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August 31, 2020

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 2021, 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 for Approval of Swing Service Rider Rates for 2021, 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 2021, by Florida Public)
Utilities Company, Florida Public Utilities) Filed: August 31, 2020
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 2021**

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, 2021, 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-

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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
208 Wildlight Ave.
Yulee, FL 32097

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
208 Wildlight Ave.
Yulee, FL 32097

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
208 Wildlight Ave.
Yulee, FL 32097
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 \$18,173,823 for the period July 2019 through June 2020. The Company expects to recover \$6,082,989 of this amount through special contracts. Therefore, \$12,090,834 remains to be recovered during the period January 1, 2021 through December 31, 2021. Based on the percent of peak and average usage from July 2019 thru June 2020, 29.1% of these costs or \$3,519,384 relate to PGA customers and 70.9% or \$8,571,149 to transportation customers. The transportation cost was allocated to the rate classes based on total throughput during July 2019 thru June 2020. After allocating based on the phase-in percent (currently 100%), the transportation costs, including costs the Company expects to recover through special contracts, will be credited to PGA in the amount of \$14,654,138. 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.

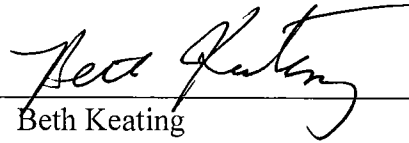
RELIEF REQUESTED

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

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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 2021 through December 2021.

RESPECTFULLY SUBMITTED this 31st day of August, 2020.



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 31st day of August, 2020.

Kurt Schrader Florida Public Service Commission 2540 Shumard Oak Boulevard Tallahassee, FL 32399-0850 kschrade@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 208 Wildlight Ave. Yulee, FL 32097 mcassel@chpk.com	

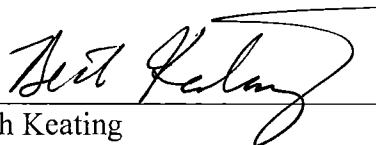
By: 
Beth Keating
Gunster, Yoakley & Stewart, P.A.
215 South Monroe St., Suite 601
Tallahassee, FL 32301
(850) 521-1706

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

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 2021 through the last billing cycle for December 2021 are as follows:

Rate Class	Classification	Rates Per Therm
Firm Transportation Service A	FTS-A	\$0.1090
Firm Transportation Service B	FTS-B	\$0.1082
Firm Transportation Service 1	FTS-1	\$0.1175
Firm Transportation Service 2	FTS-2	\$0.1360
Firm Transportation Service 2.1	FTS-2.1	\$0.1274
Firm Transportation Service 3	FTS-3	\$0.1033
Firm Transportation Service 3.1	FTS-3.1	\$0.1101
Firm Transportation Service 4	FTS-4	\$0.1076
Firm Transportation Service 5	FTS-5	\$0.1008
Firm Transportation Service 6	FTS-6	\$0.1029
Firm Transportation Service 7	FTS-7	\$0.1010
Firm Transportation Service 8	FTS-8	\$0.1138
Firm Transportation Service 9	FTS-9	\$0.0986
Firm Transportation Service 10	FTS-10	\$0.0981
Firm Transportation Service 11	FTS-11	\$0.1014
Firm Transportation Service 12	FTS-12	\$0.0885

<u>Experimental Rate Class</u>	<u>Classification</u>	<u>Rates Per Bill</u>
Firm Transportation Service A	FTS-A	\$0.9374
Firm Transportation Service B	FTS-B	\$1.6441
Firm Transportation Service 1	FTS-1	\$2.5385
Firm Transportation Service 2	FTS-2	\$5.9572
Firm Transportation Service 2.1	FTS-2.1	\$19.4334
Firm Transportation Service 3	FTS-3	\$23.1424
Firm Transportation Service 3.1	FTS-3.1	\$69.6891

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~~1~~ through the last billing cycle for December 2020~~1~~ are as follows:

