Factors
1 MMBtu = 1.055056 GJ

Marketview Average Exchange Rate (\$1US=\$x.xxxCDN)

| Forecast Jan 2018 - Dec 2018 | Forecast Oct 2017 - Sep 2018 | |
|------------------------------|------------------------------|----------------|
| \$ 1.2694 | \$ 1.2499 | 1.6% \$ 0.0195 |




FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
AECO INDEX FORECAST FOR THE PERIOD ENDING DEC 2019

Tab 1
Page 5

| Line No | Particulars | | Five-day Average Forward Prices - Nov 7, 8, 9, 10, and 14, 2017 2017 Q4 Gas Cost Report | | Five-day Average Forward Prices - Aug 23, 24, 25, 28, and 29, 2017 2017 Q3 Gas Cost Report | | Change in Forward Price (4) = (2) - (3) | |
|---------|---|-----------|--|---------|---|---------|---|-----------|
| | (1) | | (2) | | (3) | | | |
| 1 | AECO Index Prices - \$CDN/GJ | | | | | | | |
| 2 | | | | | | | | |
| 3 | 2017 | July |  Recorded | \$ 2.30 | Recorded | \$ 2.30 | \$ - | |
| 4 | | August | | \$ 2.03 | Forecast | \$ 2.03 | \$ 0.00 | |
| 5 | | September | | \$ 1.46 |  | \$ 1.30 | \$ 0.16 | |
| 6 | | October | | \$ 1.49 | | \$ 1.98 | \$ (0.50) | |
| 7 | | November |  Forecast | \$ 2.07 | | \$ 2.33 | \$ (0.26) | |
| 8 | | December | | \$ 2.29 | | \$ 2.47 | \$ (0.18) | |
| 9 | 2018 | January | | \$ 2.32 | | \$ 2.55 | \$ (0.23) | |
| 10 | | February | | \$ 2.33 | | \$ 2.56 | \$ (0.23) | |
| 11 | | March | | \$ 2.19 | | \$ 2.53 | \$ (0.34) | |
| 12 | | April | | \$ 1.83 | | \$ 2.23 | \$ (0.41) | |
| 13 | | May | | \$ 1.76 | | \$ 2.20 | \$ (0.44) | |
| 14 | | June | | \$ 1.76 | | \$ 2.20 | \$ (0.44) | |
| 15 | | July | | \$ 1.77 | | \$ 2.19 | \$ (0.43) | |
| 16 | | August | | \$ 1.77 | | \$ 2.23 | \$ (0.46) | |
| 17 | | September | | \$ 1.76 | | \$ 2.21 | \$ (0.45) | |
| 18 | | October | | \$ 1.90 | | \$ 2.30 | \$ (0.40) | |
| 19 | | November | | \$ 2.28 | | \$ 2.43 | \$ (0.15) | |
| 20 | | December | | \$ 2.40 | | \$ 2.56 | \$ (0.16) | |
| 21 | 2019 | January | | \$ 2.49 | | \$ 2.62 | \$ (0.13) | |
| 22 | | February | | \$ 2.48 | | \$ 2.59 | \$ (0.11) | |
| 23 | | March | | \$ 2.32 | | \$ 2.51 | \$ (0.18) | |
| 24 | | April | | \$ 1.97 | | \$ 2.10 | \$ (0.13) | |
| 25 | | May | | \$ 1.84 | | \$ 1.99 | \$ (0.15) | |
| 26 | | June | | \$ 1.86 | | \$ 2.01 | \$ (0.15) | |
| 27 | | July | | \$ 1.86 | | \$ 2.03 | \$ (0.17) | |
| 28 | | August | | \$ 1.86 | | \$ 2.03 | \$ (0.17) | |
| 29 | | September | | \$ 1.87 | | \$ 2.04 | \$ (0.17) | |
| 30 | | October | | \$ 1.94 | | | | |
| 31 | | November | | \$ 2.23 | | | | |
| 32 | | December | | \$ 2.44 | | | | |
| 33 | | | | | | | | |
| 34 | <i>Simple Average (Jan 2018 - Dec 2018)</i> | | \$ | 2.00 | \$ | 2.35 | -14.6% | \$ (0.34) |
| 35 | <i>Simple Average (Apr 2018 - Mar 2019)</i> | | \$ | 2.04 | \$ | 2.36 | -13.3% | \$ (0.31) |
| 36 | <i>Simple Average (Jul 2018 - Jun 2019)</i> | | \$ | 2.07 | \$ | 2.31 | -10.5% | \$ (0.24) |
| 37 | <i>Simple Average (Oct 2018 - Sep 2019)</i> | | \$ | 2.09 | \$ | 2.27 | -7.6% | \$ (0.17) |
| 38 | <i>Simple Average (Jan 2019 - Dec 2019)</i> | | \$ | 2.10 | | | | |

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
STATION 2 INDEX FORECAST FOR THE PERIOD ENDING DEC 2019

Tab 1
Page 6

| Line No | Particulars | | Five-day Average Forward Prices - Nov 7, 8, 9, 10, and 14, 2017 2017 Q4 Gas Cost Report | | Five-day Average Forward Prices - Aug 23, 24, 25, 28, and 29, 2017 2017 Q3 Gas Cost Report | | Change in Forward Price (4) = (2) - (3) | |
|---------|---|-----------|--|---------|--|---------|---|-----------|
| | (1) | | (2) | | (3) | | | |
| 1 | Station 2 Index Prices - \$CDN/GJ | | | | | | | |
| 2 | | | | | | | | |
| 3 | 2017 | July |  Recorded | \$ 1.90 | Recorded | \$ 1.90 | \$ - | |
| 4 | | August | | \$ 1.15 | Forecast | \$ 1.20 | \$ (0.05) | |
| 5 | | September | | \$ 0.55 |  Forecast | \$ 0.62 | \$ (0.07) | |
| 6 | | October | | \$ 0.65 | | \$ 1.43 | \$ (0.79) | |
| 7 | | November | | \$ 1.44 | | \$ 2.03 | \$ (0.59) | |
| 8 | | December | | \$ 1.89 | | \$ 2.19 | \$ (0.30) | |
| 9 | 2018 | January |  Forecast | \$ 1.85 | | \$ 2.23 | \$ (0.38) | |
| 10 | | February | | \$ 1.85 | | \$ 2.23 | \$ (0.38) | |
| 11 | | March | | \$ 1.68 | | \$ 2.20 | \$ (0.52) | |
| 12 | | April | | \$ 1.20 | | \$ 1.78 | \$ (0.58) | |
| 13 | | May | | \$ 1.13 | | \$ 1.74 | \$ (0.61) | |
| 14 | | June | | \$ 1.13 | | \$ 1.74 | \$ (0.61) | |
| 15 | | July | | \$ 1.13 | | \$ 1.74 | \$ (0.60) | |
| 16 | | August | | \$ 1.14 | | \$ 1.77 | \$ (0.63) | |
| 17 | | September | | \$ 1.13 | | \$ 1.75 | \$ (0.62) | |
| 18 | | October | | \$ 1.27 | | \$ 1.84 | \$ (0.57) | |
| 19 | | November | | \$ 2.01 | | \$ 2.20 | \$ (0.20) | |
| 20 | | December | | \$ 2.13 | | \$ 2.33 | \$ (0.20) | |
| 21 | 2019 | January | | \$ 2.22 | | \$ 2.40 | \$ (0.17) | |
| 22 | | February | | \$ 2.21 | | \$ 2.36 | \$ (0.15) | |
| 23 | | March | | \$ 2.06 | | \$ 2.28 | \$ (0.22) | |
| 24 | | April | | \$ 1.54 | | \$ 1.77 | \$ (0.24) | |
| 25 | | May | | \$ 1.41 | | \$ 1.66 | \$ (0.25) | |
| 26 | | June | | \$ 1.43 | | \$ 1.68 | \$ (0.26) | |
| 27 | | July | | \$ 1.43 | | \$ 1.70 | \$ (0.27) | |
| 28 | | August | | \$ 1.43 | | \$ 1.70 | \$ (0.28) | |
| 29 | | September | | \$ 1.44 | | \$ 1.71 | \$ (0.27) | |
| 30 | | October | | \$ 1.51 | | | | |
| 31 | | November | | \$ 2.01 | | | | |
| 32 | | December | | \$ 2.23 | | | | |
| 33 | | | | | | | | |
| 34 | <i>Simple Average (Jan 2018 - Dec 2018)</i> | | \$ | 1.47 | \$ | 1.96 | -25.1% | \$ (0.49) |
| 35 | <i>Simple Average (Apr 2018 - Mar 2019)</i> | | \$ | 1.56 | \$ | 1.99 | -21.6% | \$ (0.43) |
| 36 | <i>Simple Average (Jul 2018 - Jun 2019)</i> | | \$ | 1.64 | \$ | 1.98 | -17.3% | \$ (0.34) |
| 37 | <i>Simple Average (Oct 2018 - Sep 2019)</i> | | \$ | 1.71 | \$ | 1.97 | -13.0% | \$ (0.26) |
| 38 | <i>Simple Average (Jan 2019 - Dec 2019)</i> | | \$ | 1.74 | | | | |

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
GAS BUDGET COST SUMMUARY FOR THE FORECAST PERIOD JAN 2018 TO DEC 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 1
Page 7

| No. | Particulars | Costs (\$000) | | Quantities (TJ) | | Unit Cost (\$/GJ) | Reference / Comments |
|-----|--|---------------|-------------------|-----------------|----------------|-------------------|---|
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) |
| 1 | CCRA | | | | | | |
| 2 | Commodity | | | | | | |
| 3 | STN 2 | | \$ 153,680 | | 103,237 | \$ 1.489 | |
| 4 | AECO | | 66,290 | | 33,040 | \$ 2.006 | |
| 5 | Huntingdon | | - | | - | | |
| 6 | Commodity Costs before Hedging | | \$ 219,971 | | 136,277 | \$ 1.614 | incl. Fuel Gas Provided to Midstream (Receipt Point Fuel Gas) |
| 7 | Mark to Market Hedges Cost / (Gain) | | 8,619 | | - | | per BCUC Order G-149-17 |
| 8 | Subtotal Commodity Purchased | | \$ 228,590 | | 136,277 | \$ 1.677 | |
| 9 | Core Market Administration Costs | | 1,483 | | - | | |
| 10 | Fuel Gas Provided to Midstream | | | | (5,556) | | |
| 11 | Total CCRA Baseload | | | | 130,721 | | |
| 12 | Total CCRA Costs | | \$ 230,072 | | | \$ 1.760 | average unit cost = Line 12, Col. 3 divided by Line 11, Col.5 |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | MCRA | | | | | | |
| 16 | Midstream Commodity Related Costs | | | | | | |
| 17 | Midstream Commodity before Hedging | | \$ 36,172 | | 18,019 | \$ 2.007 | |
| 18 | Mark to Market Hedges Cost / (Gain) | | - | | - | | |
| 19 | Imbalance | | (555) | | (772) | | |
| 20 | Company Use Gas Recovered from O&M | | (4,787) | | (701) | | |
| 21 | Injections into Storage | \$ (45,345) | | (28,110) | | \$ 1.613 | |
| 22 | Withdrawals from Storage | 51,691 | | 28,796 | | \$ 1.795 | |
| 23 | Storage Withdrawal / (Injection) Activity | | 6,346 | | 685 | | |
| 24 | Total Midstream Commodity Related Costs | | \$ 37,175 | | 17,231 | \$ 2.157 | incl. Company Use Gas and UAF |
| 25 | | | | | | | |
| 26 | Storage Related Costs | | | | | | |
| 27 | Storage Demand - Third Party Storage | \$ 36,844 | | | | | |
| 28 | On-System Storage - Mt. Hayes (LNG) | 18,886 | | | | | |
| 29 | Total Storage Related Costs | | 55,730 | | | | |
| 30 | | | | | | | |
| 31 | Transport Related Costs | | 111,526 | | | | |
| 32 | | | | | | | |
| 33 | Mitigation | | | | | | |
| 34 | Commodity Mitigation | \$ (21,536) | | | (16,010) | | |
| 35 | Storage Mitigation | - | | | | | |
| 36 | Transportation Mitigation | (47,828) | | | | | |
| 37 | Total Mitigation | | (69,363) | | | | |
| 38 | | | | | | | |
| 39 | GSMIP Incentive Sharing | | 1,000 | | | | |
| 40 | | | | | | | |
| 41 | Core Market Administration Costs | | 3,459 | | | | |
| 42 | | | | | | | |
| 43 | | | | | | | |
| 44 | UAF (Sales & T-Service) & Net Transportation Fuel ^(a) | | | | (1,221) | | |
| 45 | | | | | | | |
| 46 | Net MCRA Commodity (Lines 24, 34 & 44) | | | | - | | |
| 47 | Total MCRA Costs (Lines 24, 29, 31, 37, 39, & 41) | | \$ 139,526 | | | \$ 1.037 | average unit cost = Line 47, Col. 3 divided by Line 48, Col.5 |
| 48 | Total Core Sales Quantities | | | | 134,485 | | |
| 49 | Total Forecast Gas Costs (Lines 12 & 47) | | \$ 369,598 | | | | reference to Tab 1, Page 8, Line 11, Col. 3 |

Notes: (a) The total cost of UAF (Sales Rate Classes and T-Service) is included as a component of gas purchased. Sales UAF costs are recovered via gas cost recovery rates.
As the T-Service UAF costs are recovered via delivery revenues, they are excluded from the storage and transportation flow-through calculation.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
RECONCILIATION OF GAS COST INCURRED
FOR THE FORECAST PERIOD JAN 2018 TO DEC 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017
\$(Millions)

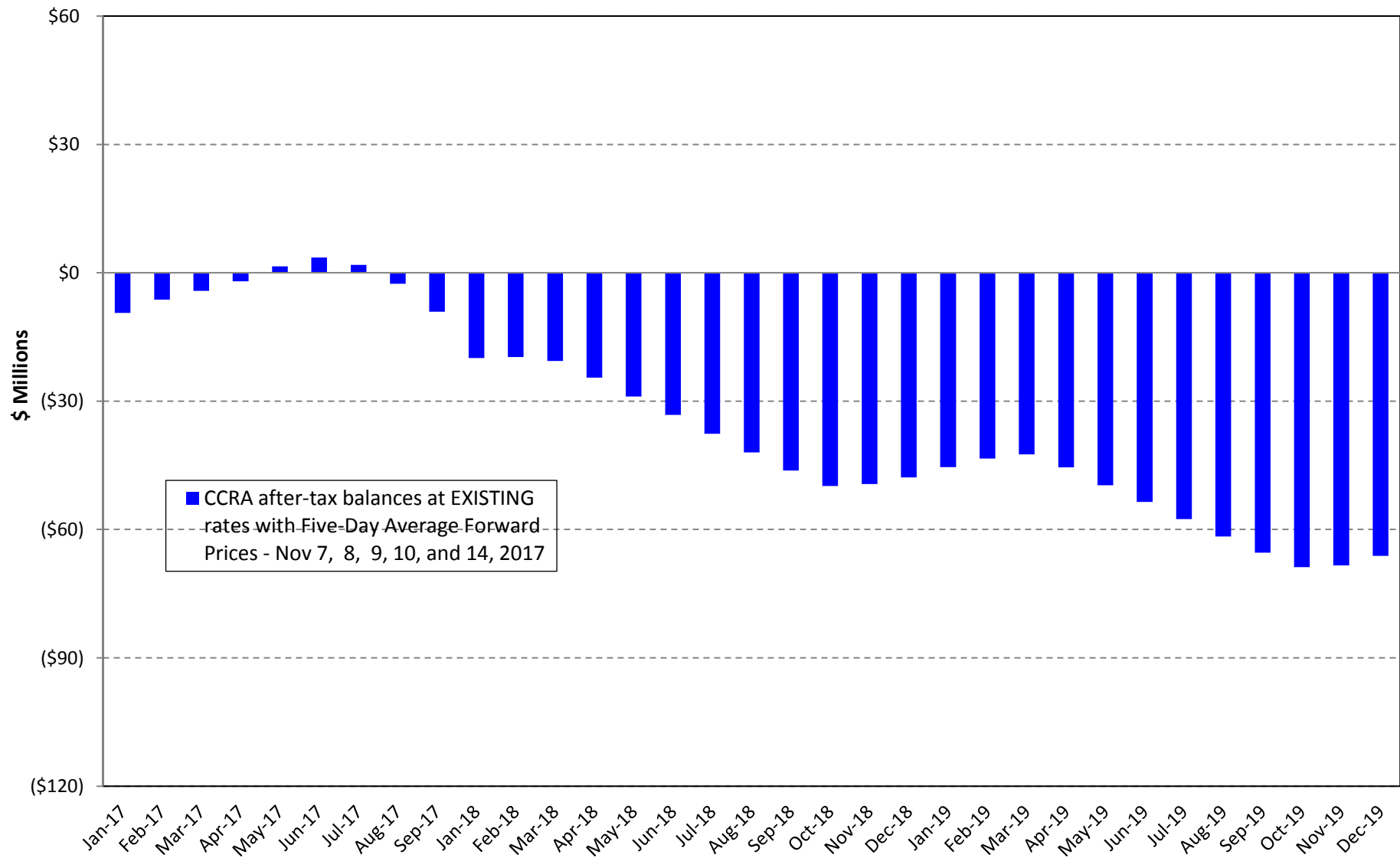
Tab 1
 Page 8

| No. | Particulars | CCRA / MCRA Deferral Account Forecast | Gas Budget Cost Summary | References |
|-----|--------------------------|---|-------------------------------|------------------------------------|
| | (1) | (2) | (3) | (4) |
| 1 | Gas Cost Incurred | | | |
| 2 | CCRA | \$ 230 | | (Tab 1, Page 1, Col.14, Line 17) |
| 3 | MCRA | 140 | | (Tab 2, Page 7.1, Col.15, Line 33) |
| 4 | | | | |
| 5 | | | | |
| 6 | Gas Budget Cost Summary | | | |
| 7 | CCRA | | \$ 230 | (Tab 1, Page 7, Col.3, Line 12) |
| 8 | MCRA | | 140 | (Tab 1, Page 7, Col.3, Line 47) |
| 9 | | | | |
| 10 | | | | |
| 11 | Totals Reconciled | <u>\$ 370</u> | <u>\$ 370</u> | |

Slight differences in totals due to rounding.

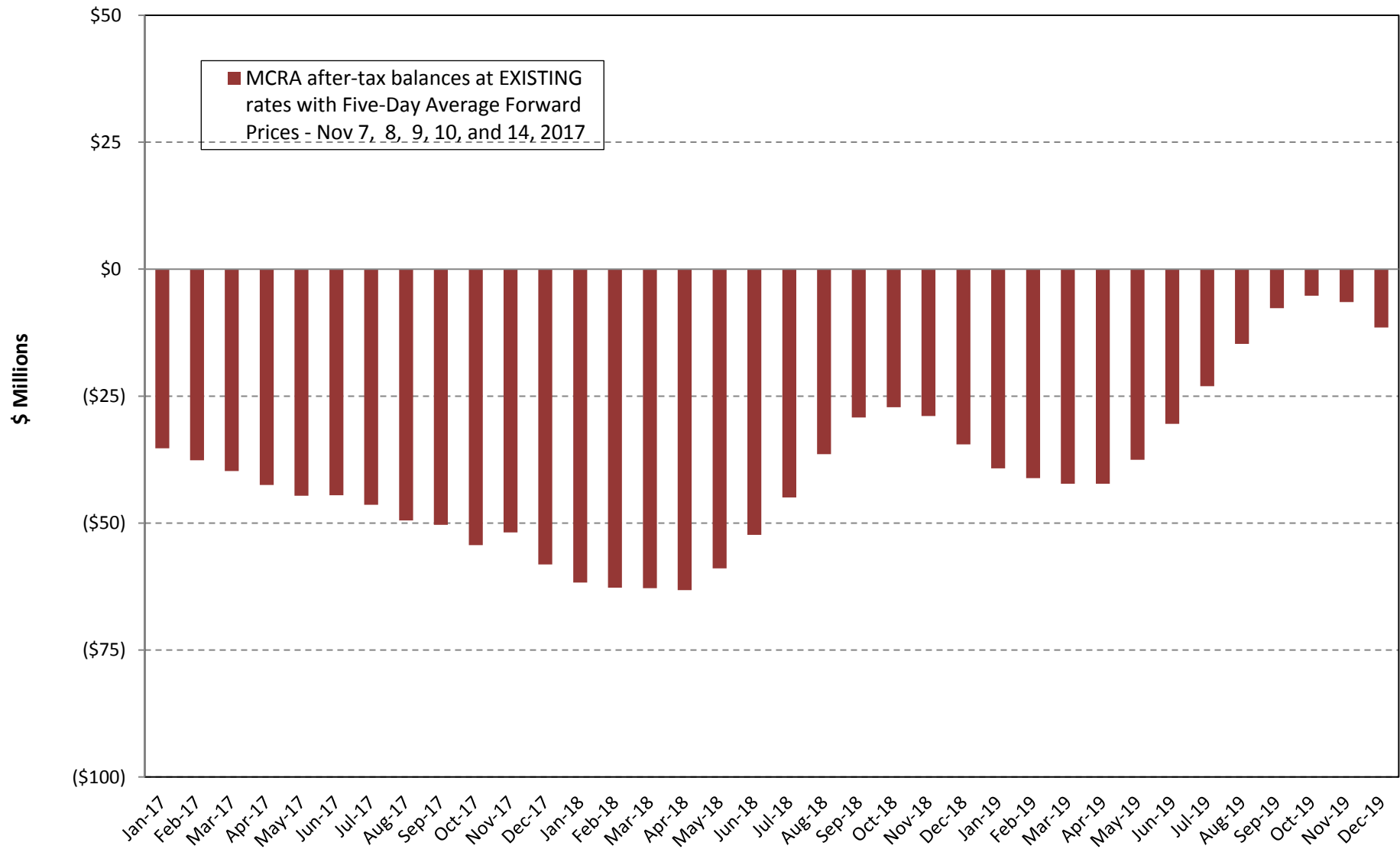
FortisBC Energy Inc. - Mainland, Vancouver Island and Whistler Service Areas
 CCRA After-Tax Monthly Balances
 Recorded to October 2017 and Forecast to December 2019

Tab 1
 Page 9



FortisBC Energy Inc. - Mainland, Vancouver Island and Whistler Service Areas
 MCRA After-Tax Monthly Balances
 Recorded to October 2017 and Forecast to December 2019

Tab 1
 Page 10



FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
CCRA INCURRED MONTHLY ACTIVITIES
RECORDED PERIOD TO OCT 2017 AND FORECAST TO DEC 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 2
Page 1

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|-------------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-------------------------------|
| | | | | | | | | | | | | | | Jan-17 to Dec-17 Total |
| 1 | | Recorded Jan-17 | Recorded Feb-17 | Recorded Mar-17 | Recorded Apr-17 | Recorded May-17 | Recorded Jun-17 | Recorded Jul-17 | Recorded Aug-17 | Recorded Sep-17 | Recorded Oct-17 | Projected Nov-17 | Projected Dec-17 | |
| 2 | | | | | | | | | | | | | | |
| 3 | CCRA QUANTITIES | | | | | | | | | | | | | |
| 4 | Commodity Purchase | (TJ) | | | | | | | | | | | | |
| 5 | STN 2 | 8,007 | 7,234 | 8,021 | 7,751 | 8,010 | 7,754 | 8,015 | 8,017 | 7,759 | 8,015 | 8,485 | 8,768 | 95,837 |
| 6 | AECO | <u>2,543</u> | <u>2,297</u> | <u>2,548</u> | <u>2,462</u> | <u>2,544</u> | <u>2,463</u> | <u>2,545</u> | <u>2,546</u> | <u>2,464</u> | <u>2,545</u> | <u>2,716</u> | <u>2,806</u> | <u>30,480</u> |
| 7 | Total Commodity Purchased | 10,550 | 9,531 | 10,569 | 10,213 | 10,554 | 10,217 | 10,560 | 10,563 | 10,223 | 10,560 | 11,201 | 11,574 | 126,317 |
| 8 | Fuel Gas Provided to Midstream | <u>(379)</u> | <u>(342)</u> | <u>(377)</u> | <u>(364)</u> | <u>(376)</u> | <u>(365)</u> | <u>(379)</u> | <u>(379)</u> | <u>(367)</u> | <u>(379)</u> | <u>(457)</u> | <u>(472)</u> | <u>(4,637)</u> |
| 9 | Commodity Available for Sale | <u>10,171</u> | <u>9,189</u> | <u>10,192</u> | <u>9,848</u> | <u>10,178</u> | <u>9,853</u> | <u>10,181</u> | <u>10,184</u> | <u>9,856</u> | <u>10,181</u> | <u>10,744</u> | <u>11,102</u> | <u>121,680</u> |
| 10 | | | | | | | | | | | | | | |
| 11 | CCRA COSTS | | | | | | | | | | | | | |
| 12 | Commodity Costs | (\$000) | | | | | | | | | | | | |
| 13 | STN 2 | \$ 22,672 | \$ 16,960 | \$ 17,393 | \$ 17,204 | \$ 18,698 | \$ 17,367 | \$ 13,536 | \$ 9,846 | \$ 7,271 | \$ 6,512 | \$ 13,219 | \$ 16,619 | \$ 177,297 |
| 14 | AECO | <u>7,874</u> | <u>5,938</u> | <u>6,130</u> | <u>6,293</u> | <u>6,902</u> | <u>6,508</u> | <u>5,068</u> | <u>4,779</u> | <u>3,062</u> | <u>2,961</u> | <u>5,628</u> | <u>6,439</u> | <u>67,582</u> |
| 15 | Commodity Costs before Hedging | \$ 30,546 | \$ 22,898 | \$ 23,522 | \$ 23,497 | \$ 25,601 | \$ 23,875 | \$ 18,604 | \$ 14,625 | \$ 10,333 | \$ 9,472 | \$ 18,847 | \$ 23,058 | \$ 244,879 |
| 16 | Mark to Market Hedges Cost / (Gain) | - | - | - | (301) | (196) | (1,007) | (111) | 222 | 896 | 894 | 217 | (139) | 475 |
| 17 | Core Market Administration Costs | <u>120</u> | <u>78</u> | <u>114</u> | <u>81</u> | <u>115</u> | <u>142</u> | <u>99</u> | <u>98</u> | <u>123</u> | <u>95</u> | <u>134</u> | <u>134</u> | <u>1,333</u> |
| 18 | Total CCRA Costs | <u>\$ 30,666</u> | <u>\$ 22,976</u> | <u>\$ 23,636</u> | <u>\$ 23,277</u> | <u>\$ 25,520</u> | <u>\$ 23,010</u> | <u>\$ 18,592</u> | <u>\$ 14,945</u> | <u>\$ 11,352</u> | <u>\$ 10,462</u> | <u>\$ 19,198</u> | <u>\$ 23,053</u> | <u>\$ 246,687</u> |
| 19 | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | |
| 21 | CCRA Unit Cost | (\$/GJ) | \$ 3.015 | \$ 2.500 | \$ 2.319 | \$ 2.364 | \$ 2.507 | \$ 2.335 | \$ 1.826 | \$ 1.467 | \$ 1.152 | \$ 1.028 | \$ 1.788 | \$ 2.027 |
| 22 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |
| 24 | | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | 1-12 months Total |
| 25 | | | | | | | | | | | | | | |
| 26 | CCRA QUANTITIES | | | | | | | | | | | | | |
| 27 | Commodity Purchase | (TJ) | | | | | | | | | | | | |
| 28 | STN 2 | 8,768 | 7,920 | 8,768 | 8,485 | 8,768 | 8,485 | 8,768 | 8,768 | 8,485 | 8,768 | 8,485 | 8,768 | 103,237 |
| 29 | AECO | <u>2,806</u> | <u>2,535</u> | <u>2,806</u> | <u>2,716</u> | <u>2,806</u> | <u>2,716</u> | <u>2,806</u> | <u>2,806</u> | <u>2,716</u> | <u>2,806</u> | <u>2,716</u> | <u>2,806</u> | <u>33,040</u> |
| 30 | Total Commodity Purchased | 11,574 | 10,454 | 11,574 | 11,201 | 11,574 | 11,201 | 11,574 | 11,574 | 11,201 | 11,574 | 11,201 | 11,574 | 136,277 |
| 31 | Fuel Gas Provided to Midstream | <u>(472)</u> | <u>(426)</u> | <u>(472)</u> | <u>(457)</u> | <u>(472)</u> | <u>(457)</u> | <u>(472)</u> | <u>(472)</u> | <u>(457)</u> | <u>(472)</u> | <u>(457)</u> | <u>(472)</u> | <u>(5,556)</u> |
| 32 | Commodity Available for Sale | <u>11,102</u> | <u>10,028</u> | <u>11,102</u> | <u>10,744</u> | <u>11,102</u> | <u>10,744</u> | <u>11,102</u> | <u>11,102</u> | <u>10,744</u> | <u>11,102</u> | <u>10,744</u> | <u>11,102</u> | <u>130,721</u> |
| 33 | | | | | | | | | | | | | | |
| 34 | CCRA COSTS | (\$000) | | | | | | | | | | | | |
| 35 | Commodity Costs | | | | | | | | | | | | | |
| 36 | STN 2 | \$ 16,556 | \$ 15,005 | \$ 15,225 | \$ 10,448 | \$ 10,234 | \$ 9,867 | \$ 10,271 | \$ 10,346 | \$ 9,914 | \$ 11,408 | \$ 16,371 | \$ 18,037 | \$ 153,680 |
| 37 | AECO | <u>6,520</u> | <u>5,905</u> | <u>6,147</u> | <u>4,971</u> | <u>4,951</u> | <u>4,780</u> | <u>4,963</u> | <u>4,987</u> | <u>4,795</u> | <u>5,332</u> | <u>6,188</u> | <u>6,753</u> | <u>66,290</u> |
| 38 | Commodity Costs before Hedging | \$ 23,075 | \$ 20,910 | \$ 21,372 | \$ 15,418 | \$ 15,185 | \$ 14,647 | \$ 15,234 | \$ 15,333 | \$ 14,708 | \$ 16,739 | \$ 22,560 | \$ 24,789 | \$ 219,971 |
| 39 | Mark to Market Hedges Cost / (Gain) | (186) | (177) | 31 | 1,132 | 1,407 | 1,378 | 1,394 | 1,363 | 1,358 | 920 | - | - | 8,619 |
| 40 | Core Market Administration Costs | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>124</u> | <u>1,483</u> |
| 41 | Total CCRA Costs | <u>\$ 23,013</u> | <u>\$ 20,856</u> | <u>\$ 21,527</u> | <u>\$ 16,674</u> | <u>\$ 16,715</u> | <u>\$ 16,148</u> | <u>\$ 16,751</u> | <u>\$ 16,819</u> | <u>\$ 16,190</u> | <u>\$ 17,783</u> | <u>\$ 22,683</u> | <u>\$ 24,913</u> | <u>\$ 230,072</u> |
| 42 | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | |
| 44 | CCRA Unit Cost | (\$/GJ) | \$ 2.073 | \$ 2.080 | \$ 1.939 | \$ 1.552 | \$ 1.506 | \$ 1.503 | \$ 1.509 | \$ 1.515 | \$ 1.507 | \$ 1.602 | \$ 2.111 | \$ 1.760 |

