

**PRE-FILED DIRECT TESTIMONY OF CHRISTOPHER HARVEY**

made Director, Rate & Certificates in December 2019.

4. I oversee the preparation and prosecution of various rate and certificate filings that Algonquin submits to the Federal Energy Regulatory Commission (“FERC” or “Commission”), including the rate and certificate filings for the Atlantic Bridge Project and the rate filing matters discussed below. I also oversee the implementation of conditions and directives included in orders from the Commission regarding such filings. This work includes calculating a cost-of-service based reservation rate and establishing a fuel reimbursement percentage for incremental expansion projects such as the Atlantic Bridge Project.<sup>2</sup> The fuel reimbursement percentage includes the natural gas that Algonquin anticipates using for combustion.

#### **Weymouth Compressor Station Fuel Price**

5. I have been asked to testify regarding the price that Algonquin incurred for natural gas combusted in 2019.

6. The natural gas necessary to fuel the Weymouth Compressor Station's turbine will come directly from Algonquin's pipeline. Algonquin receives this gas from its customers who provide their share of fuel gas by tendering Algonquin in-kind fuel, which is referred to as the fuel reimbursement quantity. Algonquin does not own the gas it transports on its system. Accordingly, when it uses gas for combustion, it incurs the cost associated with that gas.

7. Algonquin's contracts with its Atlantic Bridge Project customers contemplate that an estimated percentage of natural gas will be collected from those customers by Algonquin for

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<sup>2</sup> The Weymouth Compressor Station is one part of a larger, multi-state project called the Atlantic Bridge Project.

fuel, including for Algonquin's compression units along its natural gas pipeline system. To determine the actual volume of gas used in relation to the amount to which it is entitled, Algonquin determines the monthly difference between: (i) the actual fuel reimbursement quantity of natural gas that Algonquin receives from its customers under their respective contracts; and (ii) the actual quantity of Company Use Gas for the month. *See* FERC Gas Tariff, Sixth Revised Vol. 1, General Terms and Conditions (the "Tariff"), Sections 29 and 32.<sup>3</sup> "Company Use Gas" includes the amount of gas used by Algonquin for fuel, including compressor fuel. The under- or over-realization of in-kind compensation gas is recorded each Month in the volumetric fuel imbalance account. *See* Tariff, Section 32.5, Volumetric Fuel Imbalance Account. Stated simply, Algonquin determines the actual amount of gas it used for fuel, and compares this volume against the fuel reimbursement quantity it receives under its contracts. The difference between the actual amount of natural gas used for fuel and the estimated volumes of fuel, as set forth in Algonquin's contracts, is then recorded in the volumetric fuel imbalance account.

8. Although Algonquin does not monetize the amount in the volumetric fuel imbalance account, when Algonquin needs to convert imbalance volumes of gas into a dollar value, it does so based on the Algonquin city-gate price<sup>4</sup> and the calculation set forth in Section 25.10 of the Tariff. *See, e.g.,* Tariff, Section 25 Imbalance Resolution Procedures.

9. Algonquin's Fuel Reimbursement Quantity Filing, submitted annually to FERC,

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<sup>3</sup> The sections of the Tariff cited herein are attached hereto as Ex. 1.

<sup>4</sup> The city gates, or delivery points, generally reflect the point in time where the custody or ownership of the natural gas is transferred from an interstate or intrastate pipeline to a local natural gas utility. As such, the Algonquin city-gate price reflects the average price of natural gas sold to customers who take gas from delivery points on the Algonquin system.



includes the price, measured in dollars per dekatherm (DTH) paid or received for imbalance volumes in accordance with Section 25 of the Tariff (the “Unit Costs”). Algonquin’s October 31, 2019 Annual Fuel Reimbursement Quantity Filing, which includes the Unit Costs for January 2019-July 2019, is attached hereto as Ex. 2. Algonquin has also calculated the Unit Costs for the remainder of that calendar year, August 2019-December 2019, which will be included in its 2020 Annual Fuel Reimbursement Quantity filing due this fall. These Unit Costs were calculated and maintained in the ordinary course of Algonquin’s business.

10. I also prepared a spreadsheet showing the monthly Unit Costs for 2019, which is attached hereto as Ex. 3. The average Unit Costs for 2019 was \$ 3.04/DTH. This average price is representative of the costs that Algonquin incurred for gas combusted throughout 2019.

11. Because Electric Motor Driven units (EMDs) are not used for compression on the Atlantic Bridge Project, there is no recovery of electric power costs included in the Atlantic Bridge Project Cost of Service & Rates or the rates Algonquin negotiated with its customers. *See* Atlantic Bridge Project Cost of Service & Rates, Schedule 3, Line 10, Account 855 – Electric Power, (Exhibit P to the Abbreviated Application for Certificates of Public Convenience and Necessity and for Related Authorizations (Docket No. CP16-9-000, [filed October 22, 2015])), which is attached hereto as Ex. 4.

#### **Algonquin’s After-Tax Rate of Return**

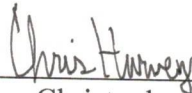
12. I have also been asked to identify Algonquin’s after-tax rate of return. Algonquin’s after-tax rate of return is 10.137% as calculated using Algonquin’s 2019 FERC Financial Report Form No. 2.

13. Under cost-of-service ratemaking, pipelines are given the opportunity to earn a just

and reasonable return on their investment.<sup>5</sup> This includes a return on the pipeline's equity investment, as well as an amount to recover the interest on a pipeline's debt.

14. Algonquin's 2019 FERC Financial Report Form No. 2 identifies the amount, capitalization ration (percentage) and cost rate percentage for its debt, equity, and total capitalization. The relevant excerpt of Algonquin's FERC Financial Report Form No. 2: Annual Report of Major Natural Gas Companies and Supplemental Form 3-Q: Quarterly, End of 2019/Q4, page 218a, is attached hereto as Ex. 5. Using those figures, I calculated the weighted averages of Algonquin's capitalization ration (percentage) and cost rate percentage for both debt (0.542%) and equity (9.595%), and added both figures together to determine Algonquin's after-tax rate of return of 10.137%.

Signed under the pains and penalties of perjury on July 24, 2020.

  
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Christopher Harvey

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<sup>5</sup> Source: <https://www.ferc.gov/industries-data/natural-gas/overview/general-information/cost-service-rate-filings> ("The Natural Gas Act (NGA) requires that rates charged for interstate pipeline services be "just and reasonable." Setting just and reasonable rates requires a balancing of equities between the interests of the pipeline and its ratepayers.")

# **EXHIBIT 1**

FERC GAS TARIFF  
SIXTH REVISED VOLUME NO. 1  
(Supersedes Algonquin Gas Transmission, LLC  
Fifth Revised Volume No. 1)  
OF  
ALGONQUIN GAS TRANSMISSION, LLC  
FILED WITH  
FEDERAL ENERGY REGULATORY COMMISSION

Communications Concerning This Tariff Should  
Be Directed To:

Janice K. Devers, Director, Tariffs  
Algonquin Gas Transmission, LLC  
5400 Westheimer Court  
Houston, Texas 77056-5310  
Telephone: (713) 627-6170  
Facsimile: (713) 627-5041

## **25. IMBALANCE RESOLUTION PROCEDURES**

- 25.1 Customer's Responsibility. It shall be the responsibility of Customer to provide accurate and timely nominations of quantities proposed to be received and delivered by Algonquin under all of Customer's service agreements; to maintain as nearly as practicable equality between quantities actually taken by Customer under each service agreement and Customer's scheduled quantities under each service agreement; and to maintain a concurrent balance between receipts and deliveries under each of Customer's transportation service agreements. Except as otherwise expressly provided in Rate Schedules AFT-E and AFT-ES, upon notice by Algonquin, Customer shall cause the rate of deliveries to Algonquin at the Point(s) of Receipt under a service agreement to equal as nearly as practicable the rate of deliveries by Algonquin at the Point(s) of Delivery under such service agreement.
- 25.2 Determination of Deliveries. The quantity delivered to Customer for purposes of this Section 25 shall be determined in accordance with Sections 5, 6, and 28 of these General Terms and Conditions.
- 25.3 Determination of Receipts. The quantity received by Customer at the Point(s) of Receipt under Customer's transportation service agreement(s) shall be determined in accordance with Section 27 of the General Terms and Conditions.
- 25.4 Allocation of Receipts Among Rate Schedules. Customer's receipts determined in accordance with Section 27 shall be apportioned among service agreements utilizing the same priority of rate schedules as is set forth in Section 28 of these General Terms and Conditions for the apportionment of deliveries among rate schedules.
- 25.5 Allocation of Receipts Among Service Agreements. In the event Customer has more than one service agreement under a single rate schedule, Customer's receipts under that rate schedule determined in accordance with Section 27 shall be apportioned among such service agreements according to a priority specified by Customer at the time of Customer's submission of nominations of receipts under such service agreements.
- 25.6 Resolution of Imbalances. The monthly imbalance for a service agreement other than an Operational Balancing Agreement shall be determined separately by Customer, by contract and by individual pairs of Points of Receipt and Points of Delivery specified in Customer's nomination to Algonquin and Algonquin's notice of scheduled quantities provided to Customer by Algonquin pursuant to Sections 22.3, 22.4 and 22.5 of the General Terms and Conditions; to the extent Customer is utilizing service provided at a meter for which an Operational Balancing Agreement is in effect, Customer's confirmed and scheduled quantities at that meter will be used as the actual quantity for purposes of calculating such



Customer's monthly imbalance. The monthly imbalance for an OBA Party's Operational Balancing Agreement shall be based on the difference between total actual Quantities of Gas received and/or delivered through the applicable meter and the total aggregated confirmed and scheduled quantities for such meter.

During the Month, Cash-out Party or OBA Party (individually referred to in this Section 25 as an "Imbalance Party" and collectively as "Imbalance Parties") may use any or all Imbalance Management Services, as defined in Section 1 of the General Terms and Conditions, to reduce or eliminate a monthly imbalance. In addition, Imbalance Party may trade a monthly imbalance with another Imbalance Party, in accordance with Section 25.8 below, until the close of the seventeenth Business Day after the end of the Month in which the imbalances occurred. Any imbalance(s) not resolved via any of the Imbalance Management Services will be resolved as set forth in Section 25.10 herein or the in-kind imbalance resolution mechanism set forth in OBA Party's executed Operational Balancing Agreement ("OBA"), as applicable.

- 25.7 Imbalance Management Services. The Imbalance Management Services offered by Algonquin are identified in Section 1 of the General Terms and Conditions. Details of each service are included in the applicable Rate Schedule and Form of Service Agreement contained in this tariff, or in Sections 25.8 and 25.9 below.
- 25.8 Imbalance Trading. Algonquin shall allow Imbalance Parties to trade imbalances within the same Operational Impact Area, as defined in Section 1 of the General Terms and Conditions, if the two Imbalance Parties' imbalances are offsetting balances for the Month, such that the net imbalance after the completion of the trade for each Imbalance Party would be reduced to a quantity closer to zero. An OBA Party that trades an imbalance resulting from actual deliveries by Algonquin in excess of scheduled deliveries ("due Algonquin") shall be assessed a transportation imbalance charge. An OBA Party that trades an imbalance resulting from actual deliveries by Algonquin that are less than scheduled deliveries ("due OBA Party") shall be assessed a transportation imbalance credit. The transportation imbalance charge and the transportation imbalance credit shall be calculated by multiplying the traded quantity by the weighted average of the actual Commodity Charges owed on all quantities of gas delivered during the Month to that OBA Party.

Algonquin will provide the ability to post and trade imbalances at any time during the gas flow Month, and until the seventeenth Business Day after the end of the Month. To facilitate the trading process, Algonquin will, upon receipt of Imbalance Party's authorization, post an Imbalance Party's imbalance quantity on its Web Site. An authorization to Post Imbalances (pursuant to NAESB WGQ Standard No. 2.4.9) that is received by Algonquin by 11:45 a.m. shall be effective by 8:00 a.m. the next Business Day. An Authorization to Post Imbalances will remain in effect until cancelled by the Imbalance Party. An imbalance that is

previously authorized for posting shall be posted on or before the ninth Business Day of the Month; however, Algonquin will not be required to post zero imbalances. The information posted will also identify the Imbalance Party, the contract, the Operational Impact Area and the gas flow Month applicable to the posted imbalance quantity. For purposes of determining the imbalance quantity that will be posted, all imbalances within an Operational Impact Area due Imbalance Party under all of Imbalance Party's contracts and all imbalances in that Operational Impact Area due Algonquin under all of Imbalance Party's contracts shall be summed together to yield a single net imbalance quantity for the Imbalance Party in that Operational Impact Area for the Month, unless otherwise agreed to pursuant to Section 25.9 below. Algonquin will provide to all Customers and OBA Parties the ability to view, and upon request, download posted imbalance information.

Algonquin shall enable the imbalance trading process by providing the ability for (i) Customer to authorize the posting of imbalances (pursuant to NAESB WGQ Standard No. 2.4.9) on Algonquin's LINK® System; (ii) a party to view the posted imbalances (pursuant to NAESB WGQ Standard No. 2.4.10) on Algonquin's LINK® System; (iii) the initiating trader to submit a request to Algonquin for an imbalance trade (pursuant to NAESB WGQ Standard No. 2.4.11) on Algonquin's LINK® System; (iv) Algonquin, in response to the request for an imbalance trade, to provide any error/warning message(s), as necessary, which includes the name of the relevant data element, if appropriate, along with the corresponding message; (v) the initiating trader to withdraw its request for an imbalance trade on Algonquin's LINK® System; (vi) Algonquin to, optionally, request the confirming trader to confirm the request for an imbalance trade; (vii) the confirming trader to confirm the request for an imbalance trade on Algonquin's LINK® System; (viii) Algonquin to provide the initiating trader and the confirming trader with the status of the requested imbalance trade no later than 12:00 p.m. (Noon) on the next Business Day, including, if applicable, an explanation when the trade quantity is not equal to the trade quantity requested; (ix) Algonquin to effectuate the confirmed trade; and (x) Algonquin to reflect the trade prior to or on the next monthly Customer Imbalance or cashout.

When trading imbalances, the quantity to be traded must be specified. An imbalance trade can only be withdrawn by the initiating trader and only prior to the confirming trader's confirmation of the trade. An imbalance trade is considered final when confirmed by the confirming trader and effectuated by Algonquin. Algonquin shall update the Imbalance Party's imbalance data to reflect any final trades of imbalance quantities no later than 9:00 a.m. CT on the next Business Day after the trade is finalized.

## 25.9 Imbalance Netting

For purposes of determining the imbalance quantity that will be subject to resolution pursuant to Section 25.10, all imbalances within an Operational Impact Area due Imbalance Party under all of Imbalance Party's contracts for a Month and all imbalances in that same Operational Impact Area due Algonquin under all of Imbalance Party's contracts for that same Month shall be summed together to yield a single imbalance for that Operational Impact Area for the Month, unless otherwise requested in writing by Imbalance Party. Any imbalance not resolved after Sections 25.7 and 25.8 above have been utilized will be subject to resolution in accordance with Section 25.10 below or the in-kind imbalance resolution mechanism set forth in OBA Party's executed Operational Balancing Agreement ("OBA"), as applicable.

## 25.10 Cash-out Provision

Prior to or with the monthly transportation invoice, Algonquin will render each Cash-out Party a statement detailing the unresolved imbalances. In the second Month after the imbalances occurred, a bill for the amount due Algonquin or a credit of the amount due Cash-out Party, as determined below, will be rendered with the monthly transportation invoice pursuant to Section 18.1 of these General Terms and Conditions.

- (a) Determination of Index Price. The Index Price for purposes of resolving imbalances shall be determined by calculating the arithmetic average of Platts Gas Daily, "Daily Price Survey" postings for each of the High Common, Low Common and Midpoint prices for "Algonquin, city-gates" by using each day of the relevant Month and the first seven days of the subsequent Month.
- (b) Imbalance Due Algonquin. In the event of an imbalance caused when Cash-out Party's allocated deliveries as determined in accordance with Section 25.2 exceed Cash-out Party's allocated receipts as determined in accordance with Section 25.3, less an allowance for fuel determined in accordance with Section 32 of the General Terms and Conditions ("Excess Delivery"), Algonquin shall charge Cash-out Party for such Excess Delivery plus an allowance for fuel calculated by multiplying such Excess Delivery by the applicable fuel percentage established pursuant to Section 32 of the General Terms and Conditions.

In the event that Cash-out Party's imbalance percentage, as determined pursuant to this Section 25.10(b), is less than or equal to five (5) percent, the charge shall be based on the average of the Midpoint prices as determined in subsection (a) above. If Cash-out Party's imbalance percentage, as determined pursuant to this Section 25.10(b), is greater than

five (5) percent, such charge shall be based on the average of the High Common prices as determined in subsection (a) above multiplied by one or more of the following factors until the total monthly imbalance is fully accounted for:

<u>Imbalance Level</u>	<u>Factor</u>
Less than or equal to 5%	1.00
Greater than 5% but less than or equal to 10%	1.10
Greater than 10% but less than or equal to 15%	1.20
Greater than 15% but less than or equal to 20%	1.30
Greater than 20% but less than or equal to 25%	1.40
Greater than 25%	1.50

For purposes of determining the appropriate factor, Cash-Out Party's imbalance shall be determined by taking the lower of (a) the level of imbalance supplied pursuant to Section 40.2, or (b) the imbalance computed by comparing (i) the deliveries at the Point of Delivery as determined in accordance with Section 25.2 and (ii) the receipts at the Point of Receipt as determined in accordance with Section 25.3.

Provided, however, that in the case of an imbalance created by an action of Algonquin taken pursuant to Rate Schedule AFT-E or AFT-ES to decrease receipts by Algonquin for Cash-out Party's account the applicable factor shall be 1.0 to the extent Cash-out Party's receipts were in fact reduced pursuant to such action by Algonquin.

Provided further, for Rate Schedule AFT-1S or AFT-ES Customers, the level of imbalance shall not be determined until after Algonquin subtracts up to 4,828 Dth, as necessary, from each Rate Schedule AFT-1S or AFT-ES Customer's total monthly imbalance. Such amount subtracted up to 4,828 Dth will be cashed out at the appropriate index price for the Month.

The applicable imbalance percentage for purposes of determining the applicable cash out price factor shall be determined by dividing the amount of the Excess Delivery by the scheduled receipts (less fuel).

- (c) Imbalance Due Cash-out Party. In the event of an imbalance caused when Cash-out Party's allocated deliveries as determined in accordance with Section 25.2 are less than Cash-out Party's allocated receipts as determined in accordance with Section 25.3, less an allowance for fuel determined in accordance with Section 32 of the General Terms and Conditions ("Excess Receipts"), Algonquin shall make a cash out payment to Cash-out Party reflecting such Excess Receipts.

In the event that Cash-out Party's imbalance percentage, as determined pursuant to this Section 25.10(c), is less than or equal to five (5) percent, the payment shall be based on the average of the Midpoint prices as determined in subsection (a) above. If Cash-out Party's imbalance percentage, as determined pursuant to this Section 25.10(c), is greater than five (5) percent, such payment will be based on the average of the Low Common prices as determined pursuant to subsection (a) above multiplied by one or more of the following factors until the total monthly imbalance is fully accounted for:

<u>Imbalance Level</u>	<u>Factor</u>
Less than or equal to 5%	1.00
Greater than 5% but less than or equal to 10%	0.90
Greater than 10% but less than or equal to 15%	0.80
Greater than 15% but less than or equal to 20%	0.70
Greater than 20% but less than or equal to 25%	0.60
Greater than 25%	0.50

For purposes of determining the appropriate factor, Cash-out Party's imbalance shall be determined by taking the lower of (a) the level of imbalance supplied pursuant to Section 40.2, or (b) the imbalance computed by comparing (i) the deliveries at the Point of Delivery as determined in accordance with Section 25.2 and (ii) the receipts at the Point of Receipt as determined in accordance with Section 25.3.

Provided, however, that in the case of an imbalance created by an action of Algonquin taken pursuant to Rate Schedule AFT-E or AFT-ES to increase receipts by Algonquin for Cash-out Party's account, the applicable factor shall be 1.0 to the extent Cash-out Party's receipts were in fact increased pursuant to such action by Algonquin.

Provided further, for Rate Schedule AFT-1S or AFT-ES Customers, the level of imbalance shall be determined after Algonquin subtracts up to 4,828 Dth, from each Rate Schedule AFT-1S or AFT-ES Customer's total monthly imbalance. Such amount subtracted up to 4,828 Dth will be cashed out at the appropriate index price for the Month.

The applicable imbalance percentage for purposes of determining the applicable cash out price shall be determined by dividing the Excess Receipts by the total scheduled receipts (less fuel). Algonquin shall have no responsibility for the distribution of funds beyond the initial distribution to the Cash-out Party.

(d) [Reserved for Future Use]



- (e) Credit. On a monthly basis Algonquin shall credit or debit, as appropriate, the system balancing account with the net proceeds from the operation of the imbalance resolution procedures contained in this Section 25.

## **29. SYSTEM USE REQUIREMENTS**

- 29.1 Purpose. In the event that Algonquin determines, in its reasonable discretion, that a quantity of gas is required for use as Company Use Gas, Algonquin shall issue a System Use Requirements Notification (“Notification”) pursuant to this section; provided, however, that this section may only be invoked if Algonquin determines that such quantity of gas is not obtainable in the time frame required by utilizing off-system resources available to Algonquin, or pursuant to Section 32 of these General Terms and Conditions; and further provided that Algonquin shall have first taken any appropriate action pursuant to Section 26 of these General Terms and Conditions. Such Notifications shall be uniformly applicable to all volumes received at all Points of Receipt under all rate schedules.
- 29.2 Uses of Gas Obtained Pursuant to Notifications. Gas obtained pursuant to Notifications issued under authority of this section may be utilized only to provide Company Use Gas to the extent gas for such uses is not otherwise available to Algonquin from resources at its disposal.
- 29.3 Issuance of Notifications. Algonquin shall provide, via posting on the LINK® System and the Web Site, prior notice to all Customers of upcoming events such as operational problems that may necessitate the issuance of a Notification pursuant to this Section 29. If Algonquin invokes this section it shall confirm a telephonic or facsimile notice by posting the Notification on the LINK® System and its Internet Web Site specifying:
- (a) the increment to be added to the otherwise applicable Fuel Reimbursement Percentage provided for in Section 32 of these General Terms and Conditions,
  - (b) the total quantity of gas that Algonquin estimates it will require to meet immediate operational needs,
  - (c) the Hour at and Day on which the Notification will become effective, and
  - (d) the period of time during which Algonquin expects the Notification to remain in effect.

Such Notification shall be posted on Algonquin’s Internet Web site twenty-four hours in advance of the effective date and time of any Notification issued pursuant to this section or such lesser period of time as is practicable under the circumstances, shall specify that the Notification is being issued pursuant to the provisions of Section 29 of the General Terms and Conditions and shall specify the factors that caused the Notification to be issued, to the extent such factors are known. During the pendency of any such Notification, Algonquin shall obtain the additional gas it requires by balancing receipts and deliveries, Algonquin being

obligated to deliver the quantity of gas received for Customer's account reduced by the Fuel Reimbursement Quantity including quantities retained pursuant to this section.

After Algonquin has lifted the Notification, Algonquin shall post a notice on the LINK® System and the Web Site specifying the factors that caused the Notification to be issued and then lifted, to the extent such factors are known.

- 29.4 Compensation. On the invoice for the Month in which this Section 29 was invoked, Customer shall receive a credit equal to the product of the volume in Dth of Customer's gas retained by Algonquin for each Day pursuant to this Section 29 multiplied by the Platts Gas Daily, "Daily Price Survey" posting for the Midpoint price for "Algonquin, city-gates" on that Day.

## **32. FUEL REIMBURSEMENT QUANTITY**

32.1 General. The Fuel Reimbursement Quantity ("FRQ") shall be determined by multiplying Customer's receipts at the Point(s) of Receipt by the applicable Fuel Reimbursement Percentage ("FRP"), except in the case of Backhauls and/or Forwardhaul components of transportation on the HubLine Mainline facilities in which case the FRQ shall be zero. During the term of the Service Agreements executed hereunder, Algonquin will periodically track changes in its requirement to retain gas in-kind in compensation for the quantities of Company Use Gas used to provide service for Customers.

32.2 Fuel Reimbursement Percentage (FRP). The FRP shall be as quantified pursuant to this Section 32 and as set forth in the currently effective Statement of Rates for Fuel Reimbursement Percentages of this tariff, shall be separately stated for system services and for each incremental service as required by Commission order. The FRP shall be subject to adjustment hereunder for service under all rate schedules unless otherwise explicitly provided in the rate schedule. The FRP shall include any increment added pursuant to a flow order issued pursuant to Section 29 of these General Terms and Conditions.

Specified Calendar Periods. FRPs shall be established distinctly for the duration of two calendar periods as follows: (i) winter period--December 1 through March 31 and (ii) spring, summer and fall period--April 1 through November 30.

32.3 Calculation of FRP Adjustments. FRPs shall be calculated and filed pursuant to this Section 32 on an annual basis for each calendar period specified in Section 32.2 above.

32.4 Calculations of FRP and True Up. For each filing hereunder for each specified calendar period Algonquin shall calculate the FRP, with separate calculations for system services and for each incremental service as required by Commission order, as the quotient obtained by dividing (a) the projected annual quantities of Company Use Gas for each specified calendar period plus/minus the under- or over-realization, respectively, of in-kind compensation gas recorded in the volumetric fuel imbalance account pursuant to Section 32.5 by (b) the projected annual throughput for each specified calendar period.

