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August 16, 2019

BY E-PORTAL

Mr. Adam Teitzman, Clerk
Florida Public Service Commission
2540 Shumard Oak Boulevard
Tallahassee, FL 32399-0850

Re: [New Filing] - Joint petition for approval of swing service rider rates for the period January through December 2020, by Florida Public Utilities Company, Florida Public Utilities Company-Indiantown Division, Florida Public Utilities Company-Fort Meade, and Florida Division of Chesapeake Utilities Corporation.

Dear Mr. Teitzman:

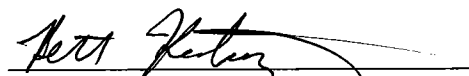
Attached for electronic filing, please find the Joint Petition of Florida Public Utilities Company, Florida Public Utilities Company-Indiantown Division, Florida Public Utilities Company-Fort Meade, and the Florida Division of Chesapeake Utilities Corporation, along with the Testimony and Exhibit DMC-1 of witness Derrick Craig

Included with this filing are the following revised tariff sheets:

FPUC: 35.6
FPUC – Fort Meade: 64.1
FPUC – Indiantown Division: 35.2
Chesapeake – 105.4

As always, thank you for your assistance in connection with this filing. If you have any questions whatsoever, please do not hesitate to let me know.

Sincerely,



Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St., Suite 601
Tallahassee, FL 32301
(850) 521-1706

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

In re: Joint petition for approval of swing) Docket No.
service rider rates for the period January)
through December 2020, by Florida Public)
Utilities Company, Florida Public Utilities) Filed: August 16, 2019
Company-Indiantown Division, Florida Public)
Utilities Company-Fort Meade, and Florida)
Division of Chesapeake Utilities Corporation)

**JOINT PETITION FOR APPROVAL OF SWING SERVICE RIDER RATES FOR THE
PERIOD JANUARY THROUGH DECEMBER 2020**

On April 11, 2016, Florida Public Utilities Company, Florida Public Utilities Company – Indiantown Division, and Florida Public Utilities Company-Fort Meade (jointly, “FPUC”), as well as the Florida Division of Chesapeake Utilities Corporation (“CFG”) (herein, all FPUC divisions and CHPK, jointly, “Companies”) jointly filed a petition for approval to allow the Companies to expand the allocation of the intrastate and local distribution company (“LDC”)-to-LDC unreleased capacity-related components of the Purchased Gas Adjustment (“PGA”) mechanism for FPUC and the Operational Balancing Account (“OBA”) mechanism for CHPK to include those customers not currently subject to those cost allocation mechanisms (herein “Initial Petition”). By Order No. PSC-2016-0422-TRF-GU, issued October 23, 2016, the Companies’ request, as amended, was approved. Consistent with the Commission’s approval in that Order, the Companies now seek approval of updated Swing Service Rider rates for the period January through December, 2020, and submit for Commission approval revised tariff pages, attached and incorporated herein as Exhibit A, reflecting the proposed updated Swing Service rates. The Companies are also submitting, in support of the proposed revised Swing Service rates, the Direct Testimony of Derrick M. Craig, along with Exhibit DMC-1, which contain Schedules A-

Swing Service Update Petition

D, showing the Companies' computations of the appropriate charges. In support of this request, the Companies hereby state:

1) FPUC is a natural gas utility subject to the Commission's jurisdiction under Chapter 366, Florida Statutes. Its principal business address is:

Florida Public Utilities Company
1750 S 14th Street, Suite 200
Fernandina Beach FL 32034

Florida Public Utilities Company – Fort Meade is a division of FPUC with its principal business address being the same as FPUC, as is Florida Public Utilities Company-Indiantown Division.

2) CFG is also a natural gas utility subject to the Commission's jurisdiction under Chapter 366, Florida Statutes. Its principal business address is:

Florida Division of Chesapeake Utilities Corporation
1750 S 14th Street, Suite 200
Fernandina Beach FL 32034

3) The name and mailing address of the persons authorized to receive notices are:

Beth Keating, Esq.
Gunster, Yoakley & Stewart, P.A.
215 South Monroe Street, Suite 601
Tallahassee, Florida 32301-1839
(850) 521-1706

Mike Cassel
AVP, Regulatory and Governmental Affairs
Florida Public Utilities Company/Chesapeake
1750 S 14th Street, Suite 200
Fernandina Beach FL 32034
mcassel@fpuc.com

4) The Commission is vested with jurisdiction in this matter in accordance with Sections 366.04, 366.05, and 366.06, Florida Statutes, pursuant to which the Commission is authorized to establish rates and charges for public utilities, including the relief requested herein.

I. BACKGROUND

5) The Swing Service Rider was designed to further allocate unreleased intrastate capacity and transportation components of the PGA, as well as transportation and unreleased

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intrastate capacity costs embedded in the OBA, as was contemplated by the Companies' "Phase I" petition, which was approved by Order No. PSC-2015-0321-PAA-GU, issued August 10, 2015, in Docket No. 20150117-GU. By requesting approval of a new Swing Service Rider, the Companies' sought Commission approval of a further redistribution of costs (Phase II) to include those transportation customers not currently sharing in the costs associated with unreleased intrastate capacity and LDC-to-LDC interconnections, including customers in the Florida Division of Chesapeake Utilities Corporation and Indiantown divisions.