Slight differences in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
CCRA INCURRED MONTHLY ACTIVITIES
FORECAST PERIOD FROM JAN 2019 TO DEC 2019
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 2
Page 2

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | |
|----------|-------------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|----------|
| 1 | | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | 13-24 months | |
| 2 | | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 | Total | |
| 3 | CCRA QUANTITIES | | | | | | | | | | | | | | |
| 4 | Commodity Purchase | (TJ) | | | | | | | | | | | | | |
| 5 | STN 2 | 8,998 | 8,127 | 8,998 | 8,708 | 8,998 | 8,708 | 8,998 | 8,998 | 8,708 | 8,998 | 8,708 | 8,998 | 105,942 | |
| 6 | AECO | 2,880 | 2,601 | 2,880 | 2,787 | 2,880 | 2,787 | 2,880 | 2,880 | 2,787 | 2,880 | 2,787 | 2,880 | 33,905 | |
| 7 | Total Commodity Purchased | 11,877 | 10,728 | 11,877 | 11,494 | 11,877 | 11,494 | 11,877 | 11,877 | 11,494 | 11,877 | 11,494 | 11,877 | 139,847 | |
| 8 | Fuel Gas Provided to Midstream | (484) | (437) | (484) | (469) | (484) | (469) | (484) | (484) | (469) | (484) | (469) | (484) | (5,701) | |
| 9 | Commodity Available for Sale | 11,393 | 10,291 | 11,393 | 11,026 | 11,393 | 11,026 | 11,393 | 11,393 | 11,026 | 11,393 | 11,026 | 11,393 | 134,146 | |
| 10 | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | |
| 12 | CCRA COSTS | (\$000) | | | | | | | | | | | | | |
| 13 | Commodity Costs | | | | | | | | | | | | | | |
| 14 | STN 2 | \$ 19,293 | \$ 17,320 | \$ 17,803 | \$ 12,876 | \$ 12,177 | \$ 11,935 | \$ 12,357 | \$ 12,330 | \$ 12,025 | \$ 13,024 | \$ 16,788 | \$ 19,289 | \$ 177,217 | |
| 15 | AECO | 7,178 | 6,449 | 6,701 | 5,501 | 5,318 | 5,195 | 5,375 | 5,367 | 5,223 | 5,595 | 6,218 | 7,047 | 71,167 | |
| 16 | Commodity Costs before Hedging | \$ 26,471 | \$ 23,769 | \$ 24,504 | \$ 18,377 | \$ 17,494 | \$ 17,130 | \$ 17,732 | \$ 17,696 | \$ 17,248 | \$ 18,619 | \$ 23,007 | \$ 26,336 | \$ 248,383 | |
| 17 | Mark to Market Hedges Cost / (Gain) | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 18 | Core Market Administration Costs | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 124 | 1,483 | |
| 19 | Total CCRA Costs | \$ 26,595 | \$ 23,893 | \$ 24,627 | \$ 18,500 | \$ 17,618 | \$ 17,253 | \$ 17,856 | \$ 17,820 | \$ 17,372 | \$ 18,742 | \$ 23,130 | \$ 26,459 | \$ 249,866 | |
| 20 | | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | | |
| 22 | CCRA Unit Cost | (\$/GJ) | \$ 2.334 | \$ 2.322 | \$ 2.162 | \$ 1.678 | \$ 1.546 | \$ 1.565 | \$ 1.567 | \$ 1.564 | \$ 1.576 | \$ 1.645 | \$ 2.098 | \$ 2.322 | \$ 1.863 |

Slight differences in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
COMMODITY COST RECONCILIATION ACCOUNT (CCRA)
COST OF GAS (COMMODITY COST RECOVERY CHARGE) FLOW-THROUGH
FOR THE FORECAST PERIOD JAN 1, 2018 TO DEC 31, 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 2
Page 3

| Line No. | Particulars | Unit | RS-1 to RS-7 |
|----------|---|-------|---------------------|
| | (1) | | (2) |
| 1 | <u>CCRA Baseload</u> | TJ | 130,721 |
| 2 | | | |
| 3 | <u>CCRA Incurred Costs</u> | | |
| 5 | STN 2 | \$000 | \$ 153,680.2 |
| 6 | AECO | | 66,290.5 |
| 7 | CCRA Commodity Costs before Hedging | | \$ 219,970.7 |
| 8 | Mark to Market Hedges Cost / (Gain) | | 8,619.1 |
| 9 | Core Market Administration Costs | | 1,482.6 |
| 10 | Total Incurred Costs before CCRA deferral amortization | | \$ 230,072.4 |
| 11 | | | |
| 12 | Pre-tax CCRA Deficit / (Surplus) as of Jan 1, 2018 ^(a) | | (27,575.7) |
| 13 | Total CCRA Incurred Costs | | \$ 202,496.6 |
| 14 | | | |
| 15 | | | |
| 16 | <u>CCRA Incurred Unit Costs</u> | \$/GJ | |
| 17 | CCRA Commodity Costs before Hedging | | \$ 1.6827 |
| 18 | Mark to Market Hedges Cost / (Gain) | | 0.0659 |
| 19 | Core Market Administration Costs | | 0.0113 |
| 20 | Total Incurred Costs before CCRA deferral amortization | | \$ 1.7600 |
| 21 | Pre-tax CCRA Deficit / (Surplus) as of Jan 1, 2018 | | (0.2110) |
| 22 | CCRA Gas Costs Incurred -- Flow-Through | | \$ 1.5491 |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | <u>Cost of Gas (Commodity Cost Recovery Charge)</u> | | RS-1 to RS-7 |
| 30 | | | |
| 31 | PROPOSED Flow-Through Cost of Gas effective Jan 1, 2018 | | \$ 1.549 |
| 32 | | | |
| 33 | Existing Cost of Gas (effective since Oct 1, 2016) | | \$ 2.050 |
| 34 | | | |
| 35 | Cost of Gas Increase / (Decrease) | \$/GJ | \$ (0.501) |
| 36 | | | |
| 37 | Cost of Gas Percentage Increase / (Decrease) | | -24.44% |

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
MCRA INCURRED MONTHLY ACTIVITIES FOR THE YEAR 2017
FORECAST PERIODS WITH FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 2
Page 4

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) |
|----------|--|-----------------|---------------------|---------------------|----------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|---------------------|---------------------|-----------------------|
| | | Opening balance | Recorded Jan-17 | Recorded Feb-17 | Recorded Mar-17 | Recorded Apr-17 | Recorded May-17 | Recorded Jun-17 | Recorded Jul-17 | Recorded Aug-17 | Recorded Sep-17 | Recorded Oct-17 | Projected Nov-17 | Projected Dec-17 | 2017 Total |
| 1 | MCRA COSTS | (\$000) | | | | | | | | | | | | | |
| 2 | <u>Midstream Commodity Related Costs</u> | | | | | | | | | | | | | | |
| 3 | Midstream Commodity Costs before Hedging ^(a) | | \$ 20,751.8 | \$ 14,493.8 | \$ 9,575.4 | \$ 1,878.9 | \$ 1,923.0 | \$ 2,314.4 | \$ 1,420.5 | \$ 306.7 | \$ 613.9 | \$ 1,538.5 | \$ 4,585.5 | \$ 8,899.2 | \$ 68,301.6 |
| 4 | Mark to Market Hedges Cost / (Gain) | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Imbalance ^(b) | \$ 1,897.7 | (48.9) | (754.4) | (663.5) | 378.7 | 346.7 | 8.8 | (532.3) | (212.3) | (100.5) | 235.3 | - | - | (1,342.3) |
| 6 | Company Use Gas Recovered from O&M | | (536.7) | 48.5 | (63.2) | (213.1) | (126.0) | (174.3) | (155.4) | (137.6) | (141.7) | (180.3) | (452.4) | (735.0) | (2,867.3) |
| 7 | Storage Withdrawal / (Injection) Activity ^(c) | | <u>13,137.1</u> | <u>11,103.8</u> | <u>10,852.2</u> | <u>(136.0)</u> | <u>(9,451.7)</u> | <u>(13,428.2)</u> | <u>(9,976.5)</u> | <u>(8,791.7)</u> | <u>(6,040.5)</u> | <u>(2,168.8)</u> | <u>8,199.0</u> | <u>11,656.3</u> | <u>4,954.9</u> |
| 8 | Total Midstream Commodity Related Costs | | <u>\$ 33,303.3</u> | <u>\$ 24,891.8</u> | <u>\$ 19,700.9</u> | <u>\$ 1,908.5</u> | <u>\$ (7,308.0)</u> | <u>\$ (11,279.4)</u> | <u>\$ (9,243.7)</u> | <u>\$ (8,834.9)</u> | <u>\$ (5,668.9)</u> | <u>\$ (575.3)</u> | <u>\$ 12,332.1</u> | <u>\$ 19,820.5</u> | <u>\$ 69,047.0</u> |
| 9 | | | | | | | | | | | | | | | |
| 10 | <u>Storage Related Costs</u> | | | | | | | | | | | | | | |
| 11 | Storage Demand - Third Party Storage | | \$ 2,640.9 | \$ 2,597.1 | \$ 2,649.3 | \$ 2,550.6 | \$ 3,610.2 | \$ 3,686.9 | \$ 3,399.3 | \$ 3,564.7 | \$ 3,644.8 | \$ 3,580.0 | \$ 2,501.2 | \$ 2,505.5 | \$ 36,930.4 |
| 12 | On-System Storage - Mt. Hayes (LNG) | | <u>1,520.5</u> | <u>1,504.4</u> | <u>1,519.3</u> | <u>1,505.0</u> | <u>1,665.1</u> | <u>1,635.5</u> | <u>1,522.0</u> | <u>1,503.9</u> | <u>1,571.5</u> | <u>1,680.5</u> | <u>1,605.4</u> | <u>1,522.8</u> | <u>18,756.0</u> |
| 13 | Total Storage Related Costs | | <u>\$ 4,161.3</u> | <u>\$ 4,101.5</u> | <u>\$ 4,168.6</u> | <u>\$ 4,055.7</u> | <u>\$ 5,275.3</u> | <u>\$ 5,322.3</u> | <u>\$ 4,921.3</u> | <u>\$ 5,068.6</u> | <u>\$ 5,216.4</u> | <u>\$ 5,260.5</u> | <u>\$ 4,106.6</u> | <u>\$ 4,028.3</u> | <u>\$ 55,686.4</u> |
| 14 | | | | | | | | | | | | | | | |
| 15 | <u>Transportation Related Costs</u> | | | | | | | | | | | | | | |
| 16 | Spectra (BC Pipeline) - Westcoast Energy | | \$ 8,599.2 | \$ 8,020.6 | \$ 8,286.4 | \$ 6,656.6 | \$ 6,640.5 | \$ 6,834.3 | \$ 6,659.5 | \$ 6,848.1 | \$ 6,711.2 | \$ 6,697.8 | \$ 7,169.6 | \$ 7,422.0 | \$ 86,545.8 |
| 17 | TransCanada (Foothill BC) | | 390.7 | 390.7 | 390.7 | 249.9 | 250.4 | 292.4 | 293.7 | 292.6 | 293.7 | 292.6 | 385.2 | 398.1 | 3,920.9 |
| 18 | TransCanada (Nova Alta) | | 965.1 | 965.1 | 965.1 | 1,008.9 | 1,079.9 | 804.2 | 901.8 | 901.2 | 868.4 | 934.0 | 901.7 | 931.8 | 11,227.2 |
| 19 | Northwest Pipeline | | 814.9 | 709.8 | 796.1 | 383.2 | 396.8 | 377.5 | 384.1 | 392.2 | 284.3 | 417.1 | 755.6 | 780.4 | 6,492.1 |
| 20 | FortisBC Huntingdon Inc. | | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 11.2 | 12.0 | 12.0 | 135.7 |
| 21 | Southern Crossing Pipeline | | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>3,600.0</u> |
| 22 | Total Transportation Related Costs | | <u>\$ 11,081.2</u> | <u>\$ 10,397.4</u> | <u>\$ 10,749.5</u> | <u>\$ 8,609.9</u> | <u>\$ 8,678.8</u> | <u>\$ 8,619.6</u> | <u>\$ 8,550.3</u> | <u>\$ 8,745.2</u> | <u>\$ 8,468.7</u> | <u>\$ 8,652.8</u> | <u>\$ 9,524.1</u> | <u>\$ 9,844.2</u> | <u>\$ 111,921.8</u> |
| 23 | | | | | | | | | | | | | | | |
| 24 | <u>Mitigation</u> | | | | | | | | | | | | | | |
| 25 | Commodity Related Mitigation | | \$ (3,855.7) | \$ (6,274.0) | \$ (10,145.0) | \$ (1,220.0) | \$ (819.9) | \$ (584.7) | \$ (1,898.7) | \$ (3,126.4) | \$ (3,078.8) | \$ (2,250.2) | \$ (7,379.4) | \$ (3,892.5) | \$ (44,525.3) |
| 26 | Storage Related Mitigation | | (484.3) | (0.3) | - | (539.3) | (1,468.0) | (3,265.1) | (3,329.9) | (634.3) | (337.1) | (805.0) | - | - | (10,863.4) |
| 27 | Transportation Related Mitigation | | <u>(3,359.2)</u> | <u>(2,308.0)</u> | <u>(3,720.4)</u> | <u>(6,713.1)</u> | <u>(8,634.6)</u> | <u>(8,107.4)</u> | <u>(13,289.1)</u> | <u>(18,317.1)</u> | <u>(15,471.9)</u> | <u>(10,455.0)</u> | <u>1,612.5</u> | <u>(1,465.2)</u> | <u>(90,228.4)</u> |
| 28 | Total Mitigation | | <u>\$ (7,699.2)</u> | <u>\$ (8,582.2)</u> | <u>\$ (13,865.3)</u> | <u>\$ (8,472.4)</u> | <u>\$ (10,922.6)</u> | <u>\$ (11,957.2)</u> | <u>\$ (18,517.7)</u> | <u>\$ (22,077.7)</u> | <u>\$ (18,887.9)</u> | <u>\$ (13,510.2)</u> | <u>\$ (5,767.0)</u> | <u>\$ (5,357.7)</u> | <u>\$ (145,617.1)</u> |
| 29 | | | | | | | | | | | | | | | |
| 30 | <u>GSMIP Incentive Sharing</u> | | <u>\$ 313.5</u> | <u>\$ 164.3</u> | <u>\$ 150.3</u> | <u>\$ 118.3</u> | <u>\$ 120.6</u> | <u>\$ 119.7</u> | <u>\$ 240.3</u> | <u>\$ 296.3</u> | <u>\$ 263.1</u> | <u>\$ 191.1</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 2,144.0</u> |
| 31 | | | | | | | | | | | | | | | |
| 32 | <u>Core Market Administration Costs</u> | | <u>\$ 280.5</u> | <u>\$ 181.9</u> | <u>\$ 265.3</u> | <u>\$ 189.7</u> | <u>\$ 268.7</u> | <u>\$ 331.0</u> | <u>\$ 230.9</u> | <u>\$ 228.4</u> | <u>\$ 287.3</u> | <u>\$ 222.3</u> | <u>\$ 312.2</u> | <u>\$ 312.2</u> | <u>\$ 3,110.4</u> |
| 33 | TOTAL MCRA COSTS | (\$000) | <u>\$ 41,440.6</u> | <u>\$ 31,154.6</u> | <u>\$ 21,169.2</u> | <u>\$ 6,409.6</u> | <u>\$ (3,887.2)</u> | <u>\$ (8,844.0)</u> | <u>\$ (13,818.6)</u> | <u>\$ (16,574.0)</u> | <u>\$ (10,321.3)</u> | <u>\$ 241.2</u> | <u>\$ 20,591.4</u> | <u>\$ 28,730.8</u> | <u>\$ 96,292.4</u> |
| | (Line 8, 13, 22, 28, 30 & 32) | | | | | | | | | | | | | | |

Notes:

(a) The total cost of UAF is included as a component of gas purchased. Sales UAF costs are recovered via gas cost recovery rates, while T-Service UAF costs are recovered via delivery revenues.

(b) Imbalance is composed of two components, Spectra imbalance (difference between Spectra metered and authorized deliveries) and Transportation imbalance (difference between the authorized receipts and customers' consumption or "burn").

The Jan 1, 2017 opening balance reflects FEI owed Spectra / Transportation Marketers 650 TJ of gas valued at \$1,897.7K. As imbalance amounts can be either a debit or credit value, and typically remain within a narrow range, FEI does not forecast future imbalance amounts.

(c) The net impact to the MCRA related to the movement of commodity costs into or out of the Gas in Storage inventory account. Gas injections to storage result in credits to the MCRA, while withdrawals result in costs being debited to the MCRA.

Slight difference in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
MCRA INCURRED MONTHLY ACTIVITIES FOR THE YEAR 2018
FORECAST PERIODS WITH FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

- Tab 2
Page 5

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) |
|----------|--|-----------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| | | Opening balance | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | 2018 Total |
| 1 | MCRA COSTS | (\$000) | | | | | | | | | | | | | |
| 2 | <u>Midstream Commodity Related Costs</u> | | | | | | | | | | | | | | |
| 3 | Midstream Commodity Costs before Hedging ^(a) | | \$ 8,998.7 | \$ 8,153.3 | \$ 5,087.4 | \$ 5.2 | \$ 3.0 | \$ 4.8 | \$ 3.0 | \$ 3.0 | \$ 4.9 | \$ 3.4 | \$ 4,904.0 | \$ 9,001.0 | \$ 36,171.7 |
| 4 | Mark to Market Hedges Cost / (Gain) | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Imbalance ^(b) | \$ 555.4 | (555.4) | - | - | - | - | - | - | - | - | - | - | - | (555.4) |
| 6 | Company Use Gas Recovered from O&M | | (866.9) | (683.2) | (582.6) | (408.0) | (228.8) | (202.4) | (153.4) | (102.2) | (142.7) | (214.5) | (458.3) | (744.6) | (4,787.5) |
| 7 | Storage Withdrawal / (Injection) Activity ^(c) | | <u>12,285.3</u> | <u>10,041.3</u> | <u>7,115.4</u> | <u>143.5</u> | <u>(6,654.4)</u> | <u>(8,297.5)</u> | <u>(8,947.1)</u> | <u>(8,387.0)</u> | <u>(6,759.9)</u> | <u>(1,615.1)</u> | <u>7,763.8</u> | <u>9,657.5</u> | <u>6,345.9</u> |
| 8 | Total Midstream Commodity Related Costs | | <u>\$ 19,861.6</u> | <u>\$ 17,511.4</u> | <u>\$ 11,620.1</u> | <u>\$ (259.3)</u> | <u>\$ (6,880.2)</u> | <u>\$ (8,495.1)</u> | <u>\$ (9,097.5)</u> | <u>\$ (8,486.1)</u> | <u>\$ (6,897.7)</u> | <u>\$ (1,826.2)</u> | <u>\$ 12,209.6</u> | <u>\$ 17,914.0</u> | <u>\$ 37,174.6</u> |
| 9 | | | | | | | | | | | | | | | |
| 10 | <u>Storage Related Costs</u> | | | | | | | | | | | | | | |
| 11 | Storage Demand - Third Party Storage | | \$ 2,511.3 | \$ 2,486.2 | \$ 2,498.6 | \$ 2,523.0 | \$ 3,603.5 | \$ 3,630.5 | \$ 3,655.6 | \$ 3,650.6 | \$ 3,637.5 | \$ 3,558.8 | \$ 2,537.3 | \$ 2,551.3 | \$ 36,844.0 |
| 12 | On-System Storage - Mt. Hayes (LNG) | | <u>1,522.9</u> | <u>1,522.9</u> | <u>1,522.5</u> | <u>1,518.3</u> | <u>1,699.7</u> | <u>1,705.5</u> | <u>1,518.4</u> | <u>1,518.3</u> | <u>1,518.3</u> | <u>1,710.6</u> | <u>1,605.4</u> | <u>1,522.8</u> | <u>18,885.7</u> |
| 13 | Total Storage Related Costs | | <u>\$ 4,034.2</u> | <u>\$ 4,009.1</u> | <u>\$ 4,021.0</u> | <u>\$ 4,041.3</u> | <u>\$ 5,303.2</u> | <u>\$ 5,336.0</u> | <u>\$ 5,174.0</u> | <u>\$ 5,169.0</u> | <u>\$ 5,155.9</u> | <u>\$ 5,269.4</u> | <u>\$ 4,142.6</u> | <u>\$ 4,074.1</u> | <u>\$ 55,729.8</u> |
| 14 | | | | | | | | | | | | | | | |
| 15 | <u>Transportation Related Costs</u> | | | | | | | | | | | | | | |
| 16 | Spectra (BC Pipeline) - Westcoast Energy | | \$ 7,547.3 | \$ 7,449.6 | \$ 7,484.0 | \$ 7,163.7 | \$ 7,147.5 | \$ 7,044.5 | \$ 7,121.3 | \$ 7,141.9 | \$ 7,147.3 | \$ 7,233.2 | \$ 7,275.1 | \$ 7,527.5 | \$ 87,282.8 |
| 17 | TransCanada (Foothill BC) | | 414.0 | 373.9 | 414.0 | 301.9 | 312.0 | 301.9 | 312.0 | 312.0 | 301.9 | 312.0 | 400.6 | 414.0 | 4,170.4 |
| 18 | TransCanada (Nova Alta) | | 850.7 | 768.4 | 850.7 | 823.3 | 850.7 | 823.3 | 850.7 | 850.7 | 823.3 | 850.7 | 823.3 | 850.7 | 10,016.5 |
| 19 | Northwest Pipeline | | 757.0 | 697.7 | 741.5 | 364.0 | 362.0 | 379.8 | 392.7 | 384.1 | 351.2 | 365.1 | 744.4 | 772.9 | 6,312.5 |
| 20 | FortisBC Huntingdon Inc. | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 143.5 |
| 21 | Southern Crossing Pipeline | | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>3,600.0</u> |
| 22 | Total Transportation Related Costs | | <u>\$ 9,880.9</u> | <u>\$ 9,601.6</u> | <u>\$ 9,802.1</u> | <u>\$ 8,964.9</u> | <u>\$ 8,984.2</u> | <u>\$ 8,861.5</u> | <u>\$ 8,988.6</u> | <u>\$ 9,000.6</u> | <u>\$ 8,935.7</u> | <u>\$ 9,073.0</u> | <u>\$ 9,555.4</u> | <u>\$ 9,877.1</u> | <u>\$ 111,525.6</u> |
| 23 | | | | | | | | | | | | | | | |
| 24 | <u>Mitigation</u> | | | | | | | | | | | | | | |
| 25 | Commodity Related Mitigation | | \$ (1,191.3) | \$ (3,648.6) | \$ (3,344.8) | \$ (465.8) | \$ (486.5) | \$ (731.7) | \$ (1,224.1) | \$ (1,497.1) | \$ (1,344.2) | \$ (800.3) | \$ (5,787.1) | \$ (1,014.1) | \$ (21,535.5) |
| 26 | Storage Related Mitigation | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 27 | Transportation Related Mitigation | | <u>(1,419.0)</u> | <u>(1,237.3)</u> | <u>(1,868.6)</u> | <u>(5,006.3)</u> | <u>(5,703.2)</u> | <u>(5,492.5)</u> | <u>(6,847.8)</u> | <u>(5,943.1)</u> | <u>(5,827.0)</u> | <u>(5,030.4)</u> | <u>(1,987.5)</u> | <u>(1,465.2)</u> | <u>(47,827.9)</u> |
| 28 | Total Mitigation | | <u>\$ (2,610.3)</u> | <u>\$ (4,885.8)</u> | <u>\$ (5,213.5)</u> | <u>\$ (5,472.0)</u> | <u>\$ (6,189.8)</u> | <u>\$ (6,224.2)</u> | <u>\$ (8,071.9)</u> | <u>\$ (7,440.2)</u> | <u>\$ (7,171.2)</u> | <u>\$ (5,830.6)</u> | <u>\$ (7,774.6)</u> | <u>\$ (2,479.3)</u> | <u>\$ (69,363.4)</u> |
| 29 | | | | | | | | | | | | | | | |
| 30 | <u>GSMIP Incentive Sharing</u> | | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 1,000.0</u> |
| 31 | | | | | | | | | | | | | | | |
| 32 | <u>Core Market Administration Costs</u> | | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 3,459.4</u> |
| 33 | TOTAL MCRA COSTS | (\$000) | <u>\$ 31,538.1</u> | <u>\$ 26,607.8</u> | <u>\$ 20,601.5</u> | <u>\$ 7,646.5</u> | <u>\$ 1,589.1</u> | <u>\$ (150.1)</u> | <u>\$ (2,635.1)</u> | <u>\$ (1,385.1)</u> | <u>\$ 394.3</u> | <u>\$ 7,057.2</u> | <u>\$ 18,504.6</u> | <u>\$ 29,757.5</u> | <u>\$ 139,526.1</u> |

(Line 8, 13, 22, 28, 30 & 32)

Notes:

- (a) The total cost of UAF is included as a component of gas purchased. Sales UAF costs are recovered via gas cost recovery rates, while T-Service UAF costs are recovered via delivery revenues.
- (b) Imbalance is composed of two components, Spectra imbalance (difference between Spectra metered and authorized deliveries) and Transportation imbalance (difference between the authorized receipts and customers' consumption or "burn"). For developing the forecast midstream costs opening imbalance amounts are forecast to be settled at the beginning of the prospective period. As imbalance amounts can be either a debit or credit value, and typically remain within a narrow range, FEI does not forecast future imbalance amounts.
- (c) The net impact to the MCRA related to the movement of commodity costs into or out of the Gas in Storage inventory account. Gas injections to storage result in credits to the MCRA, while withdrawals result in costs being debited to the MCRA.

Slight difference in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
MCRA INCURRED MONTHLY ACTIVITIES FOR THE YEAR 2019
FORECAST PERIODS WITH FIVE-DAY AVERAGE FORWARD PRICES - Nov 7, 8, 9, 10, 14, 2017

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) |
|----------|--|-----------------|---------------------------|---------------------------|---------------------------|--------------------------|--------------------------|------------------------|----------------------------|----------------------------|-----------------------|--------------------------|---------------------------|---------------------------|----------------------------|
| | | Opening balance | Forecast Jan 2019 | Forecast Feb 2019 | Forecast Mar 2019 | Forecast Apr 2019 | Forecast May 2019 | Forecast Jun 2019 | Forecast Jul 2019 | Forecast Aug 2019 | Forecast Sep 2019 | Forecast Oct 2019 | Forecast Nov 2019 | Forecast Dec 2019 | 2019 Total |
| 1 | MCRA COSTS | (\$000) | | | | | | | | | | | | | |
| 2 | <u>Midstream Commodity Related Costs</u> | | | | | | | | | | | | | | |
| 3 | Midstream Commodity Costs before Hedging ^(a) | | \$ 8,735.8 | \$ 7,842.5 | \$ 4,605.9 | \$ 2.0 | \$ 12.9 | \$ 1.9 | \$ 13.1 | \$ 13.1 | \$ 1.9 | \$ 13.8 | \$ 4,326.2 | \$ 8,704.8 | \$ 34,274.0 |
| 4 | Mark to Market Hedges Cost / (Gain) | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Imbalance ^(b) | \$ - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6 | Company Use Gas Recovered from O&M | | (866.9) | (683.2) | (582.6) | (408.0) | (228.8) | (202.4) | (153.4) | (102.2) | (142.7) | (214.5) | (458.3) | (744.6) | (4,787.5) |
| 7 | Storage Withdrawal / (Injection) Activity ^(c) | | <u>9,748.1</u> | <u>8,031.7</u> | <u>6,077.7</u> | <u>(17.5)</u> | <u>(6,842.8)</u> | <u>(7,342.3)</u> | <u>(8,745.9)</u> | <u>(8,649.3)</u> | <u>(6,923.8)</u> | <u>(1,652.4)</u> | <u>7,018.5</u> | <u>10,383.6</u> | <u>1,085.6</u> |
| 8 | Total Midstream Commodity Related Costs | | <u>\$ 17,617.0</u> | <u>\$ 15,191.1</u> | <u>\$ 10,101.0</u> | <u>\$ (423.4)</u> | <u>\$ (7,058.6)</u> | <u>\$ (7,542.9)</u> | <u>\$ (8,886.2)</u> | <u>\$ (8,738.5)</u> | <u>\$ (7,064.6)</u> | <u>\$ (1,853.0)</u> | <u>\$ 10,886.4</u> | <u>\$ 18,343.9</u> | <u>\$ 30,572.1</u> |
| 9 | | | | | | | | | | | | | | | |
| 10 | <u>Storage Related Costs</u> | | | | | | | | | | | | | | |
| 11 | Storage Demand - Third Party Storage | | \$ 2,557.3 | \$ 2,532.7 | \$ 2,546.2 | \$ 2,538.3 | \$ 3,621.1 | \$ 3,619.2 | \$ 3,653.5 | \$ 3,652.5 | \$ 3,636.3 | \$ 3,558.1 | \$ 2,537.1 | \$ 2,549.2 | \$ 37,001.5 |
| 12 | On-System Storage - Mt. Hayes (LNG) | | <u>1,522.9</u> | <u>1,522.9</u> | <u>1,522.5</u> | <u>1,518.3</u> | <u>1,699.7</u> | <u>1,705.5</u> | <u>1,518.4</u> | <u>1,518.3</u> | <u>1,518.3</u> | <u>1,710.6</u> | <u>1,605.4</u> | <u>1,522.8</u> | <u>18,885.7</u> |
| 13 | Total Storage Related Costs | | <u>\$ 4,080.2</u> | <u>\$ 4,055.6</u> | <u>\$ 4,068.7</u> | <u>\$ 4,056.7</u> | <u>\$ 5,320.8</u> | <u>\$ 5,324.7</u> | <u>\$ 5,171.9</u> | <u>\$ 5,170.8</u> | <u>\$ 5,154.6</u> | <u>\$ 5,268.7</u> | <u>\$ 4,142.5</u> | <u>\$ 4,072.0</u> | <u>\$ 55,887.2</u> |
| 14 | | | | | | | | | | | | | | | |
| 15 | <u>Transportation Related Costs</u> | | | | | | | | | | | | | | |
| 16 | Spectra (BC Pipeline) - Westcoast Energy | | \$ 8,548.6 | \$ 8,451.3 | \$ 8,485.4 | \$ 8,177.6 | \$ 8,161.4 | \$ 8,056.0 | \$ 8,134.7 | \$ 8,155.6 | \$ 8,160.8 | \$ 8,248.9 | \$ 8,282.1 | \$ 8,503.9 | \$ 99,366.2 |
| 17 | TransCanada (Foothill BC) | | 422.3 | 381.4 | 422.3 | 308.0 | 318.2 | 308.0 | 318.2 | 318.2 | 308.0 | 318.2 | 408.7 | 422.3 | 4,253.9 |
| 18 | TransCanada (Nova Alta) | | 867.7 | 783.8 | 867.7 | 839.7 | 867.7 | 839.7 | 867.7 | 867.7 | 839.7 | 867.7 | 839.7 | 867.7 | 10,216.8 |
| 19 | Northwest Pipeline | | 739.6 | 688.8 | 732.0 | 361.3 | 360.5 | 358.3 | 383.0 | 383.0 | 350.3 | 365.0 | 744.3 | 409.9 | 5,876.0 |
| 20 | FortisBC Huntingdon Inc. | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 143.5 |
| 21 | Southern Crossing Pipeline | | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>3,600.0</u> |
| 22 | Total Transportation Related Costs | | <u>\$ 10,890.2</u> | <u>\$ 10,617.2</u> | <u>\$ 10,819.4</u> | <u>\$ 9,998.6</u> | <u>\$ 10,019.8</u> | <u>\$ 9,874.0</u> | <u>\$ 10,015.6</u> | <u>\$ 10,036.6</u> | <u>\$ 9,970.8</u> | <u>\$ 10,111.8</u> | <u>\$ 10,586.7</u> | <u>\$ 10,515.8</u> | <u>\$ 123,456.3</u> |
| 23 | | | | | | | | | | | | | | | |
| 24 | <u>Mitigation</u> | | | | | | | | | | | | | | |
| 25 | Commodity Related Mitigation | | \$ (1,019.7) | \$ (3,152.1) | \$ (3,867.2) | \$ (428.3) | \$ (506.8) | \$ (1,842.6) | \$ (2,342.0) | \$ (2,512.7) | \$ (2,311.8) | \$ (1,031.5) | \$ (4,445.1) | \$ (957.7) | \$ (24,417.6) |
| 26 | Storage Related Mitigation | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 27 | Transportation Related Mitigation | | <u>(1,419.0)</u> | <u>(1,237.3)</u> | <u>(1,868.6)</u> | <u>(5,207.5)</u> | <u>(5,904.5)</u> | <u>(5,693.7)</u> | <u>(7,049.0)</u> | <u>(6,144.3)</u> | <u>(6,028.2)</u> | <u>(5,231.6)</u> | <u>(1,987.5)</u> | <u>(1,465.2)</u> | <u>(49,236.6)</u> |
| 28 | Total Mitigation | | <u>\$ (2,438.7)</u> | <u>\$ (4,389.4)</u> | <u>\$ (5,735.8)</u> | <u>\$ (5,635.8)</u> | <u>\$ (6,411.3)</u> | <u>\$ (7,536.3)</u> | <u>\$ (9,391.0)</u> | <u>\$ (8,657.1)</u> | <u>\$ (8,340.1)</u> | <u>\$ (6,263.1)</u> | <u>\$ (6,432.7)</u> | <u>\$ (2,423.0)</u> | <u>\$ (73,654.2)</u> |
| 29 | | | | | | | | | | | | | | | |
| 30 | <u>GSMIP Incentive Sharing</u> | | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 1,000.0</u> |
| 31 | | | | | | | | | | | | | | | - |
| 32 | <u>Core Market Administration Costs</u> | | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 3,459.4</u> |
| 33 | TOTAL MCRA COSTS | (\$000) | <u><u>\$ 30,520.3</u></u> | <u><u>\$ 25,846.0</u></u> | <u><u>\$ 19,624.8</u></u> | <u><u>\$ 8,367.6</u></u> | <u><u>\$ 2,242.3</u></u> | <u><u>\$ 491.1</u></u> | <u><u>\$ (2,718.1)</u></u> | <u><u>\$ (1,816.5)</u></u> | <u><u>\$ 92.4</u></u> | <u><u>\$ 7,636.0</u></u> | <u><u>\$ 19,554.6</u></u> | <u><u>\$ 30,880.3</u></u> | <u><u>\$ 140,720.8</u></u> |

(Line 8, 13, 22, 28, 30 & 32)

Notes:

(a) The total cost of UAF is included as a component of gas purchased. Sales UAF costs are recovered via gas cost recovery rates, while T-Service UAF costs are recovered via delivery revenues.