32.5 Volumetric Fuel Imbalance Account.

(a) FRQ Deferred Account. At least thirty (30) days prior to the effective date of a change in the FRP hereunder, and in accordance with Section 43.1(a), Algonquin shall determine the monthly difference between (i) the actual quantity of gas realized as a result of application of this Section 32 and (ii) the actual quantity of Company Use Gas for the Month less any quantity of gas obtained during the Month pursuant to Section 29. The under- or

over-realization of in-kind compensation gas shall be recorded each Month in the volumetric fuel imbalance account.

- (b) Carrying Charges. Each Month the FRQ Deferred Account shall be debited (if the balance in said account is a debit balance) or shall be credited (if the balance in said account is a credit balance) for a carrying charge, which shall be determined by the product of (1) and (2) below:
  - (1) The cash balance in the FRQ Deferred Account, exclusive of carrying charges accrued pursuant to this subsection (b), net of the related deferred tax amounts, if any, as of the end of the immediately preceding Month.
  - (2) The annual interest rate as set forth from time to time in Section 154.501 of the Commission's regulations divided by 365, or 366 in a leap year, and then multiplied by the number of days in the applicable Month.
- (c) Calculation of Surcharge or Refund. With each annual filing hereunder Algonquin shall calculate surcharges or refunds, separately for system services and for each incremental service as required by Commission order, designed to amortize the net monetary value of the balance in each applicable sub-account of the FRQ Deferred Account at the end of the previous accumulation period. The surcharge or refund shall be based upon the allocation of the FRQ Deferred Account sub-account balance at the end of the twelve month accumulation period over the applicable actual throughput during the twelve month accumulation period, exclusive of Backhauls. A Customer's net debit or credit shall be assessed as a surcharge or credit on monthly bills to recover or refund, as applicable, such net amount over the 12-month period effective December 1.

- 32.6 Procedure for Filing. At least thirty days prior to the effective date of a change in the FRP hereunder, Algonquin shall file with the FERC a revised Statement of Rates for Fuel Reimbursement Percentages setting out the proposed change and supporting workpapers showing the calculations developing such proposal. Algonquin shall file annually to revise the FRPs as provided in Section 32.3 and Section 32.4 herein and surcharge or refund as provided in Section 32.5 herein effective on December 1 of each year. Algonquin may file interim proposals between annual filings subject to approval by the Commission.



# **EXHIBIT 2**

October 31, 2019

Ms. Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, NE  
Washington, DC 20426

Re: Algonquin Gas Transmission, LLC  
Annual Fuel Reimbursement Quantity Filing  
Docket No. RP20-\_\_\_\_\_-000

Dear Ms. Bose:

In accordance with Section 32, Fuel Reimbursement Quantity (“FRQ”), of the General Terms and Conditions (“GT&C”) of its tariff, Algonquin Gas Transmission, LLC (“Algonquin”) submits herewith for filing with the Federal Energy Regulatory Commission (“Commission”) Version 15.0.0 of Section 12 of Part 4 (Statement of Rates) for filing as a part of its FERC Gas Tariff, Sixth Revised Volume No. 1 to be effective on December 1, 2019. Section 32 provides that Algonquin will periodically reflect changes in its requirements to retain gas in-kind in compensation for the quantities of Company Use Gas used to provide service to its customers. The instant filing reflects the proposed effective Fuel Reimbursement Percentages (“FRPs”) for the calendar period beginning December 1, 2019 which includes the net fuel under-collection recorded in the volumetric fuel imbalance account as of July 31, 2019. In addition, this filing calculates usage rates pursuant to Section 32.5(c) of the GT&C, based on the surcharge amounts for the July 31, 2019 balance of the FRQ Deferred Account and reconciliation of the under-recovery of the FRQ Deferred Account balance during the period from December 1, 2018 through July 31, 2019. The current mechanisms reflected in Section 32 of the GT&C were agreed upon in a settlement approved in Docket No. RP18-75-000.<sup>1</sup> Algonquin will implement the remaining settlement changes to these mechanisms in a subsequent filing.

## STATEMENT OF NATURE, REASONS AND BASIS

### I. Fuel Reimbursement Percentages

Pursuant to an order issued on January 30, 2014 in Docket No. RP13-1040 and the Settlement Extension Order<sup>2</sup> (collectively, “Extended Settlement”), the Commission approved and extended, respectively, a settlement that addressed the allocation of fuel use and lost and

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<sup>1</sup> *Algonquin Gas Transmission, LLC*, 164 FERC ¶ 61,094 (2018) (“June 22 Settlement Order”). In this order, the Commission approved a settlement filed on June 22, 2018 (the “June 22 Settlement”) that resolved all issues related to Algonquin’s Fuel Reimbursement Quantity Mechanism and that provided for multiple tariff filings to implement the settlement terms. The June 22 Settlement precludes Algonquin or any other participant to the settlement from seeking a change to the settlement provisions prior to November 1, 2022.

<sup>2</sup> *Algonquin Gas Transmission, LLC*, 162 FERC ¶ 61,141 (2018) (“Settlement Extension Order”).

unaccounted for gas among Algonquin's customers.<sup>3</sup> The Extended Settlement provides for lower fuel charges for transactions using the Beverly receipt point, Meter No. 00215, and delivery points on Algonquin's Mainline, than for other Mainline transactions.<sup>4</sup> By its terms, the Settlement extension will expire on November 1, 2022. In addition, as agreed upon in the June 22 Settlement, Algonquin has implemented a volumetric fuel tracker in Section 32.4 of the GT&C to address the under- or over-collection of Company Use Gas. In accordance with the settlements and the certificate orders for the Ramapo Expansion Project, Algonquin Incremental Market Project and Atlantic Bridge Project,<sup>5</sup> Algonquin has calculated FRPs to collect the projected annual quantities of Company Use Gas, as well as the net fuel under- or over-collected, for system service and each incremental service in Appendix A, Appendix C, Schedules A & B and Appendix D, Schedules A-1 through D-3. Algonquin is proposing Settlement FRPs for system customers, Ramapo Expansion Project Customers, Algonquin Incremental Market Customers and Atlantic Bridge Project Customers for both non-Beverly and Beverly receipts for the Winter Period to be effective from December 1, 2019 through March 31, 2020, and the Non-Winter Period to be effective from April 1, 2020 through November 30, 2020.

As shown in the attached tariff records for all receipt points other than Beverly, the revised FRP proposed in this filing for system customers reflects an increase of 0.31% in the FRP for the Winter Period and an increase of 0.40% for the Non-Winter Period. The incremental FRP for service on facilities constructed for the Ramapo Expansion Project (Docket No. CP06-76) proposed in this filing reflects an increase of 0.48% in the FRP for the Winter Period and an increase of 0.79% for the Non-Winter Period. The incremental FRP for service on facilities constructed for the Algonquin Incremental Market Project (Docket No. CP14-96) proposed in this filing reflects a decrease of 0.23% in the FRP for the Winter Period and an increase of 0.41% for the Non-Winter Period. The incremental FRP for service on facilities constructed for the Atlantic Bridge Project (Docket No. CP16-9) proposed in this filing reflects a decrease of 2.43% in the FRP for the Winter Period and a decrease of 2.86% for the Non-Winter Period. For all receipts at Beverly to non-HubLine deliveries, the revised FRPs proposed to be effective in this filing for system customers reflect an increase of 0.25% in the FRP for the Winter Period and an

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<sup>3</sup> *Algonquin Gas Transmission, LLC*, 146 FERC ¶ 61,054 at P 11 (2014); Settlement Extension Order at P 6.

<sup>4</sup> The initial FRPs for Beverly receipts utilizing the Extended Settlement methodology were accepted in Docket No. RP14-417-000. *Algonquin Gas Transmission, LLC*, Docket No. RP14-417-000 (Mar. 12, 2014) (unpublished letter order).

<sup>5</sup> By order issued December 21, 2006 in Docket No. CP06-76-000, *et al.*, the Commission authorized Algonquin to render incremental service under its Ramapo Expansion Project. *Algonquin Gas Transmission, LLC*, 117 FERC ¶ 61,319 at P 105 (2006) ("December 21 Order"). By order issued March 3, 2015 in Docket Nos. CP14-96-000, the Commission authorized Algonquin to render incremental service under its Algonquin Incremental Market Project. *Algonquin Gas Transmission, LLC*, 150 FERC ¶ 61,163 at P 31 (2015) ("March 3 Order"). By order issued January 25, 2017 in Docket Nos. CP16-9-000, the Commission authorized Algonquin to render incremental service under its Atlantic Bridge Project. *Algonquin Gas Transmission, LLC*, 158 FERC ¶ 61,061 at P 37 (2017) ("January 25 Order"). In the December 21 Order, March 3 Order, and January 25 Order, the Commission required that Algonquin delineate the actual fuel use and LAUF associated with the Ramapo Expansion Project, Algonquin Incremental Market Project, and Atlantic Bridge Project service, respectively, in its annual fuel tracker filings required by Section 32 of the GT&C of its tariff, in order to ensure that only expansion shippers are assessed fuel costs attributable to expansion service. *See* December 21 Order at P 107; March 3 Order at P 39; January 25 Order at P 37.

increase of 0.22% for the Non-Winter Period. The incremental FRPs proposed in this filing for service on facilities constructed for the Ramapo Expansion Project with receipts at Beverly with non-HubLine deliveries reflect an increase of 0.26% in the FRP for the Winter Period and an increase of 0.80% for the Non-Winter Period. The incremental FRPs proposed in this filing for service on facilities constructed for the Algonquin Incremental Market Project with receipts at Beverly with non-HubLine deliveries reflect a decrease of 0.21% in the FRP for the Winter Period and an increase of 1.34% for the Non-Winter Period. The incremental FRPs proposed in this filing for service on facilities constructed for the Atlantic Bridge Project with receipts at Beverly with non-HubLine deliveries reflect a decrease of 1.03% in the FRP for the Winter Period and an increase of 0.37% for the Non-Winter Period.

The proposed FRPs for service under the lease of Algonquin capacity to Texas Eastern as part the NJ-NY Expansion Project (“NJ-NY Lease”) reflects a decrease of 0.02% for the Winter and Non-Winter Period from the prior periods. The calculation for the NJ-NY Lease has derived these FRPs utilizing projections of both the Company Use Gas and throughput quantities based upon the actual data for the twelve-month period ended July 31, 2019. Work papers showing the calculation of the FRPs and the implementation of the Settlement methodology are enclosed as Appendix A and Appendix D, respectively, to this filing.

## II. FRQ Deferred Account

Pursuant to GT&C Section 32.5(c) of its FERC Gas Tariff, Algonquin is submitting work papers that show the calculation of the FRQ Deferred Account allocation in accordance with the Tariff. GT&C Section 32.5(c) provides that Algonquin will calculate surcharges or refunds designed to amortize the net monetary value of the balance in the FRQ Deferred Account at the end of the previous accumulation period as well as a true-up of the under- or over-recoveries of the previous balance. Under GT&C Section 32.5(c), the surcharge or refund is based on the allocation of the FRQ Deferred Account balance as of July 31, 2019 over the actual quantities during the 12-month accumulation period ending July 31, 2019. Algonquin maintains a separate sub-account in the FRQ Deferred Account for each incremental service as required by Commission order, and calculates separate surcharges and refunds for the system service and each incremental service.

The FRQ Deferred Account reflects a net debit balance of approximately \$28.8 million for the current FRQ accumulation period (August 1, 2018 through July 31, 2019), to be allocated among system customers, Ramapo Expansion Project customers, Algonquin Incremental Market Project customers and Atlantic Bridge Project customers. As further discussed below, this net debit balance results from a combination of factors, including operational constraints resulting from high levels of system utilization, the location of receipts into the system during the winter and shipper imbalances.

Algonquin's annual period throughput, decreased from 977.0 million dekatherms ("dth") in the August 2017 to July 2018 period, to 936.7 million dth in the same period for 2018-2019,<sup>6</sup> representing a decrease of approximately 4.12%. The pattern of receipts into the system resulted in the issuance of Operational Flow Orders ("OFOs") that were necessary on the Algonquin system.<sup>7</sup> The number of OFO issuances resulted in reduced opportunities for customers to resolve their Due Shipper imbalances on the system, which, in turn, resulted in an overall higher level of imbalance cash out volumes during the annual period. Restrictions necessary to maintain system integrity limited imbalance resolution opportunities and also affected Algonquin's ability to reduce the net debit balance by auctioning imbalance gas volumes during the accumulation period.<sup>8</sup>

The resulting net debit balance is allocated among system customers, Ramapo Expansion Project customers, Algonquin Incremental Market Project and Atlantic Bridge Project customers in this filing, consistent with the Commission's orders on the Ramapo Expansion Project, the Algonquin Incremental Market Project and the Atlantic Bridge Project.<sup>9</sup> The allocation of the balance between system customers, Ramapo Expansion Project, Algonquin Incremental Market Project and Atlantic Bridge Project customers yield a debit sub-balance of approximately \$19.8 million to be surcharged to Algonquin's system customers, a debit sub-balance of approximately \$4.5 million to be surcharged to Ramapo Expansion Project customers, a debit sub-balance of approximately \$4.2 million to be surcharged to Algonquin Incremental Market Project customers and a debit sub-balance of approximately \$0.4 million to be surcharged to Atlantic Bridge Project customers.

The work papers contained in Appendix B hereto show the monthly accrual of the FRQ Deferred Account balance. The costs and proceeds of any operational purchases and sales, respectively, are included in the monthly accruals. In accordance with Section 43.1(b) of the GT&C, Appendix E includes the report of the operational purchases and sales that occurred during the twelve months ending July 2019.

Appendix B, Schedule A contains the computation of each customer's surcharge in accordance with the Settlement methodology, inclusive of carrying charges through October 31, 2019. Appendix B, Schedule B contains the calculation of the monthly FRQ deferral account balance, which no longer includes fuel. Appendix B, Schedule C1 reflects the activity in Account No. 186 for the monthly FRQ Deferred Account balances and carrying charges. Appendix B, Schedule C2 reflects the calculation of the monthly carrying charges through October 31, 2019. Appendix B, Schedule C3 reflects the breakout of the FRQ Deferred Account among the Atlantic Bridge customers, Algonquin Incremental Market Project customers, Ramapo Expansion Project customers, and the system customers.

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<sup>6</sup> Throughput data is contained herein and included in Algonquin's 2017 annual FRQ filing, filed on October 30, 2017, in Docket No. RP18-75.

<sup>7</sup> Algonquin issued OFOs on 106 of 151 days from December 2018 through April 2019, as compared to 102 of 151 days from December 2017 through April 2018. This represents an increase of approximately 4%.

<sup>8</sup> Restrictions decreased from 1,726 to 1,579 on an annual basis, which is a decrease of approximately 9%.

<sup>9</sup> See *supra* n.5.



Finally, actual fuel use attributable to the NJ-NY Lease as part of the NJ-NY Expansion Project is delineated and assigned directly to Texas Eastern. Appendix C, Schedules A1 and B hereto contain the actual fuel use associated with the NJ-NY Lease and Appendix C, Schedules A2 and A3 include the reconciliation of such fuel use and the fuel reimbursement amount under the NJ-NY Lease agreement.

### **PROPOSED EFFECTIVE DATE**

The proposed effective date of the tariff section filed herewith is December 1, 2019. Algonquin respectfully requests that the Commission grant any waivers that may be necessary to permit the tariff section to become effective on December 1, 2019.

### **IMPLEMENTATION**

Pursuant to Section 154.7(a)(9) of the Commission's Regulations, Algonquin hereby moves to place the revised tariff section into effect at the expiration of any suspension period set by the Commission, provided that the tariff changes are approved as filed and without condition. In the event that the tariff section is not approved as filed and without condition, Algonquin reserves the right to file a later motion to place such tariff section into effect.

### **COMPLIANCE WITH REGULATIONS**

In compliance with Section 154.4(c) of the Commission's regulations, 18 C.F.R. § 154.4(c), all contents of this filing are being submitted as part of an XML filing package in conformance with the Secretary of the Commission's instructions.

In compliance with Section 154.201(a) of the Commission's regulations, 18 C.F.R. § 154.201(a), a marked version of the proposed tariff section with changes showing additions to and deletions from the currently effective tariff is attached.

### **SERVICE AND POSTING**

Copies of this filing are being posted in accordance with Section 154.207 of the Commission's regulations, 18 C.F.R. § 154.207. In accordance with Section 154.208 of the Commission's regulations, 18 C.F.R. § 154.208, copies of this filing are being served electronically on Algonquin's customers and interested state commissions. A paper copy of this filing may only be served if a customer or state commission has been granted a waiver of electronic service pursuant to Section 390 of the Commission's regulations, 18 C.F.R. § 390.

### **CORRESPONDENCE AND COMMUNICATION**

All correspondence and communications regarding this filing should be addressed to the following:

Ms. Kimberly D. Bose, Secretary

October 31, 2019

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\*Parties to be designated on FERC's Official Service List.

If you have any questions pertaining to this filing, please contact me at (713) 627-4488.

Respectfully submitted,

/s/ Berk Donaldson

Berk Donaldson  
Director, Rates & Certificates

Attachments

## **CERTIFICATE OF SERVICE**

I hereby certify that I have served the foregoing document upon all affected customers of Algonquin Gas Transmission, LLC and interested state commissions.

Dated at Houston, Texas this 31st day of October, 2019.

/s/ Ryan Payne

Ryan Payne  
On behalf of  
Algonquin Gas Transmission, LLC

## Tariff Records

## FUEL REIMBURSEMENT PERCENTAGES AND DEFERRAL SURCHARGE RATE

<u>Period</u>	<u>Duration</u>	<u>FRP</u>	<u>Surcharge Rate 2/</u>
SYSTEM SERVICES: 1/			
Winter	December 1 - March 31	0.95%	\$0.0582
Spring, Summer And Fall	April 1 - November 30	0.91%	\$0.0582
INCREMENTAL RAMAPO SERVICE: 1/			
Winter	December 1 - March 31	2.01%	\$0.1124
Spring, Summer And Fall	April 1 - November 30	1.55%	\$0.1124
INCREMENTAL AIM SERVICE: 1/			
Winter	December 1 - March 31	3.94%	\$0.0996
Spring, Summer And Fall	April 1 - November 30	2.29%	\$0.0996
INCREMENTAL ATLANTIC BRIDGE SERVICE: 1/			
Winter	December 1 - March 31	1.41%	\$0.2006
Spring, Summer And Fall	April 1 - November 30	0.00%	\$0.2006

1/ For all receipt points other than Beverly, Meter No. 00215

2/ The Surcharge Rate must be added to the applicable AFT/AIT Commodity Charge in order to illustrate the total adjusted AFT/AIT Commodity Charge.

Fuel Reimbursement Percentages (FRP) pursuant to Section 32 of the General Terms and Conditions of this FERC Gas Tariff.



## FUEL REIMBURSEMENT PERCENTAGES AND DEFERRAL SURCHARGE RATE

<u>Period</u>	<u>Duration</u>	<u>FRP</u>	<u>Surcharge Rate 1/</u>
SYSTEM SERVICES – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:			

Winter	December 1 - March 31	0.69%	\$0.0407
Spring, Summer And Fall	April 1 – November 30	0.65%	\$0.0407

### INCREMENTAL RAMAPO SERVICE – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:

Winter	December 1 - March 31	1.47%	\$0.0787
Spring, Summer And Fall	April 1 – November 30	1.08%	\$0.0787

### INCREMENTAL AIM SERVICE – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:

Winter	December 1 - March 31	2.85%	\$0.0697
Spring, Summer And Fall	April 1 – November 30	2.39%	\$0.0697

### INCREMENTAL ATLANTIC BRIDGE SERVICE – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:

Winter	December 1 - March 31	1.71%	\$0.1404
Spring, Summer And Fall	April 1 – November 30	2.41%	\$0.1404

1/ The Surcharge Rate must be added to the applicable AFT/AIT Commodity Charge in order to illustrate the total adjusted AFT/AIT Commodity Charge.

Fuel Reimbursement Percentages (FRP) pursuant to Section 32 of the General Terms and Conditions of this FERC Gas Tariff.

## Redlined Tariff

## FUEL REIMBURSEMENT PERCENTAGES AND DEFERRAL SURCHARGE RATE

<u>Period</u>	<u>Duration</u>	<u>FRP</u>	<u>Surcharge Rate 2/</u>
SYSTEM SERVICES: 1/			
Winter \$ <u>0.0582</u> <del>0.0490</del>	December 1 - March 31	<u>0.95</u> <del>0.64</del> %	
Spring, Summer And Fall \$ <u>0.0582</u> <del>0.0490</del>	April 1 - November 30	<u>0.91</u> <del>0.51</del> %	
INCREMENTAL RAMAPO SERVICE: 1/			
Winter \$ <u>0.1124</u> <del>0.0938</del>	December 1 - March 31	<u>2.01</u> <del>1.53</del> %	
Spring, Summer And Fall \$ <u>0.1124</u> <del>0.0938</del>	April 1 - November 30	<u>1.55</u> <del>0.76</del> %	
INCREMENTAL AIM SERVICE: 1/			
Winter \$ <u>0.0996</u> <del>0.0948</del>	December 1 - March 31	<u>3.94</u> <del>4.17</del> %	
Spring, Summer And Fall \$ <u>0.0996</u> <del>0.0948</del>	April 1 - November 30	<u>2.29</u> <del>1.88</del> %	
INCREMENTAL ATLANTIC BRIDGE SERVICE: 1/			
Winter \$ <u>0.2006</u> <del>0.1444</del>	December 1 - March 31	<u>1.41</u> <del>3.84</del> %	
Spring, Summer And Fall \$ <u>0.2006</u> <del>0.1444</del>	April 1 - November 30	<u>0.00</u> <del>2.86</del> %	

1/ For all receipt points other than Beverly, Meter No. 00215

2/ The Surcharge Rate must be added to the applicable AFT/AIT Commodity Charge in order to illustrate the total adjusted AFT/AIT Commodity Charge.

Fuel Reimbursement Percentages (FRP) pursuant to Section 32 of the General Terms and Conditions of this FERC Gas Tariff.

## FUEL REIMBURSEMENT PERCENTAGES AND DEFERRAL SURCHARGE RATE

<u>Period</u>	<u>Duration</u>	<u>FRP</u>	<u>Surcharge Rate 1/</u>
SYSTEM SERVICES – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:			

Winter	December 1 - March 31	<u>0.69</u> <del>0.44</del> %
\$ <u>0.0407</u> <del>0.0326</del>		

Spring, Summer And Fall	April 1 – November 30	<u>0.65</u> <del>0.43</del> %
\$ <u>0.0407</u> <del>0.0326</del>		

### INCREMENTAL RAMAPO SERVICE – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:

Winter	December 1 - March 31	<u>1.47</u> <del>1.21</del> %
\$ <u>0.0787</u> <del>0.0646</del>		

Spring, Summer And Fall	April 1 – November 30	<u>1.08</u> <del>0.28</del> %
\$ <u>0.0787</u> <del>0.0646</del>		

### INCREMENTAL AIM SERVICE – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:

Winter	December 1 - March 31	<u>2.85</u> <del>3.06</del> %
\$ <u>0.0697</u> <del>0.0571</del>		

Spring, Summer And Fall	April 1 – November 30	<u>2.39</u> <del>1.05</del> %
\$ <u>0.0697</u> <del>0.0571</del>		

### INCREMENTAL ATLANTIC BRIDGE SERVICE – BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES:

Winter	December 1 - March 31	<u>1.71</u> <del>2.74</del> %
\$ <u>0.1404</u> <del>0.0989</del>		

Spring, Summer And Fall	April 1 – November 30	<del>2.41</del> 2.04%
\$0.1404	<del>0.0989</del>	

1/ The Surcharge Rate must be added to the applicable AFT/AIT Commodity Charge in order to illustrate the total adjusted AFT/AIT Commodity Charge.

Fuel Reimbursement Percentages (FRP) pursuant to Section 32 of the General Terms and Conditions of this FERC Gas Tariff.