6) On August 2, 2016, the Companies filed an Amended Joint Petition. The Companies still proposed to implement the Swing Service Rider in stages over a period of 5 years for customers in the rate classes identified on Exhibit A of this Petition, with the exception of customers in rates classes FTS-1 through FTS-3 on CFG and TS-1 through TS-3 on Indiantown, which generally represent customers in the TTS Pool. The Companies modified their proposal, however, to suggest that the Swing Service Rider be applied annually at a rate of 20% of the total allocation for each year of the 5-year program, as opposed to the original proposal that the allocation in year 1 be 40% of the total amount, and thereafter be increased by an additional 15% annually so that the total allocation of 100% would be reached at year 5. Using the 20%-per-year implementation schedule, those larger transportation customers in rate classes above FTS-3 on CFG and TS-3¹ on Indiantown would still reach their fully allocated portion at year 5, but would do so in more regular increments that are more easily accounted for in yearly budgeting, while still enabling customers typically subject to longer term contracts to negotiate adjustments as may be

¹The Companies note that the customers in this class, TS-4, are no longer on the system; therefore, the rate is appropriately reflected as \$0.

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necessary. As for those customers in FTS-1 through FTS-3 and TS-1 through TS-3, which generally include the TTS Pool and PGA customers, they would still see a discount to their allocated portion over the life of the Swing Service Rider, but the amount per year will reflect the changed implementation schedule for the Swing Service Charge. As noted herein, the Commission ultimately approved the Companies' Joint Petition, as amended on August 2, 2016, by Order No. PSC-16-0422-TRF-GU, issued October 23, 2016.

7) By that same Order, the Commission required that the Companies submit, by September 1, 2017, and on an annual basis thereafter, revised tariffs with updated Swing Service rates to be calculated based upon the most recent 12 months of actual data, which in this case, is July 2018 through June 2019. This Joint Petition is submitted in conformance with that requirement.

8) The calculation of the new Swing Service Rider rates is made in compliance with Order No. PSC-16-0422-TRF-GU, and is as set forth below:

- a. The percentage split between transportation and sales service customers to total system usage is first calculated. The current basis for this calculation is the daily peak, plus the average of the non-peak months, based upon historical usage. This step will be completed annually based on the most recent 12-months' usage data.
- b. The percentage, by transportation rate class, determined in step 1 is then applied to the total cost of the unreleased intrastate and LDC-to-LDC capacity to produce the dollars allocated to each rate class. These dollars are divided by therms in the rate class to arrive at the cost recovery factor or rider to be billed, by rate class, directly to the transportation customers.

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- c. The aggregate of the costs calculated in step 2 will then be credited to the PGA with the remainder of the costs associated with the unreleased intrastate and LDC-to-LDC capacity being allocated to the remaining sales service customers.

9) The Company's actual costs for intrastate capacity, other costs and LDC-LDC interconnects is \$12,357,380 for the period July 2018 through June 2019. The Company expects to recover \$5,045,570 of this amount through special contracts. Therefore, \$7,311,810 remains to be recovered during the period January 1, 2020 through December 31, 2020. Based on the percent of peak and average usage from July 2018 thru June 2019, 27.7% of these costs or \$2,025,344 relate to PGA customers and 72.3% or \$5,286,466 to transportation customers. The transportation cost was allocated to the rate classes based on total throughput during July 2018 thru June 2019. After allocating based on the phase-in percent (currently 80%), the transportation costs, including costs the Company expects to recover through special contracts, will be credited to PGA in the amount of \$9,374,300. The updated Swing Service rates for which the Companies seek approval by this petition are those set forth on the tariff pages included in Exhibit A hereto.

10) The Companies attest that these revised Swing Service rates have been calculated correctly and consistent with Commission requirements as set forth in Order No. PSC-2016-0422-TRF-GU. Thus, the Companies ask that the Commission approve the proposed factors as set forth herein.


RELIEF REQUESTED

WHEREFORE, Florida Public Utilities Company, Florida Public Utilities Company – Indiantown Division, and Florida Public Utilities Company-Fort Meade, as well as the Florida

Swing Service Update Petition

Division of Chesapeake Utilities Corporation, respectfully request that the Commission approve the updated Swing Service rates proposed herein to be effective for all meter readings for the period January 2020 through December 2020.

RESPECTFULLY SUBMITTED this 16th day of August, 2019.



Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St., Suite 601
Tallahassee, FL 32301
(850) 521-1706

*Attorneys for Florida Public Utilities Company,
Florida Public Utilities Company – Indiantown
Division, Florida Public Utilities Company-Fort
Meade, and the Florida Division of Chesapeake
Utilities Corporation*

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that a true and correct copy of the foregoing has been served upon the following by Hand Delivery or Electronic Mail this 16th day of August, 2019.

Jennifer Crawford Florida Public Service Commission 2540 Shumard Oak Boulevard Tallahassee, FL 32399-0850 jcrawfor@psc.state.fl.us	J.R. Kelly Office of Public Counsel c/o The Florida Legislature 111 W. Madison Street, Room 812 Tallahassee, FL 32399-1400 Kelly.JR@leg.state.fl.us
Mike Cassel Florida Public Utilities Company 1750 S. 14th Street, Suite 200 Fernandina Beach, FL 32034 mcassel@chpk.com	

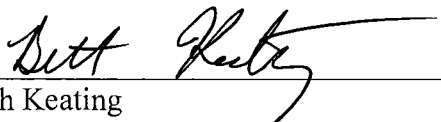
By: 
Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St., Suite 601
Tallahassee, FL 32301
(850) 521-1706

EXHIBIT A

Florida Public Utilities Company, Florida Public Utilities Company – Indiantown Division,
Florida Public Utilities Company-Fort Meade, and
The Florida Division of Chesapeake Utilities Corporation

Revised Tariff Sheets

(Clean and Legislative Versions)