(b) Imbalance is composed of two components, Spectra imbalance (difference between Spectra metered and authorized deliveries) and Transportation imbalance (difference between the authorized receipts and customers' consumption or "burn"). For developing the forecast midstream costs opening imbalance amounts are forecast to be settled at the beginning of the prospective period. As imbalance amounts can be either a debit or credit value, and typically remain within a narrow range, FEI does not forecast future imbalance amounts.

(c) The net impact to the MCRA related to the movement of commodity costs into or out of the Gas in Storage inventory account. Gas injections to storage result in credits to the MCRA, while withdrawals result in costs being debited to the MCRA.

Slight difference in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
STORAGE AND TRANSPORT RELATED CHARGES FLOW-THROUGH BY RATE SCHEDULE
FOR THE FORECAST PERIOD JAN 2018 TO DEC 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 2
Page 7

| Line No. | Particulars | Unit | Residential RS-1 | Commercial RS-2 | Commercial RS-3 | General Firm Service RS-5 | NGV RS-6 | Subtotal | Seasonal RS-4 | General Interruptible RS-7 | RS-1 to RS-7 Summary | Total MCRA Gas Budget Costs | LNG RS-46 | Term & Spot Gas Sales RS-14A | Off-System Interruptible Sales RS-30 |
|----------|--|-------|------------------|-----------------|-----------------|---------------------------|-------------|---------------|---------------|----------------------------|----------------------|-----------------------------|--------------|------------------------------|--------------------------------------|
| | (1) | | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
| 1 | MCRA Sales Quantity | TJ | 81,146.5 | 30,218.0 | 20,025.5 | 2,673.5 | 28.0 | 134,091.5 | 147.1 | 246.2 | 134,484.7 | | 1,111.3 | 1,300.0 | 13,599.1 |
| 2 | | | | | | | | | | | | | | | |
| 3 | Load Factor Adjusted Quantity | | | | | | | | | | | | | | |
| 4 | Load Factor ^(a) | % | 31.8% | 31.5% | 37.3% | 50.0% | 100.0% | | | | | | | | |
| 5 | Load Factor Adjusted Quantity | TJ | 255,104.3 | 95,803.6 | 53,652.1 | 5,346.9 | 28.0 | 409,935.0 | | | | | | | |
| 6 | Load Factor Adjusted Volumetric Allocation | % | 62.2% | 23.4% | 13.1% | 1.3% | 0.0% | 100.0% | | | | | | | |
| 7 | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | |
| 9 | MCRA Cost of Gas - Load Factor Adjusted Allocation | | | | | | | | | | | | | | |
| 10 | Midstream Commodity Related Costs (Net of Mitigation) | \$000 | \$ 9,248.0 | \$ 3,473.1 | \$ 1,945.0 | \$ 193.8 | \$ 1.0 | \$ 14,860.9 | | | \$ 14,860.9 | | \$ (2,178.2) | \$ (2,556.4) | \$ - |
| 11 | Midstream Commodity Related Costs | | 22,649.6 | 8,506.0 | 4,763.5 | 474.7 | 2.5 | 36,396.4 | | | | | 1,037.9 | 1,441.4 | 13,600.8 |
| 12 | Midstream Commodity Related Mitigation | | (13,401.6) | (5,032.9) | (2,818.6) | (280.9) | (1.5) | (21,535.5) | | | | | (3,216.1) | (3,997.8) | (13,600.8) |
| 13 | Storage Related Costs (Net of Mitigation) | \$000 | 34,680.9 | 13,024.3 | 7,293.9 | 726.9 | 3.8 | 55,729.8 | | | 55,729.8 | | - | - | - |
| 14 | Storage Related Costs | | 34,680.9 | 13,024.3 | 7,293.9 | 726.9 | 3.8 | 55,729.8 | | | | | - | - | - |
| 15 | Storage Related Mitigation | | - | - | - | - | - | - | | | | | - | - | - |
| 16 | Transportation Related Costs (Net of Mitigation) | \$000 | 39,639.4 | 14,886.5 | 8,336.7 | 830.8 | 4.4 | 63,697.8 | | | 63,697.8 | | 371.3 | 435.0 | - |
| 17 | Transportation Related Costs | | 69,402.9 | 26,064.0 | 14,596.4 | 1,454.7 | 7.6 | 111,525.6 | | | | | 371.3 | 435.0 | - |
| 18 | Transportation Related Mitigation | | (29,763.5) | (11,177.6) | (6,259.7) | (623.8) | (3.3) | (47,827.9) | | | | | - | - | - |
| 19 | GSMIP Incentive Sharing | \$000 | 622.3 | 233.7 | 130.9 | 13.0 | 0.1 | 1,000.0 | | | 1,000.0 | | - | - | - |
| 20 | Core Market Administration Costs - MCRA 70% | \$000 | 2,152.8 | 808.5 | 452.8 | 45.1 | 0.2 | 3,459.4 | | | 3,459.4 | | - | - | - |
| 21 | Total Midstream Cost of Gas Allocated by Rate Class | \$000 | \$ 86,343.4 | \$ 32,426.0 | \$ 18,159.2 | \$ 1,809.7 | \$ 9.5 | \$ 138,747.8 | | | \$ 138,747.8 | \$ 138,747.8 | \$ (1,807.0) | \$ (2,121.4) | \$ - |
| 22 | T-Service UAF to be recovered via delivery revenues ^(b) | | | | | | | | | | | 778.2 | | | |
| 23 | Total MCRA Gas Costs ^(c) | | | | | | | | | | | \$ 139,526.1 | | | |
| 24 | 1/2 of Pre-Tax Amort. MCRA Deficit/(Surplus) as of Jan 1, 2018 | \$000 | \$ (24,791.9) | \$ (9,310.5) | \$ (5,214.1) | \$ (519.6) | \$ (2.7) | \$ (39,838.9) | | | \$ (39,838.9) | | | | |
| 25 | | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | | |
| 27 | MCRA Cost of Gas Unitized | | | | | | | | | | | Average Costs | | | |
| 28 | Midstream Commodity Related Costs (Net of Mitigation) | \$/GJ | \$ 0.1140 | \$ 0.1149 | \$ 0.0971 | \$ 0.0725 | \$ 0.0363 | | | | \$ 0.1105 | | | | |
| 29 | Storage Related Costs (Net of Mitigation) | \$/GJ | 0.4274 | 0.4310 | 0.3642 | 0.2719 | 0.1360 | | | | 0.4144 | | | | |
| 30 | Transportation Related Costs (Net of Mitigation) | \$/GJ | 0.4885 | 0.4926 | 0.4163 | 0.3108 | 0.1554 | | | | 0.4736 | | | | |
| 31 | GSMIP Incentive Sharing | \$/GJ | 0.0077 | 0.0077 | 0.0065 | 0.0049 | 0.0024 | | | | 0.0074 | | | | |
| 32 | Core Market Administration Costs - MCRA 70% | \$/GJ | 0.0265 | 0.0268 | 0.0226 | 0.0169 | 0.0084 | | | | 0.0257 | | | | |
| 33 | MCRA Flow-Through Costs before MCRA deferral amortization | \$/GJ | \$ 1.0640 | \$ 1.0731 | \$ 0.9068 | \$ 0.6769 | \$ 0.3385 | | | | \$ 1.0317 | | | | |
| 34 | MCRA Deferral Amortization via Rate Rider 6 | \$/GJ | \$ (0.3055) | \$ (0.3081) | \$ (0.2604) | \$ (0.1944) | \$ (0.0972) | | | | \$ (0.2962) | | | | |
| 35 | | | | | | | | | | | | | | | |
| 36 | | | | | | | | | | | | | | | |
| 37 | | | | | | | | | | | | | | | |
| 38 | PROPOSED January 1, 2018 Flow-through Storage and Transport Related Charges | | | | | | | | Tariff Rate 5 | Fixed Price Option Rate 5 | | | | | |
| 39 | | | | | | | | | | | | | | | |
| 40 | Storage and Transport Flow-Through | | \$ 1.064 | \$ 1.073 | \$ 0.907 | \$ 0.677 | \$ 0.339 | | \$ 0.677 | \$ 0.677 | | | | | |
| 41 | Existing Storage and Transportation (effective Jan 1, 2017) | | 1.009 | 1.020 | 0.851 | 0.627 | 0.314 | | 0.627 | 0.627 | | | | | |
| 42 | Increase / (Decrease) | \$/GJ | \$ 0.055 | \$ 0.053 | \$ 0.056 | \$ 0.050 | \$ 0.025 | | \$ 0.050 | \$ 0.050 | | | | | |
| 43 | Increase / (Decrease) | % | 5.45% | 5.20% | 6.58% | 7.97% | 7.96% | | 7.97% | 7.97% | | | | | |
| 44 | | | | | | | | | | | | | | | |
| 45 | MCRA Rate Rider 6 Flow-Through | | \$ (0.306) | \$ (0.308) | \$ (0.260) | \$ (0.194) | \$ (0.097) | | \$ (0.194) | \$ (0.194) | | | | | |
| 46 | Existing MCRA Rate Rider 6 (effective Jan 1, 2017) | | (0.198) | (0.200) | (0.167) | (0.123) | (0.062) | | (0.123) | (0.123) | | | | | |
| 47 | Increase / (Decrease) | \$/GJ | \$ (0.108) | \$ (0.108) | \$ (0.093) | \$ (0.071) | \$ (0.035) | | \$ (0.071) | \$ (0.071) | | | | | |
| 48 | Increase / (Decrease) | % | -54.55% | -54.00% | -55.69% | -57.72% | -56.45% | | -57.72% | -57.72% | | | | | |

Notes:

- (a) Based on the historical 3-year (2014, 2015, and 2016 data) rolling average load factors for rate schedule 1, 2, 3 and deemed 50% for rate schedule 5.
(b) The total cost of UAF (Sales Rate Classes and T-Service) is included as a component of gas purchased. Sales UAF costs are recovered via gas cost recovery rates.
As the T-Service UAF costs are recovered via delivery revenues, they are excluded from the storage and transportation flow-through calculation.
(c) Reconciled to the Total MCRA Costs on Tab 1, Page 7, Col. 3, Line 47, with monthly breakdown on Tab 2, Page 7.1.

Slight differences in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
MCRA FLOW-THROUGH MONTHLY COSTS FOR THE FORECAST PERIOD JAN 2018 TO DEC 2018
FIVE-DAY AVERAGE FORWARD PRICES - NOV 7, 8, 9, 10, AND 14, 2017

Tab 2
Page 7.1

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) | (15) |
|----------|--|-----------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------------------|
| | | Opening balance | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | Jan-18 to Dec-18 Total |
| 1 | MCRA COSTS | (\$000) | | | | | | | | | | | | | |
| 2 | <u>Midstream Commodity Related Costs</u> | | | | | | | | | | | | | | |
| 3 | Midstream Commodity Costs before Hedging ^(a) | | \$ 8,998.7 | \$ 8,153.3 | \$ 5,087.4 | \$ 5.2 | \$ 3.0 | \$ 4.8 | \$ 3.0 | \$ 3.0 | \$ 4.9 | \$ 3.4 | \$ 4,904.0 | \$ 9,001.0 | \$ 36,171.7 |
| 4 | Mark to Market Hedges Cost / (Gain) | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Imbalance ^(b) | \$ 555.4 | (555.4) | - | - | - | - | - | - | - | - | - | - | - | (555.4) |
| 6 | Company Use Gas Recovered from O&M | | (866.9) | (683.2) | (582.6) | (408.0) | (228.8) | (202.4) | (153.4) | (102.2) | (142.7) | (214.5) | (458.3) | (744.6) | (4,787.5) |
| 7 | Storage Withdrawal / (Injection) Activity ^(c) | | <u>12,285.3</u> | <u>10,041.3</u> | <u>7,115.4</u> | <u>143.5</u> | <u>(6,654.4)</u> | <u>(8,297.5)</u> | <u>(8,947.1)</u> | <u>(8,387.0)</u> | <u>(6,759.9)</u> | <u>(1,615.1)</u> | <u>7,763.8</u> | <u>9,657.5</u> | <u>6,345.9</u> |
| 8 | Total Midstream Commodity Related Costs | | <u>\$ 19,861.6</u> | <u>\$ 17,511.4</u> | <u>\$ 11,620.1</u> | <u>\$ (259.3)</u> | <u>\$ (6,880.2)</u> | <u>\$ (8,495.1)</u> | <u>\$ (9,097.5)</u> | <u>\$ (8,486.1)</u> | <u>\$ (6,897.7)</u> | <u>\$ (1,826.2)</u> | <u>\$ 12,209.6</u> | <u>\$ 17,914.0</u> | <u>\$ 37,174.6</u> |
| 9 | | | | | | | | | | | | | | | |
| 10 | <u>Storage Related Costs</u> | | | | | | | | | | | | | | |
| 11 | Storage Demand - Third Party Storage | | \$ 2,511.3 | \$ 2,486.2 | \$ 2,498.6 | \$ 2,523.0 | \$ 3,603.5 | \$ 3,630.5 | \$ 3,655.6 | \$ 3,650.6 | \$ 3,637.5 | \$ 3,558.8 | \$ 2,537.3 | \$ 2,551.3 | \$ 36,844.0 |
| 12 | On-System Storage - Mt. Hayes (LNG) | | <u>1,522.9</u> | <u>1,522.9</u> | <u>1,522.5</u> | <u>1,518.3</u> | <u>1,699.7</u> | <u>1,705.5</u> | <u>1,518.4</u> | <u>1,518.3</u> | <u>1,518.3</u> | <u>1,710.6</u> | <u>1,605.4</u> | <u>1,522.8</u> | <u>18,885.7</u> |
| 13 | Total Storage Related Costs | | <u>\$ 4,034.2</u> | <u>\$ 4,009.1</u> | <u>\$ 4,021.0</u> | <u>\$ 4,041.3</u> | <u>\$ 5,303.2</u> | <u>\$ 5,336.0</u> | <u>\$ 5,174.0</u> | <u>\$ 5,169.0</u> | <u>\$ 5,155.9</u> | <u>\$ 5,269.4</u> | <u>\$ 4,142.6</u> | <u>\$ 4,074.1</u> | <u>\$ 55,729.8</u> |
| 14 | | | | | | | | | | | | | | | |
| 15 | <u>Transportation Related Costs</u> | | | | | | | | | | | | | | |
| 16 | Spectra (BC Pipeline) - Westcoast Energy | | \$ 7,547.3 | \$ 7,449.6 | \$ 7,484.0 | \$ 7,163.7 | \$ 7,147.5 | \$ 7,044.5 | \$ 7,121.3 | \$ 7,141.9 | \$ 7,147.3 | \$ 7,233.2 | \$ 7,275.1 | \$ 7,527.5 | \$ 87,282.8 |
| 17 | TransCanada (Foothill BC) | | 414.0 | 373.9 | 414.0 | 301.9 | 312.0 | 301.9 | 312.0 | 312.0 | 301.9 | 312.0 | 400.6 | 414.0 | 4,170.4 |
| 18 | TransCanada (Nova Alta) | | 850.7 | 768.4 | 850.7 | 823.3 | 850.7 | 823.3 | 850.7 | 850.7 | 823.3 | 850.7 | 823.3 | 850.7 | 10,016.5 |
| 19 | Northwest Pipeline | | 757.0 | 697.7 | 741.5 | 364.0 | 362.0 | 379.8 | 392.7 | 384.1 | 351.2 | 365.1 | 744.4 | 772.9 | 6,312.5 |
| 20 | FortisBC Huntingdon Inc. | | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 12.0 | 143.5 |
| 21 | Southern Crossing Pipeline | | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>300.0</u> | <u>3,600.0</u> |
| 22 | Total Transportation Related Costs | | <u>\$ 9,880.9</u> | <u>\$ 9,601.6</u> | <u>\$ 9,802.1</u> | <u>\$ 8,964.9</u> | <u>\$ 8,984.2</u> | <u>\$ 8,861.5</u> | <u>\$ 8,988.6</u> | <u>\$ 9,000.6</u> | <u>\$ 8,935.7</u> | <u>\$ 9,073.0</u> | <u>\$ 9,555.4</u> | <u>\$ 9,877.1</u> | <u>\$ 111,525.6</u> |
| 23 | | | | | | | | | | | | | | | |
| 24 | <u>Mitigation</u> | | | | | | | | | | | | | | |
| 25 | Commodity Related Mitigation | | \$ (1,191.3) | \$ (3,648.6) | \$ (3,344.8) | \$ (465.8) | \$ (486.5) | \$ (731.7) | \$ (1,224.1) | \$ (1,497.1) | \$ (1,344.2) | \$ (800.3) | \$ (5,787.1) | \$ (1,014.1) | \$ (21,535.5) |
| 26 | Storage Related Mitigation | | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 27 | Transportation Related Mitigation | | <u>(1,419.0)</u> | <u>(1,237.3)</u> | <u>(1,868.6)</u> | <u>(5,006.3)</u> | <u>(5,703.2)</u> | <u>(5,492.5)</u> | <u>(6,847.8)</u> | <u>(5,943.1)</u> | <u>(5,827.0)</u> | <u>(5,030.4)</u> | <u>(1,987.5)</u> | <u>(1,465.2)</u> | <u>(47,827.9)</u> |
| 28 | Total Mitigation | | <u>\$ (2,610.3)</u> | <u>\$ (4,885.8)</u> | <u>\$ (5,213.5)</u> | <u>\$ (5,472.0)</u> | <u>\$ (6,189.8)</u> | <u>\$ (6,224.2)</u> | <u>\$ (8,071.9)</u> | <u>\$ (7,440.2)</u> | <u>\$ (7,171.2)</u> | <u>\$ (5,830.6)</u> | <u>\$ (7,774.6)</u> | <u>\$ (2,479.3)</u> | <u>\$ (69,363.4)</u> |
| 29 | | | | | | | | | | | | | | | |
| 30 | <u>GSMIP Incentive Sharing</u> | | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 83.3</u> | <u>\$ 1,000.0</u> |
| 31 | | | | | | | | | | | | | | | |
| 32 | <u>Core Market Administration Costs</u> | | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 288.3</u> | <u>\$ 3,459.4</u> |
| 33 | TOTAL MCRA COSTS | (\$000) | <u>\$ 31,538.1</u> | <u>\$ 26,607.8</u> | <u>\$ 20,601.5</u> | <u>\$ 7,646.5</u> | <u>\$ 1,589.1</u> | <u>\$ (150.1)</u> | <u>\$ (2,635.1)</u> | <u>\$ (1,385.1)</u> | <u>\$ 394.3</u> | <u>\$ 7,057.2</u> | <u>\$ 18,504.6</u> | <u>\$ 29,757.5</u> | <u>\$ 139,526.1</u> |

(Line 8, 13, 22, 28, 30 & 32)

Notes:

- (a) The total cost of UAF is included as a component of gas purchased. Sales UAF costs are recovered via gas cost recovery rates, while T-Service UAF costs are recovered via delivery revenues.
- (b) Imbalance is composed of two components, Spectra imbalance (difference between Spectra metered and authorized deliveries) and Transportation imbalance (difference between the authorized receipts and customers' consumption or "burn"). For developing the forecast midstream costs opening imbalance amounts are forecast to be settled at the beginning of the prospective period. As imbalance amounts can be either a debit or credit value, and typically remain within a narrow range, FEI does not forecast future imbalance amounts.
- (c) The net impact to the MCRA related to the movement of commodity costs into or out of the Gas in Storage inventory account. Gas injections to storage result in credits to the MCRA, while withdrawals result in costs being debited to the MCRA.

Slight difference in totals due to rounding.

FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
CCRA MONTHLY BALANCES AT PROPOSED RATES (AFTER ADJUSTMENTS FOR ENERGY DIFFERENCES)
FOR THE FORECAST PERIOD FROM JAN 2018 TO DEC 2019
FIVE-DAY AVERAGE FORWARD PRICES - Nov 7, 8, 9, 10, AND 14, 2017
\$(Millions)

Tab 3

Page 1

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|-------------------------|
| | | | | | | | | | | | | | | Jan-17 to Dec-17 |
| 1 | | Recorded Jan-17 | Recorded Feb-17 | Recorded Mar-17 | Recorded Apr-17 | Recorded May-17 | Recorded Jun-17 | Recorded Jul-17 | Recorded Aug-17 | Recorded Sep-17 | Recorded Oct-17 | Projected Nov-17 | Projected Dec-17 | |
| 2 | | | | | | | | | | | | | | |
| 3 | CCRA Balance - Beginning (Pre-tax) ^(a) | \$ (22) | \$ (13) | \$ (9) | \$ (6) | \$ (3) | \$ 2 | \$ 5 | \$ 3 | \$ (3) | \$ (12) | \$ (23) | \$ (26) | \$ (22) |
| 4 | Gas Costs Incurred | 31 | 23 | 24 | 23 | 26 | 23 | 19 | 15 | 11 | 10 | 19 | 23 | 247 |
| 5 | Revenue from APPROVED Recovery Rate | (21) | (19) | (21) | (20) | (21) | (20) | (21) | (21) | (20) | (21) | (22) | (23) | (249) |
| 6 | CCRA Balance - Ending (Pre-tax) ^(b) | \$ (13) | \$ (9) | \$ (6) | \$ (3) | \$ 2 | \$ 5 | \$ 3 | \$ (3) | \$ (12) | \$ (23) | \$ (26) | \$ (27) | \$ (27) |
| 7 | | | | | | | | | | | | | | |
| 8 | Tax Rate | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% | 26.0% |
| 9 | | | | | | | | | | | | | | |
| 10 | CCRA Balance - Ending (After-tax) ^(c) | \$ (9) | \$ (6) | \$ (4) | \$ (2) | \$ 1 | \$ 4 | \$ 2 | \$ (3) | \$ (9) | \$ (17) | \$ (19) | \$ (20) | \$ (20) |
| 11 | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | |
| 14 | | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | Jan-18 to Dec-18 |
| 15 | | | | | | | | | | | | | | |
| 16 | CCRA Balance - Beginning (Pre-tax) ^(a) | \$ (28) | \$ (22) | \$ (16) | \$ (12) | \$ (12) | \$ (13) | \$ (13) | \$ (14) | \$ (14) | \$ (14) | \$ (14) | \$ (8) | \$ (28) |
| 17 | Gas Costs Incurred | 23 | 21 | 22 | 17 | 17 | 16 | 17 | 17 | 16 | 18 | 23 | 25 | 230 |
| 18 | Revenue from PROPOSED Recovery Rates | (17) | (16) | (17) | (17) | (17) | (17) | (17) | (17) | (17) | (17) | (17) | (17) | (202) |
| 19 | CCRA Balance - Ending (Pre-tax) ^(b) | \$ (22) | \$ (16) | \$ (12) | \$ (12) | \$ (13) | \$ (13) | \$ (14) | \$ (14) | \$ (14) | \$ (14) | \$ (8) | \$ 0 | \$ 0 |
| 20 | | | | | | | | | | | | | | |
| 21 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 22 | | | | | | | | | | | | | | |
| 23 | CCRA Balance - Ending (After-tax) ^(c) | \$ (16) | \$ (12) | \$ (9) | \$ (9) | \$ (9) | \$ (10) | \$ (10) | \$ (10) | \$ (10) | \$ (10) | \$ (6) | \$ 0 | \$ 0 |
| 24 | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | |
| 26 | | | | | | | | | | | | | | |
| 27 | | Forecast Jan-19 | Forecast Feb-19 | Forecast Mar-19 | Forecast Apr-19 | Forecast May-19 | Forecast Jun-19 | Forecast Jul-19 | Forecast Aug-19 | Forecast Sep-19 | Forecast Oct-19 | Forecast Nov-19 | Forecast Dec-19 | Jan-19 to Dec-19 |
| 28 | | | | | | | | | | | | | | |
| 29 | CCRA Balance - Beginning (Pre-tax) ^(a) | \$ 0 | \$ 9 | \$ 17 | \$ 24 | \$ 25 | \$ 25 | \$ 25 | \$ 26 | \$ 26 | \$ 26 | \$ 27 | \$ 33 | \$ 0 |
| 30 | Gas Costs Incurred | 27 | 24 | 25 | 19 | 18 | 17 | 18 | 18 | 17 | 19 | 23 | 26 | 250 |
| 31 | Revenue from PROPOSED Recovery Rates | (18) | (16) | (18) | (17) | (18) | (17) | (18) | (18) | (17) | (18) | (17) | (18) | (208) |
| 32 | CCRA Balance - Ending (Pre-tax) ^(b) | \$ 9 | \$ 17 | \$ 24 | \$ 25 | \$ 25 | \$ 25 | \$ 26 | \$ 26 | \$ 26 | \$ 27 | \$ 33 | \$ 42 | \$ 42 |
| 33 | | | | | | | | | | | | | | |
| 34 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 35 | | | | | | | | | | | | | | |
| 36 | CCRA Balance - Ending (After-tax) ^(c) | \$ 7 | \$ 12 | \$ 17 | \$ 18 | \$ 18 | \$ 19 | \$ 19 | \$ 19 | \$ 19 | \$ 20 | \$ 24 | \$ 31 | \$ 31 |

Notes:

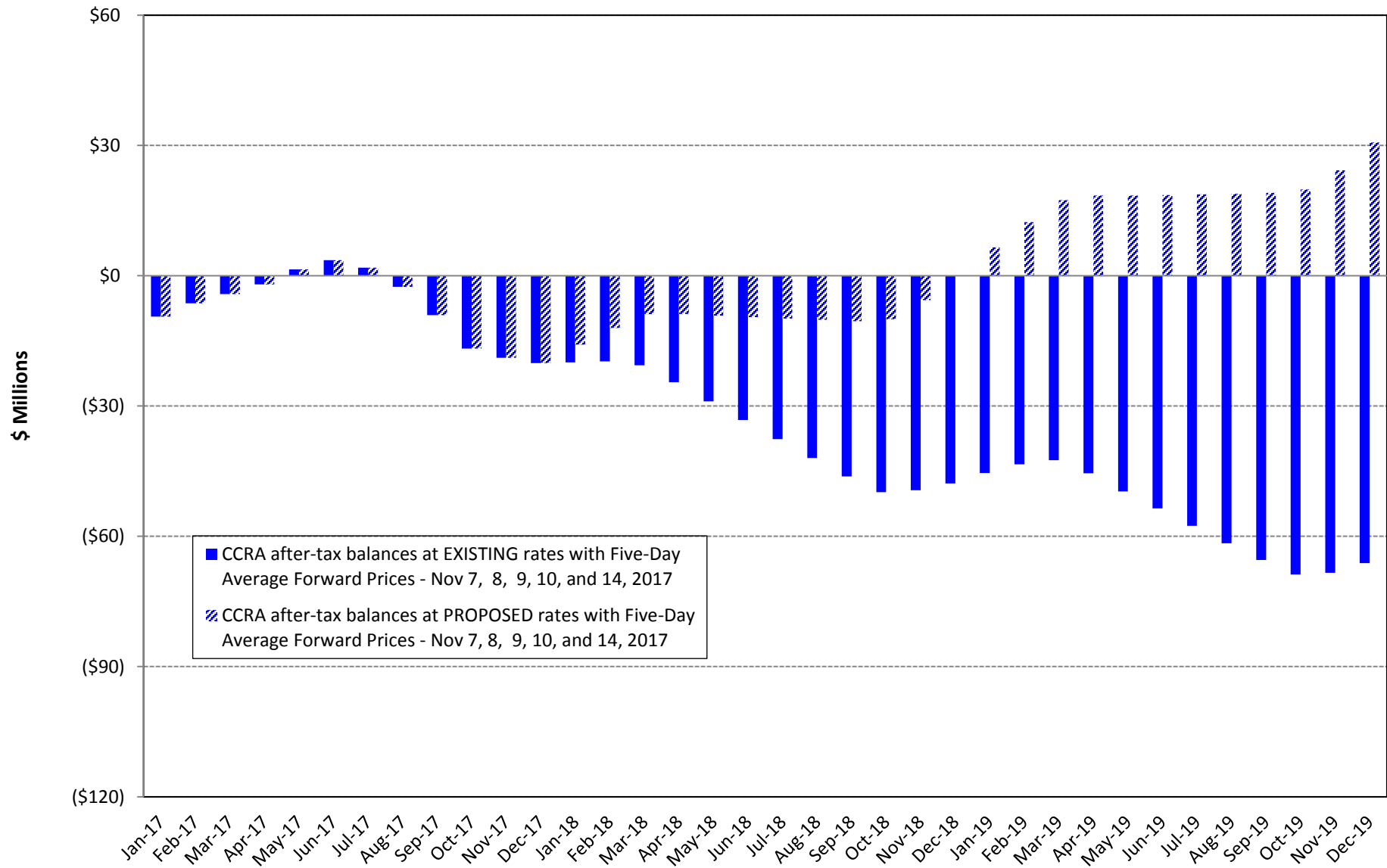
(a) Pre-tax opening balances are restated based on current income tax rates, to reflect grossed-up after tax amounts.