## Appendix A

**ALGONQUIN GAS TRANSMISSION, LLC  
DERIVATION OF FUEL PERCENTAGE  
(ALL QUANTITIES IN DTH)**

Appendix A  
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LINE NO.	MONTH	PROJECTED THROUGHPUT	Previous Year True-Up	PROJECTED FUEL REQUIREMENT		TOTAL FUEL REQUIREMENT
				COMPRESSOR, M&R, HEATER, WHSE FUEL, ETC.	LOST AND UNACCOUNTED FOR GAS	
=====	=====	=====	=====	=====	=====	=====
	(a)	(b)	(c)	(d)	(e)	(f)

**SYSTEM FUEL REIMBURSEMENT PERCENTAGES:  
NON-BEVERLY RECEIPTS**

1	December, 2019	46,531,106	66,102	317,575	28,693	412,370
2	January, 2020	51,718,200	74,806	397,878	31,891	504,575
3	February	43,007,730	58,709	373,839	26,520	459,068
4	March	44,026,355	62,787	305,385	27,148	395,320
5	April	36,900,928	51,004	297,184	22,754	370,942
6	May	30,605,976	39,724	284,063	18,873	342,660
7	June	28,519,374	33,590	343,832	17,586	395,008
8	July	32,516,055	41,014	291,026	20,050	352,091
9	August	41,537,648	72,130	108,778	25,613	206,522
10	September	36,403,209	65,259	121,998	22,447	209,705
11	October	38,142,832	62,255	283,184	23,520	368,958
12	November	45,619,258	70,325	317,690	28,130	416,144
13	TOTAL	475,528,671	697,705	3,442,433	293,225	4,433,363

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
14 WINTER	185,283,391	1,771,333	0.95%	12/1/19 - 3/31/20
15 SPRING, SUMMER AND FALL	290,245,280	2,662,030	0.91%	4/1/20 - 11/30/20
16 GRAND TOTAL	475,528,671	4,433,363		

**BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES**

17	December, 2019	420,751	417	2,005	259	2,681
18	January, 2020	1,608,223	1,614	8,581	992	11,187
19	February	653,978	622	3,961	403	4,986
20	March	418,776	417	2,027	258	2,702
21	April	377	1	2	-	3
22	May	-	-	-	-	-
23	June	-	-	-	-	-
24	July	-	-	-	-	-
25	August	302	1	1	-	2
26	September	100	-	-	-	-
27	October	1,414	1	7	1	9
28	November	313,855	338	1,527	194	2,059
29	TOTAL	3,417,776	3,411	18,111	2,107	23,629

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
30 WINTER	3,101,728	21,556	0.69%	12/1/19 - 3/31/20
31 SPRING, SUMMER AND FALL	316,048	2,073	0.65%	4/1/20 - 11/30/20
32 GRAND TOTAL	3,417,776	23,629		



**ALGONQUIN GAS TRANSMISSION, LLC  
DERIVATION OF FUEL PERCENTAGE  
(ALL QUANTITIES IN DTH)**

Appendix A  
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LINE NO.	MONTH	PROJECTED THROUGHPUT	Previous Year True-Up	PROJECTED FUEL REQUIREMENT		TOTAL FUEL REQUIREMENT
				COMPRESSOR, M&R, HEATER, WHSE FUEL, ETC.	LOST AND UNACCOUNTED FOR GAS	
=====	=====	=====	=====	=====	=====	=====
	(a)	(b)	(c)	(d)	(e)	(f)

**RAMAPO FUEL REIMBURSEMENT PERCENTAGES:  
NON-BEVERLY RECEIPTS**

1	December, 2019	10,054,493	38,858	143,515	6,200	188,573
2	January, 2020	10,286,013	38,555	169,848	6,343	214,745
3	February	8,858,122	38,665	170,211	5,463	214,338
4	March	9,172,764	38,697	126,612	5,657	170,966
5	April	7,242,833	34,766	104,734	4,466	143,966
6	May	5,044,527	34,766	19,866	3,111	57,742
7	June	3,210,897	34,766	-	1,980	36,746
8	July	5,237,266	34,766	138,628	3,229	176,623
9	August	13,485,585	34,766	120,641	8,316	163,723
10	September	13,638,217	34,757	100,028	8,410	143,195
11	October	11,542,821	34,766	110,949	7,118	152,833
12	November	9,704,785	34,758	171,871	5,984	212,613
13	TOTAL	107,478,323	432,885	1,376,903	66,276	1,876,064

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
14 WINTER	38,371,392	788,623	2.01%	12/1/19 - 3/31/20
15 SPRING, SUMMER AND FALL	69,106,931	1,087,441	1.55%	4/1/20 - 11/30/20
16 GRAND TOTAL	107,478,323	1,876,064		

**BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES**

17	December, 2019	17,007	46	170	10	226
18	January, 2020	133,696	349	1,539	82	1,970
19	February	78,604	240	1,054	48	1,342
20	March	70,251	207	677	43	927
21	April	-	-	-	-	-
22	May	-	-	-	-	-
23	June	-	-	-	-	-
24	July	-	-	-	-	-
25	August	-	-	-	-	-
26	September	4,794	9	25	3	37
27	October	97	0	1	-	1
28	November	3,288	8	41	2	51
29	TOTAL	307,737	859	3,507	188	4,554

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
30 WINTER	299,558	4,465	1.47%	12/1/19 - 3/31/20
31 SPRING, SUMMER AND FALL	8,179	89	1.08%	4/1/20 - 11/30/20
32 GRAND TOTAL	307,737	4,554		

**ALGONQUIN GAS TRANSMISSION, LLC  
DERIVATION OF FUEL PERCENTAGE  
(ALL QUANTITIES IN DTH)**

Appendix A  
Page 3 of 5

LINE NO.	MONTH	PROJECTED THROUGHPUT	Previous Year True-Up	PROJECTED FUEL REQUIREMENT		TOTAL FUEL REQUIREMENT
				COMPRESSOR, M&R, HEATER, WHSE FUEL, ETC.	LOST AND UNACCOUNTED FOR GAS	
=====	=====	=====	=====	=====	=====	=====
	(a)	(b)	(c)	(d)	(e)	(f)

**AIM FUEL REIMBURSEMENT PERCENTAGES:  
NON-BEVERLY RECEIPTS**

1	December, 2019	9,704,028	7,198	407,821	5,983	421,003
2	January, 2020	10,323,452	7,182	415,344	6,366	428,892
3	February	9,514,416	7,199	323,826	5,867	336,892
4	March	9,884,387	7,199	415,296	6,095	428,590
5	April	6,279,339	5,692	173,575	3,872	183,139
6	May	5,543,535	5,692	155,016	3,418	164,126
7	June	4,631,138	5,692	-	2,856	8,548
8	July	5,582,567	5,692	148,276	3,442	157,410
9	August	11,211,156	5,692	255,975	6,913	268,580
10	September	10,418,366	5,692	135,156	6,424	147,272
11	October	8,850,302	5,692	181,663	5,457	192,813
12	November	9,874,705	5,687	331,387	6,089	343,162
13	TOTAL	101,817,391	74,308	2,943,337	62,783	3,080,427

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
14 WINTER	39,426,283	1,615,377	3.94%	12/1/19 - 3/31/20
15 SPRING, SUMMER AND FALL	62,391,108	1,465,050	2.29%	4/1/20 - 11/30/20
16 GRAND TOTAL	101,817,391	3,080,427		

**BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES**

17	December, 2019	2,670	1	78	2	81
18	January, 2020	35,815	17	1,007	22	1,046
19	February	-	-	-	-	-
20	March	-	-	-	-	-
21	April	-	-	-	-	-
22	May	-	-	-	-	-
23	June	-	-	-	-	-
24	July	-	-	-	-	-
25	August	-	-	-	-	-
26	September	-	-	-	-	-
27	October	-	-	-	-	-
28	November	12,767	5	300	8	313
29	TOTAL	51,252	24	1,385	32	1,441

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
30 WINTER	38,485	1,128	2.85%	12/1/19 - 3/31/20
31 SPRING, SUMMER AND FALL	12,767	313	2.39%	4/1/20 - 11/30/20
32 GRAND TOTAL	51,252	1,441		

**ALGONQUIN GAS TRANSMISSION, LLC  
DERIVATION OF FUEL PERCENTAGE  
(ALL QUANTITIES IN DTH)**

Appendix A  
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LINE NO.	MONTH	PROJECTED THROUGHPUT	Previous Year True-Up	PROJECTED FUEL REQUIREMENT		TOTAL FUEL REQUIREMENT
				COMPRESSOR, M&R, HEATER, WHSE FUEL, ETC.	LOST AND UNACCOUNTED FOR GAS	
=====	=====	=====	=====	=====	=====	=====
	(a)	(b)	(c)	(d)	(e)	(f)

**ATLANTIC BRIDGE FUEL REIMBURSEMENT PERCENTAGES:  
NON-BEVERLY RECEIPTS**

1	December, 2019	915,071	(10,180)	21,495	564	11,879
2	January, 2020	1,004,647	(10,133)	36,153	620	26,640
3	February	628,535	(10,191)	27,974	388	18,171
4	March	523,212	(10,191)	17,907	323	8,039
5	April	101,001	(10,744)	-	62	(10,682)
6	May	43,962	(10,744)	-	27	(10,717)
7	June	-	(10,744)	-	-	(10,744)
8	July	106,368	(10,744)	-	66	(10,679)
9	August	1,738,809	(10,744)	6,858	1,072	(2,814)
10	September	1,814,408	(10,744)	6,210	1,119	(3,416)
11	October	1,695,339	(10,744)	3,474	1,045	(6,225)
12	November	994,150	(10,725)	44,677	613	34,565
13	TOTAL	9,565,502	(126,628)	164,748	5,898	44,018

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
14 WINTER**	3,071,465	44,018	1.41%	12/1/19 - 3/31/20
15 SPRING, SUMMER AND FALL**	6,494,037	0	0.00%	4/1/20 - 11/30/20
16 GRAND TOTAL	9,565,502	44,018		

\*\*The negative Spring, Summer, and Fall balance due to previous true-up is applied to Winter

**BEVERLY RECEIPTS/NON-HUBLINE DELIVERIES**

17	December, 2019	1,333	(10)	22	1	13
18	January, 2020	8,156	(57)	205	5	153
19	February	-	-	-	-	-
20	March	-	-	-	-	-
21	April	-	-	-	-	-
22	May	-	-	-	-	-
23	June	-	-	-	-	-
24	July	-	-	-	-	-
25	August	-	-	-	-	-
26	September	-	-	-	-	-
27	October	-	-	-	-	-
28	November	2,578	(19)	81	2	64
29	TOTAL	12,067	(87)	308	8	229

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
30 WINTER	9,489	165	1.71%	12/1/19 - 3/31/20
31 SPRING, SUMMER AND FALL	2,578	64	2.41%	4/1/20 - 11/30/20
32 GRAND TOTAL	12,067	229		

**ALGONQUIN GAS TRANSMISSION, LLC  
DERIVATION OF FUEL PERCENTAGE  
(ALL QUANTITIES IN DTH)**

Appendix A  
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LINE NO.	MONTH	PROJECTED THROUGHPUT	Previous Year True-Up	PROJECTED FUEL REQUIREMENT		TOTAL FUEL REQUIREMENT
				COMPRESSOR, M&R, HEATER, WHSE FUEL, ETC.	LOST AND UNACCOUNTED FOR GAS	
=====	=====	=====	=====	=====	=====	=====
	(a)	(b)	(c)	(d)	(e)	(f)

**TETLP LEASE FUEL REIMBURSEMENT PERCENTAGES:**

1	December, 2019	20,987,635	0	0	12,942	12,942
2	January, 2020	22,083,674	0	0	13,617	13,617
3	February	19,673,442	0	0	12,131	12,131
4	March	21,669,953	0	0	13,362	13,362
5	April	19,321,217	0	0	11,914	11,914
6	May	18,846,645	0	0	11,621	11,621
7	June	18,415,285	0	0	11,355	11,355
8	July	17,758,860	0	0	10,951	10,951
9	August	20,153,113	0	0	12,427	12,427
10	September	19,901,201	0	0	12,272	12,272
11	October	19,348,262	0	0	11,931	11,931
12	November	20,330,403	0	0	12,536	12,536
13	TOTAL	238,489,690	0	0	147,059	147,059

	<u>THROUGHPUT</u>	<u>FUEL</u>	<u>PERCENTAGE</u>	<u>DURATION</u>
14 WINTER	84,414,704	52,052	0.06%	12/1/19 - 3/31/20
15 SPRING, SUMMER AND FALL	154,074,986	95,007	0.06%	4/1/20 - 11/30/20
16 GRAND TOTAL	238,489,690	147,059		

**GRAND TOTAL PROJECTED FUEL REQUIREMENTS**

17	December, 2019	88,634,094	102,431	892,682	54,654	1,049,768
18	January, 2020	97,201,876	112,333	1,030,555	59,937	1,202,825
19	February	82,414,827	95,244	900,865	50,819	1,046,928
20	March	85,765,698	99,117	867,905	52,886	1,019,907
21	April	69,845,695	80,718	575,495	43,069	699,282
22	May	60,084,645	69,438	458,945	37,050	565,433
23	June	54,776,694	63,304	343,832	33,777	440,912
24	July	61,201,116	70,728	577,930	37,738	686,396
25	August	88,126,613	101,845	492,254	54,341	648,440
26	September	82,180,295	94,973	363,417	50,675	509,065
27	October	79,581,067	91,969	579,278	49,072	720,319
28	November	86,855,789	100,376	867,574	53,558	1,021,508
29	TOTAL	936,668,409	1,082,476	7,950,732	577,576	9,610,784

## Appendix B

**SYSTEM BEVERLY AND NON BEVERLY  
ALGONQUIN GAS TRANSMISSION, LLC  
CALCULATION OF FRQ DEFERRAL SURCHARGE RATE  
To Be Effective December 1, 2019**

Appendix B  
Schedule A  
Page 1 of 16

Line No.	Particulars	% of Total Throughput	Amounts
1	Total Deferred Account Balance		
2	As of July 31, 2018 1/		\$23,489,079
3	System Non Beverly Deferred Account Balance Collected		
4	(Dec 18 - July 19 Throughput * \$0.0490)		15,377,460
5	System Beverly to Non-Hubline Deferred Account Balance Collected		
6	(Dec 18 - July 19 Throughput * \$0.0326)		<u>101,129</u>
7	Difference of July 31, 2018 Deferred Account Balance and Recovery (Over)/Under		\$8,010,490
8	System Deferred Account Balance		
9	as of July 31, 2019 2/		\$19,783,947
10	System Projected Non Beverly Deferred Account Balance 3/	99.50%	\$19,684,910
11	2018-2019 Deferred Account Balance (Over)/Under Recovery 3/	99.50%	<u>7,970,390</u>
12	Total System Non Beverly Deferred Account Balance		\$27,655,300
13	System Projected Beverly to Non-Hubline Deferred Account Balance 3/	0.50%	\$99,037
14	2018-2019 Deferred Account Balance (Over)/Under Recovery 3/	0.50%	<u>40,100</u>
15	Total System Beverly to Non-Hubline Deferred Account Balance		\$139,137
16	System Projected Non Beverly Usage Determinants 4/	99.50%	475,528,671 dth
17	System Projected Beverly to Non-Hubline Usage Determinants 5/		3,417,776 dth
18	System Projected Beverly to Non-Hubline Usage Determinants * 70% 6/	0.50%	<u>2,392,443</u> dth
19	Total Allocated System Projected Usage Determinants (Line 16 + Line 18)	100.00%	<u><u>477,921,114</u></u> dth
20	System Non Beverly Usage Surcharge Rate (Line 12/Line 16) 7/		\$0.0582 dth/d
21	System Beverly Usage Surcharge Rate (Line 15/Line 17) 7/		\$0.0407 dth/d

1/ See RP19-203 Appendix B Schedule A Page 1 of 17 (Line 2)

2/ See Appendix B, Schedule C3, Line 13.

3/ System deferred account balance and over/under recovery multiplied by the applicable % throughput.

4/ See Appendix B, Schedule A, Pages 2.

5/ See Appendix B, Schedule A, Page 3.

6/ Reference: Docket Nos. RP13-1040-000 and RP18-75-002, Quantity reduced by 30% per Article I Settlement Terms.

7/ Reference: Docket No. RP18-75-002, Rate Calculation per Article I of Settlement Terms.

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for System Customers

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	AGERA ENERG	24,964	26,680	41,556	60,786	67,092	58,917	34,234	32,052	33,091	24,301	13,158	13,285	430,116
2	ALPHA GAS A		66	124	439	600	620	560	496	488	60			3,453
3	AMBIT NEW Y	4,648	4,594	7,482	12,134	14,007	13,324	10,220	12,393	8,754	6,791	1,261	1,841	97,449
4	AMERICAN PWR						1,259	1,232	4	1,056				3,551
5	BAY STATE	567,685	496,331	868,570	575,817	461,966	645,270	450,707	446,817	376,154	572,322	134,325	40,099	5,636,063
6	BBPC, LLC D/	22,580	23,010	90,273	164,463	190,325	177,754	154,442	153,655	92,082	57,326	11,152		1,137,062
7	BIG APPLE EN	243												243
8	BLUEROCK EN	213	228	994	749	2,278	748	291						5,501
9	BOS GAS NAT	1,401,461	1,495,463	1,781,523	4,387,523	4,735,731	6,000,573	5,085,987	5,351,339	3,224,001	2,062,383	1,122,795	1,471,189	38,119,968
10	BP ENERGY	84,315	16,233	215,630	3,815,640	3,850,210	4,006,965	3,760,251	4,233,992	3,404,188	3,507,247	2,562,228	2,749,625	32,206,524
11	BROWNS FUEL		259		210	217	216	196	217	210	217	30		1,772
12	CALPINE ENER						875,313	257,719						1,133,032
13	CASTLETON C	2,686,024	2,140,660	1,556,780	413,844	469,312	1,035,412	205,320	240,479	422,226	992,681	1,371,444	1,394,506	12,928,688
14	CENT HUDSON	198,678	198,003	329,026	337,908	620,211	661,059	606,206	529,770	248,515	187,995	233,514	198,628	4,349,513
15	CHIEF ENER					600	620	560	620	600	620			3,620
16	CIMA ENE LTD					651	649	588	125					2,013
17	CITIZENS CH				480	496	496	448	496	480				2,896
18	CLEARVIEW E			31	30	31	31	28	31	30	31			243
19	COL GAS NAT	1,019,587	815,822	1,462,198	1,672,325	2,049,585	2,242,491	1,954,274	1,942,567	1,035,006	371,356	283,578	868,866	15,717,655
20	COL UTIL LLC	93	90	93	54	93	90	84	60					657
21	COLONIAL ENE	1,351		1,158	6,030	6,231	6,230	5,628	6,229	5,943	6,231	6,030	6,231	57,292
22	COLUMBIA GA	342,065	296,967	307,892	454,776	713,000	713,000	644,000	713,000	345,000				4,529,700
23	CONED ENERGY	469,647	448,972	526,123	6,276									1,451,018
24	CONN NAT	755,800	649,198	838,284	1,242,243	1,341,241	1,697,511	1,410,132	1,426,129	973,094	440,852	490,999	593,329	11,858,812
25	CONSTELL GAS	123,956	111,625	169,417	237,663	270,445	282,454	264,147	265,306	180,589	148,118	107,953	106,459	2,268,132
26	CPV TOWANTI	2,166,502	1,517,289	1,338,933	1,958,869	1,765,798	1,585,348	1,210,154	1,186,439	932,745	778,084	1,149,229	342,166	15,931,556
27	DIRECT EN MK	11,815,779	11,060,648	11,125,707	6,483,314	7,203,968	7,310,057	7,069,013	6,487,898	5,797,301	5,011,223	5,023,762	5,619,084	90,007,754
28	DTE ENERGY	123,275	144,259		456,802	405,649	426,622	351,456	388,637	389,375	343,273	368,333	347,127	3,744,808
29	DYNEGY MKLLC	849,960	789,902	1,091,433	1,182,576	1,038,392	1,006,218	1,035,133	1,091,454	1,043,949	892,172	1,088,572	830,834	11,940,595
30	EAST COAST P					2,241	2,562	2,324	2,573	2,487	2,573	2,490	2,572	19,822
31	ELEVATION E									7,000				7,000
32	EMERA EN SER	2,616,607	1,854,686	2,081,466	6,753,457	2,925,572	1,534,636	1,692,049	3,393,363	5,054,870	6,131,794	7,609,351	9,165,452	50,813,303
33	ENE PLUS NAT	93	120	2,635	3,210	3,317	3,317	2,996	3,317					19,005
34	EXELON GENER			226,293	1,285,174	2,878,668	4,123,046	2,411,597	1,424,567	1,140,739	262,600	45,000	182,000	13,979,684
35	FAMILY ENER					1,430	1,705	1,540	1,705					6,380
36	FREEPOINT C				800					13,089	26,166	9,975	4,089	54,119
37	GDF SUEZ GA	265,249	469,500											734,749
38	GREEN PLAIN	110,065	98,754	154,748	225,671	108,801	136,755	57,306	24,624	35,876	129,525	78,144	446,512	1,606,781
39	HARTREE PAR	933,193	441,955	1,063,151										2,438,299
40	HIKO ENERGY	992	1,050	1,147	690	124	124	112						4,239
41	HUD ENE SER	4,185	4,326	6,982	7,883	8,712	9,512	8,103	8,433	6,606	6,130	3,044	3,131	77,047
42	IDT ENERGY				1,620	1,674	1,674	1,512	1,674	1,620				9,774
43	INFINITE ENE		24,472			992	1,240	1,120	1,240		193,283			222,347
44	IROQUOIS GAS		70,000	10,000	146,000	376,000	370,000	310,000	256,737	74,634	10,000		60,000	1,683,371
45	J ARON & CO		17,296	57,415	233,542		39,836	74,932	2,231					425,252
46	JOSCO ENER			310	360	370	372	336	372	360	372	210	62	3,124
47	JUST ENE NY				3,003	6,904	6,913	6,244	6,906	6,682	6,898	1,320	1,023	45,893
48	M&R ENERGY				21,900	20,181	15,658	20,440	22,630					100,809
49	MACQUARIE E	2,087,561	1,418,879	1,043,450	564,946	398,197	656,452	520,986	680,439	911,551	1,359,385	1,411,294	886,198	11,939,338
50	MARATHON PO	31	60	62	60	155	155	452	761	430	405	360	370	3,301
51	MEDIAN ENER					154	155	140	155	150	62	60		876
52	MERCURIA AM	2,185,971	1,819,345	1,286,567	2,093,355	2,318,930	1,894,136	1,412,333	1,832,123	2,171,303				17,014,063
53	MIDLBORO G&E	56	3,199	26,984	39,960	35,202	36,520	35,005	31,346	23,981	8,126			240,379
54	NARRA EL NAT	478,303	614,479	1,097,028	2,044,741	2,605,259	3,070,512	2,693,002	2,784,804	1,480,753	875,048	377,520	646,155	18,767,609
55	NEXTERA ENER	1,457											18,406	19,863
56	NI NAT GAS	82,166	63,520	98,623	230,953	319,830	413,499	324,000	272,477	100,492	61,448	27,386	38,275	2,032,669
57	NORTH AMERI					2,369	2,382	2,106	1,395					8,252
58	NORTH STAR	108							62	60				230
59	NRG PWR LLC	72,067	35		499								99	72,700
60	NSTAR GAS C				144,326	299,106	319,734	288,792	319,734	231,166				1,602,858
61	NY STATE E&G	9,950	11,100	57,450	81,098	92,516	131,000	96,200	94,398	58,450	28,300	12,925	11,750	685,137
62	O&R UTIL	123,672	121,649	101,487	149,662	201,935	230,817	185,356	196,140	159,685	40,379			1,510,782
63	PLYMOUTH ROC	2,728	2,640	2,728	7,539	7,812	7,812	7,056	7,812	7,308	1,920	1,727	403	57,485
64	PSEG EN RES				203		5,073	1,015				15,109	37,372	58,772
65	PUBLIC POWE			279		496	496	448	496	480				2,695
66	RATIO ENER						5							5
67	REPSOL ENER	14,898	14,900	332,667	371,046	72,745	65,785	72,146	76,364	50,676	27,825	10,000	11,800	1,120,852
68	RESIDENTS					93	93	84	93	90				453
69	ROBISON ENE		261	682	660	660	682	616	682	658				4,901
70	SEQ ENER MGM	1,612,308	1,436,775	1,614,838	773,926	843,787	1,191,383	996,233	765,891	852,848	1,601,913	1,499,567	1,399,447	14,588,916
71	SFE ENER	9,943	13,651	27,494	65,481	91,767	93,336	87,391	96,744	56,744	23,117	15,785	9,589	591,042
72	SHELL ENER									38,842	39,637	37,516	36,521	152,516
73	SOTHN CT GAS	803,036	674,356	794,212	1,443,221	1,668,449	1,965,773	1,654,135	1,534,818	844,505	484,707	248,648	344,873	12,460,733
74	SPARK ENER	55,753	47,061	77,625	104,356	129,539	147,715	131,227	133,011	111,233	75,646	57,213	50,658	1,121,037
75	SPOTLIGHT E	351,799	280,146	246,887	219,813	168,624	340,146	140,136	71,038	414,491	165,148	98,391	273,567	2,770,186
76	SPRAGUE OPE	1,255,165	1,138,263	1,053,023	1,122,596	1,222,152	1,231,317	1,079,983	1,170,345	1,153,825	1,147,059	947,695	1,131,643	13,653,066
77	TENASKA MKTG	1,239,269	790,810	467,904	377,351	625,578	578,191	515,931	509,072	144,542	100,522	41,124	416,116	5,806,410
78	TWIN EAGLE	705,396	727,975	473,543	472,158	520,024	501,906	499,517	474,776	248,824	224,161	347,987	348,266	5,544,533
79	U.S. GAS	431	469	7,063	1,516	10,787	14,369	14,947	15,509	3,866	2,947		2,170	74,074
80	UGI ENER	23,533	29,144	9,335	132,349	89,330	372,210	329,601	278,847	91,905	60,231	42,125	39,726	1,498,336
81	UNIPER GLOB	1,767,604	2,053,830	1,754,014	581,006	405,116	565,664	371,241	448,308	1,263,072	1,071,580	1,257,867	1,483,260	13,022,562
82	VIRIDIAN PA					2,059	2,201	1,988	2,201	2,130				10,579
83	VITOL INC.	1,273,634	1,149,670	658,674	29,710	83,597	77,077	103,789	142,454	245,450	207,950	160,552	259,215	4,391,772
84	YANKEE GA	791,599	772,534	1,552,839	2,412,466	2,771,723	2,805,002	2,338,253	2,423,483	1,372,578	825,836	190,626	622,066	18,879,005
85	Grand Total	41,537,648	36,403,209	38,142,832	45,619,258	46,531,106	51,718,200	43,007,730	44,026,355	36,900,928	30,60			