Rate Class	Classification	Rates Per Therm
Firm Transportation Service A	FTS-A	\$0.06360.1090
Firm Transportation Service B	FTS-B	\$0.06480.1082
Firm Transportation Service 1	FTS-1	\$0.06840.1175
Firm Transportation Service 2	FTS-2	\$0.07480.1360
Firm Transportation Service 2.1	FTS-2.1	\$0.06980.1274
Firm Transportation Service 3	FTS-3	\$0.05780.1033
Firm Transportation Service 3.1	FTS-3.1	\$0.05800.1101
Firm Transportation Service 4	FTS-4	\$0.04860.1076
Firm Transportation Service 5	FTS-5	\$0.04900.1008
Firm Transportation Service 6	FTS-6	\$0.04980.1029
Firm Transportation Service 7	FTS-7	\$0.04820.1010
Firm Transportation Service 8	FTS-8	\$0.04800.1138
Firm Transportation Service 9	FTS-9	\$0.04650.0986
Firm Transportation Service 10	FTS-10	\$0.04660.0981
Firm Transportation Service 11	FTS-11	\$0.04940.1014
Firm Transportation Service 12	FTS-12	\$0.04320.0885

<u>Experimental Rate Class</u>	<u>Classification</u>	<u>Rates Per Bill</u>
Firm Transportation Service A	FTS-A	\$0.54710.9374
Firm Transportation Service B	FTS-B	\$0.98461.6441
Firm Transportation Service 1	FTS-1	\$1.47662.5385
Firm Transportation Service 2	FTS-2	\$3.27675.9572
Firm Transportation Service 2.1	FTS-2.1	\$10.642519.4334
Firm Transportation Service 3	FTS-3	\$12.945823.1424
Firm Transportation Service 3.1	FTS-3.1	\$36.722069.6891

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: Jeffry Householder, President & CEO

Effective: JAN 01 2020

Chesapeake Utilities Corporation

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 factors for the period from the first billing cycle for January 2021 through the last billing cycle for December 2021 are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.1025

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 factors for the period from the first billing cycle for January 2020~~1~~ through the last billing cycle for December 2020~~1~~ are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.04720.1025

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 2021 through the last billing cycle for December 2021 are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.1160
Rate Schedule GSTS-2	\$0.1093
Rate Schedule LVTS	\$0.1052

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 2020~~1~~ through the last billing cycle for December 2020~~1~~ are as follows:

<u>Rate Class</u>	<u>Rates Per Therm</u>
Rate Schedule GSTS-1	\$0.050 <u>10.1160</u>
Rate Schedule GSTS-2	\$0.048 <u>50.1093</u>
Rate Schedule LVTS	\$0.048 <u>00.1052</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 2021 through the last billing cycle for December 2021 are as follows:

<u>Rate Class</u>	<u>Classification</u>	<u>Rates Per Therm</u>
Transportation Service 1	TS1	\$0.1053
Transportation Service 2	TS2	\$0.0982
Transportation Service 3	TS3	\$0.0935
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 2020~~1~~ through the last billing cycle for December 2020~~1~~ are as follows:

<u>Rate Class</u>	<u>Classification</u>	<u>Rates Per Therm</u>
Transportation Service 1	TS1	\$0.05940.1053
Transportation Service 2	TS2	\$0.05520.0982
Transportation Service 3	TS3	\$0.06380.0935
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.

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

**In re: Joint petition for approval of swing service rider rates for
the period January through December 2021**

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 208 Wildlight
3 Avenue, Yulee, Florida 32097.

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 a Senior Regulatory Analyst with Florida Public Utilities Company
17 (FPUC) since April 2019. My responsibilities include the fulfillment of

1 many regulatory activities for FPUC, which range from regulatory
2 analysis to filings (Purchased Gas Adjustment, Swing Service and the
3 Gas Reliability Infrastructure Program) before the Florida Public Service
4 Commission.