(b) For rate setting purposes CCRA pre-tax balances include grossed-up projected deferred interest of approximately \$2.0 million credit as at December 31, 2017.

(c) For rate setting purposes CCRA after tax balances are independently grossed-up to reflect pre-tax amounts.

Slight differences in totals due to rounding.

FortisBC Energy Inc. - Mainland, Vancouver Island and Whistler Service Areas
 CCRA After-Tax Monthly Balances
 Recorded to October 2017 and Forecast to December 2019



FORTISBC ENERGY INC. - MAINLAND, VANCOUVER ISLAND AND WHISTLER SERVICE AREAS
MCRA MONTHLY BALANCES AT PROPOSED RATES (AFTER ADJUSTMENTS FOR ENERGY DIFFERENCES)
FOR THE FORECAST PERIOD FROM JAN 2018 TO DEC 2019
FIVE-DAY AVERAGE FORWARD PRICES - Nov 7, 8, 9, 10, AND 14, 2017
\$(Millions)

Tab 3
Page 3

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------|
| | | Recorded Jan-17 | Recorded Feb-17 | Recorded Mar-17 | Recorded Apr-17 | Recorded May-17 | Recorded Jun-17 | Recorded Jul-17 | Recorded Aug-17 | Recorded Sep-17 | Recorded Oct-17 | Projected Nov-17 | Projected Dec-17 | Total 2017 |
| 1 | MCRA Balance - Beginning (Pre-tax) ^(a) | \$ (45) | \$ (48) | \$ (51) | \$ (54) | \$ (57) | \$ (60) | \$ (60) | \$ (63) | \$ (67) | \$ (68) | \$ (73) | \$ (70) | \$ (45) |
| 4 | 2017 MCRA Activities | | | | | | | | | | | | | |
| 5 | Rate Rider 6 ^(d) | | | | | | | | | | | | | |
| 6 | Amount to be amortized in 2017 | | | | | | | | | | | | | \$ (24) |
| 7 | Rider 6 Amortization at APPROVED 2017 Rates | \$ 4 | \$ 4 | \$ 3 | \$ 2 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 2 | \$ 3 | \$ 4 | \$ 26 |
| 8 | Midstream Base Rates | | | | | | | | | | | | | |
| 9 | Gas Costs Incurred | \$ 41 | \$ 31 | \$ 21 | \$ 6 | \$ (4) | \$ (9) | \$ (14) | \$ (17) | \$ (10) | \$ 0 | \$ 21 | \$ 29 | \$ 96 |
| 10 | Revenue from APPROVED Recovery Rates | (48) | (38) | (27) | (12) | (0) | 8 | 11 | 12 | 8 | (7) | (20) | (37) | (151) |
| 11 | Total Midstream Base Rates (Pre-tax) | \$ (7) | \$ (7) | \$ (6) | \$ (6) | \$ (4) | \$ (1) | \$ (3) | \$ (5) | \$ (2) | \$ (7) | \$ 1 | \$ (8) | \$ (55) |
| 12 | | | | | | | | | | | | | | |
| 13 | MCRA Cumulative Balance - Ending (Pre-tax) ^(b) | \$ (48) | \$ (51) | \$ (54) | \$ (57) | \$ (60) | \$ (60) | \$ (63) | \$ (67) | \$ (68) | \$ (73) | \$ (70) | \$ (79) | \$ (79) |
| 15 | | | | | | | | | | | | | | |
| 16 | MCRA Cumulative Balance - Ending (After-tax) ^(c) | \$ (35) | \$ (38) | \$ (40) | \$ (43) | \$ (45) | \$ (45) | \$ (46) | \$ (49) | \$ (50) | \$ (54) | \$ (52) | \$ (58) | \$ (58) |
| 17 | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | |
| 19 | | Forecast Jan-18 | Forecast Feb-18 | Forecast Mar-18 | Forecast Apr-18 | Forecast May-18 | Forecast Jun-18 | Forecast Jul-18 | Forecast Aug-18 | Forecast Sep-18 | Forecast Oct-18 | Forecast Nov-18 | Forecast Dec-18 | Total 2018 |
| 20 | | | | | | | | | | | | | | |
| 21 | MCRA Balance - Beginning (Pre-tax) ^(a) | \$ (80) | \$ (79) | \$ (76) | \$ (74) | \$ (74) | \$ (70) | \$ (64) | \$ (57) | \$ (49) | \$ (42) | \$ (39) | \$ (39) | \$ (80) |
| 22 | 2018 MCRA Activities | | | | | | | | | | | | | |
| 23 | Rate Rider 6 | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | |
| 25 | Rider 6 Amortization at PROPOSED 2018 Rates | \$ 6 | \$ 5 | \$ 5 | \$ 3 | \$ 2 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 3 | \$ 5 | \$ 6 | \$ 40 |
| 26 | Midstream Base Rates | | | | | | | | | | | | | |
| 27 | Gas Costs Incurred | \$ 32 | \$ 27 | \$ 21 | \$ 8 | \$ 2 | \$ (0) | \$ (3) | \$ (1) | \$ 0 | \$ 7 | \$ 19 | \$ 30 | \$ 140 |
| 28 | Revenue from PROPOSED Recovery Rates | (37) | (29) | (23) | (11) | 0 | 5 | 8 | 8 | 5 | (7) | (23) | (38) | (140) |
| 29 | Total Midstream Base Rates (Pre-tax) | \$ (5) | \$ (2) | \$ (2) | \$ (3) | \$ 2 | \$ 5 | \$ 6 | \$ 7 | \$ 6 | \$ (0) | \$ (4) | \$ (8) | \$ (1) |
| 30 | | | | | | | | | | | | | | |
| 31 | MCRA Cumulative Balance - Ending (Pre-tax) ^(b) | \$ (79) | \$ (76) | \$ (74) | \$ (74) | \$ (70) | \$ (64) | \$ (57) | \$ (49) | \$ (42) | \$ (39) | \$ (39) | \$ (40) | \$ (40) |
| 32 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 33 | | | | | | | | | | | | | | |
| 34 | MCRA Cumulative Balance - Ending (After-tax) ^(c) | \$ (58) | \$ (56) | \$ (54) | \$ (54) | \$ (51) | \$ (46) | \$ (41) | \$ (35) | \$ (30) | \$ (28) | \$ (28) | \$ (30) | \$ (30) |
| 35 | | | | | | | | | | | | | | |
| 36 | | Forecast Jan-19 | Forecast Feb-19 | Forecast Mar-19 | Forecast Apr-19 | Forecast May-19 | Forecast Jun-19 | Forecast Jul-19 | Forecast Aug-19 | Forecast Sep-19 | Forecast Oct-19 | Forecast Nov-19 | Forecast Dec-19 | Total 2019 |
| 37 | | | | | | | | | | | | | | |
| 38 | MCRA Balance - Beginning (Pre-tax) ^(a) | \$ (40) | \$ (41) | \$ (40) | \$ (39) | \$ (38) | \$ (34) | \$ (27) | \$ (20) | \$ (12) | \$ (5) | \$ (2) | \$ (1) | \$ (40) |
| 39 | 2019 MCRA Activities | | | | | | | | | | | | | |
| 40 | Rate Rider 6 | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | |
| 42 | Rider 6 Amortization at PROPOSED 2018 Rates | \$ 6 | \$ 5 | \$ 5 | \$ 3 | \$ 2 | \$ 1 | \$ 1 | \$ 1 | \$ 1 | \$ 3 | \$ 5 | \$ 6 | \$ 41 |
| 43 | Midstream Base Rates | | | | | | | | | | | | | |
| 44 | Gas Costs Incurred | \$ 31 | \$ 26 | \$ 20 | \$ 8 | \$ 2 | \$ 0 | \$ (3) | \$ (2) | \$ 0 | \$ 8 | \$ 20 | \$ 31 | \$ 141 |
| 47 | Revenue from PROPOSED Recovery Rates | (38) | (29) | (23) | (11) | 0 | 5 | 8 | 8 | 5 | (8) | (23) | (38) | (143) |
| 51 | Total Midstream Base Rates (Pre-tax) | \$ (7) | \$ (4) | \$ (3) | \$ (3) | \$ 2 | \$ 5 | \$ 5 | \$ 7 | \$ 5 | \$ 0 | \$ (3) | \$ (7) | \$ (2) |
| 52 | | | | | | | | | | | | | | |
| 53 | MCRA Cumulative Balance - Ending (Pre-tax) ^(b) | \$ (41) | \$ (40) | \$ (39) | \$ (38) | \$ (34) | \$ (27) | \$ (20) | \$ (12) | \$ (5) | \$ (2) | \$ (1) | \$ (2) | \$ (2) |
| 54 | Tax Rate | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% | 27.0% |
| 55 | | | | | | | | | | | | | | |
| 56 | MCRA Cumulative Balance - Ending (After-tax) ^(c) | \$ (30) | \$ (29) | \$ (28) | \$ (28) | \$ (25) | \$ (19) | \$ (15) | \$ (9) | \$ (4) | \$ (2) | \$ (1) | \$ (1) | \$ (1) |

Notes:

(a) Pre-tax opening balances are restated based on current income tax rates, to reflect grossed-up after tax amounts.

(b) For rate setting purposes MCRA pre-tax balances include grossed-up projected deferred interest of approximately \$4.5 million credit as at December 31, 2017.

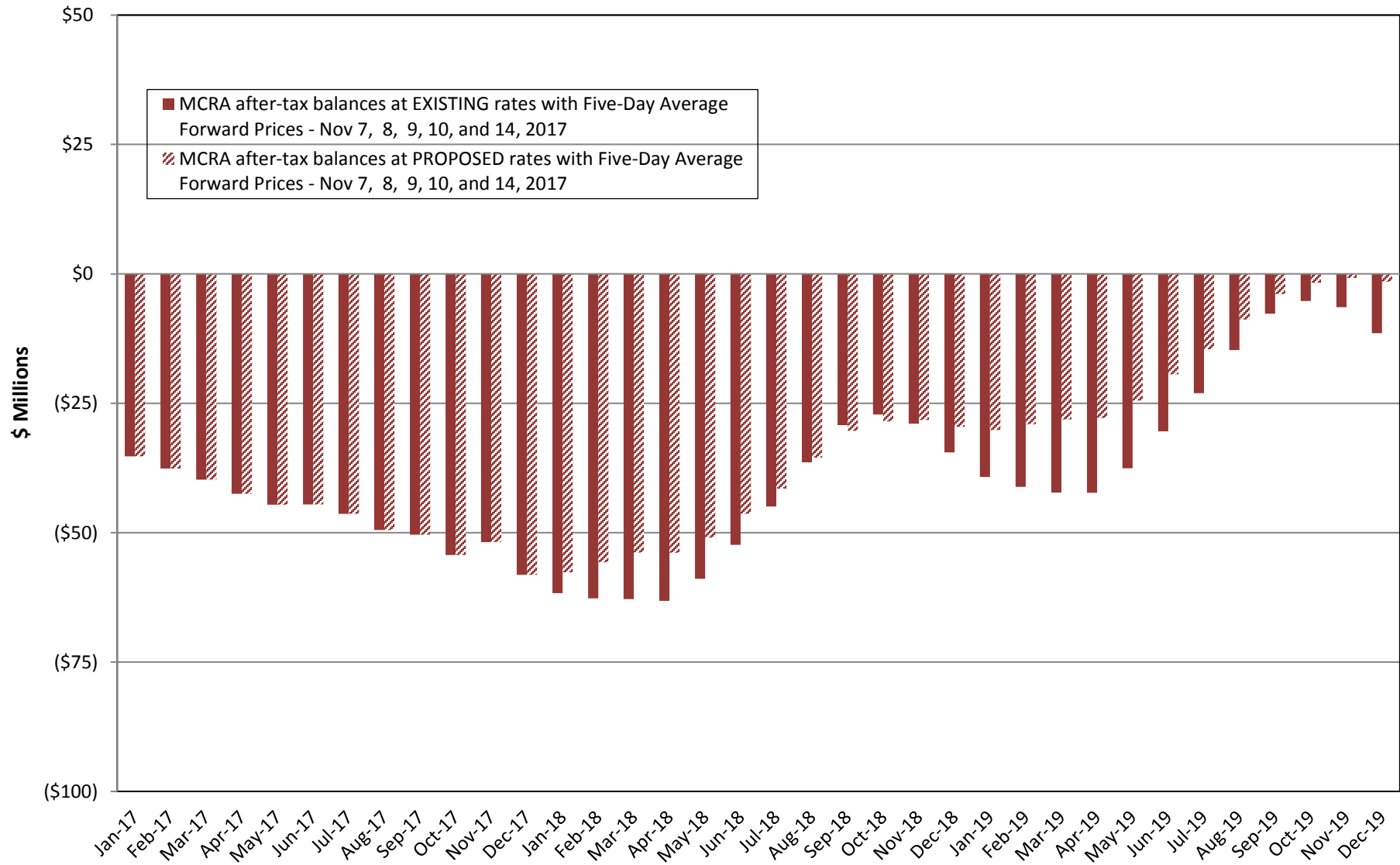
(c) For rate setting purposes MCRA after tax balances are independently grossed-up to reflect pre-tax amounts.

(d) BCUC Order G-177-16 approved the 1/2 projected MCRA cumulative balance at Dec 31, 2016 to be amortized into 2017 midstream rates, via Rider 6, as filed in the FEI 2016 Fourth Quarter Gas Cost Report.

Slight differences in totals due to rounding.

FortisBC Energy Inc. - Mainland, Vancouver Island and Whistler Service Areas
 MCRA After-Tax Monthly Balances
 Recorded to October 2017 and Forecast to December 2019

Tab 3
 Page 4



FORTISBC ENERGY INC.
SUMMARY OF BIOMETHANE VARIANCE ACCOUNT (BVA) QUANTITIES
ACTUAL AND FORECAST ACTIVITY
(Quantities shown in TJ)

Tab 4
Page 1

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|---|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|-------------------------|----------|----------|----------|----------|----------|----------|--------------|
| 1 | | Adjusted ^(a) | Adjusted ^(a) | Adjusted ^(a) | Adjusted ^(a) | Adjusted ^(a) | Adjusted ^(a) | Recorded | Recorded | Recorded | Recorded | Forecast | Forecast | Total |
| 2 | | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | 2017 |
| 3 | Biomethane Available for Sale - Beginning | 32.4 | 21.3 | 10.6 | 1.1 | (5.2) | (7.6) | 4.8 | 12.6 | 16.6 | 21.7 | 9.2 | (1.4) | 32.4 |
| 4 | Purchases | 11.6 | 10.8 | 11.6 | 13.8 | 11.7 | 23.4 | 19.1 | 13.8 | 16.6 | 8.0 | 14.6 | 14.6 | 169.5 |
| 5 | Sales | (22.7) | (21.5) | (21.0) | (20.1) | (14.2) | (11.0) | (11.3) | (9.8) | (11.5) | (20.5) | (25.2) | (36.9) | (225.6) |
| 6 | Biomethane Available for Sale - Ending | 21.3 | 10.6 | 1.1 | (5.2) | (7.6) | 4.8 | 12.6 | 16.6 | 21.7 | 9.2 | (1.4) | (23.7) | (23.7) |
| 7 | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | |
| 9 | | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Total |
| 10 | | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | 2018 |
| 11 | Biomethane Available for Sale - Beginning | (23.7) | (38.2) | (49.6) | (58.7) | (60.3) | (54.0) | (41.8) | (29.5) | (16.6) | (7.4) | (2.6) | (2.0) | (23.7) |
| 12 | Purchases | 16.0 | 15.3 | 18.8 | 19.8 | 24.8 | 25.0 | 25.1 | 25.1 | 26.4 | 27.1 | 25.9 | 26.1 | 275.4 |
| 13 | Sales | (30.5) | (26.7) | (27.9) | (21.5) | (18.5) | (12.8) | (12.7) | (12.2) | (17.2) | (22.3) | (25.4) | (39.5) | (267.1) |
| 14 | Biomethane Available for Sale - Ending | (38.2) | (49.6) | (58.7) | (60.3) | (54.0) | (41.8) | (29.5) | (16.6) | (7.4) | (2.6) | (2.0) | (15.4) | (15.4) |
| 15 | | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | | |
| 17 | | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Total |
| 18 | | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 | 2019 |
| 19 | Biomethane Available for Sale - Beginning | (15.4) | (29.8) | (37.2) | (45.0) | (45.2) | (42.1) | (31.6) | (16.0) | 0.1 | 10.9 | 16.3 | 17.3 | (15.4) |
| 20 | Purchases | 26.4 | 29.1 | 29.6 | 30.6 | 30.6 | 31.9 | 36.9 | 36.9 | 36.7 | 36.9 | 35.9 | 36.1 | 397.6 |
| 21 | Sales | (40.7) | (36.5) | (37.4) | (30.8) | (27.5) | (21.4) | (21.3) | (20.8) | (25.9) | (31.5) | (34.9) | (49.9) | (378.6) |
| 22 | Biomethane Available for Sale - Ending | (29.8) | (37.2) | (45.0) | (45.2) | (42.1) | (31.6) | (16.0) | 0.1 | 10.9 | 16.3 | 17.3 | 3.5 | 3.5 |

Notes: (a) Kelowna net biomethane available to system adjusted from January to June to match payment.
Slight differences in totals due to rounding.

FORTISBC ENERGY INC.
SUMMARY OF BVA BALANCES AT EXISTING BIOMETHANE ENERGY RECOVERY CHARGE (BERC)
ACTUAL AND FORECAST ACTIVITY
(Amounts shown in \$000)

Tab 4

Page 2

| Line No. | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) | (11) | (12) | (13) | (14) |
|----------|--|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| 1 | | Recorded | Recorded | Recorded | Recorded | Recorded | Recorded | Recorded | Recorded | Recorded | Recorded | Forecast | Forecast | Total |
| 2 | | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | 2017 |
| 3 | BVA Balance - Beginning (Pre-tax) | \$ 341 | \$ 400 | \$ 417 | \$ 501 | \$ 633 | \$ 832 | \$ 1,088 | \$ 1,382 | \$ 1,695 | \$ 1,983 | \$ 2,139 | \$ 2,225 | \$ 341 |
| 4 | Costs Incurred | 301 | 244 | 305 | 343 | 349 | 372 | 413 | 417 | 409 | 372 | 351 | 352 | 4,228 |
| 5 | Revenue from Existing BERC Rate | (243) | (226) | (221) | (212) | (150) | (115) | (119) | (103) | (121) | (215) | (265) | (389) | (2,380) |
| 6 | BVA Balance - Ending (Pre-tax) | <u>\$ 400</u> | <u>\$ 417</u> | <u>\$ 501</u> | <u>\$ 633</u> | <u>\$ 832</u> | <u>\$ 1,088</u> | <u>\$ 1,382</u> | <u>\$ 1,695</u> | <u>\$ 1,983</u> | <u>\$ 2,139</u> | <u>\$ 2,225</u> | <u>\$ 2,188</u> | <u>\$ 2,188</u> |
| 7 | | | | | | | | | | | | | | |
| 8 | BVA Balance - Ending (After Tax) | <u>\$ 296</u> | <u>\$ 309</u> | <u>\$ 371</u> | <u>\$ 468</u> | <u>\$ 615</u> | <u>\$ 805</u> | <u>\$ 1,022</u> | <u>\$ 1,255</u> | <u>\$ 1,467</u> | <u>\$ 1,583</u> | <u>\$ 1,646</u> | <u>\$ 1,619</u> | <u>\$ 1,619</u> |
| 9 | | | | | | | | | | | | | | |
| 10 | Adjustment for Value of Unsold Biomethane at Existing BERC Rate (After Tax) | | | | | | | | | | | | | \$ - |
| 11 | Adjusted BVA Balance - Ending (After Tax) | | | | | | | | | | | | | <u>\$ 1,619</u> |
| 12 | | | | | | | | | | | | | | |
| 13 | | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Total |
| 14 | | Jan-18 | Feb-18 | Mar-18 | Apr-18 | May-18 | Jun-18 | Jul-18 | Aug-18 | Sep-18 | Oct-18 | Nov-18 | Dec-18 | 2018 |
| 15 | BVA Balance - Beginning (Pre-tax) | \$ 2,218 | \$ 2,280 | \$ 2,370 | \$ 2,493 | \$ 2,685 | \$ 2,969 | \$ 3,313 | \$ 3,659 | \$ 4,010 | \$ 4,329 | \$ 4,605 | \$ 4,845 | \$ 2,218 |
| 16 | Costs Incurred | 368 | 357 | 403 | 407 | 470 | 472 | 474 | 474 | 491 | 501 | 495 | 498 | 5,410 |
| 17 | Revenue from Existing BERC Rate | (306) | (268) | (280) | (215) | (186) | (128) | (128) | (123) | (173) | (224) | (254) | (397) | (2,682) |
| 18 | BVA Balance - Ending (Pre-tax) | <u>\$ 2,280</u> | <u>\$ 2,370</u> | <u>\$ 2,493</u> | <u>\$ 2,685</u> | <u>\$ 2,969</u> | <u>\$ 3,313</u> | <u>\$ 3,659</u> | <u>\$ 4,010</u> | <u>\$ 4,329</u> | <u>\$ 4,605</u> | <u>\$ 4,845</u> | <u>\$ 4,947</u> | <u>\$ 4,947</u> |
| 19 | | | | | | | | | | | | | | |
| 20 | BVA Balance - Ending (After Tax) | <u>\$ 1,665</u> | <u>\$ 1,730</u> | <u>\$ 1,820</u> | <u>\$ 1,960</u> | <u>\$ 2,167</u> | <u>\$ 2,418</u> | <u>\$ 2,671</u> | <u>\$ 2,927</u> | <u>\$ 3,160</u> | <u>\$ 3,362</u> | <u>\$ 3,537</u> | <u>\$ 3,611</u> | <u>\$ 3,611</u> |
| 21 | | | | | | | | | | | | | | |
| 22 | Adjustment for Value of Unsold Biomethane at Existing BERC Rate (After Tax) | | | | | | | | | | | | | \$ - |
| 23 | Adjusted BVA Balance - Ending (After Tax) | | | | | | | | | | | | | <u>\$ 3,611</u> |
| 24 | | | | | | | | | | | | | | |
| 25 | | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Forecast | Total |
| 26 | | Jan-19 | Feb-19 | Mar-19 | Apr-19 | May-19 | Jun-19 | Jul-19 | Aug-19 | Sep-19 | Oct-19 | Nov-19 | Dec-19 | 2019 |
| 27 | BVA Balance - Beginning (Pre-tax) | \$ 4,947 | \$ 5,048 | \$ 5,217 | \$ 5,386 | \$ 5,625 | \$ 5,899 | \$ 6,250 | \$ 6,692 | \$ 7,140 | \$ 7,534 | \$ 7,874 | \$ 8,180 | \$ 4,947 |
| 28 | Costs Incurred | 510 | 535 | 545 | 548 | 549 | 566 | 657 | 657 | 654 | 657 | 656 | 462 | 6,996 |
| 29 | Revenue from Existing BERC Rate | (408) | (367) | (376) | (309) | (276) | (215) | (214) | (209) | (260) | (316) | (350) | (501) | (3,801) |
| 30 | BVA Balance - Ending (Pre-tax) | <u>\$ 5,048</u> | <u>\$ 5,217</u> | <u>\$ 5,386</u> | <u>\$ 5,625</u> | <u>\$ 5,899</u> | <u>\$ 6,250</u> | <u>\$ 6,692</u> | <u>\$ 7,140</u> | <u>\$ 7,534</u> | <u>\$ 7,874</u> | <u>\$ 8,180</u> | <u>\$ 8,142</u> | <u>\$ 8,142</u> |
| 31 | | | | | | | | | | | | | | |
| 32 | BVA Balance - Ending (After Tax) | <u>\$ 3,685</u> | <u>\$ 3,808</u> | <u>\$ 3,932</u> | <u>\$ 4,106</u> | <u>\$ 4,306</u> | <u>\$ 4,562</u> | <u>\$ 4,885</u> | <u>\$ 5,212</u> | <u>\$ 5,499</u> | <u>\$ 5,748</u> | <u>\$ 5,972</u> | <u>\$ 5,944</u> | <u>\$ 5,944</u> |
| 33 | | | | | | | | | | | | | | |
| 34 | Adjustment for Value of Unsold Biomethane at Existing BERC Rate (After Tax) | | | | | | | | | | | | | \$ (26) |
| 35 | Adjusted BVA Balance - Ending (After Tax) | | | | | | | | | | | | | <u>\$ 5,918</u> |

Slight differences in totals due to rounding.

FORTISBC ENERGY INC.
COST RECOVERY BY RATE CLASS FOR BIOMETHANE
ACTUAL AND FORECAST ACTIVITY

Tab 4
Page 3

| Line | Particulars | Recorded Jan 17 | Recorded Feb 17 | Recorded Mar 17 | Recorded Apr 17 | Recorded May 17 | Recorded Jun 17 | Recorded Jul 17 | Recorded Aug 17 | Recorded Sep 17 | Recorded Oct 17 | Forecast Nov 17 | Forecast Dec 17 | Total 2017 |
|------|---------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|
| 1 | Sales (GJ) | 13,845 | 11,567 | 9,339 | 6,725 | 4,340 | 2,558 | 2,172 | 2,014 | 2,430 | 7,114 | 8,350 | 16,374 | 86,828 |
| 2 | Rate 1B | 2,082 | 1,624 | 1,433 | 600 | 877 | 353 | 299 | 298 | 337 | 974 | 1,040 | 1,835 | 11,752 |
| 3 | Rate 2B | 873 | 680 | 803 | 1,473 | 960 | 440 | 620 | 954 | 1,143 | 1,584 | 768 | 1,206 | 11,504 |
| 4 | Rate 3B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 5 | Rate 5B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 6 | Rate 11B | 5,881 | 7,611 | 9,435 | 11,270 | 8,050 | 7,605 | 8,236 | 6,524 | 7,588 | 10,870 | 9,084 | 11,534 | 103,688 |
| 7 | Rate 11B (LongTerm) | - | - | - | - | - | - | - | - | - | - | 5,916 | 5,916 | 11,832 |
| 8 | Rate 30 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 9 | Total Sales | 22,680 | 21,482 | 21,011 | 20,068 | 14,227 | 10,956 | 11,327 | 9,790 | 11,498 | 20,542 | 25,158 | 36,865 | 225,604 |
| 10 | | | | | | | | | | | | | | |
| 11 | Effective Rate | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | \$ 10.540 | |
| 12 | | | | | | | | | | | | | | |
| 13 | Cost Recovered | | | | | | | | | | | | | |
| 14 | Rate 1B | \$ 145,877 | \$ 121,924 | \$ 98,436 | \$ 70,874 | \$ 45,744 | \$ 26,952 | \$ 22,882 | \$ 21,218 | \$ 25,601 | \$ 74,981 | \$ 88,005 | \$ 172,582 | \$ 915,075 |
| 15 | Rate 2B | 21,888 | 17,100 | 15,106 | 6,322 | 9,248 | 3,725 | 3,152 | 3,144 | 3,551 | 10,267 | 10,966 | 19,339 | 123,806 |
| 16 | Rate 3B | 9,209 | 7,174 | 8,467 | 15,530 | 10,123 | 4,632 | 6,537 | 10,053 | 12,050 | 16,698 | 8,095 | 12,711 | 121,278 |
| 17 | Rate 5B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 18 | Rate 11B | 62,258 | 80,219 | 99,442 | 118,787 | 84,847 | 80,151 | 86,807 | 68,767 | 79,985 | 113,512 | 95,745 | 121,568 | 1,092,089 |
| 19 | Rate 11B (LongTerm) | - | - | - | - | - | - | - | - | - | - | 62,355 | 62,355 | 124,709 |
| 20 | Rate 30 | 3,500 | - | - | - | - | - | - | - | - | - | - | - | 3,500 |
| 21 | Total Recovered | \$ 242,731 | \$ 226,417 | \$ 221,450 | \$ 211,513 | \$ 149,962 | \$ 115,460 | \$ 119,378 | \$ 103,182 | \$ 121,187 | \$ 215,458 | \$ 265,165 | \$ 388,555 | \$ 2,380,457 |
| 22 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |
| 24 | | Forecast Jan 18 | Forecast Feb 18 | Forecast Mar 18 | Forecast Apr 18 | Forecast May 18 | Forecast Jun 18 | Forecast Jul 18 | Forecast Aug 18 | Forecast Sep 18 | Forecast Oct 18 | Forecast Nov 18 | Forecast Dec 18 | Total 2018 |
| 25 | Sales (GJ) | 16,000 | 13,000 | 10,000 | 8,000 | 5,000 | 2,500 | 2,500 | 2,000 | 3,500 | 7,000 | 9,500 | 17,500 | 96,500 |
| 26 | Rate 1B | 2,500 | 2,000 | 1,500 | 1,000 | 1,000 | 500 | 500 | 500 | 1,000 | 1,500 | 1,500 | 2,000 | 15,500 |
| 27 | Rate 2B | 1,400 | 1,200 | 1,200 | 1,900 | 1,400 | 700 | 600 | 600 | 600 | 700 | 1,000 | 1,600 | 12,900 |
| 28 | Rate 3B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 29 | Rate 5B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 30 | Rate 11B | 2,150 | 2,060 | 6,800 | 2,150 | 2,200 | 2,196 | 2,246 | 2,246 | 2,196 | 2,246 | 2,350 | 2,400 | 31,240 |
| 31 | Rate 11B (LongTerm) | 8,400 | 8,400 | 8,400 | 8,400 | 8,900 | 6,900 | 6,900 | 6,900 | 9,900 | 10,900 | 11,000 | 16,000 | 111,000 |
| 32 | Rate 30 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 33 | Total Sales | 30,450 | 26,660 | 27,900 | 21,450 | 18,500 | 12,796 | 12,746 | 12,246 | 17,196 | 22,346 | 25,350 | 39,500 | 267,140 |
| 34 | | | | | | | | | | | | | | |
| 35 | Effective Rate | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | |
| 36 | | | | | | | | | | | | | | |
| 37 | Cost Recovered | | | | | | | | | | | | | |
| 38 | Rate 1B | \$ 160,624 | \$ 130,507 | \$ 100,390 | \$ 80,312 | \$ 50,195 | \$ 25,098 | \$ 25,098 | \$ 20,078 | \$ 35,137 | \$ 70,273 | \$ 95,371 | \$ 175,683 | \$ 968,764 |
| 39 | Rate 2B | 25,098 | 20,078 | 15,059 | 10,039 | 10,039 | 5,020 | 5,020 | 5,020 | 10,039 | 15,059 | 15,059 | 20,078 | 155,605 |
| 40 | Rate 3B | 14,055 | 12,047 | 12,047 | 19,074 | 14,055 | 7,027 | 6,023 | 6,023 | 6,023 | 7,027 | 10,039 | 16,062 | 129,503 |
| 41 | Rate 5B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 42 | Rate 11B | 21,584 | 20,680 | 68,265 | 21,584 | 22,086 | 22,046 | 22,548 | 22,548 | 22,046 | 22,548 | 23,592 | 24,094 | 313,618 |
| 43 | Rate 11B (LongTerm) | 84,328 | 84,328 | 84,328 | 84,328 | 89,347 | 69,269 | 69,269 | 69,269 | 99,386 | 109,425 | 110,429 | 160,624 | 1,114,329 |
| 44 | Rate 30 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 45 | Total Recovered | \$ 305,688 | \$ 267,640 | \$ 280,088 | \$ 215,337 | \$ 185,722 | \$ 128,459 | \$ 127,957 | \$ 122,938 | \$ 172,631 | \$ 224,331 | \$ 254,489 | \$ 396,541 | \$ 2,681,818 |
| 46 | | | | | | | | | | | | | | |
| 47 | | | | | | | | | | | | | | |
| 48 | | | | | | | | | | | | | | |
| 49 | | Forecast Jan 19 | Forecast Feb 19 | Forecast Mar 19 | Forecast Apr 19 | Forecast May 19 | Forecast Jun 19 | Forecast Jul 19 | Forecast Aug 19 | Forecast Sep 19 | Forecast Oct 19 | Forecast Nov 19 | Forecast Dec 19 | Total 2019 |
| 50 | Sales (GJ) | 17,600 | 14,300 | 11,000 | 8,800 | 5,500 | 2,750 | 2,750 | 2,200 | 3,850 | 7,700 | 10,450 | 19,250 | 106,150 |
| 51 | Rate 1B | 2,750 | 2,200 | 1,650 | 1,100 | 1,100 | 550 | 550 | 550 | 1,100 | 1,650 | 1,650 | 2,200 | 17,050 |
| 52 | Rate 2B | 1,540 | 1,320 | 1,320 | 2,090 | 1,540 | 770 | 660 | 660 | 660 | 770 | 1,100 | 1,760 | 14,190 |
| 53 | Rate 3B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 54 | Rate 5B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 55 | Rate 11B | 8,790 | 8,700 | 13,440 | 8,790 | 8,840 | 8,836 | 8,886 | 8,886 | 8,836 | 8,886 | 9,150 | 9,200 | 111,240 |
| 56 | Rate 11B (LongTerm) | 10,000 | 10,000 | 10,000 | 10,000 | 10,500 | 8,500 | 8,500 | 8,500 | 11,500 | 12,500 | 12,500 | 17,500 | 130,000 |
| 57 | Rate 30 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 58 | Total Sales | 40,680 | 36,520 | 37,410 | 30,780 | 27,480 | 21,406 | 21,346 | 20,796 | 25,946 | 31,506 | 34,850 | 49,910 | 378,630 |
| 59 | | | | | | | | | | | | | | |
| 60 | Effective Rate | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | \$ 10.039 | |
| 61 | | | | | | | | | | | | | | |
| 62 | Cost Recovered | | | | | | | | | | | | | |
| 63 | Rate 1B | \$ 176,686 | \$ 143,558 | \$ 110,429 | \$ 88,343 | \$ 55,215 | \$ 27,607 | \$ 27,607 | \$ 22,086 | \$ 38,650 | \$ 77,300 | \$ 104,908 | \$ 193,251 | \$ 1,065,640 |
| 64 | Rate 2B | 27,607 | 22,086 | 16,564 | 11,043 | 11,043 | 5,521 | 5,521 | 5,521 | 11,043 | 16,564 | 16,564 | 22,086 | 171,165 |
| 65 | Rate 3B | 15,460 | 13,251 | 13,251 | 20,982 | 15,460 | 7,730 | 6,626 | 6,626 | 6,626 | 7,730 | 11,043 | 17,669 | 142,453 |
| 66 | Rate 5B | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 67 | Rate 11B | 88,243 | 87,339 | 134,924 | 88,243 | 88,745 | 88,705 | 89,207 | 89,207 | 88,705 | 89,207 | 91,857 | 92,359 | 1,116,738 |
| 68 | Rate 11B (LongTerm) | 100,390 | 100,390 | 100,390 | 100,390 | 105,410 | 85,332 | 85,332 | 85,332 | 115,449 | 125,488 | 125,488 | 175,683 | 1,305,070 |
| 69 | Rate 30 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 70 | Total Recovered | \$ 408,387 | \$ 366,624 | \$ 375,559 | \$ 309,000 | \$ 275,872 | \$ 214,895 | \$ 214,292 | \$ 208,771 | \$ 260,472 | \$ 316,289 | \$ 349,859 | \$ 501,046 | \$ 3,801,067 |