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for System Customers - Beverly Receipts to Non-Hubline Deliveries

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	CASTLETON C						19,912							19,912
2	CPV TOWANTI						29,868							29,868
3	DIRECT EN MK				4,980		322,594	126,330	278,060					731,964
4	DYNEGY MKLLC						8,960							8,960
5	EMERA EN SER			1,266	113,864	323,411	626,699	343,841	1,329	377				1,410,787
6	GREEN PLAIN					4,500	14,231							18,731
7	REPSOL ENER	302	100	148	184,555	92,144	481,635	183,754	134,908					1,077,546
8	SPOTLIGHT E						68,696	53						68,749
9	SPRAGUE OPE				10,456	696	11,548		4,479					27,179
10	TWIN EAGLE						4,582							4,582
11	UNIPER GLOB						19,498							19,498
12	TOTAL	302	100	1,414	313,855	420,751	1,608,223	653,978	418,776	377	0	0	0	3,417,776



ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities - System Customers - Beverly Receipts to Hubline

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	BP ENERGY						4,136		7,524					11,660
2	CALPINE ENER						2,600	4,000	35,000					41,600
3	DIRECT EN MK				10,000		20,000	23,485	44,200					97,685
4	EMERA EN SER				10,195	118	8,303	1,976	7,416					28,008
5	GREEN PLAIN					2,812	5,000							7,812
6	REPSOL ENER				31,808	3,330	31,727	63,280	61,071					191,216
7	SPOTLIGHT E							183						183
8	TWIN EAGLE						445							445
9	UNIPER GLOB						0							0
13	TOTAL	0	0	0	52,003	6,260	72,211	92,924	155,211	0	0	0	0	378,609

**RAMAPO PROJECT BEVERLY AND NON BEVERLY  
ALGONQUIN GAS TRANSMISSION, LLC  
CALCULATION OF FRQ DEFERRAL SURCHARGE RATE  
To Be Effective December 1, 2019**

Appendix B  
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Line No.	Particulars	% of Total Throughput	Amounts
1	Total Ramapo Project Non Beverly Deferred Account Balance		
2	as of July 31, 2018 1/		\$13,219,362
3	Ramapo Project Non Beverly Deferred Account Balance Collected		
4	(Dec 18 - July 19 Throughput * \$0.0938)		5,544,229
5	Ramapo Project Beverly to Non-Hubline Deferred Account Balance Collected		
6	(Dec 18 - July 19 Throughput * \$0.0646)		<u>19,351</u>
7	Difference of July 31, 2018 Deferred Account Balance and Recovery (Over)/Under		\$7,655,782
8	Ramapo Project Deferred Account Balance		
9	as of July 31, 2019 2/		\$4,452,343
10	Ramapo Project Projected Non Beverly Deferred Account Balance 3/	99.80%	\$4,443,437
11	2018-2019 Deferred Account balance (Over)/Under Recovery 3/	99.80%	7,640,468
12	Total Ramapo Project Non Beverly Deferred Account Balance		<u>\$12,083,905</u>
13	Ramapo Project Projected Beverly to Non-Hubline Deferred Account Balance 3/	0.20%	\$8,906
14	2018-2019 Deferred Account balance (Over)/Under Recovery 3/	0.20%	15,314
15	Total Ramapo Project Beverly to Non-Hubline Deferred Account Balance		<u>\$24,219</u>
16	Ramapo Project Projected Non Beverly Usage Determinants 4/	99.80%	107,478,323 dth
17	Ramapo Project Projected Beverly to Non-Hubline Usage Determinants 5/		307,737 dth
18	Ramapo Project Projected Beverly to Non-Hubline Usage Determinants * 70% 6/	0.20%	<u>215,416</u> dth
19	Total Allocated Ramapo Project Projected Usage Determinants (Line 16 + Line 18)	100.00%	<u>107,693,739</u> dth
20	Ramapo Project Non Beverly Usage Surcharge Rate (Line 12/Line 16) 7/		\$0.1124 dth/d
21	Ramapo Project Beverly Usage Surcharge Rate (Line 15/Line 17) 7/		\$0.0787 dth/d

1/ See RP19-203 Appendix B Schedule A page 6 of 17 (Line 2)

2/ See Appendix B, Schedule C3, Line 6.

3/ Ramapo deferred account balance and over/under recovery multiplied by the applicable % throughput.

4/ See Appendix B, Schedule A, Page 6.

5/ See Appendix B, Schedule A, Page 7.

6/ Reference: Docket Nos. RP13-1040-000 and RP18-75-002, Quantity reduced by 30% per Article I Settlement Terms.

7/ Reference: Docket No. RP18-75-002, Rate Calculation per Article I of Settlement Terms.

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for Ramapo Customers

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	ABC ENERGY	2,111	2,345	2,259	2,040	2,019	2,108	1,904	2,108	1,258	1,333	1,290	1,333	22,108
2	ABN ENERGY				536	449	513	476	527	506				3,007
3	ACCENT MIDW				571	1,479	1,783	1,469	1,552	1,100	120			8,074
4	AGERA ENERG	467	14	11,643	32,747	33,049	40,893	37,604	35,458	27,984	3,038			222,897
5	AGGRESSIVE	97,828	101,519	100,169	128,340	127,154	132,835	119,956	132,680	92,217	98,580	95,400	98,580	1,325,258
6	ALPHA GAS A	3,367	1,797		3,791	3,649	4,059	3,659	4,061	3,597				27,980
7	AMERICAN PWR			32	1,722	10,032	19,956	18,881	20,037	1,487				72,147
8	APPROVED EN				8,576	9,168	9,052	10,634	9,975	7,924	8,711	240	8,773	73,053
9	ASTRAL ENER	707	289	270	626	609	765	700	775	613				5,354
10	ATLANTIC LLC		18,010	17,364	27,906	28,122	29,698	26,824	29,698	25,395	27,497	26,610	27,497	284,621
11	BBPC, LLC D/	120,164	92,955	64,195	128,208	120,529	131,647	124,460	132,080	57,579	96,047			1,067,864
12	BIG APPLE EN	147,109												147,109
13	BLUEROCK EN	8,269	7,998	6,465	8,613	9,373	6,124							46,842
14	BP ENERGY	21,049	19,046	19,838										59,933
15	BROWNS FUEL				2,800	2,789	3,379	3,304	3,410	2,916	1,901		217	20,716
16	BUG CO NAT	982,352	999,833	677,884	1,081,930	885,305	972,372	873,412	658,243	421,971	361,459	133,163	386,736	8,434,660
17	BUY ENERGY	284	314	296	360									1,254
18	CHIEF ENER	14,927	14,615	14,423	11,310	11,060	11,718	10,521	11,718	9,758	10,447	10,110	10,447	141,054
19	CIMA ENE LTD	99,296	89,802	88,404	123,900	111,430	128,030	35,364	32,539					708,765
20	CIMA ENER LP								6,330	22,464	25,792	24,960	25,792	105,338
21	CITIZENS CH	1,472	1,576	1,728	1,320	1,308	1,364	1,232	1,364	986	1,054	1,020	1,054	15,478
22	CLEARVIEW E	347		450	600	596	507	532	520	243	279	270		4,344
23	COL UTIL LLC	4,091	1,980	4,694	3,960	3,759	4,017	3,640	4,030	3,792				33,963
24	COLONIAL ENE	1,677		109	3,260	2,186	1,045	1,344	1,279	578	566	341	341	12,726
25	CON ED	871,646	928,626	796,022	1,934,526	2,153,959	2,521,794	2,059,167	2,194,213	1,140,419	1,199,920	992,616	958,682	17,751,590
26	CONED ENERGY	1,036,267	866,303	1,065,053	2,008,060	2,549,621	2,140,673	1,794,159	2,035,707	1,562,969	1,130,050	550,744	1,059,510	17,799,116
27	CONSTELL GAS	12,067		339	42,641	39,808	45,489	41,664	45,133	8,427	15,782	9,360	17,981	278,691
28	DIRECT EN MK	2,480,872	3,141,750	2,276,688	989,218	1,020,784	1,022,096	911,821	1,005,671	1,051,074	363,988	31,466	384,202	14,679,630
29	DTE ENERGY	1,573,842	1,408,500	1,290,695										4,273,037
30	EAST COAST P	236,132	202,595	128,639	187,511	198,500	212,389	191,692	212,070	160,839	171,182	165,660	171,182	2,238,391
31	EMERA EN SER	4,131,192	4,151,622	4,343,948	1,066,601	947,859	934,371	866,339	950,261	1,703,268	1,017,798	250,100	430,552	20,793,911
32	ENE PLUS NAT				28,302	28,431	33,247	32,200	36,580					158,760
33	ENHANCED EN	6,642	7,457	6,647	14,312	14,399	15,128	13,607	15,128	12,073	12,989	12,570	12,989	143,941
34	FALCON ENRGY				56,670	52,500	58,559	52,890	58,559	53,926		50,967	58,559	442,630
35	FAMILY ENER				13,883	21,379	22,261	36,176	34,069	11,680				139,448
36	FFC ENERGY				2,717	2,275	2,835	2,884	2,972	2,173	2,511	45	1,488	19,900
37	GALT POWER					1,217	2,615	2,302	2,580	995	1,411	629	341	12,090
38	GLOBAL ENER				13,140	11,224	13,696	12,460	13,667	12,460	13,795	5,520	13,795	109,757
39	HIGH RISE EN				9,752	8,131	9,126	10,360	11,346	9,516	10,288	280	6,572	75,371
40	HIKO ENERGY	6,237	6,604	5,811	4,740	1,422	775	700						26,289
41	HUD ENE SER	21,162	14,864	12,017	31,233	28,132	32,468	29,323	32,424	22,206	11,474	16,770	17,626	269,699
42	IDT ENERGY	6,161	6,136	6,660	20,250	20,216	21,111	19,068	21,111	17,120	18,352	17,760	18,352	192,297
43	INFINITE ENE	15,878	17,172	14,819	12,584	12,736	13,582	12,267	13,573	6,495	4,614	6,780	7,006	137,506
44	JOSCO ENERG	14,393	14,839	13,327	13,350	13,220	13,826	12,488	13,712	11,194	12,183	11,790	12,183	156,505
45	JUST JUNE NY	23,602	18,812	24,068	27,840	29,308	34,379	31,052	34,348	24,245	13,391	13,230	13,640	287,915
46	KEYSPAN NAT	956,777	957,189	18,354	1,071,690	925,073	977,411	856,635	679,329	275,388	224,293	425,213	744,647	8,111,999
47	KIWI NY	32,523	32,558	31,972	29,970	29,306	31,000	27,924	30,970	25,679	27,528	26,640	27,528	353,598
48	LEXINGTON P	1,383		1,279	1,980	1,851	1,732							8,225
49	MACQUARIE E		194,093										349,251	543,344
50	MARATHON PO	27,525	27,985	26,401	43,140	42,685	44,578	40,236	44,508	36,297	38,936	37,680	38,936	448,907
51	MEDIAN ENER	3,498	3,977	3,437	3,480	3,440	3,596	3,248	3,591	2,855	3,069	2,970	3,069	40,230
52	MPOWER ENER	22,357	11,335	15,502	20,602	18,386	21,309	19,642	20,181	16,464	17,955	17,060	18,113	218,906
53	NEXT UTILIT	2,684	3,022	2,874	2,940	2,888	3,038	2,744	3,038	2,520	2,697	2,610	2,697	33,752
54	NORTH AMERI				2,989	2,680	4,034	3,976	3,085	2,002	2,914		2,728	24,408
55	PAY LESS EN				2,510	2,488	2,635	2,604	2,883	2,412	2,635	2,550	2,635	23,352
56	PHOENIX ENE	2,189	2,487	2,196	2,280	2,223	2,294	2,072	2,294	1,737	1,860	1,800	1,860	25,292
57	PLATINUM EN	731	807	781	780	768	806	728	806	546	589	570	589	8,501
58	PLYMOUTH ROC	155,299		191,328	261,330	251,504	270,041	243,905	270,041	178,694		173,199	198,631	2,193,972
59	PUBLIC POWE	3,487	302	11	4,360	5,616	6,603	5,958	6,105	2,879				35,321
60	QUANTUM POW	3,913	4,260	3,834	5,460	5,367	5,611	5,068	5,611	4,610	4,929	4,770	4,929	58,362
61	RESIDENTS	529	533	599	1,080	1,058	1,116	1,008	1,116	868	930	900	930	10,667
62	ROBISON EN	13,223	11,886	7,829	926	13,125	14,353	12,934	14,291	3,477				92,044
63	ROBISON ENE	49,289	46,847	24,390	57,648	73,329	80,716	72,956	80,786	50,738		14,760	15,252	566,711
64	SBR ENERGY				86	75	93	84	144	84	93		93	752
65	SCARAN ENRGY	384	422	395	450									1,651
66	SMART ONE E				3,345	3,121	3,640	3,857	4,184	3,433	502	105	3,502	25,689
67	SOUTH BAY E	37,987	20,431	11,600	39,420	38,507	40,645	36,781	40,734	37,566				303,671
68	SPARK ENERG	34,125	27,994	26,048	25,612	33,976	39,220	34,323	38,352	27,080	25,422	25,838	25,947	363,937
69	SPRAGUE OPE	13,088	14,916	17,433	10,674	10,821	10,817	9,772	10,819	8,970	9,362	9,060	9,362	135,094
70	SPRAGUE SNG	3,685	4,055	4,220	15,918	16,151	16,183	14,616	16,182	11,280	11,811	11,430	11,811	137,342
71	STARION NY				916	990	1,271	1,148	965	627	408		93	6,418
72	STREAM NY	2,538	2,721	2,745	6,520	7,100	7,594	6,858	7,277	5,411	4,588	2,970	3,069	59,391
73	TITAN GAS	731	660	775	780	762	806	728	806	748				6,796
74	TRIDENT RET	188	209	202	150	147								896
75	TWIN EAGLE	154,275	130,255	151,732										436,262
76	U.S. GAS	17,013	1,470	108	21,156	22,212	26,009	23,496	26,071	13,856		2,129		153,520
77	UGI ENERG			1,743	528	5,059			19,435	18,755	19,437	18,810	19,437	103,204
78	UNITED ENE				7,130	5,977	6,736	7,364	7,969	7,280	7,773	142	6,665	57,036
79	UNITED METR				315	363	417	420	428	364	244		62	2,613
80	V3 COMMODIT									654				654
81	VIRIDIAN PA	4,554	430	77	8,174	8,259	9,424	8,502	9,255	6,112				54,787
82	Grand Total	13,485,585	13,638,217	11,542,821	9,704,785	10,054,493	10,286,013	8,858,122	9,172,764	7,242,833	5,044,527	3,210,897	5,237,266	107,478,323

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for Ramapo Customers - Beverly Receipts to Non-Hubline Deliveries

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	CONED ENERGY						29,637							29,637
2	DIRECT EN MK						55,802	51,712	70,251					177,765
3	EMERA EN SER		4,794	97	3,288	17,007	48,257	26,892						100,335
4	TOTAL	0	4,794	97	3,288	17,007	133,696	78,604	70,251	0	0	0	0	307,737

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities - Ramapo Customers - Beverly Receipts to Hubline

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	DIRECT EN MK												12,000	12,000
2	EMERA EN SER									1,345				1,345
3	TOTAL	0	0	0	0	0	0	0	0	1,345	0	0	12,000	13,345

**AIM PROJECT BEVERLY AND NON BEVERLY  
ALGONQUIN GAS TRANSMISSION, LLC  
CALCULATION OF FRQ DEFERRAL SURCHARGE RATE  
To Be Effective December 1, 2019**

Appendix B  
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Line No.	Particulars	% of Total Throughput	Amounts
1	Total AIM Project Non Beverly Deferred Account Balance		
2	as of July 31,2018 1/		\$11,765,649
3	AIM Project Non Beverly Deferred Account Balance Collected		
4	(Dec 18 - July 19 Throughput * \$0.0948)		5,826,679
5	AIM Project Beverly to Non-Hubline Deferred Account Balance Collected		
6	(Dec 18 - July 19 Throughput * \$0.0571)		2,197
7	Difference of July 31, 2018 Deferred Account Balance and Recovery (Over)/Under		\$5,936,772
8	AIM Project Deferred Account Balance		
9	as of July 31, 2019 2/		\$4,207,911
10	AIM Project Projected Non Beverly Deferred Account Balance 3/	99.96%	\$4,206,429
11	2018-2019 Deferred Account Balance (Over)/Under Recovery 3/	99.96%	5,934,681
12	Total AIM Project Non Beverly Account Balance		<u>\$10,141,110</u>
13	AIM Project Projected Beverly to Non-Hubline Deferred Account Balance 3/	0.04%	\$1,482
14	2018-2019 Deferred Account Balance (Over)/Under Recovery 3/	0.04%	2,091
15	Total AIM Project Beverly to Non-Hubline Account Balance		<u>\$3,573</u>
16	AIM Project Projected Non Beverly Usage Determinants 4/	99.96%	101,817,391 dth
17	AIM Project Projected Beverly to Non-Hubline Usage Determinants 5/		51,252 dth
18	AIM Project Projected Beverly to Non-Hubline Usage Determinants * 70% 6/	0.04%	35,876 dth
19	Total Allocated AIM Project Projected Usage Determinants (Line 16 + Line 18)	100.00%	<u>101,853,267 dth</u>
20	AIM Project Non Beverly Usage Surcharge Rate (Line 12/Line 16) 7/		\$0.0996 dth/d
21	AIM Project Beverly Usage Surcharge Rate (Line 15/Line 17) 7/		\$0.0697 dth/d

1/ See RP19-203 Appendix B Schedule A page 10 of 17 (Line 2)

2/ See Appendix B, Schedule C3, Line 8.

3/ AIM deferred account balance and over/under recovery multiplied by the applicable % throughput.

4/ See Appendix B, Schedule A, Page 10.

5/ See Appendix B, Schedule A, Page 11.

6/ Reference: Docket Nos. RP13-1040-000 and RP18-75-002, Quantity reduced by 30% per Article I Settlement Terms.

7/ Reference: Docket No. RP18-75-002, Rate Calculation per Article I of Settlement Terms.

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for AIM Customers

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	AGERA ENERG			8,271	9,379	20,517	21,655	11,704	12,214	4,061				87,801
2	AMBIT NEW Y			206			5,354	3,752	4,744	2,415	1,370	2,640	2,139	22,620
3	ATLANTIC LLC							1,064	1,209	1,178	1,240	1,200	1,343	7,234
4	BAY STATE										294,188	346,930	323,069	964,187
5	BBPC, LLC D/	65,492	65,510	65,684	63,450	63,359	62,310	50,540	55,242	47,221	39,838	9,814		588,460
6	BOS GAS NAT	953,498	611,595	217,883	1,242,235	1,727,388	1,871,158	1,697,075	1,715,836	858,147	493,241	476,690	406,916	12,271,662
7	BP ENERGY				579,125	586,240	620,969	570,410	558,842	319,080	270,202	6,919	127,063	3,638,850
8	CASTLETON C		587,153	6,038	29,083						656,337	171,125	316,600	1,766,336
9	CITADEL ENE				119,693	20,000			17,500					157,193
10	COL GAS NAT			7,674	466,332	652,328	700,596	614,438	637,593	268,540	99,549			3,447,050
11	CONED ENERGY									149,736				149,736
12	CONN NAT	109,830	113,729	376,268	521,448	656,649	659,025	601,916	578,124	189,667	263,015	103,050	147,769	4,320,490
13	CONSTELL GAS			294	87,036	87,133	88,443	79,800	88,063	29,042	44,807	19,023	21,510	545,151
14	CPV TOWANTI	735,985			228,073	174,900	155,000	140,000	155,000		149,617	1,029,662	1,394,812	4,163,049
15	DIRECT EN MK	1,202,138	1,834,362	1,554,482	546,355	1,043,211	566,435	499,189	585,921	478,550	253,627		536,994	9,101,264
16	DTE ENERGY	247,725	65,022	152,345	584,978	526,887	400,964	415,910	381,328	415,001	320,000	289,906	320,204	4,120,270
17	ELEVATION E				7,915	100,160	18,676				12,892			139,643
18	EMERA EN SER	4,402,312	4,295,400	3,442,104	3,136,502	1,310,776	1,582,390	1,531,140	1,842,321	1,577,046	1,034,546	341,701	456,683	24,952,921
19	GREEN PLAIN												85,349	85,349
20	INFINITE ENE		1,242											1,242
21	MACQUARIE E	672,039	291,073	414,198	50,000	104,597	69,000	78,283	166,173	59,851	15,003		30,000	1,950,217
22	MERCURIA AM	209,964	185,232	188,983										584,179
23	MIDLBORO G&E	18,711	28,433	41,803	37,470	35,320	35,464	31,992	35,120	34,715	31,840	20,330	12,455	363,653
24	NARRA EL NAT	21,000		26,873	351,966	348,664	484,733	469,237	507,402	205,977	280,114	264,930	273,761	3,234,657
25	SEQ ENER MGM	395,993	380,747	530,409	69,833	107,970	20,939	75,000	209,999	169,023	210,757	81,884	103,574	2,356,128
26	SFE ENER	11,510	10,894	21,020	21,384	28,672	33,541	31,612	32,491	20,853	22,380	11,760	15,159	261,276
27	SHELL ENERG	0	0	0	374,273	387,498	386,319	350,000	387,500	368,887	0	299,995	0	2,554,472
28	SOTHN CT GAS	185,288	156,000	404,560	566,359	782,585	824,694	755,888	694,351	195,802	256,645	186,000	192,200	5,200,372
29	SPARK ENERG	237			26,676	27,989	29,698	26,339	29,171	27,681	28,520	12,450	12,803	221,564
30	SPOTLIGHT E												77,195	77,195
31	SPRAGUE OPE	123,262	137,812	127,455	104,556	108,933	103,064	92,511	102,765	98,728	118,505	108,280	122,028	1,347,899
32	SWN ENERGY						5,000							5,000
33	TWIN EAGLE	407,887	257,310	228,979	335,070	356,515	361,291	322,000	434,128	359,807	166,202	22,346	226,934	3,478,469
34	UGI ENERG	1,194	346	73	110	3,100	4,772	22,185	12,243	1,866	16,260	19,752	19,324	101,225
35	UNIPER GLOB	542,483	394,131	159,461	41,421	90,723	78,496	15,932	39,166	131,815	113,625	9,223	57,219	1,673,695
36	VITOL INC.	904,608	997,471	771,241						57,013	76,999		31,688	2,839,020
37	YANKEE GA		4,904	103,998	273,983	351,914	1,133,466	1,026,499	599,941	194,745	285,108	795,528	267,776	5,037,862
38	Grand Total	11,211,156	10,418,366	8,850,302	9,874,705	9,704,028	10,323,452	9,514,416	9,884,387	6,279,339	5,543,535	4,631,138	5,582,567	101,817,391

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for AIM Customers - Beverly Receipts to Non-Hubline Deliveries

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	EMERA EN SER				12,767	2,670	26,121							41,558
2	SHELL ENERG						9,694							9,694
3														
4														
5	TOTAL	0	0	0	12,767	2,670	35,815	0	0	0	0	0	0	51,252



ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities - AIM Customers - Beverly Receipts to Hubline

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	CASTLETON C							2,116						2,116
2	EMERA EN SER									13,700				13,700
3	TOTAL	0	0	0	0	0	0	2,116	0	13,700	0	0	0	15,816

**ATLANTIC BRIDGE PROJECT BEVERLY AND NON BEVERLY  
ALGONQUIN GAS TRANSMISSION, LLC  
CALCULATION OF FRQ DEFERRAL SURCHARGE RATE  
To Be Effective December 1, 2019**

Appendix B  
Schedule A  
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Line No.	Particulars	% of Total Throughput	Amounts
1	Total Atlantic Bridge Project Non Beverly Deferred Account Balance		
2	as of July 31,2018 1/		\$2,005,382
3	Atlantic Bridge Project Non Beverly Deferred Account Balance Collected		
4	(Dec 18 - July 19 Throughput * \$0.1444)		\$479,812
5	Atlantic Bridge Project Beverly to Non-Hubline Deferred Account Balance Collected		
6	(Dec 18 - July 19 Throughput * \$0.0989)		\$938
7	Difference of July 31, 2018 Deferred Account Balance and Recovery (Over)/Under		\$1,524,632
8	Atlantic Bridge Deferred Account Balance		\$395,623
9	as of July 31, 2019 2/		
10	Atlantic Bridge Project Projected Non Beverly Deferred Account Balance 3/	99.91%	\$395,274
11	2018-2019 Deferred Account Balance (Over)/Under Recovery 3/	99.91%	\$1,523,287
12	Total Atlantic Bridge Project Non Beverly Account Balance		<u>\$1,918,560</u>
13	Atlantic Bridge Project Projected Beverly to Non-Hubline Deferred Account Balance 3/	0.09%	\$349
14	2018-2019 Deferred Account Balance (Over)/Under Recovery 3/	0.09%	\$1,345
15	Total Atlantic Bridge Project Beverly to Non-Hubline Account Balance		<u>\$1,694</u>
16	Atlantic Bridge Project Projected Non Beverly Usage Determinants 4/	99.91%	9,565,502 dth
17	Atlantic Bridge Project Projected Beverly to Non-Hubline Usage Determinants 5/		12,067 dth
18	Atlantic Bridge Project Projected Beverly to Non-Hubline Usage Determinants * 70% 6/	0.09%	8,447 dth
19	Total Allocated Atlantic Bridge Project Projected Usage Determinants (Line 16 + Line 18)	100.00%	<u>9,573,949 dth</u>
20	Atlantic Bridge Project Non Beverly Usage Surcharge Rate (Line 12/Line 16) 7/		\$0.2006 dth/d
21	Atlantic Bridge Project Beverly Usage Surcharge Rate (Line 15/Line 16) 7/		\$0.1404 dth/d

1/ See RP19-203 Appendix B Schedule A page 10 of 17 (Line 2)

2/ See Appendix B, Schedule C3, Line 10.