FPUC: 35.6

FPUC – Fort Meade: 64.1

FPUC – Indiantown Division: 35.2

Florida Division of Chesapeake: 105.4

BILLING ADJUSTMENTS

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service Rider factors for the period from the first billing cycle for January 2020 through the last billing cycle for December 2020 are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.0501
Rate Schedule GSTS-2	\$0.0485
Rate Schedule LVTS	\$0.0480

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

BILLING ADJUSTMENTS

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service Rider factors for the period from the first billing cycle for January 201920 through the last billing cycle for December 201920 are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.0 <u>19</u> 7501
Rate Schedule GSTS-2	\$0.0 <u>19</u> 1485
Rate Schedule LVTS	\$0.0 <u>18</u> 3480

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2020 through the last billing cycle for December 2020 are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.0472

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 201920 through the last billing cycle for December 201920 are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0. <u>01940472</u>

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

BILLING ADJUSTMENTS

(Continued)

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2020 through the last billing cycle for December 2020 are as follows:

<u>Rate Class</u>	<u>Classification</u>	<u>Rates Per Therm</u>
Transportation Service 1	TS1	\$0.0591
Transportation Service 2	TS2	\$0.0552
Transportation Service 3	TS3	\$0.0638
Transportation Service 4	TS4	\$0.0000

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

BILLING ADJUSTMENTS

(Continued)

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 201920 through the last billing cycle for December 201920 are as follows:

<u>Rate Class</u>	<u>Classification</u>	<u>Rates Per Therm</u>
Transportation Service 1	TS1	\$0.03 <u>21</u> 591
Transportation Service 2	TS2	\$0.03 <u>01</u> 552
Transportation Service 3	TS3	\$0.03 <u>22</u> 638
Transportation Service 4	TS4	\$0.0000

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

RATE SCHEDULES
MONTHLY RATE ADJUSTMENTS

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2020 through the last billing cycle for December 2020 are as follows:

Rate Class	Classification	Rates Per Therm
Firm Transportation Service A	FTS-A	\$0.0636
Firm Transportation Service B	FTS-B	\$0.0648
Firm Transportation Service 1	FTS-1	\$0.0684
Firm Transportation Service 2	FTS-2	\$0.0748
Firm Transportation Service 2.1	FTS-2.1	\$0.0698
Firm Transportation Service 3	FTS-3	\$0.0578
Firm Transportation Service 3.1	FTS-3.1	\$0.0580
Firm Transportation Service 4	FTS-4	\$0.0486
Firm Transportation Service 5	FTS-5	\$0.0490
Firm Transportation Service 6	FTS-6	\$0.0498
Firm Transportation Service 7	FTS-7	\$0.0482
Firm Transportation Service 8	FTS-8	\$0.0480
Firm Transportation Service 9	FTS-9	\$0.0465
Firm Transportation Service 10	FTS-10	\$0.0466
Firm Transportation Service 11	FTS-11	\$0.0494
Firm Transportation Service 12	FTS-12	\$0.0432

<u>Experimental Rate Class</u>	<u>Classification</u>	<u>Rates Per Bill</u>
Firm Transportation Service A	FTS-A	\$0.5471
Firm Transportation Service B	FTS-B	\$0.9846
Firm Transportation Service 1	FTS-1	\$1.4766
Firm Transportation Service 2	FTS-2	\$3.2767
Firm Transportation Service 2.1	FTS-2.1	\$10.6425
Firm Transportation Service 3	FTS-3	\$12.9458
Firm Transportation Service 3.1	FTS-3.1	\$36.7220

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Issued by: Jeffrey Householder, President
Chesapeake Utilities Corporation

Effective:

RATE SCHEDULES
MONTHLY RATE ADJUSTMENTS

Swing Service Rider

Applicability

The bill for transportation service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 201920 through the last billing cycle for December 201920 are as follows:

Rate Class	Classification	Rates Per Therm
Firm Transportation Service A	FTS-A	\$0.0 <u>348636</u>
Firm Transportation Service B	FTS-B	\$0.0 <u>382648</u>
Firm Transportation Service 1	FTS-1	\$0.0 <u>404684</u>
Firm Transportation Service 2	FTS-2	\$0.0 <u>410748</u>
Firm Transportation Service 2.1	FTS-2.1	\$0.0 <u>392698</u>
Firm Transportation Service 3	FTS-3	\$0.0 <u>311578</u>
Firm Transportation Service 3.1	FTS-3.1	\$0.0 <u>308580</u>
Firm Transportation Service 4	FTS-4	\$0.0 <u>190486</u>
Firm Transportation Service 5	FTS-5	\$0.0 <u>196490</u>
Firm Transportation Service 6	FTS-6	\$0.0 <u>186498</u>
Firm Transportation Service 7	FTS-7	\$0.0 <u>203482</u>
Firm Transportation Service 8	FTS-8	\$0.0 <u>190480</u>
Firm Transportation Service 9	FTS-9	\$0.0 <u>185465</u>
Firm Transportation Service 10	FTS-10	\$0.0 <u>175466</u>
Firm Transportation Service 11	FTS-11	\$0.0 <u>176494</u>
Firm Transportation Service 12	FTS-12	\$0.0 <u>176432</u>

<u>Experimental Rate Class</u>	<u>Classification</u>	<u>Rates Per Bill</u>
Firm Transportation Service A	FTS-A	\$0.2 <u>9895471</u>
Firm Transportation Service B	FTS-B	\$0.5 <u>8079846</u>
Firm Transportation Service 1	FTS-1	\$0.8 <u>7311.4766</u>
Firm Transportation Service 2	FTS-2	\$1.7 <u>9763.2767</u>
Firm Transportation Service 2.1	FTS-2.1	\$5.9 <u>77810.6425</u>
Firm Transportation Service 3	FTS-3	\$6.9 <u>69212.9458</u>
Firm Transportation Service 3.1	FTS-3.1	\$19.4 <u>66036.7220</u>

Definitions

This surcharge allocates a fair portion of intrastate capacity costs to transportation customers in accordance with the PSC approved Swing Service Rider.