5 **Q. Are you familiar with the Swing Service Rider proceeding of the**
6 **Companies?**

7 A. Yes.

8 **Q. Have you provided testimony in the Swing Service proceedings**
9 **before?**

10 A. Yes.

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

12 A. My testimony will provide the actual swing service rider costs based on
13 twelve months data for the period July 2019 through June 2020. My
14 testimony will describe and summarize the computations that are
15 contained in composite Exhibit DMC-1 supporting the January through
16 December 2021 swing service rider rates.

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

18 A. Yes.

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

20 A. The Company has prepared and filed in composite Exhibit DMC-1,
21 which supports the calculation of the annual swing service rider rates for
22 January through December 2021 for the Companies.

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

2 A. The projection period is January through December 2021.

3 **Q. What is the actual transportation costs for the period July**
4 **2019 through June 2020?**

5 A. The actual costs for intrastate capacity costs, other costs and local
6 distribution company (LDC) to LDC interconnects for the period July
7 2019 through June 2020 is \$18,173,823. Some of these costs have been
8 directly billed as a swing charge to certain special contract customers and
9 the amount to be used in the Swing Service computations is reduced by
10 these direct billings of \$6,082,989. The total transportation costs to be
11 recovered through PGA and Swing Service, excluding the swing charge
12 directly billed to some special contract customers, is \$12,090,834. (See
13 Schedule D of Exhibit DMC-1)

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

16 A. As reflected in Schedules of Exhibit DMC-1, the Companies compiled
17 the actual throughput volumes, based on the most recent 12-months
18 usage data (July 2019 – June 2020) on Schedule A and B for each
19 affected transportation and sales rate schedule to determine the
20 percentage split between transportation and sales service customers
21 relative to the total throughput for the affected rate schedules. The split
22 for allocating the annual total intrastate and LDC-to-LDC capacity costs

1 of \$12,090,834 is 70.9 percent or \$8,571,149 to transportation customers
2 and 29.1 percent or \$3,519,684 to sales customers. Then, on Schedule C
3 page 1, the transportation customers' share of the \$8,571,149 was
4 allocated to the affected transportation rate schedules based on the
5 percent of peak and average usage. Since the Companies recognized that
6 implementation of the swing service rider could have a significant
7 financial impact on large volume customers, the Companies requested
8 and received approval of a five-year stepped implementation process,
9 annually applying a rate of 20 percent of the total allocation. As the five-
10 year implementation process has been completed, the Companies are
11 now applying a rate of 100 percent for the period January 2021 through
12 December 2021. Transportation customers in the Transitional
13 Transportation Service (TTS) pool, were allocated at 100 percent since
14 they were already allocated these costs as approved by the Commission
15 by Order No. PSC-15-0321-PAA-GU. The allocated costs to each rate
16 schedule (based on the peak and average percent) were multiplied by the
17 phase in percent for this year. These costs were then divided by the rate
18 schedule's actual billed volumes to calculate the cost recovery factor to
19 be billed directly to the transportation customers. Experimental Rates
20 were calculated on Schedule C page 2.