3/ Atlantic Bridge deferred account balance and over/under recovery multiplied by the applicable % throughput.

4/ See Appendix B, Schedule A, Page 14.

5/ See Appendix B, Schedule A, Page 15.

6/ Reference: Docket Nos. RP13-1040-000 and RP18-75-002, Quantity reduced by 30% per Article I Settlement Terms.

7/ Reference: Docket No. RP18-75-002, Rate Calculation per Article I of Settlement Terms.

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for ATLANTIC BRIDGE Customers

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	BP ENERGY				826,958	803,576	862,889	628,535		101,001	43,962		106,368	3,373,289
2	CASTLETON C	6,362	32,212	105,812										144,386
3	DIRECT EN MK	1,732,447	1,782,196	1,589,527					523,212					5,627,382
4	EMERA EN SER	0	0	0	167,192	111,495	141,758	0	0	0	0	0	0	420,445
5	Grand Total	1,738,809	1,814,408	1,695,339	994,150	915,071	1,004,647	628,535	523,212	101,001	43,962	0	106,368	9,565,502

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities for ATLANTIC BRIDGE Customers - Beverly Receipts to Non-Hubline Deliveries

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	EMERA EN SER				2,578	1,333	8,156							12,067
3	TOTAL	0	0	0	2,578	1,333	8,156	0	0	0	0	0	0	12,067

ALGONQUIN GAS TRANSMISSION, LLC  
Total Quantities - ATLANTIC BRIDGE Customers - Beverly Receipts to Hubline

Line No.	CUSTOMER	Aug-18	Sep-18	Oct-18	Nov-18	Dec-18	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Total
1	CASTLETON C						1,701	2,779						4,480
2	TOTAL	0	0	0	0	0	1,701	2,779	0	0	0	0	0	4,480

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
**Schedule: B**  
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**Year: 2018 Month: August Actual**

<b>Line No. a</b>	<b>Description b</b>	<b>Quantity (DTH) c</b>	<b>Costs d</b>	<b>Unit Costs in \$/DTH e = d/c</b>
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	534,802.00	1,688,218.46	3.16 (1)
3	Imbalance/Linepack Adjustment	(534,802.00)	(1,692,335.83) (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	(4,117.37)	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	(4,117.37)	

**Footnotes:**

(1) Price paid or received in accordance with Section 25 of the General Terms and Conditions

(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
**Schedule: B**  
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**Year: 2018 Month: September Actual**

<b>Line No. a</b>	<b>Description b</b>	<b>Quantity (DTH) c</b>	<b>Costs d</b>	<b>Unit Costs in \$/DTH e = d/c</b>
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	797,360.00	2,327,692.91	2.92 (1)
3	Imbalance/Linepack Adjustment	(797,360.00)	(582,258.77) (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	1,745,434.14	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	1,745,434.14	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2018 Month: October Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	263,051.00	842,792.58	3.20 (1)
3	Imbalance/Linepack Adjustment	(263,051.00)	(267,547.11) (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	575,245.47	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	575,245.47	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity



**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
**Schedule: B**  
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**Year: 2018 Month: November Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	1,561,370.00	9,304,751.98	5.96 (1)
3	Imbalance/Linepack Adjustment	(1,561,370.00)	(15,226,375.56) (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	(5,921,623.58)	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	(5,921,623.58)	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2018 Month: December Actual**

<b>Line No. a</b>	<b>Description b</b>	<b>Quantity (DTH) c</b>	<b>Costs d</b>	<b>Unit Costs in \$/DTH e = d/c</b>
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	1,922,915.00	9,364,828.78	4.87 (1)
3	Imbalance/Linepack Adjustment	(1,922,915.00)	(7,047,405.10) (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	2,317,423.68	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	2,317,423.68	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
**Schedule: B**  
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**Year: 2019 Month: January Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	1,907,418.00	11,652,932.10	6.11 (1)
3	Imbalance/Linepack Adjustment	(1,907,418.00)	(17,247,069.48) (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	(5,594,137.38)	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	(5,594,137.38)	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2019 Month: February Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	1,758,768.00	7,920,592.24	4.50 (1)
3	Imbalance/Linepack Adjustment	(1,758,768.00)	1,863,189.26 (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	9,783,781.50	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	9,783,781.50	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2019 Month: March Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	1,850,560.00	6,873,973.99	3.71 (1)
3	Imbalance/Linepack Adjustment	(1,850,560.00)	1,500,812.84 (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	8,374,786.83	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	8,374,786.83	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2019 Month: April Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	691,323.00	1,742,068.43	2.52 (1)
3	Imbalance/Linepack Adjustment	(691,323.00)	11,382,867.14 (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	13,124,935.57	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	13,124,935.57	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
**Schedule: B**  
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**Year: 2019 Month: May Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	489,258.00	1,111,740.85	2.27 (1)
3	Imbalance/Linepack Adjustment	(489,258.00)	1,424,888.64 (2)	
4	Subtotal (lines 1 + 2 + 3)	0.00	2,536,629.49	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 5)	0.00	2,536,629.49	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2019 Month: June Actual**

Line No. a	Description b	Quantity (DTH) c	Costs d	Unit Costs in \$/DTH e = d/c
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	364,650.00	766,565.65	2.10 (1)
3	Imbalance/Linepack Adjustment	(364,650.00)	572,612.28 (2)	
4	Subtotal (lines 5 + 6)	0.00	1,339,177.93	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 7+ 8)	0.00	1,339,177.93	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity



**ALGONQUIN GAS TRANSMISSION COMPANY**  
**System Balancing Account**

**Appendix: B**  
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**Year: 2019 Month: July Actual**

<b>Line No. a</b>	<b>Description b</b>	<b>Quantity (DTH) c</b>	<b>Costs d</b>	<b>Unit Costs in \$/DTH e = d/c</b>
1	Operational Flow Orders	0.00		
2	Cash Out Receipts/(Deliveries)	226,376.00	489,976.79	2.16 (1)
3	Imbalance/Linepack Adjustment	(226,376.00)	(497,886.11) (2)	
4	Subtotal (lines 5 + 6)	0.00	(7,909.32)	
5	Scheduling Penalties - Affiliates		0.00	
6	System Balancing Account (lines 4 + 7+ 8)	0.00	(7,909.32)	

**Footnotes:**

- (1) Price paid or received in accordance with Section 25 of the General Terms and Conditions  
(2) Cost adjustment, if applicable, reflects impact of monthly changes in Index Price  
on cumulative imbalance volumes available for current month system activity

Line No.		Account No. 0182326/0182333 Current Subaccount	
August 2018			
1	Deferred Amounts		\$4,117.37
2	Carrying Charges		
3	Ending Balance		\$4,117.37
September 2018			
4	Deferred Amounts	\$1,745,434.14	
5	Carrying Charges		\$11.52
6	Ending Balance	\$1,741,305.25	
October 2018			
7	Deferred Amounts	\$575,245.47	
8	Carrying Charges	\$5,244.63	
9	Ending Balance	\$2,321,795.35	
November 2018			
10	Deferred Amounts		\$5,921,623.58
11	Carrying Charges	\$6,805.00	
12	Ending Balance		\$3,593,023.23
December 2018			
13	Deferred Amounts	\$2,317,423.68	
14	Carrying Charges		\$10,872.42
15	Ending Balance		\$1,286,471.97
January 2019			
16	Deferred Amounts		\$5,594,137.38
17	Carrying Charges		\$4,073.34
18	Ending Balance		\$6,884,682.69
February 2019			
19	Deferred Amounts	\$9,783,781.50	
20	Carrying Charges		\$19,800.88
21	Ending Balance	\$2,879,297.93	
March 2019			
22	Deferred Amounts	\$8,374,786.83	
23	Carrying Charges	\$9,221.73	
24	Ending Balance	\$11,263,306.49	
April 2019			
25	Deferred Amounts	\$13,124,935.57	
26	Carrying Charges	\$36,473.40	
27	Ending Balance	\$24,424,715.46	

<u>Line No.</u>		<u>Account No. 0182326/0182333</u> <u>Current Subaccount</u>	
May 2019			
28	Deferred Amounts	\$2,536,629.49	
29	Carrying Charges	\$80,683.17	
30	Ending Balance	\$27,042,028.12	
June 2019			
31	Deferred Amounts	\$1,339,177.93	
32	Carrying Charges	\$87,041.63	
33	Ending Balance	\$28,468,247.68	
July 2019			
34	Deferred Amounts		\$7,909.32
35	Carrying Charges	\$96,284.50	
36	Ending Balance	\$28,556,622.86	
August 2019			
37	Deferred Amounts		
38	Carrying Charges	\$96,130.86	
39	Ending Balance	\$28,652,753.72	
September 2019			
40	Deferred Amounts		
41	Carrying Charges	\$91,918.90	
42	Ending Balance	\$28,744,672.62	
October 2019			
43	Deferred Amounts		
44	Carrying Charges	\$95,150.92	
45	Ending Balance	\$28,839,823.54	

Algonquin Gas Transmission, LLC  
Fuel Reimbursement Quantity Deferral - Carrying Charge Calculation

Production Month	Current Month (a)	Beginning Balance (b)=PM [(a)+(b)+(j)]	Carrying Charge Exclusions (c )=PM[(c )+(j)]	Balance Excluding Carrying Charges (d)=(b)-(c )	State Tax (e) = (b) *rate% 2018 9.2256% 2019 8.9100%	Federal Tax (f) = [(b) - (e)] * rate% 2018 21% 2019 21%	Deferred Income Taxes Exclusion (g) = (e) + (f)	Balance Net of Deferred Taxes (h) = (d) - (g)	FERC Rate 1/ (i) =(n)/365*#day in MO	Monthly Carrying Charge (j) = (h) * (i)	Cumulative Carrying Charge (k) = PM(k) + (j)
Aug-18	(4,117.37)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0040	0.00	
Sep-18	1,745,434.14	(4,117.37)	0.00	(4,117.37)	(379.85)	(784.88)	(1,164.73)	(2,952.64)	0.0039	(11.52)	(11.52)
Oct-18	575,245.47	1,741,305.25	0.00	1,741,305.25	160,645.86	331,938.47	492,584.33	1,248,720.92	0.0042	5,244.63	5,233.11
Nov-18	(5,921,623.58)	2,321,795.35	5,244.63	2,316,550.72	214,199.55	442,595.12	656,794.67	1,659,756.05	0.0041	6,805.00	12,038.11
Dec-18	2,317,423.68	(3,593,023.23)	12,049.63	(3,605,072.86)	(331,477.95)	(684,924.51)	(1,016,402.46)	(2,588,670.40)	0.0042	(10,872.42)	1,165.69
Jan-19	(5,594,137.38)	(1,286,471.97)	0.00	(1,286,471.97)	(114,624.65)	(246,087.94)	(360,712.59)	(925,759.38)	0.0044	(4,073.34)	(2,907.65)
Feb-19	9,783,781.50	(6,884,682.69)	(4,073.34)	(6,880,609.35)	(613,425.23)	(1,316,964.07)	(1,930,389.30)	(4,950,220.05)	0.0040	(19,800.88)	(22,708.53)
Mar-19	8,374,786.83	2,879,297.93	(23,874.22)	2,903,172.15	256,545.45	550,778.02	807,323.47	2,095,848.68	0.0044	9,221.73	(13,486.80)
Apr-19	13,124,935.57	11,263,306.49	0.00	11,263,306.49	1,003,560.61	2,154,546.63	3,158,107.24	8,105,199.25	0.0045	36,473.40	22,986.60
May-19	2,536,629.49	24,424,715.46	36,473.40	24,388,242.06	2,176,242.15	4,672,179.40	6,848,421.55	17,539,820.51	0.0046	80,683.17	103,669.77
Jun-19	1,339,177.93	27,042,028.12	117,156.57	26,924,871.55	2,409,444.71	5,172,842.52	7,582,287.23	19,342,584.32	0.0045	87,041.63	190,711.40
Jul-19	(7,909.32)	28,468,247.68	0.00	28,468,247.68	2,536,520.87	5,445,662.63	7,982,183.50	20,486,064.18	0.0047	96,284.50	286,995.90
Aug-19	0.00	28,556,622.86	96,284.50	28,460,338.36	2,544,395.10	5,462,567.83	8,006,962.93	20,453,375.43	0.0047	96,130.86	383,126.76
Sep-19	0.00	28,652,753.72	192,415.36	28,460,338.36	2,552,960.36	5,480,956.61	8,033,916.97	20,426,421.39	0.0045	91,918.90	475,045.66
Oct-19	0.00	28,744,672.62	0.00	28,744,672.62	2,561,150.33	5,498,539.68	8,059,690.01	20,684,982.61	0.0046	95,150.92	570,196.58
October 31, 2019	0.00	28,839,823.54	95,150.92	28,744,672.62							

- 1) Carrying charges are calculated pursuant to Section 154.501 of the Commission's Regulations.  
Calculation of Interest Rate for a month:  
Monthly Rate = Quarterly Rate/days per year x days in month
- 2) Current month includes cash out billings based on billing production month, billed on a month lag.
- 3) Carrying charge is compounded quarterly.
- 4) Cumulative carrying charge is calculated through October 31, 2019.

**ALGONQUIN GAS TRANSMISSION, LLC**  
**System Balance Account**  
**BREAKOUT BETWEEN RAMAPO, AIM, ATLANTIC BRIDGE AND SYSTEM**

Line No.	<u>Particulars</u>	Amount Charge (Refund) (\$)
1	Total System Balance Account	
2	as of July 31, 2019, including Carrying	
3	Charges through October 31, 2019	
4	(Ref: Appendix B, Schedule C1)	\$28,839,824
5	Amount Attributed to Ramapo	
6	(Ref: Appendix C, Schedule C, pg 1 of 3, Ln 24.)	\$4,452,343
7	Amount Attributed to AIM	
8	(Ref: Appendix C, Schedule C, pg 2 of 3, Ln 24.)	\$4,207,911
9	Amount Attributed to Atlantic Bridge	
10	(Ref: Appendix C, Schedule C, pg 3 of 3, Ln 24.)	\$395,623
11	Amount Attributed to System	
12	Surcharge to System Customers	
13	(Line 4 - Line 6 - Line 8 - Line 10)	\$19,783,947

## Appendix C

ALGONQUIN GAS TRANSMISSION, LLC  
ANNUAL FRQ FILING EFFECTIVE DECEMBER 1, 2019

Assignment of Fuel Costs to Ramapo, AIM, Atlantic Bridge and Texas Eastern Lease

The schedules in this Appendix C provide the supporting calculations for Algonquin's assignment of actual fuel use, the true-up of the under- or over-collection of Company Use Gas and LAUF to the Ramapo Expansion Project ("Ramapo Project"), the Algonquin Incremental Expansion Project ("AIM Project"), the Atlantic Bridge Project ("Atlantic Bridge Project") and assignment of actual fuel use to Texas Eastern Transmission, LP pursuant to the lease ("Texas Eastern Lease") approved in the NJ-NY Expansion Project ("NJ-NY Project") in Docket No. CP11-56-000.<sup>1</sup> In accordance with the Commission's order certificating the Ramapo Project in Docket Nos. CP06-76-000, *et al.*,<sup>2</sup> the AIM Project in Docket Nos. CP14-96-000,<sup>3</sup> and the Atlantic Bridge Project in Docket Nos. CP16-9-000,<sup>4</sup> Algonquin has separately tracked fuel usage for the compressors along the Ramapo Project, AIM Project and Atlantic Bridge Project transportation paths for each month during the period August 2018 through July 2019, the amount of fuel reimbursed, as well as LAUF, in order to delineate the actual fuel use, the net fuel under- or over-collected, and LAUF associated with the Ramapo Project, AIM Project and Atlantic Bridge Project service. Schedule A is a summary of the actual fuel use, the true-up of the under- or over-collected fuel, and LAUF attributed to the Ramapo Project, AIM Project and Atlantic Bridge Project for such period. Schedule A-1 is a summary of the projected fuel use attributed to the Texas Eastern Lease and Schedule A-3 reflects the actual fuel reimbursed pursuant to the Texas Eastern Lease for the period August 2018 through July 2019. Schedule A-2 is the reconciliation of the projected fuel use and fuel reimbursement amounts from Schedules A-1 and A-3. As shown, the net fuel under- or over-collection is equal the difference obtained by subtracting the fuel reimbursement quantities at the effective lease fuel reimbursement rate from the projected fuel use attributed to the Texas Eastern Lease.

Schedule B reflects the monthly detail underlying fuel requirement calculation for the Ramapo Project, NJ-NY Project, AIM Project and Atlantic Bridge Project. Algonquin has employed actual throughput data along the Ramapo Project, NJ-NY Project, AIM Project and Atlantic Bridge Project transportation paths to calculate horsepower utilization at each gas-fired compressor station for each month that the projects were in service from August 2018 through July 2019. A simulation was then performed for each month to calculate the corresponding base horsepower utilization in the base system case (assuming that project was not in service) by removing the actual Ramapo Project, NJ-NY Project, AIM Project and Atlantic Bridge Project throughput quantities and expansion facilities, as applicable, for the month. The difference between the expansion horsepower utilization and the base horsepower utilization represents the horsepower requirement attributable to the Ramapo Project, NJ-NY Project, AIM Project or Atlantic Bridge Project, as applicable, at each compressor station for each month. The applicable project horsepower is then converted to a daily fuel requirement which is assigned to the Ramapo Project, NJ-NY Project, AIM Project or the Atlantic Bridge Project, as applicable.

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<sup>1</sup> *Texas Eastern Transmission, LP, et al.*, 139 FERC ¶ 61,138 (2012).

<sup>2</sup> *Millennium Pipeline Co., L.L.C.*, 117 FERC ¶ 61,319 (2006).

<sup>3</sup> *Algonquin Gas Transmission, LLC*, 150 FERC ¶ 61,163 (2015).

<sup>4</sup> *Algonquin Gas Transmission, LLC*, 158 FERC ¶ 61,061 (2017).

Schedule C sets out the calculation for the sub-accounts to the FRQ Deferred Account maintained for the Ramapo Project, AIM Project, and Atlantic Bridge Project service. The net cash out amount recorded in the sub-accounts to the FRQ Deferred Account is attributed to the Ramapo Project, AIM Project and Atlantic Bridge Project service on the basis of the percentage that the Ramapo Project, AIM Project and Atlantic Bridge Project service quantity bears to total throughput quantity for the deferral period. Also, carrying charges recorded in the sub-accounts to the FRQ Deferred Account are attributed to the Ramapo Project, AIM Project and Atlantic Bridge Project service on the basis of the percentage that the Ramapo Project, AIM Project and Atlantic Bridge Project throughput quantities bears to total throughput quantities for the deferral period. The total amount recorded in the sub-accounts to the FRQ Deferred Account attributed to the Ramapo Project, AIM Project and Atlantic Bridge Project service is either charged or refunded to the Ramapo Project, AIM Project and Atlantic Bridge Project customers, so that system customers do not bear fuel use, under-recovery of prior period FRQ Deferred Account balances, and LAUF costs related to the Ramapo Project, AIM Project and Atlantic Bridge Project.

Finally, Schedule D reflects the detail underlying the actual Ramapo Project, AIM Project and Atlantic Bridge Project quantities for the period August 2018 through July 2019. As shown, the actual Ramapo Project, AIM Project and Atlantic Bridge Project delivery quantities equal the difference obtained by subtracting the actual Ramapo Project, AIM Project and Atlantic Bridge Project fuel reimbursement quantities at the effective Ramapo Project, AIM Project and Atlantic Bridge Project fuel reimbursement rates from the actual Ramapo Project, AIM Project and Atlantic Bridge Project receipt quantities.

The difference between the actual fuel and the actual fuel reimbursed is compared to calculate the fuel under- or over- collection) amount for the Ramapo Project, AIM Project, and Atlantic Bridge Project by month. The net fuel under- or over-collection is allocated to the winter season and spring summer, and fall season based on the percentage of seasonal deliveries. The net fuel under- or over-collection amount allocated to each season is then apportioned in equal amounts to the months in such season. This monthly Fuel True-Up amount is then broken into a daily rate and applied to Appendix C Schedule B as Adjustment [7].



**ALGONQUIN GAS TRANSMISSION, LLC  
ACTUAL FUEL USE AND LAUF  
ATTRIBUTED TO RAMAPO**

(A) LINE NO.	(B) MONTH	(C) No. of Days	(D) Fuel Ramapo Percent (%) 1/	(E) Ramapo Actual Fuel Use (dth/d) Ref: Sch B	(F) Ramapo Actual Fuel Use (dth) (C) * (E)	(G) System Delivery Quantities (dth)	(H) Lease Delivery Quantities (dth)	(I) Ramapo Delivery Quantities (dth)	(J) LAUF Ramapo Percent (%) 2/	(K) ____ALLOCATED____ Total System (dth)	(L) ____LAUF____ Allocation (dth) (J) * (K)	(M) Total Ramapo Fuel True-Up and LAUF (dth) (F) + (L)
1	August, 2018	31	28.20%	5,013	155,407	41,537,950	20,153,113	13,485,585	15.30%	54,341	8,316	163,723
2	September	30	32.19%	4,494	134,819	36,403,309	19,901,201	13,643,011	16.60%	50,675	8,413	143,232
3	October	31	28.23%	4,701	145,716	38,144,246	19,348,262	11,542,918	14.50%	49,072	7,118	152,834
4	November	30	21.02%	6,889	206,678	45,933,113	20,330,403	9,708,073	11.18%	53,558	5,986	212,665
5	December	31	21.59%	5,890	182,589	46,951,857	20,987,635	10,071,500	11.36%	54,654	6,210	188,799
6	January, 2019	31	19.65%	6,784	210,291	53,326,423	22,083,674	10,419,709	10.72%	59,937	6,425	216,716
7	February	28	20.75%	7,506	210,169	43,661,708	19,673,442	8,936,726	10.84%	50,819	5,511	215,680
8	March	31	21.79%	5,361	166,194	44,445,131	21,669,953	9,243,015	10.78%	52,886	5,700	171,893
9	April	30	23.21%	4,650	139,500	36,901,305	19,321,217	7,242,833	10.37%	43,069	4,466	143,966
10	May	31	22.57%	1,762	54,632	30,605,976	18,846,645	5,044,527	8.40%	37,050	3,111	57,742
11	June	30	17.89%	1,159	34,766	28,519,374	18,415,285	3,210,897	5.86%	33,777	1,980	36,746
12	July	31	20.48%	5,593	173,394	32,516,055	17,758,860	5,237,266	8.56%	37,738	3,229	176,623
13	TOTAL				1,814,154	478,946,447	238,489,690	107,786,060		577,576	66,464	1,880,618

1/ The fuel percentage is calculated by dividing Ramapo delivered quantities by the System, Ramapo, AIM and Atlantic Bridge minus Lease delivered quantities

2/ The LAUF percentage is calculated by dividing Ramapo delivered quantities by the System, Ramapo, AIM, Atlantic Bridge and Lease delivered quantities

**ALGONQUIN GAS TRANSMISSION, LLC  
ACTUAL FUEL USE AND LAUF  
ATTRIBUTED TO AIM**

(A) LINE NO.	(B) MONTH	(C) No. of Days	(D) Fuel AIM Percent (%) 1/	(E) AIM Actual Fuel Use (dth/d) Ref: Sch B	(F) AIM Actual Fuel Use (dth) (C) * (E)	(G) System Delivery Quantities (dth)	(H) Lease Delivery Quantities (dth)	(I) AIM Delivery Quantities (dth)	(J) LAUF AIM Percent (%) 2/	(K) Total System (dth)	(L) ALLOCATED LAUF Allocation (dth) (J) * (K)	(M) Total AIM Fuel True-up and LAUF (dth) (F) + (L)
1	August, 2018	31	23.44%	8,441	261,667	41,537,950	20,153,113	11,211,156	12.72%	54,341	6,913	268,580
2	September	30	24.58%	4,695	140,848	36,403,309	19,901,201	10,418,366	12.68%	50,675	6,424	147,272
3	October	31	21.65%	6,044	187,355	38,144,246	19,348,262	8,850,302	11.12%	49,072	5,457	192,813
4	November	30	21.40%	11,246	337,379	45,933,113	20,330,403	9,887,472	11.38%	53,558	6,097	343,475
5	December	31	20.80%	13,390	415,099	46,951,857	20,987,635	9,706,698	10.95%	54,654	5,985	421,084
6	January, 2019	31	19.53%	13,663	423,550	53,326,423	22,083,674	10,359,267	10.66%	59,937	6,388	429,938
7	February	28	22.09%	11,822	331,025	43,661,708	19,673,442	9,514,416	11.54%	50,819	5,867	336,892
8	March	31	23.30%	13,629	422,495	44,445,131	21,669,953	9,884,387	11.52%	52,886	6,095	428,590
9	April	30	20.12%	5,976	179,267	36,901,305	19,321,217	6,279,339	8.99%	43,069	3,872	183,139
10	May	31	24.81%	5,184	160,708	30,605,976	18,846,645	5,543,535	9.23%	37,050	3,418	164,126
11	June	30	25.81%	190	5,692	28,519,374	18,415,285	4,631,138	8.45%	33,777	2,856	8,548
12	July	31	21.83%	4,967	153,968	32,516,055	17,758,860	5,582,567	9.12%	37,738	3,442	157,410
13	TOTAL				3,019,053	478,946,447	238,489,690	101,868,643		577,576	62,815	3,081,868