Slight differences in totals due to rounding.

FORTISBC ENERGY INC.
INCURRED COSTS FOR BIOMETHANE
ACTUAL AND FORECAST ACTIVITY 2017

Tab 4
Page 4

| | Adjusted ^(b) Jan 17 | Adjusted ^(b) Feb 17 | Adjusted ^(b) Mar 17 | Adjusted ^(b) Apr 17 | Adjusted ^(b) May 17 | Adjusted ^(b) Jun 17 | Recorded Jul 17 | Recorded Aug 17 | Recorded Sep 17 | Adjusted ^(c) Oct 17 | Forecast Nov 17 | Forecast Dec 17 | Total 2017 |
|---------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|--------------------|--------------------|--------------------|-----------------------------------|--------------------|--------------------|---------------------|
| All Supply Projects | | | | | | | | | | | | | |
| Total Purchases (GJ) ^(a) | 11,618 | 10,758 | 11,586 | 13,762 | 11,747 | 23,414 | 19,140 | 13,786 | 16,616 | 8,017 | 14,550 | 14,550 | 169,544 |
| Biogas / Biomethane Purchase Costs | \$ 173,722 | \$ 131,413 | \$ 140,335 | \$ 168,305 | \$ 145,282 | \$ 204,436 | \$ 194,715 | \$ 182,456 | \$ 165,241 | \$ 69,827 | \$ 165,508 | \$ 166,296 | \$ 1,907,535 |
| Salmon Arm Cost of Service | | | | | | | | | | | | | |
| Cost of Service before O&M | \$ 27,192 | \$ 27,192 | \$ 27,192 | \$ 27,192 | \$ 27,192 | \$ 27,192 | \$ 27,192 | \$ 27,192 | \$ 26,128 | \$ 26,128 | \$ 34,275 | \$ 34,275 | \$ 338,341 |
| O&M Costs | 14,167 | 8,592 | 14,422 | 48,572 | 16,461 | 15,715 | 4,485 | 13,131 | 14,645 | 15,182 | 12,314 | 12,314 | 190,000 |
| Total | \$ 41,359 | \$ 35,784 | \$ 41,614 | \$ 75,764 | \$ 43,653 | \$ 42,907 | \$ 31,677 | \$ 40,323 | \$ 40,773 | \$ 41,310 | \$ 46,589 | \$ 46,589 | \$ 528,341 |
| Kelowna Cost of Service | | | | | | | | | | | | | |
| Cost of Service before O&M | \$ 59,067 | \$ 59,067 | \$ 59,067 | \$ 56,567 | \$ 61,566 | \$ 59,067 | \$ 59,067 | \$ 59,067 | \$ 38,688 | \$ 38,688 | \$ 33,984 | \$ 33,984 | \$ 617,877 |
| O&M Costs | 3,619 | 7,698 | 13,193 | 14,581 | 1,359 | 1,047 | 125 | 9,625 | 61,827 | 276,102 | 50,000 | 50,000 | 489,176 |
| Total | \$ 62,686 | \$ 66,764 | \$ 72,259 | \$ 71,148 | \$ 62,925 | \$ 60,113 | \$ 59,191 | \$ 68,692 | \$ 100,515 | \$ 314,790 | \$ 83,984 | \$ 83,984 | \$ 1,107,053 |
| City of Surrey Cost of Service | | | | | | | | | | | | | |
| Cost of Service before O&M | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| O&M Costs | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Facility Fee | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Total | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| General Admin. Costs | \$ 23,631 | \$ 9,789 | \$ 51,170 | \$ 28,040 | \$ 97,192 | \$ 64,410 | \$ 127,201 | \$ 125,548 | \$ 102,063 | \$ (54,225) | \$ 55,000 | \$ 55,000 | \$ 684,819 |
| Total Cost | \$ 301,398 | \$ 243,750 | \$ 305,378 | \$ 343,257 | \$ 349,052 | \$ 371,865 | \$ 412,784 | \$ 417,019 | \$ 408,592 | \$ 371,702 | \$ 351,081 | \$ 351,869 | \$ 4,227,747 |

Notes: (a) Total purchases include approved projects only.

(b) Kelowna net biomethane available to system adjusted from January to June to match payment.

(c) Adjustment in October 2017 to reallocate costs between Kelowna and General Admin.

FORTISBC ENERGY INC.
INCURRED COSTS FOR BIOMETHANE
RECORDED ACTIVITY ENDING DECEMBER 31, 2018

Tab 4
Page 5

| Line | Particulars | Forecast Jan 18 | Forecast Feb 18 | Forecast Mar 18 | Forecast Apr 18 | Forecast May 18 | Forecast Jun 18 | Forecast Jul 18 | Forecast Aug 18 | Forecast Sep 18 | Forecast Oct 18 | Forecast Nov 18 | Forecast Dec 18 | Total 2018 |
|------|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| 1 | All Supply Projects | | | | | | | | | | | | | |
| 2 | Total Purchases (GJ) ^(a) | 15,975 | 15,275 | 18,800 | 19,800 | 24,800 | 25,000 | 25,100 | 25,100 | 26,425 | 27,100 | 25,925 | 26,100 | 275,401 |
| 3 | Biogas / Biomethane Purchase Costs | \$ 174,200 | \$ 163,260 | \$ 210,052 | \$ 213,864 | \$ 277,157 | \$ 278,864 | \$ 280,907 | \$ 280,907 | \$ 298,070 | \$ 307,707 | \$ 301,674 | \$ 304,660 | \$ 3,091,322 |
| 4 | | | | | | | | | | | | | | |
| 5 | Salmon Arm Cost of Service | | | | | | | | | | | | | |
| 6 | Cost of Service before O&M | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 30,418 | \$ 365,010 |
| 7 | O&M Costs | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 175,000 |
| 8 | Total | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 45,001</u> | <u>\$ 540,010</u> |
| 9 | | | | | | | | | | | | | | |
| 10 | Kelowna Cost of Service | | | | | | | | | | | | | |
| 11 | Cost of Service before O&M | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 68,214 | \$ 818,570 |
| 12 | O&M Costs | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 25,500 | 306,000 |
| 13 | Total | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 93,714</u> | <u>\$ 1,124,570</u> |
| 14 | | | | | | | | | | | | | | |
| 15 | City of Surrey Cost of Service | | | | | | | | | | | | | |
| 16 | Cost of Service before O&M | \$ - | \$ - | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 4,604 | \$ 46,040 |
| 17 | O&M Costs | - | - | 7,150 | 7,150 | 7,150 | 7,150 | 7,150 | 7,150 | 7,150 | 7,150 | 7,150 | 7,150 | 71,500 |
| 18 | Facility Fee | - | - | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (123,250) |
| 19 | Total | <u>\$ -</u> | <u>\$ -</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (571)</u> | <u>\$ (5,710)</u> |
| 20 | | | | | | | | | | | | | | |
| 21 | General Admin. Costs | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 660,000 |
| 22 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | |
| 26 | Total Cost | <u>\$ 367,915</u> | <u>\$ 356,975</u> | <u>\$ 403,196</u> | <u>\$ 407,008</u> | <u>\$ 470,301</u> | <u>\$ 472,008</u> | <u>\$ 474,051</u> | <u>\$ 474,051</u> | <u>\$ 491,214</u> | <u>\$ 500,851</u> | <u>\$ 494,818</u> | <u>\$ 497,804</u> | <u>\$ 5,410,192</u> |

Notes: (a) Total purchases include approved projects only.

FORTISBC ENERGY INC.
INCURRED COSTS FOR BIOMETHANE
RECORDED ACTIVITY ENDING DECEMBER 31, 2019

Tab 4
Page 6

| Line | Particulars | Forecast Jan 19 | Forecast Feb 19 | Forecast Mar 19 | Forecast Apr 19 | Forecast May 19 | Forecast Jun 19 | Forecast Jul 19 | Forecast Aug 19 | Forecast Sep 19 | Forecast Oct 19 | Forecast Nov 19 | Forecast Dec 19 | Total 2019 |
|------|---------------------------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| 1 | All Supply Projects | | | | | | | | | | | | | |
| 2 | Total Purchases (GJ) ^(a) | 26,375 | 29,075 | 29,600 | 30,600 | 30,600 | 31,900 | 36,900 | 36,900 | 36,725 | 36,900 | 35,925 | 36,100 | 397,601 |
| 3 | Biogas / Biomethane Purchase Costs | \$ 307,859 | \$ 332,667 | \$ 342,497 | \$ 346,254 | \$ 347,101 | \$ 363,674 | \$ 454,521 | \$ 454,521 | \$ 451,530 | \$ 454,521 | \$ 454,040 | \$ 260,202 | \$ 4,569,388 |
| 4 | | | | | | | | | | | | | | |
| 5 | Salmon Arm Cost of Service | | | | | | | | | | | | | |
| 6 | Cost of Service before O&M | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 30,652 | \$ 367,820 |
| 7 | O&M Costs | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 14,583 | 175,000 |
| 8 | Total | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 45,235</u> | <u>\$ 542,820</u> |
| 9 | | | | | | | | | | | | | | |
| 10 | Kelowna Cost of Service | | | | | | | | | | | | | |
| 11 | Cost of Service before O&M | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 78,457 | \$ 941,480 |
| 12 | O&M Costs | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 26,000 | 312,000 |
| 13 | Total | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 104,457</u> | <u>\$ 1,253,480</u> |
| 14 | | | | | | | | | | | | | | |
| 15 | City of Surrey Cost of Service | | | | | | | | | | | | | |
| 16 | Cost of Service before O&M | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 8,954 | \$ 107,450 |
| 17 | O&M Costs | 918 | 918 | 918 | 918 | 918 | 918 | 918 | 918 | 918 | 918 | 918 | 918 | 11,020 |
| 18 | Facility Fee | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (12,325) | (147,900) |
| 19 | Total | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (2,453)</u> | <u>\$ (29,430)</u> |
| 20 | | | | | | | | | | | | | | |
| 21 | General Admin. Costs | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 55,000 | \$ 660,000 |
| 22 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | |
| 25 | | | | | | | | | | | | | | |
| 26 | Total Cost | <u>\$ 510,098</u> | <u>\$ 534,906</u> | <u>\$ 544,736</u> | <u>\$ 548,493</u> | <u>\$ 549,340</u> | <u>\$ 565,913</u> | <u>\$ 656,760</u> | <u>\$ 656,760</u> | <u>\$ 653,770</u> | <u>\$ 656,760</u> | <u>\$ 656,279</u> | <u>\$ 462,441</u> | <u>\$ 6,996,258</u> |

Notes: (a) Total purchases include approved projects only.

FORTISBC ENERGY INC.
AGE OF BIOMETHANE INVENTORY SOLD

Tab 4
Page 7

| Date | Monthly Activity | | | | Cumulative Quantities | | |
|--------|------------------------------|---|--|---------------------------|---------------------------------|-----------------------------|----------------------------------|
| | Beginning Balance (in TJ) | Quantity ^(a) Purchased (in TJ) | Quantity Sold ^(b) (in TJ) | Ending Balance (in TJ) | Biomethane Purchases (in TJ) | Biomethane Sales (in TJ) | Age of Inventory Sold (Month) |
| Jan-16 | 62.23 | 11.62 | (19.47) | 54.38 | 450.26 | (395.88) | 5 |
| Feb-16 | 54.38 | 2.79 | (15.41) | 41.76 | 453.05 | (411.29) | 4 |
| Mar-16 | 41.76 | 12.74 | (14.70) | 39.80 | 465.79 | (425.99) | 4 ^(b) |
| Apr-16 | 39.80 | 9.89 | (11.54) | 38.14 | 475.68 | (437.54) | 4 |
| May-16 | 38.14 | 10.79 | (14.34) | 34.59 | 486.46 | (451.87) | 3 |
| Jun-16 | 34.59 | 8.73 | (9.33) | 33.99 | 495.19 | (461.20) | 3 |
| Jul-16 | 33.99 | 14.41 | (8.99) | 39.41 | 509.60 | (470.19) | 3 |
| Aug-16 | 39.41 | 13.34 | (8.98) | 43.77 | 522.93 | (479.17) | 3 |
| Sep-16 | 43.77 | 9.74 | (9.71) | 43.80 | 532.67 | (488.88) | 3 |
| Oct-16 | 43.80 | 12.21 | (12.52) | 43.48 | 544.88 | (501.40) | 3 |
| Nov-16 | 43.48 | 14.09 | (15.85) | 41.72 | 558.97 | (517.25) | 3 |
| Dec-16 | 41.72 | 13.39 | (22.75) | 32.36 | 572.36 | (540.00) | 2 |
| Jan-17 | 32.36 | 11.62 | (22.68) | 21.30 | 583.98 | (562.68) | 1 |
| Feb-17 | 21.30 | 10.76 | (21.48) | 10.57 | 594.73 | (584.16) | 0 |
| Mar-17 | 10.57 | 11.59 | (21.01) | 1.15 | 606.32 | (605.17) | 0 |
| Apr-17 | 1.15 | 13.76 | (20.07) | (5.16) | 620.08 | (625.24) | |
| May-17 | (5.16) | 11.75 | (14.23) | (7.64) | 631.83 | (639.47) | |
| Jun-17 | (7.64) | 23.41 | (10.96) | 4.82 | 655.24 | (650.42) | |
| Jul-17 | 4.82 | 19.14 | (11.33) | 12.63 | 674.38 | (661.75) | |
| Aug-17 | 12.63 | 13.79 | (9.79) | 16.63 | 688.17 | (671.54) | |
| Sep-17 | 16.63 | 16.62 | (11.50) | 21.75 | 704.79 | (683.04) | |
| Oct-17 | 21.75 | 8.02 | (20.54) | 9.22 | 712.80 | (703.58) | |

(a) Kelowna net biomethane available to system adjusted from January to June to match payment.

(b) Incorrectly reported in the 2016 Second Quarter Report.

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 6
SCHEDULE 3B

| RATE SCHEDULE 3B: LARGE COMMERCIAL BIOMETHANE SERVICE | | EXISTING RATES JANUARY 1, 2017 | | | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | | | PROPOSED JANUARY 1, 2018 RATES | | |
|--|--|--------------------------------|------------------|-----------------|--|-------------------|-------------------|--------------------------------|------------------|-----------------|
| Line No. | Particulars | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| 1 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 2 | Basic Charge per Day | \$4.3538 | \$4.3538 | \$4.3538 | \$0.0000 | \$0.0000 | \$0.0000 | \$4.3538 | \$4.3538 | \$4.3538 |
| 3 | | | | | | | | | | |
| 4 | Delivery Charge per GJ | \$2.939 | \$2.939 | \$2.939 | \$0.000 | \$0.000 | \$0.000 | \$2.939 | \$2.939 | \$2.939 |
| 5 | Rider 2 Reserved for Future Use | (\$0.080) | \$0.407 | \$0.982 | \$0.080 | (\$0.407) | (\$0.982) | \$0.000 | \$0.000 | \$0.000 |
| 6 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.000 | \$0.000 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 |
| 7 | Rider 4 Reserved for Future Use | (\$0.108) | \$0.000 | \$0.000 | \$0.108 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| 8 | Rider 5 RSAM per GJ | \$0.246 | \$0.246 | \$0.246 | (\$0.287) | (\$0.287) | (\$0.287) | (\$0.041) | (\$0.041) | (\$0.041) |
| 9 | Subtotal Delivery Margin Related Charges per GJ | \$2.997 | \$3.592 | \$4.167 | (\$0.073) | (\$0.668) | (\$1.243) | \$2.924 | \$2.924 | \$2.924 |
| 10 | | | | | | | | | | |
| 11 | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 13 | Storage and Transport per GJ | \$0.851 | \$0.851 | \$0.851 | \$0.056 | \$0.056 | \$0.056 | \$0.907 | \$0.907 | \$0.907 |
| 14 | Rider 6 MCRA per GJ | (\$0.167) | (\$0.167) | (\$0.167) | (\$0.093) | (\$0.093) | (\$0.093) | (\$0.260) | (\$0.260) | (\$0.260) |
| 15 | Subtotal Storage and Transport Related Charges per GJ | \$0.684 | \$0.684 | \$0.684 | (\$0.037) | (\$0.037) | (\$0.037) | \$0.647 | \$0.647 | \$0.647 |
| 16 | | | | | | | | | | |
| 17 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | \$2.050 | \$2.050 | \$2.050 | (\$0.501) | (\$0.501) | (\$0.501) | \$1.549 | \$1.549 | \$1.549 |
| 18 | | | | | | | | | | |
| 19 | Cost of Biomethane per GJ | \$10.540 | \$10.540 | \$10.540 | (\$0.501) | (\$0.501) | (\$0.501) | \$10.039 | \$10.039 | \$10.039 |
| 20 | (Biomethane Energy Recovery Charge) | | | | | | | | | |

Note: (1*) Rate Riders 2, 4 and 5 are as proposed in the FortisBC Energy Inc. (FEI) Annual Review for 2017 Rates dated August 2, 2016. The Delivery charges are as updated in the FEI Evidentiary Update to the Annual Review for 2017 Rates dated October 5, 2016.

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 7
SCHEDULE 4

| RATE SCHEDULE 4: SEASONAL SERVICE | | EXISTING RATES JANUARY 1, 2017 | | | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | | | PROPOSED JANUARY 1, 2018 RATES | | |
|--------------------------------------|--|--------------------------------|------------------|------------|--|------------------|------------|--------------------------------|------------------|------------|
| Line No. | Particulars | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| 1 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 2 | Basic Charge per Day | \$14.4230 | \$14.4230 | \$14.4230 | \$0.0000 | \$0.0000 | \$0.0000 | \$14.4230 | \$14.4230 | \$14.4230 |
| 3 | | | | | | | | | | |
| 4 | Delivery Charge per GJ | | | | | | | | | |
| 5 | (a) Off-Peak Period | \$1.217 | \$1.217 | \$1.217 | \$0.000 | \$0.000 | \$0.000 | \$1.217 | \$1.217 | \$1.217 |
| 6 | (b) Extension Period | \$1.994 | \$1.994 | \$1.994 | \$0.000 | \$0.000 | \$0.000 | \$1.994 | \$1.994 | \$1.994 |
| 7 | | | | | | | | | | |
| 8 | Rider 2 Reserved for Future Use | (\$0.054) | \$0.407 | \$0.982 | \$0.054 | (\$0.407) | (\$0.982) | \$0.000 | \$0.000 | \$0.000 |
| 9 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.000 | \$0.000 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 |
| 10 | Rider 4 Reserved for Future Use | (\$0.072) | \$0.000 | \$0.000 | \$0.072 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| 11 | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 13 | Commodity Cost Recovery Charge per GJ | | | | | | | | | |
| 14 | (a) Off-Peak Period | \$2.050 | \$2.050 | \$2.050 | (\$0.501) | (\$0.501) | (\$0.501) | \$1.549 | \$1.549 | \$1.549 |
| 15 | (b) Extension Period | \$2.050 | \$2.050 | \$2.050 | (\$0.501) | (\$0.501) | (\$0.501) | \$1.549 | \$1.549 | \$1.549 |
| 16 | | | | | | | | | | |
| 17 | Storage and Transport per GJ | | | | | | | | | |
| 18 | (a) Off-Peak Period | \$0.627 | \$0.627 | \$0.627 | \$0.050 | \$0.050 | \$0.050 | \$0.677 | \$0.677 | \$0.677 |
| 19 | (b) Extension Period | \$0.627 | \$0.627 | \$0.627 | \$0.050 | \$0.050 | \$0.050 | \$0.677 | \$0.677 | \$0.677 |
| 20 | | | | | | | | | | |
| 21 | Rider 6 MCRA per GJ | (\$0.123) | (\$0.123) | (\$0.123) | (\$0.071) | (\$0.071) | (\$0.071) | (\$0.194) | (\$0.194) | (\$0.194) |
| 22 | | | | | | | | | | |
| 23 | Subtotal Commodity Related Charges per GJ | | | | | | | | | |
| 24 | (a) Off-Peak Period | \$2.554 | \$2.554 | \$2.554 | (\$0.522) | (\$0.522) | (\$0.522) | \$2.032 | \$2.032 | \$2.032 |
| 25 | (b) Extension Period | \$2.554 | \$2.554 | \$2.554 | (\$0.522) | (\$0.522) | (\$0.522) | \$2.032 | \$2.032 | \$2.032 |
| 26 | | | | | | | | | | |
| 27 | | | | | | | | | | |
| 28 | | | | | | | | | | |
| 29 | Unauthorized Gas Charge per gigajoule | | | | | | | | | |
| 30 | during peak period | | | | | | | | | |
| 31 | | | | | | | | | | |
| 32 | | | | | | | | | | |
| 33 | Total Variable Cost per gigajoule between | | | | | | | | | |
| 34 | (a) Off-Peak Period | \$3.645 | \$4.178 | \$4.753 | (\$0.370) | (\$0.903) | (\$1.478) | \$3.275 | \$3.275 | \$3.275 |
| 35 | (b) Extension Period | \$4.422 | \$4.955 | \$5.530 | (\$0.370) | (\$0.903) | (\$1.478) | \$4.052 | \$4.052 | \$4.052 |

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 8
SCHEDULE 5

| RATE SCHEDULE 5 GENERAL FIRM SERVICE | | EXISTING RATES JANUARY 1, 2017 | | | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | | | PROPOSED JANUARY 1, 2018 RATES | | |
|---|--|--------------------------------|------------------|----------------|--|------------------|------------------|--------------------------------|------------------|----------------|
| Line No. | Particulars | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| 1 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 2 | Basic Charge per Month | \$587.00 | \$587.00 | \$587.00 | \$0.00 | \$0.00 | \$0.00 | \$587.00 | \$587.00 | \$587.00 |
| 3 | | | | | | | | | | |
| 4 | Demand Charge per GJ | \$20.077 | \$20.077 | \$20.077 | \$0.000 | \$0.000 | \$0.000 | \$20.077 | \$20.077 | \$20.077 |
| 5 | | | | | | | | | | |
| 6 | Delivery Charge per GJ | \$0.825 | \$0.825 | \$0.825 | \$0.000 | \$0.000 | \$0.000 | \$0.825 | \$0.825 | \$0.825 |
| 7 | | | | | | | | | | |
| 8 | Rider 2 Reserved for Future Use | (\$0.055) | \$1.318 | \$0.982 | \$0.055 | (\$1.318) | (\$0.982) | \$0.000 | \$0.000 | \$0.000 |
| 9 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.000 | \$0.000 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 |
| 10 | Rider 4 Reserved for Future Use | (\$0.075) | \$0.000 | \$0.000 | \$0.075 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| 11 | | | | | | | | | | |
| 12 | | | | | | | | | | |
| 13 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 14 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | \$2.050 | \$2.050 | \$2.050 | (\$0.501) | (\$0.501) | (\$0.501) | \$1.549 | \$1.549 | \$1.549 |
| 15 | Storage and Transport per GJ | \$0.627 | \$0.627 | \$0.627 | \$0.050 | \$0.050 | \$0.050 | \$0.677 | \$0.677 | \$0.677 |
| 16 | Rider 6 MCRA per GJ | (\$0.123) | (\$0.123) | (\$0.123) | (\$0.071) | (\$0.071) | (\$0.071) | (\$0.194) | (\$0.194) | (\$0.194) |
| 17 | Subtotal Commodity Related Charges per GJ | \$2.554 | \$2.554 | \$2.554 | (\$0.522) | (\$0.522) | (\$0.522) | \$2.032 | \$2.032 | \$2.032 |
| 18 | | | | | | | | | | |
| 19 | | | | | | | | | | |
| 20 | | | | | | | | | | |
| 21 | | | | | | | | | | |
| 22 | Total Variable Cost per gigajoule | <u>\$3.249</u> | <u>\$4.697</u> | <u>\$4.361</u> | <u>(\$0.366)</u> | <u>(\$1.814)</u> | <u>(\$1.478)</u> | <u>\$2.883</u> | <u>\$2.883</u> | <u>\$2.883</u> |

BCUC ORDERS G-XX-XX G-XX-XX

SCHEDULE 5B

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 10
SCHEDULE 6

| RATE SCHEDULE 6: NGV - STATIONS | | EXISTING RATES JANUARY 1, 2017 | | | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | | | PROPOSED JANUARY 1, 2018 RATES | | |
|------------------------------------|--|--------------------------------|------------------|----------------|--|-------------------|-------------------|--------------------------------|------------------|----------------|
| Line No. | Particulars | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| 1 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 2 | Basic Charge per Day | \$2.0041 | \$2.0041 | \$2.0041 | \$0.0000 | \$0.0000 | \$0.0000 | \$2.0041 | \$2.0041 | \$2.0041 |
| 3 | | | | | | | | | | |
| 4 | Delivery Charge per GJ | \$4.521 | \$4.521 | \$4.521 | \$0.000 | \$0.000 | \$0.000 | \$4.521 | \$4.521 | \$4.521 |
| 5 | | | | | | | | | | |
| 6 | Rider 2 Reserved for Future Use | (\$0.120) | \$0.407 | \$0.982 | \$0.120 | (\$0.407) | (\$0.982) | \$0.000 | \$0.000 | \$0.000 |
| 7 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.000 | \$0.000 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 |
| 8 | Rider 4 Reserved for Future Use | (\$0.161) | \$0.000 | \$0.000 | \$0.161 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| 9 | | | | | | | | | | |
| 10 | | | | | | | | | | |
| 11 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 12 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | \$2.050 | \$2.050 | \$2.050 | (\$0.501) | (\$0.501) | (\$0.501) | \$1.549 | \$1.549 | \$1.549 |
| 13 | Storage and Transport per GJ | \$0.314 | \$0.314 | \$0.314 | \$0.025 | \$0.025 | \$0.025 | \$0.339 | \$0.339 | \$0.339 |
| 14 | Rider 6 MCRA per GJ | (\$0.062) | (\$0.062) | (\$0.062) | (\$0.035) | (\$0.035) | (\$0.035) | (\$0.097) | (\$0.097) | (\$0.097) |
| 15 | Subtotal Commodity Related Charges per GJ | \$2.302 | \$2.302 | \$2.302 | (\$0.511) | (\$0.511) | (\$0.511) | \$1.791 | \$1.791 | \$1.791 |
| 16 | | | | | | | | | | |
| 17 | | | | | | | | | | |
| 18 | Total Variable Cost per gigajoule | <u>\$6.542</u> | <u>\$7.230</u> | <u>\$7.805</u> | <u>(\$0.204)</u> | <u>(\$0.892)</u> | <u>(\$1.467)</u> | <u>\$6.338</u> | <u>\$6.338</u> | <u>\$6.338</u> |