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

1 A. The Company will show a reduction to PGA costs of \$14,654,138
2 attributable to the Swing Service Rider.

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

4 A. Yes, the Companies are submitting the revised tariffs as Exhibit A to the
5 Joint Petition.

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

8 A. Yes, they were completed by me.

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

10 A. Yes.

		2019-2020 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	668,341	686,051	744,923	779,872	1,048,477	1,664,737	1,891,241	1,677,874	1,521,634	1,400,471	1,306,733	993,213	12,492,326	14,383,567
FPU	FPU - RS-GS	2,108	2,337	3,180	3,141	4,966	7,668	8,880	8,189	6,928	6,827	6,243	4,099	55,688	64,567
FTM	FT-RS	3,951	4,289	4,190	4,373	4,843	7,729	8,152	7,549	6,798	6,009	5,323	4,576	59,630	67,782
FPU	FPU - GS - 1	55,015	63,249	69,217	73,986	91,244	103,246	112,595	105,232	95,836	55,781	54,247	57,078	824,130	936,724
FPU	FPU - GS - 2	367,312	455,321	459,654	471,511	558,145	689,894	753,629	711,407	634,567	415,226	367,518	372,169	5,502,723	6,256,351
FPU	FPU - CS - GS	2,772	3,303	3,667	5,029	4,727	7,099	9,580	8,305	7,563	5,300	4,957	3,496	56,218	65,797
FPU	FPU - LVS	642,125	672,481	580,866	637,930	763,359	880,746	974,677	890,404	768,486	520,549	532,531	504,845	7,394,322	8,368,999
FPU	FPU - IS	-	-	-	-	-	-	-	-	-	-	-	-	0	-
FPU	FPU - GLS	10,150	9,365	9,526	9,526	9,526	9,526	8,386	9,802	9,094	9,094	9,094	9,094	103,799	112,186
FTM	FT-Comm PA	2	6	19	5	16	90	45	65	42	5	6	23	279	325
FTM	FT-Comm Small	2,059	10,567	9,781	12,903	16,377	24,867	23,252	26,262	23,616	15,649	6,008	6,947	155,035	178,287
	Total PGA Volumes	1,753,834	1,906,970	1,885,023	1,998,277	2,501,679	3,395,602	3,790,436	3,445,089	3,074,564	2,434,912	2,292,660	1,955,541	26,644,150	30,434,586
	Total Transport Volumes	6,643,878	6,727,041	6,218,111	6,731,086	7,395,637	7,991,884	8,250,670	7,865,757	7,716,756	6,076,272	6,073,115	6,001,120	75,440,658	83,691,328
	Total Billed Volumes To Be Allocated FRS	8,397,712	8,634,011	8,103,134	8,729,362	9,897,316	11,387,486	12,041,106	11,310,846	10,791,320	8,511,184	8,365,775	7,956,661	102,084,808	114,125,914
		31	31	30	31	30	31	31	28	31	30	31	30	334	

		2019 - 2020 Daily Volumes - Therms												
LDC	Customer Class	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	
FPU	FPU - RS	21,559	22,131	24,831	25,157	34,949	53,701	61,008	59,924	49,085	46,682	42,153	33,107	37,402
FPU	FPU - RS-GS	68	75	106	101	166	247	286	292	223	228	201	137	167
FTM	FT-RS	127	138	140	141	161	249	263	270	219	200	172	153	179
FPU	FPU - GS - 1	1,775	2,040	2,307	2,387	3,041	3,331	3,632	3,758	3,091	1,859	1,750	1,903	2,467
FPU	FPU - GS - 2	11,849	14,688	15,322	15,210	18,605	22,255	24,311	25,407	20,470	13,841	11,855	12,406	16,475
FPU	FPU - CS - GS	89	107	122	162	158	229	309	297	244	177	160	117	168
FPU	FPU - LVS	20,714	21,693	19,362	20,578	25,445	28,411	31,441	31,800	24,790	17,352	17,178	16,828	22,139
FPU	FPU - IS	0	0	0	0	0	0	0	0	0	0	0	0	0
FPU	FPU - GLS	327	302	318	307	318	307	271	350	293	303	293	303	311
FTM	FT-Comm PA	0	0	1	0	1	3	1	2	1	0	0	1	1
FTM	FT-Comm Small	66	341	326	416	546	802	750	938	762	522	194	232	464
	Total PGA Volumes	56,575	61,515	62,834	64,461	83,389	109,536	122,272	123,039	99,179	81,164	73,957	65,185	79,773
	Total Transport Volumes	214,319	217,001	207,270	217,132	246,521	257,803	266,151	280,920	248,928	202,542	195,907	200,037	225,870
	Total Billed Volumes To Be Allocated FRS	270,894	278,516	270,104	281,592	329,911	367,338	388,423	403,959	348,107	283,706	269,864	265,222	305,643

	TOTAL	PGA	Transport
Average of non peak months	305,643	79,773	225,870
Peak	388,423	122,272	266,151
Total	694,066	202,045	492,021
Allocation		0.2911	0.7089