1/ The fuel percentage is calculated by dividing AIM delivered quantities by the System, Ramapo, AIM and Atlantic Bridge minus Lease delivered quantities

2/ The LAUF percentage is calculated by dividing AIM delivered quantities by the System, Ramapo, AIM, Atlantic Bridge and Lease delivered quantities

**ALGONQUIN GAS TRANSMISSION, LLC  
ACTUAL FUEL USE AND LAUF  
ATTRIBUTED TO ATLANTIC BRIDGE**

(A) LINE NO.	(B) MONTH	(C) No. of Days	(D) Fuel ATL BRG Percent (%) 1/	(E) ATL BRG Actual Fuel Use (dth/d) Ref: Sch B	(F) ATL BRG Actual Fuel Use (dth) (C) * (E)	(G) System Delivery Quantities (dth)	(H) Lease Delivery Quantities (dth)	(I) ATL BRG Delivery Quantities (dth)	(J) LAUF ATL BRG Percent (%) 2/	(K) Total System (dth)	(L) ALLOCATED LAUF Allocation (dth) (J) * (K)	(M) Total ATL BRG Fuel True-up and LAUF (dth) (F) + (L)
1	August, 2018	31	3.64%	(125)	(3,886)	41,537,950	20,153,113	1,738,809	1.97%	54,341	1,072	(2,814)
2	September	30	4.28%	(151)	(4,534)	36,403,309	19,901,201	1,814,408	2.21%	50,675	1,119	(3,416)
3	October	31	4.15%	(235)	(7,271)	38,144,246	19,348,262	1,695,339	2.13%	49,072	1,045	(6,225)
4	November	30	2.16%	1,134	34,014	45,933,113	20,330,403	996,728	1.15%	53,558	615	34,629
5	December	31	1.96%	365	11,327	46,951,857	20,987,635	916,404	1.03%	54,654	565	11,892
6	January, 2019	31	1.91%	844	26,168	53,326,423	22,083,674	1,012,803	1.04%	59,937	625	26,792
7	February	28	1.46%	635	17,784	43,661,708	19,673,442	628,535	0.76%	50,819	388	18,171
8	March	31	1.23%	249	7,716	44,445,131	21,669,953	523,212	0.61%	52,886	323	8,039
9	April	30	0.32%	(358)	(10,744)	36,901,305	19,321,217	101,001	0.14%	43,069	62	(10,682)
10	May	31	0.00%	(347)	(10,744)	30,605,976	18,846,645	43,962	0.07%	37,050	27	(10,717)
11	June	30	0.00%	(358)	(10,744)	28,519,374	18,415,285	0	0.00%	33,777	0	(10,744)
12	July	31	0.00%	(347)	(10,744)	32,516,055	17,758,860	106,368	0.17%	37,738	66	(10,679)
13	TOTAL				38,341	478,946,447	238,489,690	9,577,569		577,576	5,906	44,246

1/ The fuel percentage is calculated by dividing ATL BRG delivered quantities by the System, Ramapo, AIM and Atlantic Bridge minus Lease delivered quantities

2/ The LAUF percentage is calculated by dividing ATL BRG delivered quantities by the System, Ramapo, AIM, Atlantic Bridge and Lease delivered quantities

**ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED FUEL USE  
ATTRIBUTED TO TEXAS EASTERN TRANSMISSION, LP LEASE**

(A)  LINE NO.	(B)  MONTH	(C)  No. of Days	(D)  Lease Projected Fuel Use (dth/d)	(E)  Lease Projected Fuel Use (dth) (C) * (D)
1	August, 2018	31	401	12,427
2	September	30	409	12,272
3	October	31	385	11,931
4	November	30	418	12,536
5	December	31	417	12,942
6	January, 2019	31	439	13,617
7	February	28	433	12,131
8	March	31	431	13,362
9	April	30	397	11,914
10	May	31	375	11,621
11	June	30	379	11,355
12	July	31	353	10,951
13	TOTAL			147,059

**ALGONQUIN GAS TRANSMISSION, LLC  
FRQ RECONCILIATION  
ATTRIBUTED TO TEXAS EASTERN TRANSMISSION, LP LEASE**

LINE NO.	MONTH	Projected Fuel (dth)	Fuel Reimbursement (dth)	Net Fuel Under Collection (Over Collection) (dth)
1	August, 2018	12,427	(20,170)	(7,743)
2	September	12,272	(19,916)	(7,644)
3	October	11,931	(19,363)	(7,432)
4	November	12,536	(20,349)	(7,813)
5	December	12,942	(16,798)	(3,856)
6	January, 2019	13,617	(17,683)	(4,066)
7	February	12,131	(15,752)	(3,621)
8	March	13,362	(17,351)	(3,989)
9	April	11,914	(15,470)	(3,556)
10	May	11,621	(15,079)	(3,458)
11	June	11,355	(14,737)	(3,382)
12	July	10,951	(14,209)	(3,258)
13	TOTAL	147,059	(206,877)	(59,818)

**ALGONQUIN GAS TRANSMISSION, LLC**  
**ACTUAL TEXAS EASTERN TRANSMISSION, LP LEASE QUANTITIES**  
**12 MONTHS ENDED JULY 31, 2019**

LINE NO.	MONTH	Actual Receipt Quantities (dth)	Fuel Percentage (%)	Less Actual Fuel Reimbursed (dth)	Actual Delivery Quantities (dth)
1	August, 2018	20,173,283	0.10%	20,170	20,153,113
2	September	19,921,117	0.10%	19,916	19,901,201
3	October	19,367,625	0.10%	19,363	19,348,262
4	November	20,350,752	0.10%	20,349	20,330,403
5	December	21,004,433	0.08%	16,798	20,987,635
6	January, 2019	22,101,357	0.08%	17,683	22,083,674
7	February	19,689,194	0.08%	15,752	19,673,442
8	March	21,687,304	0.08%	17,351	21,669,953
9	April	19,336,687	0.08%	15,470	19,321,217
10	May	18,861,724	0.08%	15,079	18,846,645
11	June	18,430,022	0.08%	14,737	18,415,285
12	July	17,773,069	0.08%	14,209	17,758,860
13	TOTAL	238,696,567		206,877	238,489,690

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Aug-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	-	7,800	7,800	1,848
Southeast	9,857	15,252	5,395	1,278
Oxford	-	9,240	9,240	2,189
Cromwell	7,079	2,388	(4,691)	(1,111)
Chaplin	-	-	-	-
Burrillville	1,770	4,142	2,372	473
<b>TOTAL</b>	<b>18,706</b>	<b>38,822</b>	<b>20,116</b>	<b>4,676</b>
Adjustment [6]				(785)
Adjusted TOTAL				3,892
Adjustment [7]				1,121
Adjusted TOTAL post True Up				5,013

Notes:

1. Based on Aug '18 average deliveries calculated using 13,557,076 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Sep-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	1,907	7,410	5,503	1,303
Southeast	8,467	15,162	6,696	1,586
Oxford	-	8,692	8,692	2,059
Cromwell	6,560	-	(6,560)	(1,554)
Chaplin	-	-	-	-
Burrillville	2,965	6,167	3,203	639
<b>TOTAL</b>	<b>19,898</b>	<b>37,431</b>	<b>17,534</b>	<b>4,032</b>
Adjustment [6]				(697)
Adjusted TOTAL				3,335
Adjustment [7]				1,159
Adjusted TOTAL post True Up				4,494

Notes:

1. Based on Sep '18 average deliveries calculated using 13,715,474 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Oct-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	14,238	18,729	4,491	1,064
Southeast	9,636	18,146	8,510	2,016
Oxford	5,362	11,122	5,760	1,365
Cromwell	6,318	5,580	(738)	(175)
Chaplin	-	-	-	-
Burrillville	6,588	6,987	399	90
<b>TOTAL</b>	<b>42,141</b>	<b>60,564</b>	<b>18,423</b>	<b>4,359</b>
Adjustment [6]				(780)
Adjusted TOTAL				3,579
Adjustment [7]				1,121
Adjusted TOTAL post True Up				4,701

Notes:

1. Based on Oct '18 average deliveries calculated using 11,604,142 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Nov-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	12,820	16,126	3,307	784
Southeast	10,507	20,680	10,173	2,409
Oxford	5,849	18,705	12,857	3,046
Cromwell	8,271	7,380	(891)	(212)
Chaplin	3,378	2,752	(626)	(148)
Burrillville	6,357	7,380	1,023	148
<b>TOTAL</b>	<b>47,181</b>	<b>73,023</b>	<b>25,842</b>	<b>6,027</b>
Adjustment [6]				(296)
Adjusted TOTAL				5,730
Adjustment [7]				1,159
Adjusted TOTAL post True Up				6,889

Notes:

1. Based on Nov '18 average deliveries calculated using 9,759,286 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel



**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Dec-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	11,996	15,652	3,656	866
Southeast	8,642	15,848	7,206	1,708
Oxford	6,060	15,141	9,081	2,151
Cromwell	7,625	8,962	1,337	316
Chaplin	4,367	3,488	(879)	(208)
Burrillville	5,696	5,907	212	(4)
<b>TOTAL</b>	<b>44,385</b>	<b>64,999</b>	<b>20,614</b>	<b>4,829</b>
Adjustment [6]				(194)
Adjusted TOTAL				4,635
Adjustment [7]				1,255
Adjusted TOTAL post True Up				5,890

Notes:

1. Based on Dec '18 average deliveries calculated using 10,227,728 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Jan-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	13,845	16,458	2,613	619
Southeast	11,984	19,890	7,906	1,873
Oxford	8,848	17,162	8,313	1,969
Cromwell	9,434	16,658	7,224	1,711
Chaplin	6,400	5,116	(1,285)	(304)
Burrillville	6,714	7,090	376	3
<b>TOTAL</b>	<b>57,225</b>	<b>82,374</b>	<b>25,149</b>	<b>5,871</b>
Adjustment [6]				(342)
Adjusted TOTAL				5,529
Adjustment [7]				1,255
Adjusted TOTAL post True Up				6,784

Notes:

1. Based on Jan '19 average deliveries calculated using 10,580,930 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Feb-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	13,454	16,491	3,036	719
Southeast	11,805	19,984	8,179	1,937
Oxford	8,710	17,456	8,746	2,072
Cromwell	9,811	17,866	8,055	1,908
Chaplin	7,382	6,359	(1,023)	(242)
Burrillville	7,550	8,278	729	74
<b>TOTAL</b>	<b>58,712</b>	<b>86,434</b>	<b>27,722</b>	<b>6,468</b>
Adjustment [6]				(352)
Adjusted TOTAL				6,117
Adjustment [7]				1,389
Adjusted TOTAL post True Up				7,506

Notes:

1. Based on Feb '19 average deliveries calculated using 9,075,001 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Mar-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	10,843	12,932	2,090	495
Southeast	9,321	19,278	9,957	2,359
Oxford	-	5,328	5,328	1,262
Cromwell	13,389	14,692	1,303	308
Chaplin	-	-	-	-
Burrillville	10,336	10,549	212	(5)
<b>TOTAL</b>	<b>43,888</b>	<b>62,778</b>	<b>18,890</b>	<b>4,419</b>
Adjustment [6]				(313)
Adjusted TOTAL				4,106
Adjustment [7]				1,255
Adjusted TOTAL post True Up				5,361

Notes:

1. Based on Mar '19 average deliveries calculated using 9,386,135 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Apr-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	11,234	15,179	3,945	934
Southeast	14,715	17,047	2,332	552
Oxford	-	14,679	14,679	3,477
Cromwell	10,318	7,473	(2,845)	(674)
Chaplin	-	-	-	-
Burrillville	9,057	7,157	(1,900)	(358)
<b>TOTAL</b>	<b>45,324</b>	<b>61,535</b>	<b>16,212</b>	<b>3,932</b>
Adjustment [6]				(440)
Adjusted TOTAL				3,491
Adjustment [7]				1,159
Adjusted TOTAL post True Up				4,650

Notes:

1. Based on Apr '19 average deliveries calculated using 7,298,000 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**May-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	7,190	8,451	1,260	298
Southeast	14,650	16,799	2,149	510
Oxford	11,613	11,588	(25)	(13)
Cromwell	10,900	13,117	2,217	525
Chaplin	-	-	-	-
Burrillville	3,891	5,390	1,499	355
<b>TOTAL</b>	<b>48,244</b>	<b>55,344</b>	<b>7,101</b>	<b>1,675</b>
Adjustment [6]				(1,034)
Adjusted TOTAL				641
Adjustment [7]				1,121
Adjusted TOTAL post True Up				1,762

Notes:

1. Based on May '19 average deliveries calculated using 5,082,975 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Jun-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	13,891	12,163	(1,728)	(410)
Southeast	16,444	17,553	1,109	264
Oxford	11,227	15,525	4,298	1,018
Cromwell	11,655	10,035	(1,620)	(384)
Chaplin	-	-	-	-
Burrillville	4,778	4,889	111	(24)
<b>TOTAL</b>	<b>57,996</b>	<b>60,166</b>	<b>2,170</b>	<b>464</b>
Adjustment [6]				(464)
Adjusted TOTAL				-
Adjustment [7]				1,159
Adjusted TOTAL post True Up				1,159

Notes:

1. Based on Jun '19 average deliveries calculated using 3,235,295 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
RAMAPO PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Jul-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>Ramapo Horsepower</u>	<u>Ramapo Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	6,548	8,703	2,155	511
Southeast	15,200	18,007	2,807	665
Oxford	11,186	17,935	6,749	1,599
Cromwell	9,814	13,110	3,296	781
Chaplin	-	5,969	5,969	1,414
Burrillville	5,448	4,765	(682)	218
<b>TOTAL</b>	<b>48,196</b>	<b>68,490</b>	<b>20,293</b>	<b>5,188</b>
Adjustment [6]				(716)
Adjusted TOTAL				4,472
Adjustment [7]				1,121
Adjusted TOTAL post True Up				5,593

Notes:

1. Based on Jul '19 average deliveries calculated using 5,277,148 Dth of total receipts.
2. Base horsepower is horsepower required without Ramapo facilities and volume
3. Expansion horsepower is horsepower required with Ramapo facilities and volume
4. Ramapo horsepower is the difference between base and expansion
5. Ramapo Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Aug-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	7,800	2,212	(5,588)	(1,324)
Southeast	15,252	14,781	(471)	(111)
Oxford	9,240	-	(9,240)	(2,189)
Cromwell	2,388	6,065	3,677	871
Chaplin	-	-	-	-
Burrillville	4,142	4,200	58	(30)
<b>TOTAL</b>	<b>38,822</b>	<b>27,258</b>	<b>(11,564)</b>	<b>(2,782)</b>
Adjustment [6]				2,782
Adjusted TOTAL				-

Notes:

1. Based on Aug '18 average deliveries calculated using 20,173,283 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Sep-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	7,410	-	(7,410)	(1,755)
Southeast	15,162	14,390	(772)	(182)
Oxford	8,692	8,979	288	68
Cromwell	-	-	-	-
Chaplin	-	-	-	-
Burrillville	6,167	4,868	(1,300)	(297)
<b>TOTAL</b>	<b>37,431</b>	<b>28,237</b>	<b>(9,194)</b>	<b>(2,166)</b>
Adjustment [6]				2,166
Adjusted TOTAL				-

Notes:

1. Based on Sep '18 average deliveries calculated using 19,921,117 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Oct-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	18,729	9,605	(9,124)	(2,162)
Southeast	18,146	17,683	(463)	(109)
Oxford	11,122	9,054	(2,068)	(490)
Cromwell	5,580	5,579	(1)	-
Chaplin	-	-	-	-
Burrillville	6,987	6,983	(3)	(1)
<b>TOTAL</b>	<b>60,564</b>	<b>48,904</b>	<b>(11,660)</b>	<b>(2,762)</b>
Adjustment [6]				2,762
Adjusted TOTAL				-

Notes:

1. Based on Oct '18 average deliveries calculated using 19,367,625 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Nov-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	16,126	10,634	(5,492)	(1,301)
Southeast	20,680	20,179	(501)	(118)
Oxford	18,705	14,980	(3,725)	(883)
Cromwell	7,380	11,061	3,681	872
Chaplin	2,752	3,204	452	107
Burrillville	7,380	6,779	(600)	(87)
<b>TOTAL</b>	<b>73,023</b>	<b>66,837</b>	<b>(6,186)</b>	<b>(1,409)</b>
Adjustment [6]				1,409
Adjusted TOTAL				-

Notes:

1. Based on Nov '18 average deliveries calculated using 20,350,752 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Dec-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	15,652	10,580	(5,073)	(1,202)
Southeast	15,848	15,664	(184)	(43)
Oxford	15,141	15,317	176	42
Cromwell	8,962	9,751	790	187
Chaplin	3,488	4,048	560	133
Burrillville	5,907	5,698	(209)	(14)
<b>TOTAL</b>	<b>64,999</b>	<b>61,057</b>	<b>(3,941)</b>	<b>(897)</b>
Adjustment [6]				897
Adjusted TOTAL				-

Notes:

1. Based on Dec '19 average deliveries calculated using 21,004,433 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jan-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	16,458	10,593	(5,865)	(1,388)
Southeast	19,890	19,574	(316)	(75)
Oxford	17,162	16,571	(591)	(140)
Cromwell	16,658	15,994	(664)	(157)
Chaplin	5,116	5,401	286	67
Burrillville	7,090	6,737	(353)	(49)
<b>TOTAL</b>	<b>82,374</b>	<b>74,871</b>	<b>(7,504)</b>	<b>(1,743)</b>
Adjustment [6]				1,743
Adjusted TOTAL				-

Notes:

1. Based on Jan '19 average deliveries calculated using 22,101,357 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Feb-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	16,491	10,786	(5,705)	(1,351)
Southeast	19,984	19,712	(271)	(64)
Oxford	17,456	16,889	(567)	(135)
Cromwell	17,866	16,991	(875)	(208)
Chaplin	6,359	6,700	341	80
Burrillville	8,278	8,101	(178)	(18)
<b>TOTAL</b>	<b>86,434</b>	<b>79,179</b>	<b>(7,255)</b>	<b>(1,695)</b>
Adjustment [6]				1,695
Adjusted TOTAL				-

Notes:

1. Based on Feb '19 average deliveries calculated using 19,689,194 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Mar-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	12,932	8,499	(4,433)	(1,051)
Southeast	19,278	18,940	(338)	(80)
Oxford	5,328	5,331	3	1
Cromwell	14,692	13,696	(996)	(236)
Chaplin	-	-	-	-
Burrillville	10,549	10,178	(371)	(69)
<b>TOTAL</b>	<b>62,778</b>	<b>56,645</b>	<b>(6,133)</b>	<b>(1,435)</b>
Adjustment [6]				1,435
Adjusted TOTAL				-

Notes:

1. Based on Mar '19 average deliveries calculated using 21,687,304 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.



**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Apr-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	15,179	10,411	(4,769)	(1,130)
Southeast	17,047	17,750	703	167
Oxford	14,679	14,756	77	19
Cromwell	7,473	3,890	(3,583)	(849)
Chaplin	-	-	-	-
Burrillville	7,157	9,504	2,347	434
<b>TOTAL</b>	<b>61,535</b>	<b>56,311</b>	<b>(5,225)</b>	<b>(1,360)</b>
Adjustment [6]				1,360
Adjusted TOTAL				-

Notes:

1. Based on Apr '19 average deliveries calculated using 19,336,687 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**May-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	8,451	2,135	(6,316)	(1,496)
Southeast	16,799	16,562	(237)	(57)
Oxford	11,588	10,616	(973)	(222)
Cromwell	13,117	11,637	(1,480)	(350)
Chaplin	-	-	-	-
Burrillville	5,390	4,848	(542)	(129)
<b>TOTAL</b>	<b>55,344</b>	<b>45,797</b>	<b>(9,547)</b>	<b>(2,254)</b>
Adjustment [6]				2,254
Adjusted TOTAL				-

Notes:

1. Based on May '19 average deliveries calculated using 18,861,724 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jun-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	12,163	8,234	(3,929)	(930)
Southeast	17,553	17,483	(71)	(16)
Oxford	15,525	14,616	(909)	(215)
Cromwell	10,035	8,419	(1,617)	(383)
Chaplin	-	-	-	-
Burrillville	4,889	4,870	(19)	(4)
<b>TOTAL</b>	<b>60,166</b>	<b>53,621</b>	<b>(6,545)</b>	<b>(1,549)</b>
Adjustment [6]				1,549
Adjusted TOTAL				-

Notes:

1. Based on Jun '19 average deliveries calculated using 17,773,069 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP**  
**NJ-NY PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jul-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>NJNY Horsepower</u>	<u>NJNY Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	8,703	2,054	(6,649)	(1,576)
Southeast	18,007	16,996	(1,011)	(240)
Oxford	17,935	14,427	(3,509)	(831)
Cromwell	13,110	11,745	(1,365)	(322)
Chaplin	5,969	5,138	(831)	(197)
Burrillville	4,765	6,592	1,826	13
<b>TOTAL</b>	<b>68,490</b>	<b>56,951</b>	<b>(11,539)</b>	<b>(3,153)</b>
Adjustment [6]				3,153
Adjusted TOTAL				-

Notes:

1. Based on Jul '18 average deliveries calculated using 20,865,889 Dth of total receipts.
2. Base horsepower is horsepower required without NJNY facilities and volume
3. Expansion horsepower is horsepower required with NJNY facilities and volume
4. NJNY horsepower is the difference between base and expansion
5. NJNY Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Fuel adjustment to reflect assessment of zero fuel when fuel usage is negative.