Issued by: Jeffrey Householder ~~Michael P. McMasters~~, President _____,

Effective:

Chesapeake Utilities Corporation

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

**DIRECT TESTIMONY
OF DERRICK M. CRAIG**

On behalf of Florida Public Utilities Company, Florida Public Utilities Company Indiantown Division, Florida Public Utilities-Fort Meade Division and Florida Division of Chesapeake Utilities Corporation

1 **Q. Please state your name and business address.**

2 A. My name is Derrick M. Craig. My business address is 1635 Meathe
3 Drive, West Palm Beach, Florida 33411.

4 **Q. By whom are you employed and in what capacity?**

5 A. I am employed by Florida Public Utilities Company as Senior Regulatory
6 Analyst.

7 **Q. Could you give a brief description of your background and business
8 experience?**

9 A. In 1991, I received a Bachelor of Electrical Engineering degree from the
10 Georgia Institute of Technology in Atlanta, Georgia and in 1997, I
11 received a Masters of Business Administration from the University of
12 Virginia (Darden Graduate Business School) in Charlottesville, Virginia.
13 I have worked in various engineering and financial analysis roles for
14 several utilities, including Baltimore Gas and Electric, Oglethorpe Power
15 Company and Southern Company. I have been in my current position as
16 Senior Regulatory Analyst with Florida Public Utilities Company
17 (FPUC) since April 2019. My responsibilities include the fulfillment of
18 regulatory activities for FPUC, ranging from regulatory analysis to filings

1 (Purchased Gas Adjustment, Swing Service and the Gas Reliability
2 Infrastructure Program) before the Florida Public Service Commission.

3 **Q. Are you familiar with the Swing Service Rider proceeding of the**
4 **Companies?**

5 A. Yes.

6 **Q. Have you provided testimony in the Swing Service proceedings**
7 **before?**

8 A. No, but I have submitted testimony in the 2019 Purchased Gas
9 Adjustment docket.

10 **Q. What is the purpose of your testimony at this time?**

11 A. My testimony will provide the actual swing service rider costs based on
12 twelve months data for the period July 2018 through June 2019. My
13 testimony will describe and summarize the computations that are
14 contained in composite Exhibit DMC-1 supporting the January through
15 December 2020 swing service rider rates.

16 **Q. Were the schedules filed by the Companies completed by you?**

17 A. Yes.

18 **Q. Which set of schedules has the Companies completed and filed?**

19 A. The Company has prepared and filed in composite Exhibit DMC-1,
20 which supports the calculation of the annual swing service rider rates for
21 January through December 2020 for the Companies.

22 **Q. What is the projection period for this filing?**

1 A. The projection period is January through December 2020.

2 **Q. What is the actual transportation costs for the period July**
3 **2018 through June 2019?**

4 A. The actual costs for intrastate capacity costs, other costs and local
5 distribution company (LDC) to LDC interconnects for the period July
6 2018 through June 2019 is \$12,357,380. Some of these costs have been
7 directly billed as a swing charge to certain special contract customers and
8 the amount to be used in the Swing Service computations is reduced by
9 these direct billings of \$5,045,570. The total transportation costs to be
10 recovered through PGA and Swing Service, excluding the swing charge
11 directly billed to some special contract customers, is \$7,311,810. (See
12 Schedule D of Exhibit DMC-1)

13 **Q. Describe the how the Companies computed the Swing Service Rider**
14 **rates.**

15 A. As reflected in Schedules of Exhibit DMC-1, the Companies compiled
16 the actual throughput volumes, based on the most recent 12-months
17 usage data (July 2018 – June 2019) on Schedule A and B for each
18 affected transportation and sales rate schedule to determine the
19 percentage split between transportation and sales service customers
20 relative to the total throughput for the affected rate schedules. The split
21 for allocating the annual total intrastate and LDC-to-LDC capacity costs
22 of \$7,311,810 is 72.3 percent or \$5,286,466 to transportation customers

1 and 27.7 percent or \$2,025,344 to sales customers. Then, on Schedule C
2 page 1, the transportation customers' share of the \$5,286,466 was
3 allocated to the affected transportation rate schedules based on the
4 percent of peak and average usage. Since the Companies recognized that
5 implementation of the swing service rider could have a significant
6 financial impact on large volume customers, the Companies requested
7 and received approval of a five-year stepped implementation process,
8 annually applying a rate of 20 percent of the total allocation. Therefore,
9 the Companies applied a rate of 80 percent for the period January 2020
10 through December 2020. Transportation customers in the Transitional
11 Transportation Service (TTS) pool, were allocated at 100 percent since
12 they were already allocated these costs as approved by the Commission
13 by Order No. PSC-15-0321-PAA-GU. The allocated costs to each rate
14 schedule (based on the peak and average percent) were multiplied by the
15 phase in percent for this year. These costs were then divided by the rate
16 schedule's actual billed volumes to calculate the cost recovery factor to
17 be billed directly to the transportation customers. Experimental Rates
18 were calculated on Schedule C page 2.