FLORIDA PUBLIC UTILITIES COMPANY
COMPUTATION OF SWING SERVICE RATES
TRANSPORT THERMS

Schedule B
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		2019-2020 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	5,416	5,882	5,941	6,001	6,915	9,267	9,737	9,036	9,365	6,998	7,391	6,225	78,435	88,172.14
CFG	FTS-B	17,623	19,557	20,252	19,478	23,043	31,351	31,554	29,700	27,231	26,306	23,566	20,343	258,450	290,004.57
CFG	FTS-1	117,716	133,179	128,258	138,967	179,911	261,017	292,444	265,857	257,563	198,546	180,114	147,862	2,008,990	2,301,433.46
CFG	FTS-2	19,857	21,284	19,091	26,066	44,619	70,912	87,296	78,792	81,192	37,472	28,214	20,268	447,767	535,063.33
CFG	FTS-2.1	38,152	42,992	42,558	52,126	74,732	108,292	123,129	116,786	107,327	49,554	44,689	40,657	717,864	840,993.53
CFG	FTS-3	76,760	83,449	90,059	91,453	104,553	112,432	109,890	106,715	100,416	74,710	78,318	77,480	996,344	1,106,234.03
CFG	FTS-3.1	175,456	177,082	188,744	181,356	194,082	224,715	255,708	201,925	204,678	144,372	155,207	167,580	2,015,196	2,270,903.80
IND	IGC - TS1	8,761	8,514	8,571	9,415	9,229	10,659	12,095	9,833	10,152	10,868	10,106	9,038	105,146	117,241.02
CFG	FTS-4	223,991	199,710	221,061	235,314	276,172	346,738	315,030	291,896	259,484	169,294	179,797	204,113	2,607,570	2,922,599.21
CFG	FTS-5	76,351	74,428	80,604	69,788	85,004	92,704	96,444	94,904	96,641	102,407	79,562	71,655	924,047	1,020,490.64
CFG	FTS-6	149,115	146,761	135,285	129,929	134,342	149,078	169,999	167,496	142,365	128,420	140,902	132,431	1,556,123	1,726,121.54
CFG	FTS-7	281,036	284,606	269,101	313,174	307,116	323,871	346,062	314,781	339,262	261,539	299,213	309,219	3,302,918	3,648,979.93
CFG	FTS-8	369,320	393,339	349,864	424,714	433,577	491,090	612,891	472,862	483,373	348,753	361,465	376,003	4,504,361	5,117,252.57
CFG	FTS-9	302,814	305,296	290,222	322,665	296,891	304,806	318,556	311,481	311,635	247,235	260,757	258,735	3,212,535	3,531,090.50
CFG	FTS-10	157,973	186,918	184,300	205,926	208,155	201,415	221,083	210,679	238,265	226,184	210,807	230,523	2,261,145	2,482,228.13
CFG	FTS-11	199,992	215,655	208,653	187,856	222,918	204,963	238,440	219,634	219,026	203,773	205,528	168,185	2,256,183	2,494,622.75
CFG	FTS-12	1,622,479	1,485,012	1,141,518	1,326,368	1,434,005	1,347,609	1,131,633	1,342,515	1,426,040	1,263,863	1,380,812	1,177,266	14,947,487	16,079,119.32
FPU	FPU - GSTS - 1	43,895	52,445	47,719	47,390	51,947	64,347	81,343	74,149	68,950	43,853	37,493	41,664	573,850	655,193.02
FPU	FPU - GSTS - 2	360,089	379,070	380,204	383,229	448,050	515,518	559,632	532,495	489,517	337,336	319,692	336,741	4,481,942	5,041,574.17
FPU	FPU - LVTS <50k	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FPU	FPU - LVTS >50k	2,388,023	2,503,487	2,396,999	2,550,171	2,851,257	3,110,595	3,227,691	3,004,281	2,834,521	2,186,329	2,061,076	2,197,248	28,083,985	31,311,676.39
FPU	FPU-GLTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FTM	FT-TRANSPORTATION	1,622	1,946	2,163	2,208	2,192	2,215	2,296	2,248	2,181	1,667	1,349	1,423	21,214	23,510.63
IND	IGC - TS2	7,010	6,165	6,534	7,296	6,682	8,001	7,393	7,396	7,180	6,443	6,560	6,109	75,374	82,767.19
IND	IGC - TS3	430	266	412	197	244	289	326	296	393	349	499	354	3,730	4,055.82
IND	IGC - TS4 (Note A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ALLOCATED THERMS		6,643,878	6,727,041	6,218,111	6,731,086	7,395,637	7,991,884	8,250,670	7,865,757	7,716,756	6,076,272	6,073,115	6,001,120	75,440,658	83,691,328