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 10.1
SCHEDULE 6A

| RATE SCHEDULE 6A: NGV Transportation | | | | |
|---|---|--------------------------------|--|--------------------------------|
| Line No. | Particulars | EXISTING RATES JANUARY 1, 2017 | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | PROPOSED JANUARY 1, 2018 RATES |
| | (1) | (2) | (3) | (4) |
| 1 | LOWER MAINLAND SERVICE AREA | | | |
| 2 | | | | |
| 3 | <u>Delivery Margin Related Charges</u> | | | |
| 4 | Basic Charge per Month | \$86.00 | \$0.00 | \$86.00 |
| 5 | | | | |
| 6 | Delivery Charge per GJ | \$4.475 | \$0.000 | \$4.475 |
| 7 | Rider 2 Reserved for Future Use | (\$0.120) | \$0.120 | \$0.000 |
| 8 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.026 | \$0.026 |
| 9 | Rider 4 Reserved for Future Use | (\$0.161) | \$0.161 | \$0.000 |
| 10 | | | | |
| 11 | | | | |
| 12 | <u>Commodity Related Charges</u> | | | |
| 13 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | \$2.050 | (\$0.501) | \$1.549 |
| 14 | Storage and Transport per GJ | \$0.314 | \$0.025 | \$0.339 |
| 15 | Rider 6 MCRA per GJ | <u>(\$0.062)</u> | <u>(\$0.035)</u> | <u>(\$0.097)</u> |
| 16 | Subtotal Commodity Related Charges per GJ | \$2.302 | (\$0.511) | \$1.791 |
| 17 | | | | |
| 18 | Compression Charge per gigajoule | \$5.280 | \$0.000 | \$5.280 |
| 19 | | | | |
| 20 | | | | |
| 21 | Minimum Charges | \$125.00 | \$0.00 | \$125.00 |
| 22 | | | | |
| 23 | | | | |
| 24 | | | | |
| 25 | Total Variable Cost per gigajoule | <u>\$11.776</u> | <u>(\$0.204)</u> | <u>\$11.572</u> |

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 10.2
SCHEDULE 6P

| RATE SCHEDULE 6P: NGV (CNG) Refueling Service | | | | |
|--|---|--------------------------------|--|--------------------------------|
| Line No. | Particulars | EXISTING RATES JANUARY 1, 2017 | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | PROPOSED JANUARY 1, 2018 RATES |
| | (1) | (2) | (3) | (4) |
| 1 | LOWER MAINLAND SERVICE AREA | | | |
| 2 | | | | |
| 3 | <u>Delivery Margin Related Charges</u> | | | |
| 4 | Delivery Charge per GJ | \$4.499 | \$0.000 | \$4.499 |
| 5 | Rider 2 Reserved for Future Use | (\$0.120) | \$0.120 | \$0.000 |
| 6 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.026 | \$0.026 |
| 7 | Rider 4 Reserved for Future Use | (\$0.161) | \$0.161 | \$0.000 |
| 8 | | | | |
| 9 | | | | |
| 10 | <u>Commodity Related Charges</u> | | | |
| 11 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | \$2.050 | (\$0.501) | \$1.549 |
| 12 | Storage and Transport per GJ | \$0.314 | \$0.025 | \$0.339 |
| 13 | Rider 6 MCRA per GJ | <u>(\$0.062)</u> | <u>(\$0.035)</u> | <u>(\$0.097)</u> |
| 14 | Subtotal Commodity Related Charges per GJ | \$2.302 | (\$0.511) | \$1.791 |
| 15 | | | | |
| 16 | Compression Charge per gigajoule | \$8.441 | \$0.000 | \$8.441 |
| 17 | | | | |
| 18 | | | | |
| 19 | Total Variable Cost per gigajoule | <u><u>\$14.961</u></u> | <u><u>(\$0.204)</u></u> | <u><u>\$14.757</u></u> |

FORTISBC ENERGY INC.
CALCULATION OF CUSTOMERS' RATES AND TARIFF CONTINUITY
PROPOSED JANUARY 1, 2018 RATES
BCUC ORDERS G-XX-XX G-XX-XX

TAB 5
PAGE 11
SCHEDULE 7

| RATE SCHEDULE 7: INTERRUPTIBLE SALES | | EXISTING RATES JANUARY 1, 2017 | | | DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES | | | PROPOSED JANUARY 1, 2018 RATES | | |
|---|--|--------------------------------|------------------|----------------|--|------------------|------------------|--------------------------------|------------------|----------------|
| Line No. | Particulars | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler | Mainland | Vancouver Island | Whistler |
| | (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
| 1 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 2 | Basic Charge per Month | \$880.00 | \$880.00 | \$880.00 | \$0.00 | \$0.00 | \$0.00 | \$880.00 | \$880.00 | \$880.00 |
| 3 | | | | | | | | | | |
| 4 | Delivery Charge per GJ | \$1.353 | \$1.353 | \$1.353 | \$0.000 | \$0.000 | \$0.000 | \$1.353 | \$1.353 | \$1.353 |
| 5 | | | | | | | | | | |
| 6 | Rider 2 Reserved for Future Use | (\$0.035) | \$0.407 | \$0.982 | \$0.035 | (\$0.407) | (\$0.982) | \$0.000 | \$0.000 | \$0.000 |
| 7 | Rider 3 BVA Rate Rider per GJ | \$0.000 | \$0.000 | \$0.000 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 | \$0.026 |
| 8 | Rider 4 Reserved for Future Use | (\$0.047) | \$0.000 | \$0.000 | \$0.047 | \$0.000 | \$0.000 | \$0.000 | \$0.000 | \$0.000 |
| 9 | | | | | | | | | | |
| 10 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 11 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | \$2.050 | \$2.050 | \$2.050 | (\$0.501) | (\$0.501) | (\$0.501) | \$1.549 | \$1.549 | \$1.549 |
| 12 | Storage and Transport per GJ | \$0.627 | \$0.627 | \$0.627 | \$0.050 | \$0.050 | \$0.050 | \$0.677 | \$0.677 | \$0.677 |
| 13 | Rider 6 MCRA per GJ | (\$0.123) | (\$0.123) | (\$0.123) | (\$0.071) | (\$0.071) | (\$0.071) | (\$0.194) | (\$0.194) | (\$0.194) |
| 14 | Subtotal Commodity Related Charges per GJ | \$2.554 | \$2.554 | \$2.554 | (\$0.522) | (\$0.522) | (\$0.522) | \$2.032 | \$2.032 | \$2.032 |
| 15 | | | | | | | | | | |
| 16 | | | | | | | | | | |
| 17 | | | | | | | | | | |
| 18 | Charges per gigajoule for UOR Gas | | | | | | | | | |
| 19 | | | | | | | | | | |
| 20 | | | | | | | | | | |
| 21 | | | | | | | | | | |
| 22 | | | | | | | | | | |
| 23 | | | | | | | | | | |
| 24 | Total Variable Cost per gigajoule | <u>\$3.825</u> | <u>\$4.314</u> | <u>\$4.889</u> | <u>(\$0.414)</u> | <u>(\$0.903)</u> | <u>(\$1.478)</u> | <u>\$3.411</u> | <u>\$3.411</u> | <u>\$3.411</u> |

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 1 - RESIDENTIAL SERVICE

TAB 6
PAGE 1

| Line No. | Particular | EXISTING RATES APRIL 1, 2017 | | | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | | | Annual Increase/Decrease | | |
|----------|---|------------------------------|--------|------------|-----------|-------------------|---|--------|------------|-----------|-----------------|--------------------------|--------------------|---------------------------------|
| | | Quantity | | Rate | Annual \$ | | Quantity | | Rate | Annual \$ | | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | MAINLAND SERVICE AREA | | | | | | | | | | | | | |
| 2 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 3 | Basic Charge per Day | 365.25 | days x | \$0.3890 | = | \$142.08 | 365.25 | days x | \$0.3890 | = | \$142.08 | \$0.0000 | \$0.00 | 0.00% |
| 4 | | | | | | | | | | | | | | |
| 5 | Delivery Charge per GJ | 90.0 | GJ x | \$4.370 | = | 393.3000 | 90.0 | GJ x | \$4.370 | = | 393.3000 | \$0.000 | 0.0000 | 0.00% |
| 6 | Rider 2 Reserved for Future Use | 90.0 | GJ x | (\$0.135) | = | (12.1500) | 90.0 | GJ x | \$0.000 | = | 0.0000 | \$0.135 | 12.1500 | 1.54% |
| 7 | Rider 3 BVA Rate Rider per GJ | 90.0 | GJ x | \$0.000 | = | 0.0000 | 90.0 | GJ x | \$0.026 | = | 2.3400 | \$0.026 | 2.3400 | 0.30% |
| 8 | Rider 4 Reserved for Future Use | 90.0 | GJ x | (\$0.182) | = | (16.3800) | 90.0 | GJ x | \$0.000 | = | 0.0000 | \$0.182 | 16.3800 | 2.08% |
| 9 | Rider 5 RSAM per GJ | 90.0 | GJ x | \$0.246 | = | 22.1400 | 90.0 | GJ x | (\$0.041) | = | (3.6900) | (\$0.287) | (25.8300) | -3.28% |
| 10 | Subtotal Delivery Margin Related Charges | | | | | \$528.99 | | | | | \$534.03 | | \$5.04 | 0.64% |
| 11 | | | | | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 13 | Storage and Transport per GJ | 90.0 | GJ x | \$1.009 | = | \$90.8100 | 90.0 | GJ x | \$1.064 | = | \$95.7600 | \$0.055 | \$4.9500 | 0.63% |
| 14 | Rider 6 MCRA per GJ | 90.0 | GJ x | (\$0.198) | = | (17.8200) | 90.0 | GJ x | (\$0.306) | = | (27.5400) | (\$0.108) | (9.7200) | -1.24% |
| 15 | Storage and Transport Related Charges Subtotal | | | | | \$72.99 | | | | | \$68.22 | | (\$4.77) | -0.61% |
| 16 | | | | | | | | | | | | | | |
| 17 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 90.0 | GJ x | \$2.050 | = | \$184.50 | 90.0 | GJ x | \$1.549 | = | \$139.41 | (\$0.501) | (\$45.09) | -5.73% |
| 18 | Subtotal Commodity Related Charges | | | | | \$257.49 | | | | | \$207.63 | | (\$49.86) | -6.34% |
| 19 | | | | | | | | | | | | | | |
| 20 | Total (with effective \$/GJ rate) | 90.0 | | \$8.739 | | \$786.48 | 90.0 | | \$8.241 | | \$741.66 | (\$0.498) | (\$44.82) | -5.70% |
| 21 | | | | | | | | | | | | | | |
| 22 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | | | | | |
| 23 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 24 | Basic Charge per Day | 365.25 | days x | \$0.3890 | = | \$142.08 | 365.25 | days x | \$0.3890 | = | \$142.08 | \$0.0000 | \$0.00 | 0.00% |
| 25 | | | | | | | | | | | | | | |
| 26 | Delivery Charge per GJ | 50.0 | GJ x | \$4.370 | = | 218.5000 | 50.0 | GJ x | \$4.370 | = | 218.5000 | \$0.000 | 0.0000 | 0.00% |
| 27 | Rider 2 Reserved for Future Use | 50.0 | GJ x | \$0.883 | = | 44.1500 | 50.0 | GJ x | \$0.000 | = | 0.0000 | (\$0.883) | (44.1500) | -7.88% |
| 28 | Rider 3 BVA Rate Rider per GJ | 50.0 | GJ x | \$0.000 | = | 0.0000 | 50.0 | GJ x | \$0.026 | = | 1.3000 | \$0.026 | 1.3000 | 0.23% |
| 29 | Rider 4 Reserved for Future Use | 50.0 | GJ x | \$0.000 | = | 0.0000 | 50.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 30 | Rider 5 RSAM per GJ | 50.0 | GJ x | \$0.246 | = | 12.3000 | 50.0 | GJ x | (\$0.041) | = | (2.0500) | (\$0.287) | (14.3500) | -2.56% |
| 31 | Subtotal Delivery Margin Related Charges | | | | | \$417.03 | | | | | \$359.83 | | (\$57.20) | -10.21% |
| 32 | | | | | | | | | | | | | | |
| 33 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 34 | Storage and Transport per GJ | 50.0 | GJ x | \$1.009 | = | \$50.4500 | 50.0 | GJ x | \$1.064 | = | \$53.2000 | \$0.055 | \$2.7500 | 0.49% |
| 35 | Rider 6 MCRA per GJ | 50.0 | GJ x | (\$0.198) | = | (9.9000) | 50.0 | GJ x | (\$0.306) | = | (15.3000) | (\$0.108) | (5.4000) | -0.96% |
| 36 | Storage and Transport Related Charges Subtotal | | | | | \$40.55 | | | | | \$37.90 | | (\$2.65) | -0.47% |
| 37 | | | | | | | | | | | | | | |
| 38 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 50.0 | GJ x | \$2.050 | = | \$102.50 | 50.0 | GJ x | \$1.549 | = | \$77.45 | (\$0.501) | (\$25.05) | -4.47% |
| 39 | Subtotal Commodity Related Charges | | | | | \$143.05 | | | | | \$115.35 | | (\$27.70) | -4.95% |
| 40 | | | | | | | | | | | | | | |
| 41 | Total (with effective \$/GJ rate) | 50.0 | | \$11.202 | | \$560.08 | 50.0 | | \$9.504 | | \$475.18 | (\$1.698) | (\$84.90) | -15.16% |
| 42 | | | | | | | | | | | | | | |
| 43 | WHISTLER SERVICE AREA | | | | | | | | | | | | | |
| 44 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 45 | Basic Charge per Day | 365.25 | days x | \$0.3890 | = | \$142.08 | 365.25 | days x | \$0.3890 | = | \$142.08 | \$0.0000 | \$0.00 | 0.00% |
| 46 | | | | | | | | | | | | | | |
| 47 | Delivery Charge per GJ | 100.0 | GJ x | \$4.370 | = | 437.0000 | 100.0 | GJ x | \$4.370 | = | 437.0000 | \$0.000 | 0.0000 | 0.00% |
| 48 | Rider 2 Reserved for Future Use | 100.0 | GJ x | \$1.632 | = | 163.2000 | 100.0 | GJ x | \$0.000 | = | 0.0000 | (\$1.632) | (163.2000) | -15.50% |
| 49 | Rider 3 BVA Rate Rider per GJ | 100.0 | GJ x | \$0.000 | = | 0.0000 | 100.0 | GJ x | \$0.026 | = | 2.6000 | \$0.026 | 2.6000 | 0.25% |
| 50 | Rider 4 Reserved for Future Use | 100.0 | GJ x | \$0.000 | = | 0.0000 | 100.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 51 | Rider 5 RSAM per GJ | 100.0 | GJ x | \$0.246 | = | 24.6000 | 100.0 | GJ x | (\$0.041) | = | (4.1000) | (\$0.287) | (28.7000) | -2.73% |
| 52 | Subtotal Delivery Margin Related Charges | | | | | \$766.88 | | | | | \$577.58 | | (\$189.30) | -17.98% |
| 53 | | | | | | | | | | | | | | |
| 54 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 55 | Storage and Transport per GJ | 100.0 | GJ x | \$1.009 | = | \$100.9000 | 100.0 | GJ x | \$1.064 | = | \$106.4000 | \$0.055 | \$5.5000 | 0.52% |
| 56 | Rider 6 MCRA per GJ | 100.0 | GJ x | (\$0.198) | = | (19.8000) | 100.0 | GJ x | (\$0.306) | = | (30.6000) | (\$0.108) | (10.8000) | -1.03% |
| 57 | Storage and Transport Related Charges Subtotal | | | | | \$81.10 | | | | | \$75.80 | | (\$5.30) | -0.50% |
| 58 | | | | | | | | | | | | | | |
| 59 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 100.0 | GJ x | \$2.050 | = | \$205.00 | 100.0 | GJ x | \$1.549 | = | \$154.90 | (\$0.501) | (\$50.10) | -4.76% |
| 60 | Subtotal Commodity Related Charges | | | | | \$286.10 | | | | | \$230.70 | | (\$55.40) | -5.26% |
| 61 | | | | | | | | | | | | | | |
| 62 | Total (with effective \$/GJ rate) | 100.0 | | \$10.530 | | \$1,052.98 | 100.0 | | \$8.083 | | \$808.28 | (\$2.447) | (\$244.70) | -23.24% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.

Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 1B -RESIDENTIAL BIOMETHANE SERVICE

TAB 6
PAGE 2

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | | | Annual Increase/Decrease | | |
|----------|---|--------------------------------|------------|------------|---|-------------------|---|------------|------------|---|-----------------|--------------------------|--------------------|---------------------------------|
| | | Quantity | | Rate | | Annual \$ | Quantity | | Rate | | Annual \$ | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | MAINLAND SERVICE AREA | | | | | | | | | | | | | |
| 2 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 3 | Basic Charge per Day | 365.25 | days x | \$0.3890 | = | \$142.08 | 365.25 | days x | \$0.3890 | = | \$142.08 | \$0.0000 | \$0.00 | 0.00% |
| 4 | Delivery Charge per GJ | 90.0 | GJ x | \$4.370 | = | 393.3000 | 90.0 | GJ x | \$4.370 | = | 393.3000 | \$0.000 | 0.0000 | 0.00% |
| 5 | Rider 2 Reserved for Future Use | 90.0 | GJ x | (\$0.135) | = | (12.1500) | 90.0 | GJ x | \$0.000 | = | 0.0000 | \$0.135 | 12.1500 | 1.41% |
| 6 | Rider 3 BVA Rate Rider per GJ | 90.0 | GJ x | \$0.000 | = | 0.0000 | 90.0 | GJ x | \$0.026 | = | 2.3400 | \$0.026 | 2.3400 | 0.27% |
| 7 | Rider 4 Reserved for Future Use | 90.0 | GJ x | (\$0.182) | = | (16.3800) | 90.0 | GJ x | \$0.000 | = | 0.0000 | \$0.182 | 16.3800 | 1.90% |
| 8 | Rider 5 RSAM per GJ | 90.0 | GJ x | \$0.246 | = | 22.1400 | 90.0 | GJ x | (\$0.041) | = | (3.6900) | (\$0.287) | (25.8300) | -2.99% |
| 9 | Subtotal Delivery Margin Related Charges | | | | | \$528.99 | | | | | \$534.03 | | \$5.04 | 0.58% |
| 10 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 11 | Storage and Transport per GJ | 90.0 | GJ x | \$1.009 | = | \$90.8100 | 90.0 | GJ x | \$1.064 | = | \$95.7600 | \$0.055 | \$4.9500 | 0.57% |
| 12 | Rider 6 MCRA per GJ | 90.0 | GJ x | (\$0.198) | = | (17.8200) | 90.0 | GJ x | (\$0.306) | = | (27.5400) | (\$0.108) | (9.7200) | -1.13% |
| 13 | Storage and Transport Related Charges Subtotal | | | | | \$72.99 | | | | | \$68.22 | | (\$4.77) | -0.55% |
| 14 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 90.0 | GJ x 90% x | \$2.050 | = | 166.05 | 90.0 | GJ x 90% x | \$1.549 | = | 125.47 | (\$0.501) | (40.58) | -4.70% |
| 15 | Cost of Biomethane | 90.0 | GJ x 10% x | \$10.540 | = | 94.86 | 90.0 | GJ x 10% x | \$10.039 | = | 90.35 | (\$0.501) | (4.51) | -0.52% |
| 16 | Subtotal Commodity Related Charges | | | | | \$333.90 | | | | | \$284.04 | | (\$49.86) | -5.78% |
| 17 | | | | | | | | | | | | | | |
| 18 | Total (with effective \$/GJ rate) | 90.0 | | \$9.588 | | \$862.89 | 90.0 | | \$9.090 | | \$818.07 | (\$0.498) | (\$44.82) | -5.19% |
| 19 | | | | | | | | | | | | | | |
| 20 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | | | | | |
| 21 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 22 | Basic Charge per Day | 365.25 | days x | \$0.3890 | = | \$142.08 | 365.25 | days x | \$0.3890 | = | \$142.08 | \$0.0000 | \$0.00 | 0.00% |
| 23 | Delivery Charge per GJ | 50.0 | GJ x | \$4.370 | = | 218.5000 | 50.0 | GJ x | \$4.370 | = | 218.5000 | \$0.000 | 0.0000 | 0.00% |
| 24 | Rider 2 Reserved for Future Use | 50.0 | GJ x | \$0.883 | = | 44.1500 | 50.0 | GJ x | \$0.000 | = | 0.0000 | (\$0.883) | (44.1500) | -7.33% |
| 25 | Rider 3 BVA Rate Rider per GJ | 50.0 | GJ x | \$0.000 | = | 0.0000 | 50.0 | GJ x | \$0.026 | = | 1.3000 | \$0.026 | 1.3000 | 0.22% |
| 26 | Rider 4 Reserved for Future Use | 50.0 | GJ x | \$0.000 | = | 0.0000 | 50.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 27 | Rider 5 RSAM per GJ | 50.0 | GJ x | \$0.246 | = | 12.3000 | 50.0 | GJ x | (\$0.041) | = | (2.0500) | (\$0.287) | (14.3500) | -2.38% |
| 28 | Subtotal Delivery Margin Related Charges | | | | | \$417.03 | | | | | \$359.83 | | (\$57.20) | -9.49% |
| 29 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 30 | Storage and Transport per GJ | 50.0 | GJ x | \$1.009 | = | \$50.4500 | 50.0 | GJ x | \$1.064 | = | \$53.2000 | \$0.055 | \$2.7500 | 0.46% |
| 31 | Rider 6 MCRA per GJ | 50.0 | GJ x | (\$0.198) | = | (9.9000) | 50.0 | GJ x | (\$0.306) | = | (15.3000) | (\$0.108) | (5.4000) | -0.90% |
| 32 | Storage and Transport Related Charges Subtotal | | | | | \$40.55 | | | | | \$37.90 | | (\$2.65) | -0.44% |
| 33 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 50.0 | GJ x 90% x | \$2.050 | = | 92.25 | 50.0 | GJ x 90% x | \$1.549 | = | 69.71 | (\$0.501) | (22.54) | -3.74% |
| 34 | Cost of Biomethane | 50.0 | GJ x 10% x | \$10.540 | = | 52.70 | 50.0 | GJ x 10% x | \$10.039 | = | 50.20 | (\$0.501) | (2.50) | -0.41% |
| 35 | Subtotal Commodity Related Charges | | | | | \$185.50 | | | | | \$157.81 | | (\$27.69) | -4.60% |
| 36 | | | | | | | | | | | | | | |
| 37 | Total (with effective \$/GJ rate) | 50.0 | | \$12.051 | | \$602.53 | 50.0 | | \$10.353 | | \$517.64 | (\$1.698) | (\$84.89) | -14.09% |
| 38 | | | | | | | | | | | | | | |
| 39 | WHISTLER SERVICE AREA | | | | | | | | | | | | | |
| 40 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 41 | Basic Charge per Day | 365.25 | days x | \$0.3890 | = | \$142.08 | 365.25 | days x | \$0.3890 | = | \$142.08 | \$0.0000 | \$0.00 | 0.00% |
| 42 | Delivery Charge per GJ | 100.0 | GJ x | \$4.370 | = | 437.0000 | 100.0 | GJ x | \$4.370 | = | 437.0000 | \$0.000 | 0.0000 | 0.00% |
| 43 | Rider 2 Reserved for Future Use | 100.0 | GJ x | \$1.632 | = | 163.2000 | 100.0 | GJ x | \$0.000 | = | 0.0000 | (\$1.632) | (163.2000) | -14.34% |
| 44 | Rider 3 BVA Rate Rider per GJ | 100.0 | GJ x | \$0.000 | = | 0.0000 | 100.0 | GJ x | \$0.026 | = | 2.6000 | \$0.026 | 2.6000 | 0.23% |
| 45 | Rider 4 Reserved for Future Use | 100.0 | GJ x | \$0.000 | = | 0.0000 | 100.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 46 | Rider 5 RSAM per GJ | 100.0 | GJ x | \$0.246 | = | 24.6000 | 100.0 | GJ x | (\$0.041) | = | (4.1000) | (\$0.287) | (28.7000) | -2.52% |
| 47 | Subtotal Delivery Margin Related Charges | | | | | \$766.88 | | | | | \$577.58 | | (\$189.30) | -16.64% |
| 48 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 49 | Storage and Transport per GJ | 100.0 | GJ x | \$1.009 | = | \$100.9000 | 100.0 | GJ x | \$1.064 | = | \$106.4000 | \$0.055 | \$5.5000 | 0.48% |
| 50 | Rider 6 MCRA per GJ | 100.0 | GJ x | (\$0.198) | = | (19.8000) | 100.0 | GJ x | (\$0.306) | = | (30.6000) | (\$0.108) | (10.8000) | -0.95% |
| 51 | Storage and Transport Related Charges Subtotal | | | | | \$81.10 | | | | | \$75.80 | | (\$5.30) | |
| 52 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 100.0 | GJ x 90% x | \$2.050 | = | 184.50 | 100.0 | GJ x 90% x | \$1.549 | = | 139.41 | (\$0.501) | (45.09) | -3.96% |
| 53 | Cost of Biomethane | 100.0 | GJ x 10% x | \$10.540 | = | 105.40 | 100.0 | GJ x 10% x | \$10.039 | = | 100.39 | (\$0.501) | (5.01) | -0.44% |
| 54 | Subtotal Commodity Related Charges | | | | | \$371.00 | | | | | \$315.60 | | (\$55.40) | -4.87% |
| 55 | | | | | | | | | | | | | | |
| 56 | Total (with effective \$/GJ rate) | 100.0 | | \$11.379 | | \$1,137.88 | 100.0 | | \$8.932 | | \$893.18 | (\$2.447) | (\$244.70) | -21.50% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.
Notes: Commodity Cost Recovery Related Charge is based on 90% of the Cost of Gas (Commodity Cost Related Charge) per GJ and 10% of the Cost of Biomethane per GJ.
Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 2 -SMALL COMMERCIAL SERVICE

TAB 6
PAGE 3

| Line No. | Particular | EXISTING RATES APRIL 1, 2017 | | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | | Annual Increase/Decrease | | |
|----------|---|------------------------------|--------|------------|-------------------|---|--------|------------|-------------------|--------------------------|----------------------|---------------------------------|
| | | Quantity | | Rate | Annual \$ | Quantity | | Rate | Annual \$ | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | MAINLAND SERVICE AREA | | | | | | | | | | | |
| 2 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | |
| 3 | Basic Charge per Day | 365.25 | days x | \$0.8161 | = \$298.08 | 365.25 | days x | \$0.8161 | = \$298.08 | \$0.0000 | \$0.00 | 0.00% |
| 4 | | | | | | | | | | | | |
| 5 | Delivery Charge per GJ | 340.0 | GJ x | \$3.523 | = 1,197.8200 | 340.0 | GJ x | \$3.523 | = 1,197.8200 | \$0.000 | 0.0000 | 0.00% |
| 6 | Rider 2 Reserved for Future Use | 340.0 | GJ x | (\$0.096) | = (32.6400) | 340.0 | GJ x | \$0.000 | = 0.0000 | \$0.096 | 32.6400 | 1.32% |
| 7 | Rider 3 BVA Rate Rider per GJ | 340.0 | GJ x | \$0.000 | = 0.0000 | 340.0 | GJ x | \$0.026 | = 8.8400 | \$0.026 | 8.8400 | 0.36% |
| 8 | Rider 4 Reserved for Future Use | 340.0 | GJ x | (\$0.129) | = (43.8600) | 340.0 | GJ x | \$0.000 | = 0.0000 | \$0.129 | 43.8600 | 1.77% |
| 9 | Rider 5 RSAM per GJ | 340.0 | GJ x | \$0.246 | = 83.6400 | 340.0 | GJ x | (\$0.041) | = (13.9400) | (\$0.287) | (97.5800) | -3.94% |
| 10 | Subtotal Delivery Margin Related Charges | | | | \$1,503.04 | | | | \$1,490.80 | | (\$12.24) | -0.49% |
| 11 | | | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | | | |
| 13 | Storage and Transport per GJ | 340.0 | GJ x | \$1.020 | = \$346.8000 | 340.0 | GJ x | \$1.073 | = \$364.8200 | \$0.053 | \$18.0200 | 0.73% |
| 14 | Rider 6 MCRA per GJ | 340.0 | GJ x | (\$0.200) | = (68.0000) | 340.0 | GJ x | (\$0.308) | = (104.7200) | (\$0.108) | (36.7200) | -1.48% |
| 15 | Storage and Transport Related Charges Subtotal | | | | \$278.80 | | | | \$260.10 | | (\$18.70) | -0.75% |
| 16 | | | | | | | | | | | | |
| 17 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 340.0 | GJ x | \$2.050 | = \$697.00 | 340.0 | GJ x | \$1.549 | = \$526.66 | (\$0.501) | (\$170.34) | -6.87% |
| 18 | Subtotal Commodity Related Charges | | | | \$975.80 | | | | \$786.76 | | (\$189.04) | -7.63% |
| 19 | | | | | | | | | | | | |
| 20 | Total (with effective \$/GJ rate) | 340.0 | | \$7.291 | \$2,478.84 | 340.0 | | \$6.699 | \$2,277.56 | (\$0.592) | (\$201.28) | -8.12% |
| 21 | | | | | | | | | | | | |
| 22 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | | | |
| 23 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | |
| 24 | Basic Charge per Day | 365.25 | days x | \$0.8161 | = \$298.08 | 365.25 | days x | \$0.8161 | = \$298.08 | \$0.0000 | \$0.00 | 0.00% |
| 25 | | | | | | | | | | | | |
| 26 | Delivery Charge per GJ | 340.0 | GJ x | \$3.523 | = 1,197.8200 | 340.0 | GJ x | \$3.523 | = 1,197.8200 | \$0.000 | 0.0000 | 0.00% |
| 27 | Rider 2 Reserved for Future Use | 340.0 | GJ x | \$0.997 | = 338.9800 | 340.0 | GJ x | \$0.000 | = 0.0000 | (\$0.997) | (338.9800) | -11.71% |
| 28 | Rider 3 BVA Rate Rider per GJ | 340.0 | GJ x | \$0.000 | = 0.0000 | 340.0 | GJ x | \$0.026 | = 8.8400 | \$0.026 | 8.8400 | 0.31% |
| 29 | Rider 4 Reserved for Future Use | 340.0 | GJ x | \$0.000 | = 0.0000 | 340.0 | GJ x | \$0.000 | = 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 30 | Rider 5 RSAM per GJ | 340.0 | GJ x | \$0.246 | = 83.6400 | 340.0 | GJ x | (\$0.041) | = (13.9400) | (\$0.287) | (97.5800) | -3.37% |
| 31 | Subtotal Delivery Margin Related Charges | | | | \$1,918.52 | | | | \$1,490.80 | | (\$427.72) | -14.78% |
| 32 | | | | | | | | | | | | |
| 33 | <u>Commodity Related Charges</u> | | | | | | | | | | | |
| 34 | Storage and Transport per GJ | 340.0 | GJ x | \$1.020 | = \$346.8000 | 340.0 | GJ x | \$1.073 | = \$364.8200 | \$0.053 | \$18.0200 | 0.62% |
| 35 | Rider 6 MCRA per GJ | 340.0 | GJ x | (\$0.200) | = (68.0000) | 340.0 | GJ x | (\$0.308) | = (104.7200) | (\$0.108) | (36.7200) | -1.27% |
| 37 | Storage and Transport Related Charges Subtotal | | | | \$278.80 | | | | \$260.10 | | (\$18.70) | -0.65% |
| 38 | | | | | | | | | | | | |
| 39 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 340.0 | GJ x | \$2.050 | = \$697.00 | 340.0 | GJ x | \$1.549 | = \$526.66 | (\$0.501) | (\$170.34) | -5.89% |
| 40 | Subtotal Commodity Related Charges | | | | \$975.80 | | | | \$786.76 | | (\$189.04) | -6.53% |
| 41 | | | | | | | | | | | | |
| 42 | Total (with effective \$/GJ rate) | 340.0 | | \$8.513 | \$2,894.32 | 340.0 | | \$6.699 | \$2,277.56 | (\$1.814) | (\$616.76) | -21.31% |
| 43 | | | | | | | | | | | | |
| 44 | WHISTLER SERVICE AREA | | | | | | | | | | | |
| 45 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | |
| 46 | Basic Charge per Day | 365.25 | days x | \$0.8161 | = \$298.08 | 365.25 | days x | \$0.8161 | = \$298.08 | \$0.0000 | \$0.00 | 0.00% |
| 47 | | | | | | | | | | | | |
| 48 | Delivery Charge per GJ | 590.0 | GJ x | \$3.523 | = 2,078.5700 | 590.0 | GJ x | \$3.523 | = 2,078.5700 | \$0.000 | 0.0000 | 0.00% |
| 49 | Rider 2 Reserved for Future Use | 590.0 | GJ x | \$1.793 | = 1,057.8700 | 590.0 | GJ x | \$0.000 | = 0.0000 | (\$1.793) | (1,057.8700) | -20.06% |
| 50 | Rider 3 BVA Rate Rider per GJ | 590.0 | GJ x | \$0.000 | = 0.0000 | 590.0 | GJ x | \$0.026 | = 15.3400 | \$0.026 | 15.3400 | 0.29% |
| 51 | Rider 4 Reserved for Future Use | 590.0 | GJ x | \$0.000 | = 0.0000 | 590.0 | GJ x | \$0.000 | = 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 52 | Rider 5 RSAM per GJ | 590.0 | GJ x | \$0.246 | = 145.1400 | 590.0 | GJ x | (\$0.041) | = (24.1900) | (\$0.287) | (169.3300) | -3.21% |
| 53 | Subtotal Delivery Margin Related Charges | | | | \$3,579.66 | | | | \$2,367.80 | | (\$1,211.86) | -22.98% |
| 54 | | | | | | | | | | | | |
| 55 | <u>Commodity Related Charges</u> | | | | | | | | | | | |
| 56 | Storage and Transport per GJ | 590.0 | GJ x | \$1.020 | = \$601.8000 | 590.0 | GJ x | \$1.073 | = \$633.0700 | \$0.053 | \$31.2700 | 0.59% |
| 57 | Rider 6 MCRA per GJ | 590.0 | GJ x | (\$0.200) | = (118.0000) | 590.0 | GJ x | (\$0.308) | = (181.7200) | (\$0.108) | (63.7200) | -1.21% |
| 59 | Storage and Transport Related Charges Subtotal | | | | \$483.80 | | | | \$451.35 | | (\$32.45) | -0.62% |
| 60 | | | | | | | | | | | | |
| 61 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 590.0 | GJ x | \$2.050 | = \$1,209.50 | 590.0 | GJ x | \$1.549 | = \$913.91 | (\$0.501) | (\$295.59) | -5.61% |
| 62 | Subtotal Commodity Related Charges | | | | \$1,693.30 | | | | \$1,365.26 | | (\$328.04) | -6.22% |
| 63 | | | | | | | | | | | | |
| 64 | Total (with effective \$/GJ rate) | 590.0 | | \$8.937 | \$5,272.96 | 590.0 | | \$6.327 | \$3,733.06 | (\$2.610) | (\$1,539.90) | -29.20% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.
Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 2B-SMALL COMMERCIAL BIOMETHANE SERVICE