19 **Q. What is the total costs to be collected and reflected in the PGA filing**
20 **for the swing service rider?**

21 A. The Company will show a reduction to PGA costs of \$9,374,300
22 attributable to the Swing Service Rider.

1 **Q. Have the tariffs for the Companies been updated?**

2 A. Yes, the Companies are submitting the revised tariffs with this testimony
3 in Exhibit A.

4 **Q. Were the tariffs filed by the Companies completed by you or under**
5 **your direct supervision?**

6 A. Yes, they were completed under my direct supervision and review.

7 **Q. Does this conclude your testimony?**

8 A. Yes.

		2018-2019 Monthly Volumes - Therms												Annual Total-peak	Annual Total
LDC	Customer Class	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE		
FPU	FPU - RS	701,028	666,947	727,650	671,484	1,000,463	1,541,806	1,942,288	1,684,908	1,348,341	1,278,430	1,019,757	812,919	11,453,732	13,396,021
FPU	FPU - RS-GS	2,085	1,899	3,908	1,764	3,903	7,167	9,369	6,527	6,036	6,649	5,299	3,361	48,599	57,967
FTM	FT-RS	4,155	4,439	4,497	3,929	4,862	7,308	9,567	9,064	5,883	5,807	5,199	4,613	59,756	69,323
FPU	FPU - GS - 1	60,343	62,616	59,657	58,217	78,347	104,190	104,883	100,675	83,860	90,093	75,977	69,819	843,793	948,676
FPU	FPU - GS - 2	443,876	442,949	456,223	414,800	526,089	677,645	746,544	720,253	612,710	595,580	528,996	497,017	5,916,138	6,662,682
FPU	FPU - CS - GS	2,143	2,656	2,585	1,902	2,793	2,955	3,767	3,584	3,302	3,257	3,750	3,393	32,321	36,087
FPU	FPU - LVS	579,667	596,170	595,503	562,444	785,357	887,846	947,194	869,964	768,395	851,476	749,208	731,512	7,977,542	8,924,736
FPU	FPU - IS	-	-	-	-	-	-	-	-	-	-	-	-	0	-
FPU	FPU - GLS	14,224	14,224	13,306	13,306	12,595	11,878	11,878	11,878	11,878	10,501	10,960	10,960	135,712	147,590
FTM	FT-Comm PA	10	17	3	541	-	58	61	84	17	11	2	-	743	805
FTM	FT-Comm Small	1,072	1,105	1,341	1,070	1,776	5,841	7,463	6,005	4,016	4,214	3,541	3,452	33,434	40,897
	Total PGA Volumes	1,808,604	1,793,022	1,864,673	1,729,458	2,416,186	3,246,693	3,783,015	3,412,943	2,844,436	2,846,018	2,402,689	2,137,046	26,501,769	30,284,784
	Total Transport Volumes	6,749,039	7,056,054	6,965,147	6,911,017	7,512,060	7,948,310	8,780,697	7,899,340	7,969,685	7,558,463	7,465,648	6,921,333	80,956,095	89,736,793
	Total Billed Volumes To Be Allocated FRS	8,557,644	8,849,075	8,829,819	8,640,475	9,928,247	11,195,003	12,563,712	11,312,283	10,814,122	10,404,481	9,868,337	9,058,379	107,457,865	120,021,577
		31	31	30	31	30	31	31	28	31	30	31	30	334	

		2018 - 2019 Daily Volumes - Therms												
LDC	Customer Class	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	
FPU	FPU - RS	22,614	21,514	24,255	21,661	33,349	49,736	62,654	60,175	43,495	42,614	32,895	27,097	34,293
FPU	FPU - RS-GS	67	61	130	57	130	231	302	233	195	222	171	112	146
FTM	FT-RS	134	143	150	127	162	236	309	324	190	194	168	154	179
FPU	FPU - GS - 1	1,947	2,020	1,989	1,878	2,612	3,361	3,383	3,596	2,705	3,003	2,451	2,327	2,526
FPU	FPU - GS - 2	14,319	14,289	15,207	13,381	17,536	21,860	24,082	25,723	19,765	19,853	17,064	16,567	17,713
FPU	FPU - CS - GS	69	86	86	61	93	122	128	107	109	121	113	97	
FPU	FPU - LVS	18,699	19,231	19,850	18,143	26,179	28,640	30,555	31,070	24,787	28,383	24,168	24,384	23,885
FPU	FPU - IS	0	0	0	0	0	0	0	0	0	0	0	0	
FPU	FPU - GLS	459	459	444	429	420	383	383	424	383	350	354	365	406
FTM	FT-Comm PA	0	1	0	17	0	2	2	3	1	0	0	0	2
FTM	FT-Comm Small	35	36	45	35	59	188	241	214	130	140	114	115	100
	Total PGA Volumes	58,342	57,839	62,156	55,789	80,540	104,732	122,033	121,891	91,756	94,867	77,506	71,235	79,347
	Total Transport Volumes	217,711	227,615	232,172	222,936	250,402	256,397	283,248	282,119	257,087	251,949	240,827	230,711	242,384
	Total Billed Volumes To Be Allocated FRS	276,053	285,454	294,327	278,725	330,942	361,129	405,281	404,010	348,843	346,816	318,333	301,946	321,730

	TOTAL	PGA	Transport
Average of non peak months	321,730	79,347	242,384
Peak	405,281	122,033	283,248
Total	727,011	201,379	525,632
Allocation		0.2770	0.7230