		31	31	30	31	30	31	31	28	31	30	31	30	334
LDC	Customer Class	2019-2020 Daily Volumes - Therms												
CFG	FTS-A	175	190	198	194	230	299	314	323	302	233	238	208	235
CFG	FTS-B	568	631	675	628	768	1,011	1,018	1,061	878	877	760	678	774
CFG	FTS-1	3,797	4,296	4,275	4,483	5,997	8,420	9,434	9,495	8,308	6,618	5,810	4,929	6,015
CFG	FTS-2	641	687	636	841	1,487	2,287	2,816	2,814	2,619	1,249	910	676	1,341
CFG	FTS-2.1	1,231	1,387	1,419	1,681	2,491	3,493	3,972	4,171	3,462	1,652	1,442	1,355	2,149
CFG	FTS-3	2,476	2,692	3,002	2,950	3,485	3,627	3,545	3,811	3,239	2,490	2,526	2,583	2,983
CFG	FTS-3.1	5,660	5,712	6,291	5,850	6,469	7,249	8,249	7,212	6,603	4,812	5,007	5,586	6,034
IND	IGC - TS1	283	275	286	304	308	344	390	351	327	362	326	301	315
CFG	FTS-4	7,226	6,442	7,369	7,591	9,206	11,185	10,162	10,425	8,370	5,643	5,800	6,804	7,807
CFG	FTS-5	2,463	2,401	2,687	2,251	2,833	2,990	3,111	3,389	3,117	3,414	2,567	2,388	2,767
CFG	FTS-6	4,810	4,734	4,510	4,191	4,478	4,809	5,484	5,982	4,592	4,281	4,545	4,414	4,659
CFG	FTS-7	9,066	9,181	8,970	10,102	10,237	10,447	11,163	11,242	10,944	8,718	9,652	10,307	9,889
CFG	FTS-8	11,914	12,688	11,662	13,700	14,453	15,842	19,771	15,593	11,660	11,625	11,660	12,533	13,486
CFG	FTS-9	9,768	9,848	9,674	10,409	9,896	9,832	10,276	11,124	10,053	8,241	8,412	8,624	9,618
CFG	FTS-10	5,096	6,030	6,143	6,643	6,939	6,497	7,132	7,524	7,686	7,539	6,800	7,684	6,770
CFG	FTS-11	6,451	6,957	6,955	6,060	7,431	6,612	7,692	7,844	7,065	6,792	6,630	5,606	6,755
CFG	FTS-12	52,338	47,904	38,051	42,786	47,800	43,471	36,504	47,947	46,001	42,129	44,542	39,242	44,753
FPU	FPU - GSTS - 1	1,416	1,692	1,591	1,529	1,732	2,076	2,624	2,648	2,224	1,462	1,209	1,389	1,718
FPU	FPU - GSTS - 2	11,616	12,228	12,673	12,362	14,935	16,630	18,053	19,018	15,791	11,245	10,313	11,225	13,419
FPU	FPU - LVTS <50k	0	0	0	0	0	0	0	0	0	0	0	0	0
FPU	FPU - LVTS >50k	77,033	80,758	79,900	82,264	95,042	100,342	104,119	107,296	91,436	72,878	66,486	73,242	84,084
FPU	FPU-GLTS	0	0	0	0	0	0	0	0	0	0	0	0	0
FTM	FT-TRANSPORTATION	52	63	72	71	73	71	74	80	70	56	44	47	64
IND	IGC - TS2	226	199	218	235	223	258	238	264	232	215	212	204	226
IND	IGC - TS3	14	9	14	6	8	9	11	11	13	12	16	12	11
IND	IGC - TS4	-	-	-	-	-	-	-	-	-	-	-	-	-
ALL TOTAL ALLOCATED THERMS		214,319	217,001	207,270	217,132	246,521	257,803	266,151	280,920	248,928	202,542	195,907	200,037	225,870

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.