TAB 6
PAGE 4

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | | | Annual Increase/Decrease | | |
|----------|---|--------------------------------|------------|----------------|---|--------------------------|---|------------|----------------|---|--------------------------|--------------------------|-----------------------------|---------------------------------|
| | | Quantity | | Rate | | Annual \$ | Quantity | | Rate | | Annual \$ | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | MAINLAND SERVICE AREA | | | | | | | | | | | | | |
| 2 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 3 | Basic Charge per Day | 365.25 | days x | \$0.8161 | = | \$298.08 | 365.25 | days x | \$0.8161 | = | \$298.08 | \$0.0000 | \$0.00 | 0.00% |
| 4 | | | | | | | | | | | | | | |
| 5 | Delivery Charge per GJ | 340.0 | GJ x | \$3.523 | = | 1,197.8200 | 340.0 | GJ x | \$3.523 | = | 1,197.8200 | \$0.000 | 0.0000 | 0.00% |
| 6 | Rider 2 Reserved for Future Use | 340.0 | GJ x | (\$0.096) | = | (32.6400) | 340.0 | GJ x | \$0.000 | = | 0.0000 | \$0.096 | 32.6400 | 1.18% |
| 7 | Rider 3 BVA Rate Rider per GJ | 340.0 | GJ x | \$0.000 | = | 0.0000 | 340.0 | GJ x | \$0.026 | = | 8.8400 | \$0.026 | 8.8400 | 0.32% |
| 8 | Rider 4 Reserved for Future Use | 340.0 | GJ x | (\$0.129) | = | (43.8600) | 340.0 | GJ x | \$0.000 | = | 0.0000 | \$0.129 | 43.8600 | 1.58% |
| 9 | Rider 5 RSAM per GJ | 340.0 | GJ x | \$0.246 | = | 83.6400 | 340.0 | GJ x | (\$0.041) | = | (13.9400) | (\$0.287) | (97.5800) | -3.53% |
| 10 | Subtotal Delivery Margin Related Charges | | | | | \$1,503.04 | | | | | \$1,490.80 | | (\$12.24) | -0.44% |
| 11 | | | | | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 13 | Storage and Transport per GJ | 340.0 | GJ x | \$1.020 | = | \$346.8000 | 340.0 | GJ x | \$1.073 | = | \$364.8200 | \$0.053 | \$18.0200 | 0.65% |
| 14 | Rider 6 MCRA per GJ | 340.0 | GJ x | (\$0.200) | = | (68.0000) | 340.0 | GJ x | (\$0.308) | = | (104.7200) | (\$0.108) | (36.7200) | -1.33% |
| 15 | Storage and Transport Related Charges Subtotal | | | | | \$278.80 | | | | | \$260.10 | | (\$18.70) | -0.68% |
| 16 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 340.0 | GJ x 90% x | \$2.050 | = | \$627.3000 | 340.0 | GJ x 90% x | \$1.549 | = | \$473.9900 | (\$0.501) | (153.31) | -5.54% |
| 17 | Cost of Biomethane | 340.0 | GJ x 10% x | \$10.540 | = | 358.3600 | 340.0 | GJ x 10% x | \$10.039 | = | 341.3300 | (\$0.501) | (17.03) | -0.62% |
| 18 | Subtotal Commodity Related Charges | | | | | \$1,264.46 | | | | | \$1,075.42 | | (\$189.04) | -6.83% |
| 19 | Total (with effective \$/GJ rate) | <u>340.0</u> | | <u>\$8.140</u> | | <u>\$2,767.50</u> | <u>340.0</u> | | <u>\$7.548</u> | | <u>\$2,566.22</u> | <u>(\$0.592)</u> | <u>(\$201.28)</u> | <u>-7.27%</u> |
| 20 | | | | | | | | | | | | | | |
| 21 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | | | | | |
| 22 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 23 | Basic Charge per Day | 365.25 | days x | \$0.8161 | = | \$298.08 | 365.25 | days x | \$0.8161 | = | \$298.08 | \$0.0000 | \$0.00 | 0.00% |
| 24 | | | | | | | | | | | | | | |
| 25 | Delivery Charge per GJ | 340.0 | GJ x | \$3.523 | = | 1,197.8200 | 340.0 | GJ x | \$3.523 | = | 1,197.8200 | \$0.000 | 0.0000 | 0.00% |
| 26 | Rider 2 Reserved for Future Use | 340.0 | GJ x | \$0.997 | = | 338.9800 | 340.0 | GJ x | \$0.000 | = | 0.0000 | (\$0.997) | (338.9800) | -10.65% |
| 27 | Rider 3 BVA Rate Rider per GJ | 340.0 | GJ x | \$0.000 | = | 0.0000 | 340.0 | GJ x | \$0.026 | = | 8.8400 | \$0.026 | 8.8400 | 0.28% |
| 28 | Rider 4 Reserved for Future Use | 340.0 | GJ x | \$0.000 | = | 0.0000 | 340.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 29 | Rider 5 RSAM per GJ | 340.0 | GJ x | \$0.246 | = | 83.6400 | 340.0 | GJ x | (\$0.041) | = | (13.9400) | (\$0.287) | (97.5800) | -3.07% |
| 30 | Subtotal Delivery Margin Related Charges | | | | | \$1,918.52 | | | | | \$1,490.80 | | (\$427.72) | -13.44% |
| 31 | | | | | | | | | | | | | | |
| 32 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 33 | Storage and Transport per GJ | 340.0 | GJ x | \$1.020 | = | \$346.8000 | 340.0 | GJ x | \$1.073 | = | \$364.8200 | \$0.053 | \$18.0200 | 0.57% |
| 34 | Rider 6 MCRA per GJ | 340.0 | GJ x | (\$0.200) | = | (68.0000) | 340.0 | GJ x | (\$0.308) | = | (104.7200) | (\$0.108) | (36.7200) | -1.15% |
| 35 | Storage and Transport Related Charges Subtotal | | | | | \$278.80 | | | | | \$260.10 | | (\$18.70) | -0.59% |
| 36 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 340.0 | GJ x 90% x | \$2.050 | = | \$627.3000 | 340.0 | GJ x 90% x | \$1.549 | = | \$473.9900 | (\$0.501) | (153.31) | -4.82% |
| 37 | Cost of Biomethane | 340.0 | GJ x 10% x | \$10.540 | = | 358.3600 | 340.0 | GJ x 10% x | \$10.039 | = | 341.3300 | (\$0.501) | (17.03) | -0.54% |
| 38 | Subtotal Commodity Related Charges | | | | | \$1,264.46 | | | | | \$1,075.42 | | (\$189.04) | -5.94% |
| 39 | | | | | | | | | | | | | | |
| 40 | Total (with effective \$/GJ rate) | <u>340.0</u> | | <u>\$9.362</u> | | <u>\$3,182.98</u> | <u>340.0</u> | | <u>\$7.548</u> | | <u>\$2,566.22</u> | <u>(\$1.814)</u> | <u>(\$616.76)</u> | <u>-19.38%</u> |
| 41 | | | | | | | | | | | | | | |
| 42 | WHISTLER SERVICE AREA | | | | | | | | | | | | | |
| 43 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 44 | Basic Charge per Day | 365.25 | days x | \$0.8161 | = | \$298.08 | 365.25 | days x | \$0.8161 | = | \$298.08 | \$0.0000 | \$0.00 | 0.00% |
| 45 | | | | | | | | | | | | | | |
| 46 | Delivery Charge per GJ | 590.0 | GJ x | \$3.523 | = | 2,078.5700 | 590.0 | GJ x | \$3.523 | = | 2,078.5700 | \$0.000 | 0.0000 | 0.00% |
| 47 | Rider 2 Reserved for Future Use | 590.0 | GJ x | \$1.793 | = | 1,057.8700 | 590.0 | GJ x | \$0.000 | = | 0.0000 | (\$1.793) | (1,057.8700) | -18.32% |
| 48 | Rider 3 BVA Rate Rider per GJ | 590.0 | GJ x | \$0.000 | = | 0.0000 | 590.0 | GJ x | \$0.026 | = | 15.3400 | \$0.026 | 15.3400 | 0.27% |
| 49 | Rider 4 Reserved for Future Use | 590.0 | GJ x | \$0.000 | = | 0.0000 | 590.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 50 | Rider 5 RSAM per GJ | 590.0 | GJ x | \$0.246 | = | 145.1400 | 590.0 | GJ x | (\$0.041) | = | (24.1900) | (\$0.287) | (169.3300) | -2.93% |
| 51 | Subtotal Delivery Margin Related Charges | | | | | \$3,579.66 | | | | | \$2,367.80 | | (\$1,211.86) | -20.99% |
| 52 | | | | | | | | | | | | | | |
| 53 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 54 | Storage and Transport per GJ | 590.0 | GJ x | \$1.020 | = | \$601.8000 | 590.0 | GJ x | \$1.073 | = | \$633.0700 | \$0.053 | \$31.2700 | 0.54% |
| 55 | Rider 6 MCRA per GJ | 590.0 | GJ x | (\$0.200) | = | (118.0000) | 590.0 | GJ x | (\$0.308) | = | (181.7200) | (\$0.108) | (63.7200) | -1.10% |
| 56 | Storage and Transport Related Charges Subtotal | | | | | \$483.80 | | | | | \$451.35 | | (\$32.45) | -0.56% |
| 57 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 590.0 | GJ x 90% x | \$2.050 | = | \$1,088.5500 | 590.0 | GJ x 90% x | \$1.549 | = | \$822.5200 | (\$0.501) | (266.03) | -4.61% |
| 58 | Cost of Biomethane | 590.0 | GJ x 10% x | \$10.540 | = | 621.8600 | 590.0 | GJ x 10% x | \$10.039 | = | 592.3000 | (\$0.501) | (29.56) | -0.51% |
| 59 | Subtotal Commodity Related Charges | | | | | \$2,194.21 | | | | | \$1,866.17 | | (\$328.04) | -5.68% |
| 60 | | | | | | | | | | | | | | |
| 61 | Total (with effective \$/GJ rate) | <u>590.0</u> | | <u>\$9.786</u> | | <u>\$5,773.87</u> | <u>590.0</u> | | <u>\$7.176</u> | | <u>\$4,233.97</u> | <u>(\$2.610)</u> | <u>(\$1,539.90)</u> | <u>-26.67%</u> |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.

Notes: Commodity Cost Recovery Related Charge is based on 90% of the Cost of Gas (Commodity Cost Related Charge) per GJ and 10% of the Cost of Biomethane per GJ.

Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 3 - LARGE COMMERCIAL SERVICE

TAB 6
PAGE 5

| Line No. | Particular | EXISTING RATES APRIL 1, 2017 | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | Annual Increase/Decrease | | |
|----------|---|------------------------------|-------------------|---------------------------|---|-------------------|---------------------------|--------------------------|------------------------------|---------------------------------|
| | | Quantity | Rate | Annual \$ | Quantity | Rate | Annual \$ | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | MAINLAND SERVICE AREA | | | | | | | | | |
| 2 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 3 | Basic Charge per Day | 365.25 | days x \$4.3538 = | \$1,590.23 | 365.25 | days x \$4.3538 = | \$1,590.23 | \$0.0000 | \$0.00 | 0.00% |
| 4 | | | | | | | | | | |
| 5 | Delivery Charge per GJ | 3,770.0 | GJ x \$2.939 = | 11,080.0300 | 3,770.0 | GJ x \$2.939 = | 11,080.0300 | \$0.000 | 0.0000 | 0.00% |
| 6 | Rider 2 Reserved for Future Use | 3,770.0 | GJ x (\$0.080) = | (301.6000) | 3,770.0 | GJ x \$0.000 = | 0.0000 | \$0.080 | 301.6000 | 1.30% |
| 7 | Rider 3 BVA Rate Rider per GJ | 3,770.0 | GJ x \$0.000 = | 0.0000 | 3,770.0 | GJ x \$0.026 = | 98.0200 | \$0.026 | 98.0200 | 0.42% |
| 8 | Rider 4 Reserved for Future Use | 3,770.0 | GJ x (\$0.108) = | (407.1600) | 3,770.0 | GJ x \$0.000 = | 0.0000 | \$0.108 | 407.1600 | 1.76% |
| 9 | Rider 5 RSAM per GJ | 3,770.0 | GJ x \$0.246 = | 927.4200 | 3,770.0 | GJ x (\$0.041) = | (154.5700) | (\$0.287) | (1,081.9900) | -4.66% |
| 10 | Subtotal Delivery Margin Related Charges | | | \$12,888.92 | | | \$12,613.71 | | (\$275.21) | -1.19% |
| 11 | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 13 | Storage and Transport per GJ | 3,770.0 | GJ x \$0.851 = | \$3,208.2700 | 3,770.0 | GJ x \$0.907 = | \$3,419.3900 | \$0.056 | \$211.1200 | 0.91% |
| 14 | Rider 6 MCRA per GJ | 3,770.0 | GJ x (\$0.167) = | (629.5900) | 3,770.0 | GJ x (\$0.260) = | (980.2000) | (\$0.093) | (350.6100) | -1.51% |
| 15 | Storage and Transport Related Charges Subtotal | | | \$2,578.68 | | | \$2,439.19 | | (\$139.49) | -0.60% |
| 16 | | | | | | | | | | |
| 17 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 3,770.0 | GJ x \$2.050 = | \$7,728.50 | 3,770.0 | GJ x \$1.549 = | \$5,839.73 | (\$0.501) | (\$1,888.77) | -8.14% |
| 18 | Subtotal Commodity Related Charges | | | \$10,307.18 | | | \$8,278.92 | | (\$2,028.26) | -8.74% |
| 19 | | | | | | | | | | |
| 20 | Total (with effective \$/GJ rate) | <u>3,770.0</u> | <u>\$6.153</u> | <u>\$23,196.10</u> | <u>3,770.0</u> | <u>\$5.542</u> | <u>\$20,892.63</u> | <u>(\$0.611)</u> | <u>(\$2,303.47)</u> | <u>-9.93%</u> |
| 21 | | | | | | | | | | |
| 22 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | |
| 23 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 24 | Basic Charge per Day | 365.25 | days x \$4.3538 = | \$1,590.23 | 365.25 | days x \$4.3538 = | \$1,590.23 | \$0.0000 | \$0.00 | 0.00% |
| 25 | | | | | | | | | | |
| 26 | Delivery Charge per GJ | 4,190.0 | GJ x \$2.939 = | 12,314.4100 | 4,190.0 | GJ x \$2.939 = | 12,314.4100 | \$0.000 | 0.0000 | 0.00% |
| 27 | Rider 2 Reserved for Future Use | 4,190.0 | GJ x \$0.407 = | 1,705.3300 | 4,190.0 | GJ x \$0.000 = | 0.0000 | (\$0.407) | (1,705.3300) | -6.07% |
| 28 | Rider 3 BVA Rate Rider per GJ | 4,190.0 | GJ x \$0.000 = | 0.0000 | 4,190.0 | GJ x \$0.026 = | 108.9400 | \$0.026 | 108.9400 | 0.39% |
| 29 | Rider 4 Reserved for Future Use | 4,190.0 | GJ x \$0.000 = | 0.0000 | 4,190.0 | GJ x \$0.000 = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 30 | Rider 5 RSAM per GJ | 4,190.0 | GJ x \$0.246 = | 1,030.7400 | 4,190.0 | GJ x (\$0.041) = | (171.7900) | (\$0.287) | (1,202.5300) | -4.28% |
| 31 | Subtotal Delivery Margin Related Charges | | | \$16,640.71 | | | \$13,841.79 | | (\$2,798.92) | -9.96% |
| 32 | | | | | | | | | | |
| 33 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 34 | Storage and Transport per GJ | 4,190.0 | GJ x \$0.851 = | \$3,565.6900 | 4,190.0 | GJ x \$0.907 = | \$3,800.3300 | \$0.056 | \$234.6400 | 0.84% |
| 35 | Rider 6 MCRA per GJ | 4,190.0 | GJ x (\$0.167) = | (699.7300) | 4,190.0 | GJ x (\$0.260) = | (1,089.4000) | (\$0.093) | (389.6700) | -1.39% |
| 36 | Storage and Transport Related Charges Subtotal | | | \$2,865.96 | | | \$2,710.93 | | (\$155.03) | -0.55% |
| 37 | | | | | | | | | | |
| 38 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 4,190.0 | GJ x \$2.050 = | \$8,589.50 | 4,190.0 | GJ x \$1.549 = | \$6,490.31 | (\$0.501) | (\$2,099.19) | -7.47% |
| 39 | Subtotal Commodity Related Charges | | | \$11,455.46 | | | \$9,201.24 | | (\$2,254.22) | -8.02% |
| 40 | | | | | | | | | | |
| 41 | Total (with effective \$/GJ rate) | <u>4,190.0</u> | <u>\$6.706</u> | <u>\$28,096.17</u> | <u>4,190.0</u> | <u>\$5.500</u> | <u>\$23,043.03</u> | <u>(\$1.206)</u> | <u>(\$5,053.14)</u> | <u>-17.99%</u> |
| 42 | | | | | | | | | | |
| 43 | WHISTLER SERVICE AREA | | | | | | | | | |
| 44 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 45 | Basic Charge per Day | 365.25 | days x \$4.3538 = | \$1,590.23 | 365.25 | days x \$4.3538 = | \$1,590.23 | \$0.0000 | \$0.00 | 0.00% |
| 46 | | | | | | | | | | |
| 47 | Delivery Charge per GJ | 6,820.0 | GJ x \$2.939 = | 20,043.9800 | 6,820.0 | GJ x \$2.939 = | 20,043.9800 | \$0.000 | 0.0000 | 0.00% |
| 48 | Rider 2 Reserved for Future Use | 6,820.0 | GJ x \$0.982 = | 6,697.2400 | 6,820.0 | GJ x \$0.000 = | 0.0000 | (\$0.982) | (6,697.2400) | -13.76% |
| 49 | Rider 3 BVA Rate Rider per GJ | 6,820.0 | GJ x \$0.000 = | 0.0000 | 6,820.0 | GJ x \$0.026 = | 177.3200 | \$0.026 | 177.3200 | 0.36% |
| 50 | Rider 4 Reserved for Future Use | 6,820.0 | GJ x \$0.000 = | 0.0000 | 6,820.0 | GJ x \$0.000 = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 51 | Rider 5 RSAM per GJ | 6,820.0 | GJ x \$0.246 = | 1,677.7200 | 6,820.0 | GJ x (\$0.041) = | (279.6200) | (\$0.287) | (1,957.3400) | -4.02% |
| 52 | Subtotal Delivery Margin Related Charges | | | \$30,009.17 | | | \$21,531.91 | | (\$8,477.26) | -17.42% |
| 53 | | | | | | | | | | |
| 54 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 55 | Storage and Transport per GJ | 6,820.0 | GJ x \$0.851 = | \$5,803.8200 | 6,820.0 | GJ x \$0.907 = | \$6,185.7400 | \$0.056 | \$381.9200 | 0.78% |
| 56 | Rider 6 MCRA per GJ | 6,820.0 | GJ x (\$0.167) = | (1,138.9400) | 6,820.0 | GJ x (\$0.260) = | (1,773.2000) | (\$0.093) | (634.2600) | -1.30% |
| 57 | Storage and Transport Related Charges Subtotal | | | \$4,664.88 | | | \$4,412.54 | | (\$252.34) | -0.52% |
| 58 | | | | | | | | | | |
| 59 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 6,820.0 | GJ x \$2.050 = | \$13,981.00 | 6,820.0 | GJ x \$1.549 = | \$10,564.18 | (\$0.501) | (\$3,416.82) | -7.02% |
| 60 | Subtotal Commodity Related Charges | | | \$18,645.88 | | | \$14,976.72 | | (\$3,669.16) | -7.54% |
| 61 | | | | | | | | | | |
| 62 | Total (with effective \$/GJ rate) | <u>6,820.0</u> | <u>\$7.134</u> | <u>\$48,655.05</u> | <u>6,820.0</u> | <u>\$5.353</u> | <u>\$36,508.63</u> | <u>(\$1.781)</u> | <u>(\$12,146.42)</u> | <u>-24.96%</u> |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.

Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 3B - LARGE COMMERCIAL BIOMETHANE SERVICE

TAB 6
PAGE 6

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | Annual Increase/Decrease | | |
|----------|---|--------------------------------|-----------------------|---------------------------|---|-----------------------|---------------------------|--------------------------|------------------------------|---------------------------------|
| | | Quantity | Rate | Annual \$ | Quantity | Rate | Annual \$ | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | MAINLAND SERVICE AREA | | | | | | | | | |
| 2 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 3 | Basic Charge per Day | 365.25 | days x \$4.3538 = | \$1,590.23 | 365.25 | days x \$4.3538 = | \$1,590.23 | \$0.0000 | \$0.00 | 0.00% |
| 4 | | | | | | | | | | |
| 5 | Delivery Charge per GJ | 3,770.0 | GJ x \$2.939 = | 11,080.0300 | 3,770.0 | GJ x \$2.939 = | 11,080.0300 | \$0.000 | 0.0000 | 0.00% |
| 6 | Rider 2 Reserved for Future Use | 3,770.0 | GJ x (\$0.080) = | (301.6000) | 3,770.0 | GJ x \$0.000 = | 0.0000 | \$0.080 | 301.6000 | 1.14% |
| 7 | Rider 3 BVA Rate Rider per GJ | 3,770.0 | GJ x \$0.000 = | 0.0000 | 3,770.0 | GJ x \$0.026 = | 98.0200 | \$0.026 | 98.0200 | 0.37% |
| 8 | Rider 4 Reserved for Future Use | 3,770.0 | GJ x (\$0.108) = | (407.1600) | 3,770.0 | GJ x \$0.000 = | 0.0000 | \$0.108 | 407.1600 | 1.54% |
| 9 | Rider 5 RSAM per GJ | 3,770.0 | GJ x \$0.246 = | 927.4200 | 3,770.0 | GJ x (\$0.041) = | (154.5700) | (\$0.287) | (1,081.9900) | -4.10% |
| 10 | Subtotal Delivery Margin Related Charges | | | \$12,888.92 | | | \$12,613.71 | | (\$275.21) | -1.04% |
| 11 | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 13 | Storage and Transport per GJ | 3,770.0 | GJ x \$0.851 = | \$3,208.2700 | 3,770.0 | GJ x \$0.907 = | \$3,419.3900 | \$0.056 | \$211.1200 | 0.80% |
| 14 | Rider 6 MCRA per GJ | 3,770.0 | GJ x (\$0.167) = | (629.5900) | 3,770.0 | GJ x (\$0.260) = | (980.2000) | (\$0.093) | (350.6100) | -1.33% |
| 15 | Storage and Transport Related Charges Subtotal | | | \$2,578.68 | | | \$2,439.19 | | (\$139.49) | -0.53% |
| 16 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 3,770.0 | GJ x 90% x \$2.050 = | \$6,955.6500 | 3,770.0 | GJ x 90% x \$1.549 = | \$5,255.7600 | (\$0.501) | (1,699.89) | -6.44% |
| 17 | Cost of Biomethane | 3,770.0 | GJ x 10% x \$10.540 = | 3,973.5800 | 3,770.0 | GJ x 10% x \$10.039 = | 3,784.7000 | (\$0.501) | (188.88) | -0.72% |
| 18 | Subtotal Commodity Related Charges | | | \$13,507.91 | | | \$11,479.65 | | (\$2,028.26) | -7.68% |
| 19 | | | | | | | | | | |
| 20 | Total (with effective \$/GJ rate) | <u>3,770.0</u> | <u>\$7.002</u> | <u>\$26,396.83</u> | <u>3,770.0</u> | <u>\$6.391</u> | <u>\$24,093.36</u> | <u>(\$0.611)</u> | <u>(\$2,303.47)</u> | <u>-8.73%</u> |
| 21 | | | | | | | | | | |
| 22 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | |
| 23 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 24 | Basic Charge per Day | 365.25 | days x \$4.3538 = | \$1,590.23 | 365.25 | days x \$4.3538 = | \$1,590.23 | \$0.0000 | \$0.00 | 0.00% |
| 25 | | | | | | | | | | |
| 26 | Delivery Charge per GJ | 4,190.0 | GJ x \$2.939 = | 12,314.4100 | 4,190.0 | GJ x \$2.939 = | 12,314.4100 | \$0.000 | 0.0000 | 0.00% |
| 27 | Rider 2 Reserved for Future Use | 4,190.0 | GJ x \$0.407 = | 1,705.3300 | 4,190.0 | GJ x \$0.000 = | 0.0000 | (\$0.407) | (1,705.3300) | -5.39% |
| 28 | Rider 3 BVA Rate Rider per GJ | 4,190.0 | GJ x \$0.000 = | 0.0000 | 4,190.0 | GJ x \$0.026 = | 108.9400 | \$0.026 | 108.9400 | 0.34% |
| 29 | Rider 4 Reserved for Future Use | 4,190.0 | GJ x \$0.000 = | 0.0000 | 4,190.0 | GJ x \$0.000 = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 30 | Rider 5 RSAM per GJ | 4,190.0 | GJ x \$0.246 = | 1,030.7400 | 4,190.0 | GJ x (\$0.041) = | (171.7900) | (\$0.287) | (1,202.5300) | -3.80% |
| 31 | Subtotal Delivery Margin Related Charges | | | \$16,640.71 | | | \$13,841.79 | | (\$2,798.92) | -8.84% |
| 32 | | | | | | | | | | |
| 33 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 34 | Storage and Transport per GJ | 4,190.0 | GJ x \$0.851 = | \$3,565.6900 | 4,190.0 | GJ x \$0.907 = | \$3,800.3300 | \$0.056 | \$234.6400 | 0.74% |
| 35 | Rider 6 MCRA per GJ | 4,190.0 | GJ x (\$0.167) = | (699.7300) | 4,190.0 | GJ x (\$0.260) = | (1,089.4000) | (\$0.093) | (389.6700) | -1.23% |
| 36 | Storage and Transport Related Charges Subtotal | | | \$2,865.96 | | | \$2,710.93 | | (\$155.03) | -0.49% |
| 37 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 4,190.0 | GJ x 90% x \$2.050 = | \$7,730.5500 | 4,190.0 | GJ x 90% x \$1.549 = | \$5,841.2800 | (\$0.501) | (1,889.27) | -5.97% |
| 38 | Cost of Biomethane | 4,190.0 | GJ x 10% x \$10.540 = | 4,416.2600 | 4,190.0 | GJ x 10% x \$10.039 = | 4,206.3400 | (\$0.501) | (209.92) | -0.66% |
| 39 | Subtotal Commodity Related Charges | | | \$15,012.77 | | | \$12,758.55 | | (\$2,254.22) | -7.12% |
| 40 | | | | | | | | | | |
| 41 | Total (with effective \$/GJ rate) | <u>4,190.0</u> | <u>\$7.555</u> | <u>\$31,653.48</u> | <u>4,190.0</u> | <u>\$6.349</u> | <u>\$26,600.34</u> | <u>(\$1.206)</u> | <u>(\$5,053.14)</u> | <u>-15.96%</u> |
| 42 | | | | | | | | | | |
| 43 | WHISTLER SERVICE AREA | | | | | | | | | |
| 44 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 45 | Basic Charge per Day | 365.25 | days x \$4.3538 = | \$1,590.23 | 365.25 | days x \$4.3538 = | \$1,590.23 | \$0.0000 | \$0.00 | 0.00% |
| 46 | | | | | | | | | | |
| 47 | Delivery Charge per GJ | 6,820.0 | GJ x \$2.939 = | 20,043.9800 | 6,820.0 | GJ x \$2.939 = | 20,043.9800 | \$0.000 | 0.0000 | 0.00% |
| 48 | Rider 2 Reserved for Future Use | 6,820.0 | GJ x \$0.982 = | 6,697.2400 | 6,820.0 | GJ x \$0.000 = | 0.0000 | (\$0.982) | (6,697.2400) | -12.30% |
| 49 | Rider 3 BVA Rate Rider per GJ | 6,820.0 | GJ x \$0.000 = | 0.0000 | 6,820.0 | GJ x \$0.026 = | 177.3200 | \$0.026 | 177.3200 | 0.33% |
| 50 | Rider 4 Reserved for Future Use | 6,820.0 | GJ x \$0.000 = | 0.0000 | 6,820.0 | GJ x \$0.000 = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 51 | Rider 5 RSAM per GJ | 6,820.0 | GJ x \$0.246 = | 1,677.7200 | 6,820.0 | GJ x (\$0.041) = | (279.6200) | (\$0.287) | (1,957.3400) | -3.60% |
| 52 | Subtotal Delivery Margin Related Charges | | | \$30,009.17 | | | \$21,531.91 | | (\$8,477.26) | -15.57% |
| 53 | | | | | | | | | | |
| 54 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 55 | Storage and Transport per GJ | 6,820.0 | GJ x \$0.851 = | \$5,803.8200 | 6,820.0 | GJ x \$0.907 = | \$6,185.7400 | \$0.056 | \$381.9200 | 0.70% |
| 56 | Rider 6 MCRA per GJ | 6,820.0 | GJ x (\$0.167) = | (1,138.9400) | 6,820.0 | GJ x (\$0.260) = | (1,773.2000) | (\$0.093) | (634.2600) | -1.16% |
| 57 | Storage and Transport Related Charges Subtotal | | | \$4,664.88 | | | \$4,412.54 | | (\$252.34) | -0.46% |
| 58 | Cost of Gas (Commodity Cost Recovery Charge) per GJ | 6,820.0 | GJ x 90% x \$2.050 = | \$12,582.9000 | 6,820.0 | GJ x 90% x \$1.549 = | \$9,507.7600 | (\$0.501) | (3,075.14) | -5.65% |
| 59 | Cost of Biomethane | 6,820.0 | GJ x 10% x \$10.540 = | 7,188.2800 | 6,820.0 | GJ x 10% x \$10.039 = | 6,846.6000 | (\$0.501) | (341.68) | -0.63% |
| 60 | Subtotal Commodity Related Charges | | | \$24,436.06 | | | \$20,766.90 | | (\$3,669.16) | -7.54% |
| 61 | | | | | | | | | | |
| 62 | Total (with effective \$/GJ rate) | <u>6,820.0</u> | <u>\$7.983</u> | <u>\$54,445.23</u> | <u>6,820.0</u> | <u>\$6.202</u> | <u>\$42,298.81</u> | <u>(\$1.781)</u> | <u>(\$12,146.42)</u> | <u>-22.31%</u> |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.
Notes: Commodity Cost Recovery Related Charge is based on 90% of the Cost of Gas (Commodity Cost Related Charge) per GJ and 10% of the Cost of Biomethane per GJ.
Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 4 - SEASONAL SERVICE