		2018-2019 Monthly Volumes Therms												Annual Total Minus Peak	Annual Total
LDC	Customer Class	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE		
CFG	FTS-A	5,293	5,634	5,879	5,304	7,556	9,282	9,756	9,254	7,963	7,811	6,737	6,070	76,783	86,539.26
CFG	FTS-B	19,112	19,614	20,041	18,291	24,418	32,115	34,305	32,751	25,786	24,724	22,728	20,140	259,720	294,024.85
CFG	FTS-1	124,073	121,734	124,379	115,649	173,149	251,784	279,480	266,115	203,065	203,434	167,113	140,051	1,890,544	2,170,024.31
CFG	FTS-2	23,244	22,485	21,522	23,657	55,360	72,182	89,534	76,797	74,579	70,975	39,905	24,271	504,978	594,511.58
CFG	FTS-2.1	40,663	40,615	44,230	47,679	84,366	109,844	126,831	119,517	113,494	103,446	71,363	47,170	822,387	949,218.11
CFG	FTS-3	76,062	79,549	86,966	80,549	99,287	102,171	103,576	105,114	96,454	100,673	94,420	88,039	1,009,285	1,112,860.76
CFG	FTS-3.1	177,997	181,200	185,716	171,732	210,104	217,680	227,570	230,283	205,992	207,439	201,700	207,608	2,197,451	2,425,020.38
IND	IGC - TS1	8,745	8,385	8,390	8,657	9,602	11,316	11,154	10,011	10,109	9,734	10,058	8,429	103,435	114,588.87
CFG	FTS-4	208,138	207,716	222,209	228,793	275,549	314,074	322,671	308,647	279,162	282,815	246,555	234,526	2,808,184	3,130,854.73
CFG	FTS-5	73,279	78,676	77,999	74,137	92,908	99,810	112,552	97,653	98,514	92,204	95,365	80,223	960,769	1,073,321.70
CFG	FTS-6	102,724	118,362	150,165	132,373	129,938	166,331	186,457	147,191	136,773	160,421	148,622	142,643	1,535,543	1,721,999.62
CFG	FTS-7	276,198	283,648	248,318	286,506	291,830	309,291	363,984	317,150	330,054	308,370	301,403	271,456	3,224,225	3,588,208.14
CFG	FTS-8	393,805	371,033	342,961	410,345	415,534	430,223	489,449	437,997	480,878	373,429	351,422	379,302	4,386,987	4,876,436.53
CFG	FTS-9	323,248	319,126	301,858	322,159	301,851	324,525	361,022	317,880	323,632	323,331	314,227	302,439	3,474,279	3,835,301.31
CFG	FTS-10	172,780	197,746	207,947	226,011	209,173	202,619	239,602	210,362	234,976	228,450	211,952	186,405	2,288,422	2,528,024.29
CFG	FTS-11	313,046	389,448	415,510	401,135	383,589	345,701	436,829	365,646	399,253	200,793	243,188	216,558	3,673,888	4,110,696.81
CFG	FTS-12	1,563,792	1,715,772	1,614,941	1,538,235	1,556,513	1,446,932	1,484,736	1,335,175	1,559,897	1,498,968	1,661,854	1,559,113	17,051,192	18,535,927.82
FPU	FPU - GSTS - 1	45,889	42,705	48,244	43,669	57,777	64,766	74,064	74,583	62,878	61,713	53,251	47,058	602,534	676,598.47
FPU	FPU - GSTS - 2	349,087	356,402	376,932	346,153	434,486	492,602	510,260	510,486	465,469	465,455	433,434	413,280	4,643,785	5,175,045.83
FPU	FPU - LVTS <50k	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FPU	FPU - LVTS >50k	2,442,907	2,487,274	2,451,862	2,420,640	2,689,351	2,934,690	3,285,817	2,917,290	2,850,995	2,824,900	2,780,252	2,537,661	29,337,822	32,623,639.22
FPU	FPU-GLTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FTM	FT-TRANSPORTATION	1,628	1,931	2,197	1,906	2,350	2,298	2,523	2,232	2,450	2,187	2,309	1,971	23,459	25,981.74
IND	IGC - TS2	7,065	6,600	6,558	7,139	7,179	7,650	7,079	6,865	7,091	6,954	7,348	6,513	76,962	84,041.22
IND	IGC - TS3	265	399	322	297	190	423	445	341	223	235	382	406	3,482	3,927.20
IND	IGC - TS4 (Note A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ALLOCATED THERMS		6,749,039	7,056,054	6,965,147	6,911,017	7,512,060	7,948,310	8,780,697	7,899,340	7,969,685	7,558,463	7,465,648	6,921,333	80,956,095	89,736,793