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

	DOLLARS	AVERAGE COST/THERM
Total Costs to Allocate	\$ 12,090,834	
% PGA	29.11% \$ 3,519,684	\$ 0.1156
% TRANSPORT	70.89% \$ 8,571,149	\$ 0.1024

	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	64	74	138	0.02796%	\$ 2,397	100%	\$ 2,397	23,511	\$ 0.1019	1.00503	\$ 0.1025
IGC-TS1	315	390	705	0.14328%	\$ 12,281	100%	\$ 12,281	117,241	\$ 0.1047	1.00503	\$ 0.1053
IGC-TS2	226	238	464	0.09434%	\$ 8,086	100%	\$ 8,086	82,767	\$ 0.0977	1.00503	\$ 0.0982
IGC-TS3	11	11	22	0.00440%	\$ 378	100%	\$ 378	4,056	\$ 0.0931	1.00503	\$ 0.0935
IGC-TS4 (Note A)	0	0	0	0.00000%	\$ -	100%	\$ -	-	\$ -	1.00503	\$ -
FPU-GSTS-1	1,718	2,624	4,342	0.88250%	\$ 75,640	100%	\$ 75,640	655,193	\$ 0.1154	1.00503	\$ 0.1160
FPU-GSTS-2	13,419	18,053	31,472	6.39640%	\$ 548,245	100%	\$ 548,245	5,041,574	\$ 0.1087	1.00503	\$ 0.1093
FPU-LVTS	84,084	104,119	188,203	38.25099%	\$ 3,278,549	100%	\$ 3,278,549	31,311,676	\$ 0.1047	1.00503	\$ 0.1052
FTS-A	235	314	549	0.11157%	\$ 9,562	100%	\$ 9,562	88,172	\$ 0.1085	1.00503	\$ 0.1090
FTS-B	774	1,018	1,792	0.36415%	\$ 31,212	100%	\$ 31,212	290,005	\$ 0.1076	1.00503	\$ 0.1082
FTS-1	6,015	9,434	15,449	3.13983%	\$ 269,119	100%	\$ 269,119	2,301,433	\$ 0.1169	1.00503	\$ 0.1175
FTS-2	1,341	2,816	4,157	0.84481%	\$ 72,410	100%	\$ 72,410	535,063	\$ 0.1353	1.00503	\$ 0.1360
FTS-2.1	2,149	3,972	6,121	1.24409%	\$ 106,633	100%	\$ 106,633	840,994	\$ 0.1268	1.00503	\$ 0.1274
FTS-3	2,983	3,545	6,528	1.32675%	\$ 113,718	100%	\$ 113,718	1,106,234	\$ 0.1028	1.00503	\$ 0.1033
FTS-3.1	6,034	8,249	14,282	2.90275%	\$ 248,799	100%	\$ 248,799	2,270,904	\$ 0.1096	1.00503	\$ 0.1101
FTS-4	7,807	10,162	17,969	3.65215%	\$ 313,031	100%	\$ 313,031	2,922,599	\$ 0.1071	1.00503	\$ 0.1076
FTS-5	2,767	3,111	5,878	1.19460%	\$ 102,391	100%	\$ 102,391	1,020,491	\$ 0.1003	1.00503	\$ 0.1008
FTS-6	4,659	5,484	10,143	2.06147%	\$ 176,692	100%	\$ 176,692	1,726,122	\$ 0.1024	1.00503	\$ 0.1029
FTS-7	9,889	11,163	21,052	4.27873%	\$ 366,737	100%	\$ 366,737	3,648,980	\$ 0.1005	1.00503	\$ 0.1010
FTS-8	13,486	19,771	33,257	6.75923%	\$ 579,343	100%	\$ 579,343	5,117,253	\$ 0.1132	1.00503	\$ 0.1138
FTS-9	9,618	10,276	19,894	4.04340%	\$ 346,566	100%	\$ 346,566	3,531,091	\$ 0.0981	1.00503	\$ 0.0986
FTS-10	6,770	7,132	13,902	2.82541%	\$ 242,170	100%	\$ 242,170	2,482,228	\$ 0.0976	1.00503	\$ 0.0981
FTS-11	6,755	7,692	14,447	2.93619%	\$ 251,665	100%	\$ 251,665	2,494,623	\$ 0.1009	1.00503	\$ 0.1014
FTS-12	44,753	36,504	81,257	16.51500%	\$ 1,415,525	100%	\$ 1,415,525	16,079,119	\$ 0.0880	1.00503	\$ 0.0885
	225,870	266,151	492,021	100.00000%	\$ 8,571,149		\$ 8,571,149	83,691,328			
Special Contracts							\$ 6,082,989				
Swing Service Revenue to Collect							\$ 14,654,138				