TAB 6
PAGE 7

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | Annual Increase/Decrease | | % of Previous Total Annual Bill |
|----------|---|--------------------------------|------------------|--------------------|---|------------------|--------------------|--------------------------|----------------------|---------------------------------|
| | | Quantity | Rate | Annual \$ | Quantity | Rate | Annual \$ | Rate | Annual \$ | |
| 1 | | | | | | | | | | |
| 2 | MAINLAND SERVICE AREA | | | | | | | | | |
| 3 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 4 | Basic Charge per Day | 214 | days x \$14.4230 | = \$3,086.52 | 214 | days x \$14.4230 | = \$3,086.52 | \$0.0000 | \$0.00 | 0.00% |
| 5 | | | | | | | | | | |
| 6 | Delivery Charge per GJ | | | | | | | | | |
| 7 | (a) Off-Peak Period | 7,850.0 | GJ x \$1.217 | = 9,553.4500 | 7,850.0 | GJ x \$1.217 | = 9,553.4500 | \$0.000 | 0.0000 | 0.00% |
| 8 | (b) Extension Period | 0.0 | GJ x \$1.994 | = 0.0000 | 0.0 | GJ x \$1.994 | = 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 9 | Rider 2 Reserved for Future Use | 7,850.0 | GJ x (\$0.054) | = (423.9000) | 7,850.0 | GJ x \$0.000 | = 0.0000 | \$0.054 | 423.9000 | 1.34% |
| 10 | Rider 3 BVA Rate Rider per GJ | 7,850.0 | GJ x \$0.000 | = 0.0000 | 7,850.0 | GJ x \$0.026 | = 204.1000 | \$0.026 | 204.1000 | 0.64% |
| 11 | Rider 4 Reserved for Future Use | 7,850.0 | GJ x (\$0.072) | = (565.2000) | 7,850.0 | GJ x \$0.000 | = 0.0000 | \$0.072 | 565.2000 | 1.78% |
| 12 | Subtotal Delivery Margin Related Charges | | | \$11,650.87 | | | \$12,844.07 | | \$1,193.20 | 3.76% |
| 13 | | | | | | | | | | |
| 14 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 15 | Storage and Transport per GJ | | | | | | | | | |
| 16 | (a) Off-Peak Period | 7,850.0 | GJ x \$0.627 | = \$4,921.9500 | 7,850.0 | GJ x \$0.677 | = \$5,314.4500 | \$0.050 | 392.5000 | 1.24% |
| 17 | (b) Extension Period | 0.0 | GJ x \$0.627 | = 0.0000 | 0.0 | GJ x \$0.677 | = 0.0000 | \$0.050 | 0.0000 | 0.00% |
| 18 | Rider 6 MCRA per GJ | 7,850.0 | GJ x (\$0.123) | = (965.5500) | 7,850.0 | GJ x (\$0.194) | = (1,522.9000) | (\$0.071) | (557.3500) | -1.76% |
| 19 | Commodity Cost Recovery Charge per GJ | | | | | | | | | |
| 20 | (a) Off-Peak Period | 7,850.0 | GJ x \$2.050 | = 16,092.5000 | 7,850.0 | GJ x \$1.549 | = 12,159.6500 | (\$0.501) | (3,932.8500) | -12.41% |
| 21 | (b) Extension Period | 0.0 | GJ x \$2.050 | = 0.0000 | 0.0 | GJ x \$1.549 | = 0.0000 | (\$0.501) | 0.0000 | 0.00% |
| 22 | | | | | | | | | | |
| 23 | Subtotal Cost of Gas (Commodity Related Charges) Off-Peak | | | \$20,048.90 | | | \$15,951.20 | | (\$4,097.70) | -12.93% |
| 24 | | | | | | | | | | |
| 25 | Unauthorized Gas Charge During Peak Period (not forecast) | | | | | | | | | |
| 26 | | | | | | | | | | |
| 27 | Total during Off-Peak Period | 7,850.0 | | \$31,699.77 | 7,850.0 | | \$28,795.27 | | (\$2,904.50) | -9.16% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.
Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 5 -GENERAL FIRM SERVICE

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | | | Annual Increase/Decrease | | |
|----------|--|--------------------------------|----------|-----------|-----------|--------------------|---|----------|-----------|-----------|--------------------|--------------------------|-----------------------|---------------------------------|
| | | Quantity | | Rate | Annual \$ | | Quantity | | Rate | Annual \$ | | Rate | Annual \$ | % of Previous Total Annual Bill |
| 1 | | | | | | | | | | | | | | |
| 2 | MAINLAND SERVICE AREA | | | | | | | | | | | | | |
| 3 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 4 | Basic Charge per Month | 12 | months x | \$587.00 | = | \$7,044.00 | 12 | months x | \$587.00 | = | \$7,044.00 | \$0.00 | \$0.00 | 0.00% |
| 5 | | | | | | | | | | | | | | |
| 6 | Demand Charge | 54.1 | GJ x | \$20.077 | = | \$13,033.99 | 54.1 | GJ x | \$20.077 | = | \$13,033.99 | \$0.000 | \$0.00 | 0.00% |
| 7 | | | | | | | | | | | | | | |
| 8 | Delivery Charge per GJ | 10,560.0 | GJ x | \$0.825 | = | \$8,712.0000 | 10,560.0 | GJ x | \$0.825 | = | \$8,712.0000 | \$0.000 | \$0.0000 | 0.00% |
| 9 | Rider 2 Reserved for Future Use | 10,560.0 | GJ x | (\$0.055) | = | (580.8000) | 10,560.0 | GJ x | \$0.000 | = | 0.0000 | \$0.055 | 580.8000 | 1.07% |
| 10 | Rider 3 BVA Rate Rider per GJ | 10,560.0 | GJ x | \$0.000 | = | 0.0000 | 10,560.0 | GJ x | \$0.026 | = | 274.5600 | \$0.026 | 274.5600 | 0.50% |
| 11 | Rider 4 Reserved for Future Use | 10,560.0 | GJ x | (\$0.075) | = | (792.0000) | 10,560.0 | GJ x | \$0.000 | = | 0.0000 | \$0.075 | 792.0000 | 1.46% |
| 12 | Subtotal Delivery Margin Related Charges | | | | | \$7,339.20 | | | | | \$8,986.56 | | \$1,647.36 | 3.03% |
| 13 | | | | | | | | | | | | | | |
| 14 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 15 | Storage and Transport per GJ | 10,560.0 | GJ x | \$0.627 | = | \$6,621.1200 | 10,560.0 | GJ x | \$0.677 | = | \$7,149.1200 | \$0.050 | \$528.0000 | 0.97% |
| 16 | Rider 6 MCRA per GJ | 10,560.0 | GJ x | (\$0.123) | = | (1,298.8800) | 10,560.0 | GJ x | (\$0.194) | = | (2,048.6400) | (\$0.071) | (749.7600) | -1.38% |
| 17 | Commodity Cost Recovery Charge per GJ | 10,560.0 | GJ x | \$2.050 | = | 21,648.0000 | 10,560.0 | GJ x | \$1.549 | = | 16,357.4400 | (\$0.501) | (5,290.5600) | -9.73% |
| 18 | Subtotal Gas Commodity Cost (Commodity Related Charge) | | | | | \$26,970.24 | | | | | \$21,457.92 | | (\$5,512.32) | -10.14% |
| 19 | | | | | | | | | | | | | | |
| 20 | Total (with effective \$/GJ rate) | 10,560.0 | | \$5.150 | | \$54,387.43 | 10,560.0 | | \$4.784 | | \$50,522.47 | (\$0.366) | (\$3,864.96) | -7.11% |
| 21 | | | | | | | | | | | | | | |
| 22 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | | | | | |
| 23 | <u>Delivery Margin Related Charges</u> | | | | | | | | | | | | | |
| 24 | Basic Charge per Month | 12 | months x | \$587.00 | = | \$7,044.00 | 12 | months x | \$587.00 | = | \$7,044.00 | \$0.00 | \$0.00 | 0.00% |
| 25 | | | | | | | | | | | | | | |
| 26 | Demand Charge | 63.4 | GJ x | \$20.077 | = | \$15,274.58 | 63.4 | GJ x | \$20.077 | = | \$15,274.58 | \$0.000 | \$0.00 | 0.00% |
| 27 | | | | | | | | | | | | | | |
| 28 | Delivery Charge per GJ | 10,680.0 | GJ x | \$0.825 | = | \$8,811.0000 | 10,680.0 | GJ x | \$0.825 | = | \$8,811.0000 | \$0.000 | \$0.0000 | 0.00% |
| 29 | Rider 2 Reserved for Future Use | 10,680.0 | GJ x | \$1.318 | = | 14,076.2400 | 10,680.0 | GJ x | \$0.000 | = | 0.0000 | (\$1.318) | (14,076.2400) | -19.42% |
| 30 | Rider 3 BVA Rate Rider per GJ | 10,680.0 | GJ x | \$0.000 | = | 0.0000 | 10,680.0 | GJ x | \$0.026 | = | 277.6800 | \$0.026 | 277.6800 | 0.38% |
| 31 | Rider 4 Reserved for Future Use | 10,680.0 | GJ x | \$0.000 | = | 0.0000 | 10,680.0 | GJ x | \$0.000 | = | 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 32 | Subtotal Delivery Margin Related Charges | | | | | \$22,887.24 | | | | | \$9,088.68 | | (\$13,798.56) | -19.04% |
| 33 | | | | | | | | | | | | | | |
| 34 | <u>Commodity Related Charges</u> | | | | | | | | | | | | | |
| 35 | Storage and Transport per GJ | 10,680.0 | GJ x | \$0.627 | = | \$6,696.3600 | 10,680.0 | GJ x | \$0.677 | = | \$7,230.3600 | \$0.050 | \$534.0000 | 0.74% |
| 36 | Rider 6 MCRA per GJ | 10,680.0 | GJ x | (\$0.123) | = | (1,313.6400) | 10,680.0 | GJ x | (\$0.194) | = | (2,071.9200) | (\$0.071) | (758.2800) | -1.05% |
| 37 | Commodity Cost Recovery Charge per GJ | 10,680.0 | GJ x | \$2.050 | = | 21,894.0000 | 10,680.0 | GJ x | \$1.549 | = | 16,543.3200 | (\$0.501) | (5,350.6800) | -7.38% |
| 38 | Subtotal Gas Commodity Cost (Commodity Related Charge) | | | | | \$27,276.72 | | | | | \$21,701.76 | | (\$5,574.96) | -7.69% |
| 39 | | | | | | | | | | | | | | |
| 40 | Total (with effective \$/GJ rate) | 10,680.0 | | \$6.787 | | \$72,482.54 | 10,680.0 | | \$4.973 | | \$53,109.02 | (\$1.814) | (\$19,373.52) | -26.73% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.

Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 6 - NGV - STATIONS

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | Annual Increase/Decrease | | % of Previous Annual Bill |
|----------|---|--------------------------------|-------------------|--------------------|---|-------------------|--------------------|--------------------------|----------------------|---------------------------|
| | | Quantity | Rate | Annual \$ | Quantity | Rate | Annual \$ | Rate | Annual \$ | |
| 1 | | | | | | | | | | |
| 2 | MAINLAND SERVICE AREA | | | | | | | | | |
| 3 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 4 | Basic Charge per Day | 365.25 | days x \$2.0041 = | \$732.00 | 365.25 | days x \$2.0041 = | \$732.00 | \$0.0000 | \$0.00 | 0.00% |
| 5 | | | | | | | | | | |
| 6 | Delivery Charge per GJ | 4,670.0 | GJ x \$4.521 = | 21,113.0700 | 4,670.0 | GJ x \$4.521 = | 21,113.0700 | \$0.000 | 0.0000 | 0.00% |
| 7 | Rider 2 Reserved for Future Use | 4,670.0 | GJ x (\$0.120) = | (560.4000) | 4,670.0 | GJ x \$0.000 = | 0.0000 | \$0.120 | 560.4000 | 1.79% |
| 8 | Rider 3 BVA Rate Rider per GJ | 4,670.0 | GJ x \$0.000 = | 0.0000 | 4,670.0 | GJ x \$0.026 = | 121.4200 | \$0.026 | 121.4200 | 0.39% |
| 9 | Rider 4 Reserved for Future Use | 4,670.0 | GJ x (\$0.161) = | (751.8700) | 4,670.0 | GJ x \$0.000 = | 0.0000 | \$0.161 | 751.8700 | 2.40% |
| 10 | Subtotal Delivery Margin Related Charges | | | \$20,532.80 | | | \$21,966.49 | | \$1,433.69 | 4.58% |
| 11 | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 13 | Storage and Transport per GJ | 4,670.0 | GJ x \$0.314 = | \$1,466.3800 | 4,670.0 | GJ x \$0.339 = | \$1,583.1300 | \$0.025 | \$116.7500 | 0.37% |
| 14 | Rider 6 MCRA per GJ | 4,670.0 | GJ x (\$0.062) = | (289.5400) | 4,670.0 | GJ x (\$0.097) = | (452.9900) | (\$0.035) | (163.4500) | -0.52% |
| 15 | Commodity Cost Recovery Charge per GJ | 4,670.0 | GJ x \$2.050 = | 9,573.5000 | 4,670.0 | GJ x \$1.549 = | 7,233.8300 | (\$0.501) | (2,339.6700) | -7.48% |
| 16 | Subtotal Cost of Gas (Commodity Related Charge) | | | \$10,750.34 | | | \$8,363.97 | | (\$2,386.37) | -7.63% |
| 17 | | | | | | | | | | |
| 18 | Total (with effective \$/GJ rate) | 4,670.0 | \$6.699 | \$31,283.14 | 4,670.0 | \$6.495 | \$30,330.46 | (\$0.204) | (\$952.68) | -3.05% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.
Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding

FORTISBC ENERGY INC.
DELIVERY MARGIN AND COMMODITY RELATED CHARGES CHANGES
BCUC ORDERS G-XX-XX G-XX-XX
RATE SCHEDULE 7 - INTERRUPTIBLE SALES

TAB 6
PAGE 10

| Line No. | Particular | EXISTING RATES JANUARY 1, 2017 | | | PROPOSED JANUARY 1, 2018 RATES ¹ | | | Annual Increase/Decrease | | % of Previous Annual Bill |
|----------|---|--------------------------------|----------------|----------------------|---|----------------|----------------------|--------------------------|-----------------------|---------------------------|
| | | Quantity | Rate | Annual \$ | Quantity | Rate | Annual \$ | Rate | Annual \$ | |
| 1 | | | | | | | | | | |
| 2 | MAINLAND SERVICE AREA | | | | | | | | | |
| 3 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 4 | Basic Charge per Month | 12 months x | \$880.00 | = \$10,560.00 | 12 months x | \$880.00 | = \$10,560.00 | \$0.00 | \$0.00 | 0.00% |
| 5 | | | | | | | | | | |
| 6 | Delivery Charge per GJ | 30,630.0 | GJ x \$1.353 | = \$41,442.3900 | 30,630.0 | GJ x \$1.353 | = \$41,442.3900 | \$0.000 | \$0.0000 | 0.00% |
| 7 | Rider 2 Reserved for Future Use | 30,630.0 | GJ x (\$0.035) | = (1,072.0500) | 30,630.0 | GJ x \$0.000 | = 0.0000 | \$0.035 | \$1,072.050 | 0.84% |
| 8 | Rider 3 BVA Rate Rider per GJ | 30,630.0 | GJ x \$0.000 | = 0.0000 | 30,630.0 | GJ x \$0.026 | = 796.3800 | \$0.026 | 796.3800 | 0.62% |
| 9 | Rider 4 Reserved for Future Use | 30,630.0 | GJ x (\$0.047) | = (1,439.6100) | 30,630.0 | GJ x \$0.000 | = 0.0000 | \$0.047 | 1,439.6100 | 1.13% |
| 10 | Subtotal Delivery Margin Related Charges | | | \$38,930.73 | | | \$42,238.77 | | \$3,308.04 | 2.59% |
| 11 | | | | | | | | | | |
| 12 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 13 | Storage and Transport per GJ | 30,630.0 | GJ x \$0.627 | = \$19,205.0100 | 30,630.0 | GJ x \$0.677 | = \$20,736.5100 | \$0.050 | \$1,531.5000 | 1.20% |
| 14 | Rider 6 MCRA per GJ | 30,630.0 | GJ x (\$0.123) | = (3,767.4900) | 30,630.0 | GJ x (\$0.194) | = (5,942.2200) | (\$0.071) | (\$2,174.730) | -1.70% |
| 15 | Commodity Cost Recovery Charge per GJ | 30,630.0 | GJ x \$2.050 | = 62,791.5000 | 30,630.0 | GJ x \$1.549 | = 47,445.8700 | (\$0.501) | (15,345.6300) | -12.02% |
| 16 | Subtotal Gas Sales - Fixed (Commodity Related Charge) | | | \$78,229.02 | | | \$62,240.16 | | (\$15,988.86) | -12.52% |
| 17 | | | | | | | | | | |
| 18 | Non-Standard Charges (not forecast) | | | | | | | | | |
| 19 | Index Pricing Option, UOR | | | | | | | | | |
| 20 | | | | | | | | | | |
| 21 | Total (with effective \$/GJ rate) | 30,630.0 | \$4.170 | \$127,719.75 | 30,630.0 | \$3.756 | \$115,038.93 | (\$0.414) | (\$12,680.82) | -9.93% |
| 22 | | | | | | | | | | |
| 23 | | | | | | | | | | |
| 24 | VANCOUVER ISLAND SERVICE AREA | | | | | | | | | |
| 25 | <u>Delivery Margin Related Charges</u> | | | | | | | | | |
| 26 | Basic Charge per Month | 12 months x | \$880.00 | = \$10,560.00 | 12 months x | \$880.00 | = \$10,560.00 | \$0.00 | \$0.00 | 0.00% |
| 27 | | | | | | | | | | |
| 28 | Delivery Charge per GJ | 93,000.0 | GJ x \$1.353 | = \$125,829.0000 | 93,000.0 | GJ x \$1.353 | = \$125,829.0000 | \$0.000 | \$0.0000 | 0.00% |
| 29 | Rider 2 Reserved for Future Use | 93,000.0 | GJ x \$0.407 | = 37,851.0000 | 93,000.0 | GJ x \$0.000 | = 0.0000 | (\$0.407) | (\$37,851.000) | -9.19% |
| 30 | Rider 3 BVA Rate Rider per GJ | 93,000.0 | GJ x \$0.000 | = 0.0000 | 93,000.0 | GJ x \$0.026 | = 2,418.0000 | \$0.026 | 2,418.0000 | 0.59% |
| 31 | Rider 4 Reserved for Future Use | 93,000.0 | GJ x \$0.000 | = 0.0000 | 93,000.0 | GJ x \$0.000 | = 0.0000 | \$0.000 | 0.0000 | 0.00% |
| 32 | Subtotal Delivery Margin Related Charges | | | \$163,680.00 | | | \$128,247.00 | | (\$35,433.00) | -8.61% |
| 33 | | | | | | | | | | |
| 34 | <u>Commodity Related Charges</u> | | | | | | | | | |
| 35 | Storage and Transport per GJ | 93,000.0 | GJ x \$0.627 | = \$58,311.0000 | 93,000.0 | GJ x \$0.677 | = \$62,961.0000 | \$0.050 | \$4,650.0000 | 1.13% |
| 36 | Rider 6 MCRA per GJ | 93,000.0 | GJ x (\$0.123) | = (11,439.0000) | 93,000.0 | GJ x (\$0.194) | = (18,042.0000) | (\$0.071) | (\$6,603.000) | -1.60% |
| 37 | Commodity Cost Recovery Charge per GJ | 93,000.0 | GJ x \$2.050 | = 190,650.0000 | 93,000.0 | GJ x \$1.549 | = 144,057.0000 | (\$0.501) | (46,593.0000) | -11.32% |
| 38 | Subtotal Gas Sales - Fixed (Commodity Related Charge) | | | \$237,522.00 | | | \$188,976.00 | | (\$48,546.00) | -11.79% |
| 39 | | | | | | | | | | |
| 40 | Non-Standard Charges (not forecast) | | | | | | | | | |
| 41 | Index Pricing Option, UOR | | | | | | | | | |
| 42 | | | | | | | | | | |
| 43 | Total (with effective \$/GJ rate) | 93,000.0 | \$4.428 | \$411,762.00 | 93,000.0 | \$3.525 | \$327,783.00 | (\$0.903) | (\$83,979.00) | -20.40% |

¹ In accordance with the FEI Annual Review for 2018 Rates Application, the Delivery Charge per GJ and delivery Rate Riders per GJ are as proposed.
Notes: Tariff rate schedule per GJ charges are set at 3 decimals. Individual tariff components are calculated and shown to 4 decimals; subtotal amounts, equivalent to the line items on customer bills, are rounded and shown to 2 decimals, consistent with actual invoice calculations. Slight differences in totals due to rounding



ORDER NUMBER

G-xx-xx

IN THE MATTER OF

the *Utilities Commission Act*, RSBC 1996, Chapter 473

and

FortisBC Energy Inc.

Application regarding its 2017 Fourth Quarter Gas Cost Report

And Rate Changes effective January 1, 2018

For the Mainland, Vancouver Island and Whistler Service Areas

BEFORE:

[Panel Chair]

Commissioner

Commissioner

on Date

ORDER

WHEREAS:

- A. On November 22, 2017, FortisBC Energy Inc. (FEI) filed its 2017 Fourth Quarter Report on Commodity Cost Reconciliation Account (CCRA), Midstream Cost Reconciliation Account (MCRA), Biomethane Energy Recovery Charge (BERC) Rates, and Biomethane Variance Account (BVA) Annual Report for the Mainland, Vancouver Island, and Whistler Service Areas based on a five-day average November 7, 8, 9, 10 and 14, 2017 forward gas prices (the 2017 Fourth Quarter Report);
- B. The British Columbia Utilities Commission (Commission) established the gas costs review and rate setting mechanism guidelines pursuant to Letter L-5-01, L-40-11 and L-15-16;
- C. By Order G-133-16 dated August 12, 2016, the Commission directed FEI to file the BVA Annual Report concurrently with the fourth quarter CCRA and MCRA report setting out the Short Term BERC Rate and Long Term BERC Rate to be effective January 1st of each year;
- D. By Order G-145-16 dated September 8, 2016, the Commission established the current Commodity Cost Recovery Charge of \$2.050/gigajoule (GJ) effective October 1, 2016;
- E. By Order G-177-16 dated December 2, 2016, the Commission established the current midstream related charges and biomethane related charges effective January 1, 2017;
- F. In the 2017 Fourth Quarter Report, using the five-day average forward prices ending November 14, 2017, the CCRA balance is projected to be approximately \$20 million surplus after tax as of December 31, 2017. FEI calculates the CCRA recovery-to-cost ratio at the existing rate would be 132.3 percent for the following 12 months, and the tested rate decrease related to the forecast over recover of gas costs would be \$0.501/GJ

of which falls outside the rate change thresholds set out in the Guidelines indicating that a change to the CCRA rate is required effective January 1, 2018;

- G. FEI calculates the existing Storage and Transport Charges will under recover the midstream costs in 2018 by approximately \$7 million deficit, and requests approval to flow-through increases to the Storage and Transport Charge rates as set out in the Report in the schedule at Tab 2, Page 7;
- H. FEI calculates a MCRA balance at existing rates of approximately \$58 million surplus after tax at December 31, 2017. Based on the one-half amortization of the MCRA cumulative balances in the following year's rates, FEI requests approval to set MCRA Rider 6 applicable to the sales rate classes, effective January 1, 2018, as set out in the Report in the schedule at Tab 2, Page 7;
- I. The combined effects of the proposed delivery changes as requested in the FEI Annual Review for 2018 Rates currently being reviewed by the Commission and the proposed changes to the midstream related charges (Storage and Transport Charge and MCRA Rate Rider 6) as requested in the Report would decrease the total annual bill for a typical Mainland residential customer with an average annual consumption of 90 gigajoules by approximately \$45 or 5.7 percent;
- J. The 2017 Fourth Quarter Report requests approval to decrease the Short Term Contracts BERC Rate by \$0.501/GJ, from \$10.540/GJ to \$10.039/GJ, and to maintain the Long Term Biomethane Contract Rate at \$10.00/GJ effective January 1, 2018; and
- K. The Commission reviewed the 2017 Fourth Quarter Report and considers that the requested rate changes are warrant, and that Tab 4, Pages 4C, 5C, and 6C of the 2017 Fourth Quarter Report should be held confidential.

NOW THEREFORE pursuant to section 61(4) of the *Utilities Commission Act*, the British Columbia Utilities Commission orders as follows:

- 1. The Commodity Cost Recovery Charge applicable to the Sales Rate Classes within the Mainland, Vancouver Island, and Whistler Service Areas, effective January 1, 2018, is to decrease from \$2.050/GJ to \$1.549/GJ.
- 2. The Storage and Transport Charges applicable to the Sales Rate Classes within the Mainland, Vancouver Island, and Whistler Service Areas, effective January 1, 2018, are approved. The Storage and Transport Charge changes are set out in Appendix A.
- 3. The Midstream Cost Reconciliation Account Rate Rider 6 applicable to the Sales Rate Classes within the Mainland (excluding Revelstoke), Vancouver Island and Whistler Service Areas, effective January 1, 2018, are approved. The requested Midstream Cost Reconciliation Account Rate Rider 6 changes are set out in Appendix A.
- 4. The Biomethane Energy Recovery Charge applicable to all biomethane rate schedules within the Mainland, Vancouver Island and Whistler Service Areas is to decrease from \$10.540/GJ to \$10.039/GJ effective January 1, 2018.
- 5. The Long Term Biomethane rate remains unchanged at \$10.00/GJ effective January 1, 2018.
- 6. The information in Tab 4. Pages 4C, 5C, and 6C of the 2017 Fourth Quarter Report will be held confidential as requested by FEI as it contains market sensitive information.

7. FEI will notify all customers that are affected by the rate changes with a bill insert or bill message to be included with the next monthly gas billing.

DATED at the City of Vancouver, in the Province of British Columbia, this (XX) day of (Month) 2017.

BY ORDER

(X. X. last name)
Commissioner

Attachment

Appendix A

FortisBC Energy Inc.
Application regarding its 2017 Fourth Quarter Gas Cost Report
and Rate Changes effective January 1, 2018
for Mainland, Vancouver Island and Whistler Service Areas

Midstream rate changes applicable to FortisBC Inc. – Mainland, Vancouver Island, and Whistler service areas
Effective January 1, 2018

| | | Residential | | Commercial | | Seasonal | | General Firm Service | | NGV | | General Interruptible |
|--------------------------------------|-----------|----------------|-----------|----------------|-----------|----------------|-----------|-------------------------|-----------|----------------|-----------|--------------------------|
| | (\$/GJ) | RS-1 | | RS-2 | | RS-3 | | RS-5 | | RS-6 | | RS-7 |
| Storage and Transport Charges | | | | | | | | | | | | |
| Effective January 1, 2017 | \$ | 1.009 | \$ | 1.020 | \$ | 0.851 | \$ | 0.627 | \$ | 0.314 | \$ | 0.627 |
| Flow-through changes | | 0.055 | | 0.053 | | 0.056 | | 0.050 | | 0.025 | | 0.050 |
| Proposed for January 1, 2018 | \$ | 1.064 | \$ | 1.073 | \$ | 0.907 | \$ | 0.677 | \$ | 0.339 | \$ | 0.677 |
| MCRA Rate Rider 6 | | | | | | | | | | | | |
| Effective January 1, 2017 | \$ | (0.198) | \$ | (0.200) | \$ | (0.167) | \$ | (0.123) | \$ | (0.062) | \$ | (0.123) |
| Flow-through changes | | (0.108) | | (0.108) | | (0.093) | | (0.071) | | (0.035) | | (0.071) |
| Proposed for January 1, 2018 | \$ | (0.306) | \$ | (0.308) | \$ | (0.260) | \$ | (0.194) | \$ | (0.097) | \$ | (0.194) |