		2018-2019 Daily Volumes - Therms												334
LDC	Customer Class	31	31	30	31	30	31	31	28	31	30	31	30	
CFG	FTS-A	171	182	196	171	252	299	315	331	257	260	217	202	230
CFG	FTS-B	617	633	668	590	814	1,036	1,107	1,170	832	824	733	671	778
CFG	FTS-1	4,002	3,927	4,146	3,731	5,772	8,122	9,015	9,504	6,550	6,781	5,391	4,668	5,660
CFG	FTS-2	750	725	717	763	1,845	2,328	2,888	2,743	2,406	2,366	1,287	809	1,512
CFG	FTS-2.1	1,312	1,310	1,474	1,538	2,812	3,543	4,091	4,268	3,661	3,448	2,302	1,572	2,462
CFG	FTS-3	2,454	2,566	2,899	2,598	3,310	3,296	3,341	3,754	3,111	3,356	3,046	2,935	3,022
CFG	FTS-3.1	5,742	5,845	6,191	5,540	7,003	7,022	7,341	8,224	6,645	6,915	6,506	6,920	6,579
IND	IGC - TS1	282	270	280	279	320	365	360	358	326	324	324	281	310
CFG	FTS-4	6,714	6,701	7,407	7,380	9,185	10,131	10,409	11,023	9,005	9,427	7,953	7,818	8,408
CFG	FTS-5	2,364	2,538	2,600	2,392	3,097	3,220	3,631	3,488	3,178	3,073	3,076	2,674	2,877
CFG	FTS-6	3,314	3,818	5,005	4,270	4,331	5,366	6,015	5,257	4,412	5,347	4,794	4,755	4,597
CFG	FTS-7	8,910	9,150	8,277	9,242	9,728	9,977	11,741	11,327	10,647	10,279	9,723	9,049	9,653
CFG	FTS-8	12,703	11,969	11,432	13,237	13,851	13,878	15,789	15,643	15,512	12,448	11,338	12,643	13,135
CFG	FTS-9	10,427	10,294	10,062	10,392	10,062	10,469	11,646	11,353	10,440	10,778	10,136	10,081	10,402
CFG	FTS-10	5,574	6,379	6,932	7,291	6,972	7,729	7,729	7,513	7,580	7,615	6,837	6,213	6,852
CFG	FTS-11	10,098	12,563	13,850	12,940	12,786	11,152	14,091	13,059	12,879	6,693	7,845	7,219	11,000
CFG	FTS-12	50,445	55,347	53,831	49,620	51,884	46,675	47,895	47,685	50,319	49,966	53,608	51,970	51,051
FPU	FPU - GSTS - 1	1,480	1,378	1,608	1,409	1,926	2,089	2,389	2,664	2,028	2,057	1,718	1,569	1,804
FPU	FPU - GSTS - 2	11,261	11,497	12,564	11,166	14,483	15,890	17,137	18,232	15,015	15,515	13,982	13,776	13,904
FPU	FPU - LVTS <50k	0	0	0	0	0	0	0	0	0	0	0	0	0
FPU	FPU - LVTS >50k	78,803	80,235	81,729	78,085	89,645	94,667	105,994	104,189	91,968	94,163	89,686	84,589	87,838
FPU	FPU-GLTS	0	0	0	0	0	0	0	0	0	0	0	0	0
FTM	FT-TRANSPORTATION	53	62	73	61	78	74	81	80	79	73	74	66	70
IND	IGC - TS2	228	213	219	230	239	247	228	245	229	232	237	217	230
IND	IGC - TS3	9	13	11	10	6	14	14	12	7	8	12	14	10
IND	IGC - TS4	-	-	-	-	-	-	-	-	-	-	-	-	-
ALL TOTAL ALLOCATED THERMS		217,711	227,615	232,172	222,936	250,402	256,397	283,248	282,119	257,087	251,949	240,827	230,711	242,384

Note A: IGC-TS4 customers will no longer be on the system. Therefore, the therms have been removed from this schedule and rate is reflected as \$0.

FLORIDA PUBLIC UTILITIES COMPANY
 COMPUTATION OF SWING SERVICE RATES
 ALLOCATION OF DOLLARS

Schedule C
 Page 1 of 2

	DOLLARS	AVERAGE COST/THERM
Total Costs to Allocate	\$ 7,311,810	
% PGA	27.70% \$ 2,025,344	\$ 0.0669
% TRANSPORT	72.30% \$ 5,286,466	\$ 0.0589

	Average of All Months Excluding Peak Month	Peak Month	Peak and Average	Peak and Average Percent	Peak and Average Total Transport Cost	Phase in Percent	Phase In Amount	Therms	Phase in Rate Dollars per Therm	Tax Factor	Swing Service Rates
FT TRANSPORTATION	70	81	152	0.02885%	\$ 1,525	80%	\$ 1,220	25,982	\$ 0.0470	1.00503	\$ 0.0472
IGC-TS1	310	360	669	0.12737%	\$ 6,733	100%	\$ 6,733	114,589	\$ 0.0588	1.00503	\$ 0.0591
IGC-TS2	230	228	459	0.08728%	\$ 4,614	100%	\$ 4,614	84,041	\$ 0.0549	1.00503	\$ 0.0552
IGC-TS3	10	14	25	0.00472%	\$ 249	100%	\$ 249	3,927	\$ 0.0635	1.00503	\$ 0.0638
IGC-TS4 (Note A)	0	0	0	0.00000%	\$ -	100%	\$ -	-	\$ -	1.00503	\$ -
FPU-GSTS-1	1,804	2,389	4,193	0.79774%	\$ 42,172	80%	\$ 33,738	676,598	\$ 0.0499	1.00503	\$ 0.0501
FPU-GSTS-2	13,904	17,137	31,041	5.90546%	\$ 312,190	80%	\$ 249,752	5,175,046	\$ 0.0483	1.00503	\$ 0.0485
FPU-LVTS	87,838	105,994	193,832	36.87598%	\$ 1,949,436	80%	\$ 1,559,549	32,623,639	\$ 0.0478	1.00503	\$ 0.0480
FTS-A	230	315	545	0.10361%	\$ 5,477	100%	\$ 5,477	86,539	\$ 0.0633	1.00503	\$ 0.0636
FTS-B	778	1,107	1,884	0.35847%	\$ 18,950	100%	\$ 18,950	294,025	\$ 0.0645	1.00503	\$ 0.0648
FTS-1	5,660	9,015	14,676	2.79203%	\$ 147,600	100%	\$ 147,600	2,170,024	\$ 0.0680	1.00503	\$ 0.0684
FTS-2	1,512	2,888	4,400	0.83711%	\$ 44,253	100%	\$ 44,253	594,512	\$ 0.0744	1.00503	\$ 0.0748
FTS-2.1	2,462	4,091	6,554	1.24680%	\$ 65,912	100%	\$ 65,912	949,218	\$ 0.0694	1.00503	\$ 0.0698
FTS-3	3,022	3,341	6,363	1.21054%	\$ 63,995	100%	\$ 63,995	1,112,861	\$ 0.0575	1.00503	\$ 0.0578
FTS-3.1	6,579	7,341	13,920	2.64827%	\$ 140,000	100%	\$ 140,000	2,425,020	\$ 0.0577	1.00503	\$ 0.0580
FTS-4	8,408	10,409	18,816	3.57978%	\$ 189,244	80%	\$ 151,395	3,130,855	\$ 0.0484	1.00503	\$ 0.0486
FTS-5	2,877	3,631	6,507	1.23799%	\$ 65,446	80%	\$ 52,357	1,073,322	\$ 0.0488	1.00503	\$ 0.0490
FTS-6	4,597	6,015	10,612	2.01894%	\$ 106,730	80%	\$ 85,384	1,722,000	\$ 0.0496	1.00503	\$ 0.0498
FTS-7	9,653	11,741	21,395	4.07030%	\$ 215,175	80%	\$ 172,140	3,588,208	\$ 0.0480	1.00503	\$ 0.0482
FTS-8	13,135	15,789	28,923	5.50259%	\$ 290,893	80%	\$ 232,714	4,876,437	\$ 0.0477	1.00503	\$ 0.0480
FTS-9	10,402	11,646	22,048	4.19455%	\$ 221,744	80%	\$ 177,395	3,835,301	\$ 0.0463	1.00503	\$ 0.0465
FTS-10	6,852	7,729	14,581	2.77393%	\$ 146,643	80%	\$ 117,314	2,528,024	\$ 0.0464	1.00503	\$ 0.0466
FTS-11	11,000	14,091	25,091	4.77347%	\$ 252,348	80%	\$ 201,878	4,110,697	\$ 0.0491	1.00503	\$ 0.0494
FTS-12	51,051	47,895	98,946	18.82424%	\$ 995,137	80%	\$ 796,110	18,535,928	\$ 0.0429	1.00503	\$ 0.0432
	<u>242,384</u>	<u>283,248</u>	<u>525,632</u>	<u>100.00000%</u>	<u>\$ 5,286,466</u>		<u>\$ 4,328,730</u>	<u>89,736,793</u>			
Special Contracts							\$ 5,045,570				
Swing Service Revenue to Collect							\$ 9,374,300				