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	\$ 0.1085	\$ 0.9327	1.00503	\$ 0.9374
FTS-B	\$ 23.00	\$ 15.50	\$ 7.50	\$ 0.4929	15.2	\$ 0.1076	\$ 1.6359	1.00503	\$ 1.6441
FTS-1	\$ 29.00	\$ 19.00	\$ 10.00	\$ 0.4631	21.6	\$ 0.1169	\$ 2.5258	1.00503	\$ 2.5385
FTS-2	\$ 48.00	\$ 34.00	\$ 14.00	\$ 0.3196	43.8	\$ 0.1353	\$ 5.9274	1.00503	\$ 5.9572
FTS-2.1	\$ 87.00	\$ 40.00	\$ 47.00	\$ 0.3083	152.5	\$ 0.1268	\$ 19.3361	1.00503	\$ 19.4334
FTS-3	\$ 162.00	\$ 108.00	\$ 54.00	\$ 0.2410	224.0	\$ 0.1028	\$ 23.0266	1.00503	\$ 23.1424
FTS-3.1	\$ 263.00	\$ 134.00	\$ 129.00	\$ 0.2038	632.9	\$ 0.1096	\$ 69.3403	1.00503	\$ 69.6891

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FLORIDA PUBLIC UTILITIES COMPANY
COMPUTATION OF SWING SERVICE RATES
ACTUAL COSTS
7/1/2019 to 6/30/2020

Nassau County William Burgess	443,026
Nassau County	2,646,442
Port of Palm Beach	163,859
Riveria Lateral	187,000
New Smyrna	1,408,596
Belvedere	645,192
Haines City CFG	1,626,756
Pensacola NW	5,227,320
Arden FPU AGL	5,870
Herando County CFG TECO	3,439
Auburndale	622,468
Western PB County	4,199,701
Martin Riviera FPU FSEC	28,110
EMERA ENERGY SERVICES INC	125,700
MARLIN GAS SERVICES LLC	413,778
Cardinal Technology LLC	60,000
Pierpont & McLelland	304,335
Gunster Yoakley & Stewart	8,227
Temporary Assistance	48,527
Misc Admin Costs	5,477
Total Natural Gas	<u>\$ 18,173,823</u>

**Less Special Contract Swing Service Charge to be
Recovered 1/21 to 12/21:**

Mosaic	\$ 36,000
City of Pensacola	\$ 1,362,728
Ascend	\$ 2,204,290
People's Gas System	\$ 2,074,287
Rayonier Recovery Boiler	\$ 151,116
8 Flags	\$ 254,568
	<u>\$ 6,082,989</u>
Net to Reduce PGA through Swing Service Rate	<u><u>\$ 12,090,834</u></u>