Note A: IGC-TS4 customers will no longer be on the system. Therefore, the therms have been removed from this schedule and rate is reflected as \$0.

Docket No.
 Exhibit DMC-1
 Page 3 of 5

FLORIDA PUBLIC UTILITIES COMPANY
 COMPUTATION OF SWING SERVICE RATES
 CALCULATION OF EXPERIMENTAL RATES

Schedule C
 Page 2 of 2

RATE SCHEDULE	EXPERIMENTAL RATE	BASE NON-EXPERIMENTAL	PORTION OF EXPERIMENTAL FOR USAGE	NON-EXPERIMENTAL USAGE CHARGE	THERMS IN EXPERIMENTAL CALCULATION	RATES PER THERM	DOLLARS PER BILL	TAX FACTOR	EXPERIMENTAL SWING SERVICE RATES
FTS-A	\$ 17.00	\$ 13.00	\$ 4.00	\$ 0.4636	8.6	\$ 0.0633	\$ 0.5443	1.00503	\$ 0.5471
FTS-B	\$ 23.00	\$ 15.50	\$ 7.50	\$ 0.4929	15.2	\$ 0.0645	\$ 0.9797	1.00503	\$ 0.9846
FTS-1	\$ 29.00	\$ 19.00	\$ 10.00	\$ 0.4631	21.6	\$ 0.0680	\$ 1.4692	1.00503	\$ 1.4766
FTS-2	\$ 48.00	\$ 34.00	\$ 14.00	\$ 0.3196	43.8	\$ 0.0744	\$ 3.2603	1.00503	\$ 3.2767
FTS-2.1	\$ 87.00	\$ 40.00	\$ 47.00	\$ 0.3083	152.5	\$ 0.0694	\$ 10.5893	1.00503	\$ 10.6425
FTS-3	\$ 162.00	\$ 108.00	\$ 54.00	\$ 0.2410	224.0	\$ 0.0575	\$ 12.8811	1.00503	\$ 12.9458
FTS-3.1	\$ 263.00	\$ 134.00	\$ 129.00	\$ 0.2038	632.9	\$ 0.0577	\$ 36.5382	1.00503	\$ 36.7220

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 Exhibit DMC-1
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**FLORIDA PUBLIC UTILITIES COMPANY
 COMPUTATION OF SWING SERVICE RATES
 ACTUAL COSTS
 7/1/2018 to 6/30/2019**

**Schedule D
 Page 1 of 1**

Nassau County William Burgess	443,026
Nassau County	2,106,755
Port of Palm Beach	163,859
Riveria Lateral	187,000
New Smyrna	1,408,596
Belvedere	376,362
Haines City CFG	1,626,756
Pensacola NW	5,227,320
AGL SR80(2) Benoist Farms	426,426
Herando County CFG TECO	3,856
Cardinal Technology LLC	60,000
Pierpont & McLelland	253,038
Gunster Yoakley & Stewart	6,352
Temporary Assistance	62,958
Misc Admin Costs	5,076
Total Natural Gas	<u>\$ 12,357,380</u>

**Less Special Contract Swing Service Charge to be
 Recovered 1/20 to 12/20:**

Mosaic	\$ 36,000
City of Pensacola	\$ 1,362,728
Ascend	\$ 2,204,290
People's Gas System	\$ 1,036,868
Rayonier Recovery Boiler	\$ 151,116
8 Flags	\$ 254,568
	<u>\$ 5,045,570</u>
Net to Reduce PGA through Swing Service Rate	<u>\$ 7,311,810</u>

**Docket No.
 Exhibit DMC-1
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