**ALGONQUIN GAS TRANSMISSION, LP  
AIM PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Aug-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	2,212	5,989	3,777	894
Southeast	14,781	30,431	15,650	3,707
Oxford	-	12,612	12,612	2,988
Cromwell	6,065	9,334	3,269	775
Chaplin	-	-	-	-
Burrillville	4,200	5,941	1,741	546
<b>TOTAL</b>	<b>27,258</b>	<b>64,307</b>	<b>37,049</b>	<b>8,910</b>
Adjustment [6]				(652)
Adjusted TOTAL				8,257
Adjustment [7]				184
Adjusted TOTAL post True Up				8,441

Notes:

1. Based on Aug '18 average deliveries calculated using 11,431,597 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
AIM PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Sep-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	-	5,253	5,253	1,244
Southeast	14,390	21,055	6,665	1,579
Oxford	8,979	9,709	730	173
Cromwell	-	7,459	7,459	1,767
Chaplin	-	-	-	-
Burrillville	4,868	5,569	702	274
<b>TOTAL</b>	<b>28,237</b>	<b>49,045</b>	<b>20,808</b>	<b>5,038</b>
Adjustment [6]				(533)
Adjusted TOTAL				4,505
Adjustment [7]				190
Adjusted TOTAL post True Up				4,695

Notes:

1. Based on Sep '18 average deliveries calculated using 10,623,280 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**AIM PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Oct-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	9,605	19,059	9,454	2,241
Southeast	17,683	23,543	5,860	1,387
Oxford	9,054	-	(9,054)	(2,144)
Cromwell	5,579	19,905	14,327	3,394
Chaplin	-	6,241	6,241	1,479
Burrillville	6,983	7,001	18	101
<b>TOTAL</b>	<b>48,904</b>	<b>75,749</b>	<b>26,845</b>	<b>6,458</b>
Adjustment [6]				(598)
Adjusted TOTAL				5,860
Adjustment [7]				184
Adjusted TOTAL post True Up				6,044

Notes:

1. Based on Oct '18 average deliveries calculated using 9,024,448 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**AIM PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Nov-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	10,634	23,544	12,910	3,058
Southeast	20,179	34,116	13,937	3,301
Oxford	14,980	13,354	(1,626)	(385)
Cromwell	11,061	19,000	7,939	1,881
Chaplin	3,204	11,576	8,373	1,984
Burrillville	6,779	12,280	5,501	1,519
<b>TOTAL</b>	<b>66,837</b>	<b>113,870</b>	<b>47,033</b>	<b>11,358</b>
Adjustment [6]				(302)
Adjusted TOTAL				11,056
Adjustment [7]				190
Adjusted TOTAL post True Up				11,246

Notes:

1. Based on Nov '18 average deliveries calculated using 10,082,014 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
AIM PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Dec-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	10,580	22,791	12,211	2,893
Southeast	15,664	32,469	16,805	3,981
Oxford	15,317	14,746	(571)	(135)
Cromwell	9,751	20,335	10,584	2,508
Chaplin	4,048	13,955	9,908	2,347
Burrillville	5,698	12,601	6,903	1,750
<b>TOTAL</b>	<b>61,057</b>	<b>116,897</b>	<b>55,840</b>	<b>13,345</b>
Adjustment [6]				(187)
Adjusted TOTAL				13,158
Adjustment [7]				232
Adjusted TOTAL post True Up				13,390

Notes:

1. Based on Dec '18 average deliveries calculated using 10,128,908 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
AIM PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Jan-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	10,593	22,163	11,570	2,740
Southeast	19,574	38,375	18,801	4,454
Oxford	16,571	15,963	(607)	(143)
Cromwell	15,994	24,470	8,476	2,007
Chaplin	5,401	15,648	10,246	2,428
Burrillville	6,737	15,791	9,054	2,286
<b>TOTAL</b>	<b>74,871</b>	<b>132,411</b>	<b>57,540</b>	<b>13,771</b>
Adjustment [6]				(340)
Adjusted TOTAL				13,431
Adjustment [7]				232
Adjusted TOTAL post True Up				13,663

Notes:

1. Based on Jan '19 average deliveries calculated using 10,809,627 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
AIM PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Feb-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	10,786	21,151	10,365	2,454
Southeast	19,712	35,429	15,717	3,723
Oxford	16,889	14,587	(2,302)	(545)
Cromwell	16,991	23,944	6,954	1,648
Chaplin	6,700	16,814	10,114	2,396
Burrillville	8,101	16,899	8,799	2,263
<b>TOTAL</b>	<b>79,179</b>	<b>128,825</b>	<b>49,646</b>	<b>11,940</b>
Adjustment [6]				(375)
Adjusted TOTAL				11,565
Adjustment [7]				257
Adjusted TOTAL post True Up				11,822

Notes:

1. Based on Feb '19 average deliveries calculated using 9,928,477 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
AIM PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Mar-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	8,499	20,180	11,681	2,767
Southeast	18,940	32,615	13,675	3,239
Oxford	5,331	11,571	6,239	1,478
Cromwell	13,696	20,697	7,001	1,658
Chaplin	-	12,223	12,223	2,895
Burrillville	10,178	16,388	6,210	1,693
<b>TOTAL</b>	<b>56,645</b>	<b>113,674</b>	<b>57,029</b>	<b>13,731</b>
Adjustment [6]				(334)
Adjusted TOTAL				13,397
Adjustment [7]				232
Adjusted TOTAL post True Up				13,629

Notes:

1. Based on Mar '19 average deliveries calculated using 10,314,496 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**AIM PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Apr-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	10,411	19,703	9,292	2,201
Southeast	17,750	27,073	9,323	2,207
Oxford	14,756	9,257	(5,499)	(1,303)
Cromwell	3,890	11,015	7,125	1,687
Chaplin	-	6,508	6,508	1,542
Burrillville	9,504	7,766	(1,737)	(167)
<b>TOTAL</b>	<b>56,311</b>	<b>81,321</b>	<b>25,011</b>	<b>6,168</b>
Adjustment [6]				(382)
Adjusted TOTAL				5,786
Adjustment [7]				190
Adjusted TOTAL post True Up				5,976

Notes:

1. Based on Apr '19 average deliveries calculated using 6,399,779 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**AIM PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**May-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	2,135	3,773	1,638	388
Southeast	16,562	31,514	14,952	3,542
Oxford	10,616	16,025	5,409	1,281
Cromwell	11,637	13,204	1,567	370
Chaplin	-	-	-	-
Burrillville	4,848	6,909	2,061	555
<b>TOTAL</b>	<b>45,797</b>	<b>71,424</b>	<b>25,627</b>	<b>6,137</b>
Adjustment [6]				(1,136)
Adjusted TOTAL				5,001
Adjustment [7]				184
Adjusted TOTAL post True Up				5,184

Notes:

1. Based on May '19 average deliveries calculated using 5,649,788 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**AIM PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jun-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	8,234	2,108	(6,125)	(1,451)
Southeast	17,483	28,535	11,052	2,618
Oxford	14,616	9,323	(5,293)	(1,254)
Cromwell	8,419	10,091	1,672	397
Chaplin	-	-	-	-
Burrillville	4,870	4,939	68	157
<b>TOTAL</b>	<b>53,621</b>	<b>54,996</b>	<b>1,375</b>	<b>467</b>
Adjustment [6]				(467)
Adjusted TOTAL				-
Adjustment [7]				190
Adjusted TOTAL post True Up				190

Notes:

1. Based on Jun '19 average deliveries calculated using 4,719,880 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**AIM PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jul-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>AIM Horsepower</u>	<u>AIM Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	2,054	7,188	5,134	1,217
Southeast	16,996	33,391	16,395	3,884
Oxford	14,427	17,383	2,957	700
Cromwell	11,745	14,022	2,278	539
Chaplin	5,138	-	(5,138)	(1,217)
Burrillville	6,592	7,820	1,228	423
<b>TOTAL</b>	<b>56,951</b>	<b>79,804</b>	<b>22,853</b>	<b>5,547</b>
Adjustment [6]				(763)
Adjusted TOTAL				4,783
Adjustment [7]				184
Adjusted TOTAL post True Up				4,967

Notes:

1. Based on Jul '18 average deliveries calculated using 5,689,554 Dth of total receipts.
2. Base horsepower is horsepower required without AIM facilities and volume
3. Expansion horsepower is horsepower required with AIM facilities and volume
4. AIM horsepower is the difference between base and expansion
5. AIM Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel



**ALGONQUIN GAS TRANSMISSION, LP  
ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Aug-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	5,989	7,556	1,567	372
Southeast	30,431	30,466	36	8
Oxford	12,612	8,042	(4,570)	(1,083)
Cromwell	9,334	13,499	4,165	987
Chaplin	-	-	-	-
Burrillville	5,941	6,104	163	38
TOTAL	64,307	65,668	1,361	322
Adjustment [6]				(101)
Adjusted TOTAL				221
Adjustment [7]				(347)
Adjusted TOTAL post True Up				(125)

Notes:

1. Based on Aug '18 average deliveries calculated using 1,785,406 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP  
ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**

Based on Actual Data

**Sep-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	5,253	3,603	(1,651)	(390)
Southeast	21,055	26,109	5,054	1,197
Oxford	9,709	7,250	(2,459)	(582)
Cromwell	7,459	7,642	184	43
Chaplin	-	-	-	-
Burrillville	5,569	5,700	131	32
TOTAL	49,045	50,304	1,259	300
Adjustment [6]				(93)
Adjusted TOTAL				207
Adjustment [7]				(358)
Adjusted TOTAL post True Up				(151)

Notes:

1. Based on Sep '18 average deliveries calculated using 1,863,012 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Oct-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	19,059	19,917	859	202
Southeast	23,543	23,106	(437)	(102)
Oxford	-	-	-	-
Cromwell	19,905	19,237	(668)	(158)
Chaplin	6,241	-	(6,241)	(1,479)
Burrillville	7,001	14,444	7,443	1,763
TOTAL	75,749	76,704	955	227
Adjustment [6]				(115)
Adjusted TOTAL				112
Adjustment [7]				(347)
Adjusted TOTAL post True Up				(235)

Notes:

1. Based on Oct '18 average deliveries calculated using 1,740,768 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Nov-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	23,544	28,365	4,821	1,142
Southeast	34,116	32,237	(1,879)	(444)
Oxford	13,354	12,933	(421)	(100)
Cromwell	19,000	21,570	2,570	609
Chaplin	11,576	14,670	3,094	732
Burrillville	12,280	10,515	(1,766)	(417)
TOTAL	113,870	120,289	6,419	1,522
Adjustment [6]				(30)
Adjusted TOTAL				1,492
Adjustment [7]				(358)
Adjusted TOTAL post True Up				1,134

Notes:

1. Based on Nov '18 average deliveries calculated using 1,023,422 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Dec-18**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	22,791	23,473	682	162
Southeast	32,469	32,247	(222)	(53)
Oxford	14,746	14,140	(606)	(144)
Cromwell	20,335	21,412	1,076	254
Chaplin	13,955	14,650	695	165
Burrillville	12,601	13,983	1,383	328
<b>TOTAL</b>	<b>116,897</b>	<b>119,905</b>	<b>3,008</b>	<b>712</b>
Adjustment [6]				(18)
Adjusted TOTAL				694
Adjustment [7]				(329)
Adjusted TOTAL post True Up				365

Notes:

1. Based on Dec '18 average deliveries calculated using 952,990 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jan-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	22,163	23,571	1,408	335
Southeast	38,375	38,157	(218)	(50)
Oxford	15,963	15,453	(510)	(122)
Cromwell	24,470	27,430	2,960	701
Chaplin	15,648	19,898	4,250	1,007
Burrillville	15,791	12,984	(2,807)	(665)
<b>TOTAL</b>	<b>132,411</b>	<b>137,493</b>	<b>5,082</b>	<b>1,206</b>
Adjustment [6]				(33)
Adjusted TOTAL				1,173
Adjustment [7]				(329)
Adjusted TOTAL post True Up				844

Notes:

1. Based on Jan '19 average deliveries calculated using 1,053,160 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Feb-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	21,151	22,122	970	231
Southeast	35,429	34,632	(797)	(188)
Oxford	14,587	15,497	910	215
Cromwell	23,944	26,308	2,364	560
Chaplin	16,814	20,465	3,650	865
Burrillville	16,899	14,116	(2,784)	(659)
TOTAL	128,825	133,140	4,315	1,024
Adjustment [6]				(25)
Adjusted TOTAL				999
Adjustment [7]				(364)
Adjusted TOTAL post True Up				635

Notes:

1. Based on Feb '19 average deliveries calculated using 653,642 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Mar-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	20,180	21,239	1,059	251
Southeast	32,615	32,299	(316)	(74)
Oxford	11,571	11,285	(285)	(67)
Cromwell	20,697	22,456	1,758	417
Chaplin	12,223	16,812	4,590	1,088
Burrillville	16,388	12,086	(4,302)	(1,020)
TOTAL	113,674	116,177	2,504	595
Adjustment [6]				(18)
Adjusted TOTAL				578
Adjustment [7]				(329)
Adjusted TOTAL post True Up				249

Notes:

1. Based on Mar '19 average deliveries calculated using 544,114 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Apr-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	19,703	19,015	(687)	(163)
Southeast	27,073	26,296	(776)	(183)
Oxford	9,257	8,617	(639)	(151)
Cromwell	11,015	11,004	(12)	(2)
Chaplin	6,508	5,947	(561)	(133)
Burrillville	7,766	8,170	404	95
TOTAL	81,321	79,050	(2,271)	(538)
Adjustment [6]				538
Adjusted TOTAL				-
Adjustment [7]				(358)
Adjusted TOTAL post True Up				(358)

Notes:

1. Based on Apr '19 average deliveries calculated using 103,975 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**May-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	3,773	4,920	1,147	272
Southeast	31,514	31,743	229	55
Oxford	16,025	6,473	(9,552)	(2,263)
Cromwell	13,204	11,583	(1,621)	(383)
Chaplin	-	-	-	-
Burrillville	6,909	6,879	(29)	(7)
TOTAL	71,424	61,598	(9,826)	(2,327)
Adjustment [6]				2,327
Adjusted TOTAL				-
Adjustment [7]				(347)
Adjusted TOTAL post True Up				(347)

Notes:

1. Based on May '19 average deliveries calculated using 45,256 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jun-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	2,108	2,820	711	169
Southeast	28,535	26,875	(1,659)	(393)
Oxford	9,323	4,201	(5,123)	(1,213)
Cromwell	10,091	8,922	(1,169)	(277)
Chaplin	-	-	-	-
Burrillville	4,939	5,033	94	24
TOTAL	54,996	47,850	(7,146)	(1,691)
Adjustment [6]				1,691
Adjusted TOTAL				-
Adjustment [7]				(358)
Adjusted TOTAL post True Up				(358)

Notes:

1. Based on Jun '19 average deliveries calculated using zero Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LP**  
**ATLANTIC BRIDGE PROJECT FUEL REQUIREMENT**  
Based on Actual Data

**Jul-19**

<u>Station</u>	<u>Base Horsepower</u>	<u>Expansion Horsepower</u>	<u>ATL BRG Horsepower</u>	<u>ATL BRG Fuel (Dth/D)</u>
Hanover	-	-	-	-
Stony Point	7,188	5,836	(1,352)	(321)
Southeast	33,391	31,461	(1,930)	(457)
Oxford	17,383	16,914	(469)	(111)
Cromwell	14,022	17,438	3,416	810
Chaplin	-	-	-	-
Burrillville	7,820	6,700	(1,120)	(265)
TOTAL	79,804	78,350	(1,455)	(345)
Adjustment [6]				345
Adjusted TOTAL				-
Adjustment [7]				(347)
Adjusted TOTAL post True Up				(347)

Notes:

1. Based on Jul '19 average deliveries calculated using 109,502 Dth of total receipts.
2. Base horsepower is horsepower required without ATLANTIC BRIDGE facilities and volume
3. Expansion horsepower is horsepower required with ATLANTIC BRIDGE facilities and volume
4. ATLANTIC BRIDGE horsepower is the difference between base and expansion
5. ATLANTIC BRIDGE Fuel is calculated using applicable fuel conversion factors which result in a composite fuel factor of 237 Dth/d/hp.
6. Reflects adjustment due to lease operations and other incremental schedules.
7. Reflects true-up of under/over collected fuel

**ALGONQUIN GAS TRANSMISSION, LLC  
SYSTEM BALANCE ACCOUNT  
ATTRIBUTED TO RAMAPO SERVICE**

**Amount Attributed to Ramapo:**

1	Total System Balance Account (Ref: Appendix B; Schedule B)	\$28,269,627
2	Total Throughput	698,178,719
3	Ramapo Throughput	107,786,060
4	Ramapo Percentage	15.43818%
5	Amount Attributed to Ramapo	\$4,364,314.79

**Carrying Charges Attributed to Ramapo:**

6	Total Carrying Charge Amount (Ref: Appendix B; Schedule C2)	\$570,197
7	Total Throughput	698,178,719
8	Ramapo Throughput	107,786,060
9	Ramapo Percentage	15.43818%
10	Carrying Charges Attributed to Ramapo	\$88,027.95

11	<b>GRAND TOTAL SYSTEM BALANCE ACCOUNT ATTRIBUTED TO RAMAPO</b>	<b>\$4,452,342.74</b>
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**ALGONQUIN GAS TRANSMISSION, LLC  
SYSTEM BALANCE ACCOUNT  
ATTRIBUTED TO AIM SERVICE**

**Amount Attributed to AIM:**

1	Total System Balance Account (Ref: Appendix B; Schedule B)	\$28,269,627
2	Total Throughput	698,178,719
3	AIM Throughput	101,868,643
4	AIM Percentage	14.59063%
5	Cash Out Amount Attributed to AIM	\$4,124,715.43

**Carrying Charges Attributed to AIM:**

6	Total Carrying Charge Amount (Ref: Appendix B; Schedule C2)	\$570,197
7	Total Throughput	698,178,719
8	AIM Throughput	101,868,643
9	AIM Percentage	14.59063%
10	Carrying Charges Attributed to AIM	\$83,195.25
11	<b>GRAND TOTAL SYSTEM BALANCE ACCOUNT ATTRIBUTED TO AIM</b>	<b>\$4,207,910.68</b>



**ALGONQUIN GAS TRANSMISSION, LLC  
SYSTEM BALANCE ACCOUNT  
ATTRIBUTED TO ATLANTIC BRIDGE SERVICE**

**Amount Attributed to ATLANTIC BRIDGE:**

1	Total System Balance Account (Ref: Appendix B; Schedule B)	\$28,269,627
2	Total Throughput	698,178,719
3	ATLANTIC BRIDGE Throughput	9,577,569
4	ATLANTIC BRIDGE Percentage	1.37179%
5	Cash Out Amount Attributed to ATLANTIC BRIDGE	\$387,800.85

**Carrying Charges Attributed to ATLANTIC BRIDGE:**

6	Total Carrying Charge Amount (Ref: Appendix B; Schedule C2)	\$570,197
7	Total Throughput	698,178,719
8	ATLANTIC BRIDGE Throughput	9,577,569
9	ATLANTIC BRIDGE Percentage	1.37179%
10	Carrying Charges Attributed to ATLANTIC BRIDGE	\$7,821.92
11	<b>GRAND TOTAL SYSTEM BALANCE ACCOUNT ATTRIBUTED TO ATLANTIC BRIDGE</b>	<b>\$395,622.77</b>

**ALGONQUIN GAS TRANSMISSION, LLC  
ACTUAL RAMAPO PROJECT QUANTITIES  
12 MONTHS ENDED JULY 31, 2019**

LINE NO.	MONTH	Actual Receipt Quantities (dth)	FRP Percentage (%)	Less Actual Fuel Reimbursed (dth)	Actual Delivery Quantities (dth)
1	August, 2018	13,557,076	0.53%	71,491	13,485,585
2	September	13,715,474	0.53%	72,463	13,643,011
3	October	11,604,142	0.53%	61,224	11,542,918
4	November	9,759,286	0.52%	51,213	9,708,073
5	December	10,227,728	1.53%	156,228	10,071,500
6	January, 2019	10,580,930	1.52%	161,221	10,419,709
7	February	9,075,001	1.52%	138,275	8,936,726
8	March	9,386,135	1.52%	143,120	9,243,015
9	April	7,298,000	0.76%	55,167	7,242,833
10	May	5,082,975	0.76%	38,448	5,044,527
11	June	3,235,295	0.75%	24,398	3,210,897
12	July	5,277,148	0.76%	39,882	5,237,266
13	TOTAL	108,799,190		1,013,130	107,786,060
			WINTER	35.88%	38,670,950
			SPRING, SUMMER AND FALL	64.12%	69,115,110
			GRAND TOTAL	100.00%	107,786,060

LINE NO.	MONTH	Days	Fuel & LAUF 1/ (dth)	Fuel Reimbursement (dth)	Net Fuel UnderCollection (OverCollection) (dth)	Fuel True-up 2/ (dth)	Fuel True-up Daily (dth)
14	August, 2018	31	128,957	(71,491)	57,466	34,766	1,121
15	September	30	108,466	(72,463)	36,003	34,766	1,159
16	October	31	118,068	(61,224)	56,844	34,766	1,121
17	November	30	177,899	(51,213)	126,686	34,766	1,159
18	December	31	149,895	(156,228)	(6,333)	38,904	1,255
19	January, 2019	31	177,812	(161,221)	16,591	38,904	1,255
20	February	28	176,776	(138,275)	38,501	38,904	1,389
21	March	31	132,989	(143,120)	(10,131)	38,904	1,255
22	April	30	109,200	(55,167)	54,033	34,766	1,159
23	May	31	22,976	(38,448)	(15,472)	34,766	1,121
24	June	30	1,980	(24,398)	(22,418)	34,766	1,159
25	July	31	141,857	(39,882)	101,975	34,766	1,121
	Total		1,446,874	(1,013,130)	433,744	433,744	14,276

1/ Total Fuel & LAUF post credit application before true up is applied

2/ UnderCollection/(Overcollection) by season is averaged over those respective months

**ALGONQUIN GAS TRANSMISSION, LLC  
ACTUAL AIM PROJECT QUANTITIES  
12 MONTHS ENDED JULY 31, 2019**

LINE NO.	MONTH	Actual Receipt Quantities (dth)	FRP Percentage (%)	Less Actual Fuel Reimbursed (dth)	Actual Delivery Quantities (dth)
1	August, 2018	11,431,597	1.93%	220,441	11,211,156
2	September	10,623,280	1.93%	204,914	10,418,366
3	October	9,024,448	1.93%	174,146	8,850,302
4	November	10,082,014	1.93%	194,542	9,887,472
5	December	10,128,908	4.17%	422,210	9,706,698
6	January, 2019	10,809,627	4.17%	450,360	10,359,267
7	February	9,928,477	4.17%	414,061	9,514,416
8	March	10,314,496	4.17%	430,109	9,884,387
9	April	6,399,779	1.88%	120,440	6,279,339
10	May	5,649,788	1.88%	106,253	5,543,535
11	June	4,719,880	1.88%	88,742	4,631,138
12	July	5,689,554	1.88%	106,987	5,582,567
13	TOTAL	104,801,848		2,933,205	101,868,643
			WINTER	38.74%	39,464,768
			SPRING, SUMMER AND FALL	61.26%	62,403,875
			GRAND TOTAL	100.00%	101,868,643

LINE NO.	MONTH	Days	Fuel & LAUF 1/ (dth)	Fuel Reimbursement (dth)	Net Fuel UnderCollection (OverCollection) (dth)	Fuel True-up 2/ (dth)	Fuel True-up Daily (dth)
14	August, 2018	31	262,889	(220,441)	42,448	5,692	184
15	September	30	141,581	(204,914)	(63,333)	5,692	190
16	October	31	187,121	(174,146)	12,975	5,692	184
17	November	30	337,784	(194,542)	143,242	5,692	190
18	December	31	413,885	(422,210)	(8,325)	7,199	232
19	January, 2019	31	422,739	(450,360)	(27,621)	7,199	232
20	February	28	329,693	(414,061)	(84,368)	7,199	257
21	March	31	421,391	(430,109)	(8,718)	7,199	232
22	April	30	177,447	(120,440)	57,007	5,692	190
23	May	31	158,434	(106,253)	52,181	5,692	184
24	June	30	2,856	(88,742)	(85,886)	5,692	190
25	July	31	151,718	(106,987)	44,731	5,692	184
	Total		3,007,537	(2,933,205)	74,332	74,332	2,447

1/ Total Fuel & LAUF post credit application before true up is applied

2/ UnderCollection/(Overcollection) by season is averaged over those respective months

**ALGONQUIN GAS TRANSMISSION, LLC  
ACTUAL ATLANTIC BRIDGE PROJECT QUANTITIES  
12 MONTHS ENDED JULY 31, 2019**

LINE NO.	MONTH	Actual Receipt Quantities (dth)	FRP Percentage (%)	Less Actual Fuel Reimbursed (dth)	Actual Delivery Quantities (dth)
1	August, 2018	1,785,406	2.61%	46,597	1,738,809
2	September	1,863,012	2.61%	48,604	1,814,408
3	October	1,740,768	2.61%	45,429	1,695,339
4	November	1,023,422	2.61%	26,694	996,728
5	December	952,990	3.84%	36,586	916,404
6	January, 2019	1,053,160	3.83%	40,357	1,012,803
7	February	653,642	3.84%	25,107	628,535
8	March	544,114	3.84%	20,902	523,212
9	April	103,975	2.86%	2,974	101,001
10	May	45,256	2.86%	1,294	43,962
11	June	0	0.00%	0	0
12	July	109,502	2.86%	3,134	106,368
13	TOTAL	9,875,247		297,678	9,577,569
			WINTER	32.17%	3,080,954
			SPRING, SUMMER AND FALL	67.83%	6,496,615
			GRAND TOTAL	100.00%	9,577,569

LINE NO.	MONTH	Days	Fuel & LAUF 1/ (dth)	Fuel Reimbursement (dth)	Net Fuel UnderCollection (OverCollection) (dth)	Fuel True-up 2/ (dth)	Fuel True-up Daily (dth)
14	August, 2018	31	7,930	(46,597)	(38,667)	(10,744)	(347)
15	September	30	7,328	(48,604)	(41,276)	(10,744)	(358)
16	October	31	4,519	(45,429)	(40,910)	(10,744)	(347)
17	November	30	45,373	(26,694)	18,679	(10,744)	(358)
18	December	31	22,082	(36,586)	(14,504)	(10,191)	(329)
19	January, 2019	31	36,983	(40,357)	(3,374)	(10,191)	(329)
20	February	28	28,362	(25,107)	3,255	(10,191)	(364)
21	March	31	18,230	(20,902)	(2,672)	(10,191)	(329)
22	April	30	62	(2,974)	(2,912)	(10,744)	(358)
23	May	31	27	(1,294)	(1,267)	(10,744)	(347)
24	June	30	0	0	0	(10,744)	(358)
25	July	31	66	(3,134)	(3,068)	(10,744)	(347)
	Total		170,962	(297,678)	(126,716)	(126,716)	(4,169)

1/ Total Fuel & LAUF post credit application before true up is applied

2/ UnderCollection/(Overcollection) by season is averaged over those respective months

## Appendix D

**ALGONQUIN GAS TRANSMISSION, LLC**  
**PROJECTED SYSTEM BEVERLY RECEIPTS CALCULATION**

(A) LINE NO.	(B) MONTH	(C) System Throughput Sourced From Beverly For Hubline Delivery (dth/d)	(D) System Throughput Sourced From Beverly For Non-Hubline Delivery (dth/d)	(E) Total System Throughput Sourced From Beverly (dth/d) (C) + (D)
1	December, 2019	6,260	420,751	427,011
2	January, 2020	72,211	1,608,223	1,680,434
3	February	92,924	653,978	746,902
4	March	155,211	418,776	573,987
5	April	0	377	377
6	May	0	0	0
7	June	0	0	0
8	July	0	0	0
9	August	0	302	302
10	September	0	100	100
11	October	0	1,414	1,414
12	November	52,003	313,855	365,858
13	TOTAL	378,609	3,417,776	3,796,385

ALGONQUIN GAS TRANSMISSION, LLC  
ALLOCATION OF FUEL, LAUF, and Previous Year True-Up  
FOR SYSTEM BEVERLY RECEIPTS FOR NON-HUBLINE DELIVERIES

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
LINE NO.	MONTH	Projected System Total Deliveries (dth/d)	Projected System Deliveries Sourced From Beverly (dth/d) Ref: Sch A-1	Beverly Percent (%) (D)/(C)	Projected System Total Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To System Sourced From Beverly (dth/d) (E) * (F)	Beverly Allocation Factor (%) 1/	Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To System Sourced From Beverly (dth/d) (G) * (H)	Previous Year True-Up (dth)	Initial Allocation Of Previous Year True-Up (dth/d) (E) * (J)	Final Allocation Of Previous Year True-Up (dth/d) (K) * (H)	Projected System Total Lost And Unaccounted For Gas (dth)	Initial Allocation Of Lost And Unaccounted For Gas To System Sourced From Beverly (dth/d) (E) * (M)	Beverly Allocation Factor (%) 1/	Final Allocation Of Lost And Unaccounted For Gas To System Sourced From Beverly (dth/d) (N) * (O)	Total Allocation Of Projected Fuel To System Sourced From Beverly (dth/d) (I) + (L) + (P)
1	December, 2019	46,951,857	420,751	0.90%	319,580	2,864	70%	2,005	66,519	596	417	28,952	259	100%	259	2,681
2	January, 2020	53,326,423	1,608,223	3.02%	406,459	12,258	70%	8,581	76,420	2,305	1,614	32,883	992	100%	992	11,187
3	February	43,661,708	653,978	1.50%	377,800	5,659	70%	3,961	59,331	889	622	26,923	403	100%	403	4,986
4	March	44,445,131	418,776	0.94%	307,412	2,896	70%	2,027	63,204	596	417	27,406	258	100%	258	2,702
5	April	36,901,305	377	0.00%	297,186	3	70%	2	51,005	1	1	22,754	0	100%	0	3
6	May	30,605,976	0	0.00%	284,063	0	70%	0	39,724	0	0	18,873	0	100%	0	0
7	June	28,519,374	0	0.00%	343,832	0	70%	0	33,590	0	0	17,586	0	100%	0	0
8	July	32,516,055	0	0.00%	291,026	0	70%	0	41,014	0	0	20,050	0	100%	0	0
9	August	41,537,950	302	0.00%	108,779	1	70%	1	72,131	1	1	25,613	0	100%	0	2
10	September	36,403,309	100	0.00%	121,998	0	70%	0	65,259	0	0	22,447	0	100%	0	0
11	October	38,144,246	1,414	0.00%	283,191	10	70%	7	62,256	2	1	23,521	1	100%	1	9
12	November	45,933,113	313,855	0.68%	319,217	2,181	70%	1,527	70,663	483	338	28,324	194	100%	194	2,059
13	TOTAL	478,946,447	3,417,776		3,460,544	25,872		18,111	701,116	4,873	3,411	295,332	2,107		2,107	23,629

1) The allocation factor is a fixed percentage for the term of the Stipulation and Agreement approved on January 30, 2014, in Docket No. RP13-1040 and extended in Docket No. RP18-75-002.

ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED NET SYSTEM FUEL REQUIREMENT CALCULATION

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
LINE NO.	MONTH	Projected Total System Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. Sourced From Beverly To System For Non-Hubline Delivery (dth/d) Ref: Sch A-2	Projected Net System Compressor, M&R, Heater, Whse Fuel, ETC. (dth) (C) - (D)	Projected Total System Lost And Unaccounted For Gas (dth)	Final Allocation Of Lost And Unaccounted For Gas To System Sourced From Beverly To System For Non-Hubline Delivery (dth/d) Ref: Sch A-2	Projected Net System Lost And Unaccounted For Gas (dth) (F) - (G)	Previous Year True-Up (dth)	Final Allocation Of Previous Year True-Up (dth/d) Ref: Sch A-2	System Previous Year True-Up To Be Recovered (dth) (I) - (J)	Projected Net System Total Fuel Requirement and Previous Year True-Up (dth) (E) + (H)
1	December, 2019	319,580	2,005	317,575	28,952	259	28,693	66,519	417	66,102	412,370
2	January, 2020	406,459	8,581	397,878	32,883	992	31,891	76,420	1,614	74,806	504,575
3	February	377,800	3,961	373,839	26,923	403	26,520	59,331	622	58,709	459,068
4	March	307,412	2,027	305,385	27,406	258	27,148	63,204	417	62,787	395,320
5	April	297,186	2	297,184	22,754	0	22,754	51,005	1	51,004	370,942
6	May	284,063	0	284,063	18,873	0	18,873	39,724	0	39,724	342,660
7	June	343,832	0	343,832	17,586	0	17,586	33,590	0	33,590	395,008
8	July	291,026	0	291,026	20,050	0	20,050	41,014	0	41,014	352,091
9	August	108,779	1	108,778	25,613	0	25,613	72,131	1	72,130	206,522
10	September	121,998	0	121,998	22,447	0	22,447	65,259	0	65,259	209,705
11	October	283,191	7	283,184	23,521	1	23,520	62,256	1	62,255	368,958
12	November	319,217	1,527	317,690	28,324	194	28,130	70,663	338	70,325	416,144
13	TOTAL	3,460,544	18,111	3,442,433	295,332	2,107	293,225	701,116	3,411	697,705	4,433,363



**ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED RAMAPO BEVERLY RECEIPTS CALCULATION**

(A) LINE NO.	(B) MONTH	(C) Ramapo Throughput Sourced From Beverly For Hubline Delivery (dth/d)	(D) Ramapo Throughput Sourced From Beverly For Non-Hubline Delivery (dth/d)	(E) Total Ramapo Throughput Sourced From Beverly (dth/d) (C) + (D)
1	December, 2019	0	17,007	17,007
2	January, 2020	0	133,696	133,696
3	February	0	78,604	78,604
4	March	0	70,251	70,251
5	April	1,345	0	1,345
6	May	0	0	0
7	June	0	0	0
8	July	12,000	0	12,000
9	August	0	0	0
10	September	0	4,794	4,794
11	October	0	97	97
12	November	0	3,288	3,288
13	TOTAL	13,345	307,737	321,082

ALGONQUIN GAS TRANSMISSION, LLC  
ALLOCATION OF FUEL, LAUF, and Previous Year True-Up  
FOR RAMAPO BEVERLY RECEIPTS FOR NON-HUBLINE DELIVERIES

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
LINE NO.	MONTH	Projected Ramapo Total Deliveries (dth/d)	Projected Ramapo Deliveries Sourced From Beverly (dth/d) Ref: Sch A-1	Beverly Percent (%) (D)/(C)	Projected Ramapo Total Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Initial Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To Ramapo Sourced From Beverly (dth/d) (E) * (F)	Beverly Allocation Factor (%) 1/	Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To Ramapo Sourced From Beverly (dth/d) (G) * (H)	Previous Year True-Up (dth)	Initial Allocation Of Previous Year True-Up (dth/d) (E) * (J)	Final Allocation Of Previous Year True-Up (dth/d) (K) * (H)	Projected Ramapo Total Lost And Unaccounted For Gas (dth)	Initial Allocation Of Lost And Unaccounted For Gas To Ramapo Sourced From Beverly (dth/d) (E) * (M)	Beverly Allocation Factor (%) 1/	Final Allocation Of Lost And Unaccounted For Gas To Ramapo Sourced From Beverly (dth/d) (N) * (O)	Total Allocation Of Projected Fuel To Ramapo Sourced From Beverly (dth/d) (I) + (L) + (P)
1	December, 2019	10,071,500	17,007	0.17%	143,685	243	70%	170	38,904	66	46	6,210	10	100%	10	226
2	January, 2020	10,419,709	133,696	1.28%	171,387	2,199	70%	1,539	38,904	499	349	6,425	82	100%	82	1,970
3	February	8,936,726	78,604	0.88%	171,265	1,506	70%	1,054	38,904	342	240	5,511	48	100%	48	1,342
4	March	9,243,015	70,251	0.76%	127,289	967	70%	677	38,904	296	207	5,700	43	100%	43	927
5	April	7,242,833	0	0.00%	104,734	0	70%	0	34,766	0	0	4,466	0	100%	0	0
6	May	5,044,527	0	0.00%	19,866	0	70%	0	34,766	0	0	3,111	0	100%	0	0
7	June	3,210,897	0	0.00%	0	0	70%	0	34,766	0	0	1,980	0	100%	0	0
8	July	5,237,266	0	0.00%	138,628	0	70%	0	34,766	0	0	3,229	0	100%	0	0
9	August	13,485,585	0	0.00%	120,641	0	70%	0	34,766	0	0	8,316	0	100%	0	0
10	September	13,643,011	4,794	0.04%	100,053	35	70%	25	34,766	12	9	8,413	3	100%	3	37
11	October	11,542,918	97	0.00%	110,950	1	70%	1	34,766	0	0	7,118	0	100%	0	1
12	November	9,708,073	3,288	0.03%	171,912	58	70%	41	34,766	12	8	5,986	2	100%	2	51
13	TOTAL	107,786,060	307,737		1,380,410	5,009		3,507	433,744	1,227	859	66,464	188		188	4,554

1) The allocation factor is a fixed percentage for the term of the Stipulation and Agreement approved on January 30, 2014, in Docket No. RP13-1040

ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED NET RAMAPO FUEL REQUIREMENT CALCULATION

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
LINE NO.	MONTH	Projected Total Ramapo Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Final Allocation Of Compressor, M&R, Heater, Sourced From Beverly To Ramapo For Non-Hubline Delivery (dth/d) Ref: Sch B-2	Projected Net Ramapo Compressor, M&R, Heater, Whse Fuel, ETC. (dth) (C) - (D)	Projected Total Ramapo Lost And Unaccounted For Gas (dth)	Final Allocation Of Lost And Unaccounted For Gas To Ramapo Sourced From Beverly For Non-Hubline Delivery (dth/d) Ref: Sch B-2	Projected Net Ramapo Lost And Unaccounted For Gas (dth) (F) - (G)	Previous Year True-Up (dth)	Final Allocation Of Previous Year True-Up (dth/d) Ref: Sch B-2	Ramapo Previous Year True-Up To Be Recovered (dth) (I) - (J)	Projected Net Ramapo Total Fuel Requirement (dth) (E) + (H) + (K)
1	December, 2019	143,685	170	143,515	6,210	10	6,200	38,904	46	38,858	188,573
2	January, 2020	171,387	1,539	169,848	6,425	82	6,343	38,904	349	38,555	214,745
3	February	171,265	1,054	170,211	5,511	48	5,463	38,904	240	38,665	214,338
4	March	127,289	677	126,612	5,700	43	5,657	38,904	207	38,697	170,966
5	April	104,734	0	104,734	4,466	0	4,466	34,766	0	34,766	143,966
6	May	19,866	0	19,866	3,111	0	3,111	34,766	0	34,766	57,742
7	June	0	0	0	1,980	0	1,980	34,766	0	34,766	36,746
8	July	138,628	0	138,628	3,229	0	3,229	34,766	0	34,766	176,623
9	August	120,641	0	120,641	8,316	0	8,316	34,766	0	34,766	163,723
10	September	100,053	25	100,028	8,413	3	8,410	34,766	9	34,757	143,195
11	October	110,950	1	110,949	7,118	0	7,118	34,766	0	34,766	152,833
12	November	171,912	41	171,871	5,986	2	5,984	34,766	8	34,758	212,613
13	TOTAL	1,380,410	3,507	1,376,903	66,464	188	66,276	433,744	859	432,885	1,876,064

**ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED AIM BEVERLY RECEIPTS CALCULATION**

(A) LINE NO.	(B) MONTH	(C) AIM Throughput Sourced From Beverly For Hubline Delivery (dth/d)	(D) AIM Throughput Sourced From Beverly For Non-Hubline Delivery (dth/d)	(E) Total AIM Throughput Sourced From Beverly (dth/d) (C) + (D)
1	December, 2019	0	2,670	2,670
2	January, 2020	0	35,815	35,815
3	February	2,116	0	2,116
4	March	0	0	0
5	April	13,700	0	13,700
6	May	0	0	0
7	June	0	0	0
8	July	0	0	0
9	August	0	0	0
10	September	0	0	0
11	October	0	0	0
12	November	0	12,767	12,767
13	TOTAL	15,816	51,252	67,068

ALGONQUIN GAS TRANSMISSION, LLC  
ALLOCATION OF FUEL, LAUF, and Previous Year True-Up  
FOR AIM BEVERLY RECEIPTS FOR NON-HUBLINE DELIVERIES

	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
		Projected AIM Total Deliveries (dth/d)	Projected AIM Deliveries Sourced From Beverly (dth/d) Ref: Sch A-1	Beverly Percent (%) (D)/(C)	Projected AIM Total Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Initial Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To AIM Sourced From Beverly (dth/d) (E) * (F)	Beverly Allocation Factor (%) 1/	Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To AIM Sourced From Beverly (dth/d) (G) * (H)	Previous Year True-Up (dth)	Initial Allocation Of Previous Year True-Up (dth/d) (E) * (J)	Final Allocation Of Previous Year True-Up (dth/d) (K) * (H)	Projected AIM Total Lost And Unaccounted For Gas (dth)	Initial Allocation Of Lost And Unaccounted For Gas To AIM Sourced From Beverly (dth/d) (E) * (M)	Beverly Allocation Factor (%) 1/	Final Allocation Of Lost And Unaccounted For Gas To AIM Sourced From Beverly (dth/d) (N) * (O)	Total Allocation Of Projected Fuel To AIM Sourced From Beverly (dth/d) (I) + (L) + (P)
1	December, 2019	9,706,698	2,670	0.03%	407,899	112	70%	78	7,199	2	1	5,985	2	100%	2	81
2	January, 2020	10,359,267	35,815	0.35%	416,351	1,439	70%	1,007	7,199	25	17	6,388	22	100%	22	1,046
3	February	9,514,416	0	0.00%	323,826	0	70%	0	7,199	0	0	5,867	0	100%	0	0
4	March	9,884,387	0	0.00%	415,296	0	70%	0	7,199	0	0	6,095	0	100%	0	0
5	April	6,279,339	0	0.00%	173,575	0	70%	0	5,692	0	0	3,872	0	100%	0	0
6	May	5,543,535	0	0.00%	155,016	0	70%	0	5,692	0	0	3,418	0	100%	0	0
7	June	4,631,138	0	0.00%	0	0	70%	0	5,692	0	0	2,856	0	100%	0	0
8	July	5,582,567	0	0.00%	148,276	0	70%	0	5,692	0	0	3,442	0	100%	0	0
9	August	11,211,156	0	0.00%	255,975	0	70%	0	5,692	0	0	6,913	0	100%	0	0
10	September	10,418,366	0	0.00%	135,156	0	70%	0	5,692	0	0	6,424	0	100%	0	0
11	October	8,850,302	0	0.00%	181,663	0	70%	0	5,692	0	0	5,457	0	100%	0	0
12	November	9,887,472	12,767	0.13%	331,687	428	70%	300	5,692	7	5	6,097	8	100%	8	313
13	TOTAL	101,868,643	51,252		2,944,722	1,979		1,385	74,332	34	24	62,815	32		32	1,441

1) The allocation factor is a fixed percentage for the term of the Stipulation and Agreement approved on January 30, 2014, in Docket No. RP13-1040

ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED NET AIM FUEL REQUIREMENT CALCULATION

(A)	(B)	(C)	(D) Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To AIM Sourced From Beverly For Non-Hubline Delivery (dth/d) Ref: Sch C-2	(E) Projected Net AIM Compressor, M&R, Heater, Whse Fuel, ETC. (dth) (C) - (D)	(F) Projected Total AIM Lost And Unaccounted For Gas (dth)	(G) Final Allocation Of Lost And Unaccounted For Gas To AIM Sourced From Beverly For Non-Hubline Delivery (dth/d) Ref: Sch C-2	(H) Projected Net AIM Lost And Unaccounted For Gas (dth) (F) - (G)	(I) Previous Year True-Up (dth)	(J) Final Allocation Of Previous Year True-Up (dth/d) Ref: Sch C-2	(K) AIM Previous Year True-Up To Be Recovered (dth) (I) - (J)	(L) Projected Net AIM Total Fuel Requirement (dth) (E) + (H) + (J)
LINE NO.	MONTH	Projected Total AIM Compressor, M&R, Heater, Whse Fuel, ETC. (dth)									
1	December, 2019	407,899	78	407,821	5,985	2	5,983	7,199	1	7,198	421,003
2	January, 2020	416,351	1,007	415,344	6,388	22	6,366	7,199	17	7,182	428,892
3	February	323,826	0	323,826	5,867	0	5,867	7,199	0	7,199	336,892
4	March	415,296	0	415,296	6,095	0	6,095	7,199	0	7,199	428,590
5	April	173,575	0	173,575	3,872	0	3,872	5,692	0	5,692	183,139
6	May	155,016	0	155,016	3,418	0	3,418	5,692	0	5,692	164,126
7	June	0	0	0	2,856	0	2,856	5,692	0	5,692	8,548
8	July	148,276	0	148,276	3,442	0	3,442	5,692	0	5,692	157,410
9	August	255,975	0	255,975	6,913	0	6,913	5,692	0	5,692	268,580
10	September	135,156	0	135,156	6,424	0	6,424	5,692	0	5,692	147,272
11	October	181,663	0	181,663	5,457	0	5,457	5,692	0	5,692	192,813
12	November	331,687	300	331,387	6,097	8	6,089	5,692	5	5,687	343,162
13	TOTAL	2,944,722	1,385	2,943,337	62,815	32	62,783	74,332	24	74,308	3,080,427

**ALGONQUIN GAS TRANSMISSION, LLC**  
**PROJECTED ATLANTIC BRIDGE BEVERLY RECEIPTS CALCULATION**

(A) LINE NO.	(B) MONTH	(C) ATLANTIC BRIDGE Throughput Sourced From Beverly For Hubline Delivery (dth/d)	(D) ATLANTIC BRIDGE Allocated Throughput Sourced From Beverly For Non-Hubline Delivery (dth/d)	(E) Total ATLANTIC BRIDGE Throughput Sourced From Beverly (dth/d) (C) + (D)
1	December, 2019	0	1,333	1,333
2	January, 2020	1,701	8,156	9,857
3	February	2,779	0	2,779
4	March	0	0	0
5	April	0	0	0
6	May	0	0	0
7	June	0	0	0
8	July	0	0	0
9	August	0	0	0
10	September	0	0	0
11	October	0	0	0
12	November	0	2,578	2,578
13	TOTAL	4,480	12,067	16,547

ALGONQUIN GAS TRANSMISSION, LLC  
ALLOCATION OF FUEL, LAUF, and Previous Year True-Up  
FOR ATLANTIC BRIDGE BEVERLY RECEIPTS FOR NON-HUBLINE DELIVERIES

	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)	(Q)
		Projected ATLANTIC BRIDGE Total Deliveries (dth/d)	Projected ATLANTIC BRIDGE Deliveries Sourced From Beverly (dth/d) Ref: Sch A-1	Beverly Percent (%) (D)/(C)	Projected ATLANTIC BRIDGE Total Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Initial Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To ATL BRG Sourced From Beverly (dth/d) (E) * (F)	Beverly Allocation Factor (%) 1/	Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. To ATL BRG Sourced From Beverly (dth/d) (G) * (H)	Previous Year True-Up	Initial Allocation Of Previous Year True-Up (E) * (J)	Final Allocation Of Previous Year True-Up (K) * (H)	Projected ATLANTIC BRIDGE Total Lost And Unaccounted For Gas (dth)	Initial Allocation Of Lost And To ATL BRG Unaccounted For Gas Sourced From Beverly (dth/d) (E) * (M)	Beverly Allocation Factor (%) 1/	Final Allocation Of Lost And To ATL BRG Unaccounted For Gas Sourced From Beverly (dth/d) (N) * (O)	Total Allocation Of Projected Fuel To ATL BRG Sourced From Beverly (dth/d) (I) + (L) + (P)
1	December, 2019	916,404	1,333	0.15%	21,517	31	70%	22	(10,191)	(15)	(10)	565	1	100%	1	13
2	January, 2020	1,012,803	8,156	0.81%	36,358	293	70%	205	(10,191)	(82)	(57)	625	5	100%	5	153
3	February	628,535	0	0.00%	27,974	0	70%	0	(10,191)	0	0	388	0	100%	0	0
4	March	523,212	0	0.00%	17,907	0	70%	0	(10,191)	0	0	323	0	100%	0	0
5	April	101,001	0	0.00%	0	0	70%	0	(10,744)	0	0	62	0	100%	0	0
6	May	43,962	0	0.00%	0	0	70%	0	(10,744)	0	0	27	0	100%	0	0
7	June	0	0	0.00%	0	0	70%	0	(10,744)	0	0	0	0	100%	0	0
8	July	106,368	0	0.00%	0	0	70%	0	(10,744)	0	0	66	0	100%	0	0
9	August	1,738,809	0	0.00%	6,858	0	70%	0	(10,744)	0	0	1,072	0	100%	0	0
10	September	1,814,408	0	0.00%	6,210	0	70%	0	(10,744)	0	0	1,119	0	100%	0	0
11	October	1,695,339	0	0.00%	3,474	0	70%	0	(10,744)	0	0	1,045	0	100%	0	0
12	November	996,728	2,578	0.26%	44,758	116	70%	81	(10,744)	(28)	(19)	615	2	100%	2	64
13	TOTAL	9,577,569	12,067		165,056	440		308	(126,716)	(125)	(87)	5,906	8		8	229

1) The allocation factor is a fixed percentage for the term of the Stipulation and Agreement approved on January 30, 2014, in Docket No. RP13-1040



ALGONQUIN GAS TRANSMISSION, LLC  
PROJECTED NET ATLANTIC BRIDGE FUEL REQUIREMENT CALCULATION

(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)
LINE NO.	MONTH	Projected Total ATLANTIC BRIDGE Compressor, M&R, Heater, Whse Fuel, ETC. (dth)	Final Allocation Of Compressor, M&R, Heater, Whse Fuel, ETC. Sourced From Beverly To ATL BRG For Non-Hubline Delivery (dth/d) Ref: Sch C-2	Projected Net ATLANTIC BRIDGE Compressor, M&R, Heater, Whse Fuel, ETC. (dth) (C) - (D)	Projected Total ATLANTIC BRIDGE Lost And Unaccounted For Gas (dth)	Final Allocation Of Lost And Unaccounted For Gas To ATL BRG Sourced From Beverly For Non-Hubline Delivery (dth/d) Ref: Sch C-2	Projected Net ATLANTIC BRIDGE Lost And Unaccounted For Gas (dth) (F) - (G)	Previous Year True-Up (dth)	Final Allocation Of Previous Year True-Up (dth/d) Ref: Sch D-2	Atlantic Bridge Previous Year True-Up To Be Recovered (dth) (I) - (J)	Projected Net ATLANTIC BRIDGE Total Fuel Requirement (dth) (E) + (H) + (J)
1	December, 2019	21,517	22	21,495	565	1	564	(10,191)	(10)	(10,180)	11,879
2	January, 2020	36,358	205	36,153	625	5	620	(10,191)	(57)	(10,133)	26,640
3	February	27,974	0	27,974	388	0	388	(10,191)	0	(10,191)	18,171
4	March	17,907	0	17,907	323	0	323	(10,191)	0	(10,191)	8,039
5	April	0	0	0	62	0	62	(10,744)	0	(10,744)	(10,682)
6	May	0	0	0	27	0	27	(10,744)	0	(10,744)	(10,717)
7	June	0	0	0	0	0	0	(10,744)	0	(10,744)	(10,744)
8	July	0	0	0	66	0	66	(10,744)	0	(10,744)	(10,679)
9	August	6,858	0	6,858	1,072	0	1,072	(10,744)	0	(10,744)	(2,814)
10	September	6,210	0	6,210	1,119	0	1,119	(10,744)	0	(10,744)	(3,416)
11	October	3,474	0	3,474	1,045	0	1,045	(10,744)	0	(10,744)	(6,225)
12	November	44,758	81	44,677	615	2	613	(10,744)	(19)	(10,725)	34,565
13	TOTAL	165,056	308	164,748	5,906	8	5,898	(126,716)	(87)	(126,628)	44,018

## Appendix E

**Monthly Operational Purchases & Sales Report\***

Month	Year	Purchase/Sale	Volume	Cost/Revenue	Avg \$/dth	Reason
August	2018	Sale	1,937,500	\$ 4,428,350.00	\$ 2.2856	Gas sale was conducted to reduce operational imbalance due to cashout volumes in previous FRQ period.
September	2018	Sale	2,025,000	\$ 5,094,375.00	\$ 2.5157	Gas sale was conducted to reduce operational imbalance due to cashout volumes in previous FRQ period.
October	2018	Sale	2,015,000	\$ 5,135,150.00	\$ 2.5485	Gas sale was conducted to reduce operational imbalance due to cashout volumes in previous FRQ period.
November	2018		-			
December	2018		-			
January	2019		-			
February	2019		-			
March	2019		-			
April	2019	Sale	1,950,000	\$ 4,759,200.00	\$ 2.4406	Gas sale was conducted to reduce operational imbalance due to cashout volumes since 8/1/2018.
May	2019	Sale	2,015,000	\$ 4,119,125.00	\$ 2.0442	Gas sale was conducted to reduce operational imbalance due to cashout volumes since 8/1/2018.
June	2019	Sale	1,950,000	\$ 4,052,250.00	\$ 2.0781	Gas sale was conducted to reduce operational imbalance due to cashout volumes since 8/1/2018.
July	2019	Sale	2,015,000	\$ 3,868,800.00	\$ 1.9200	Gas sale was conducted to reduce operational imbalance due to cashout volumes since 8/1/2018.
Total			13,907,500	\$ 31,457,250.00	\$ 2.2619	

\*Pursuant to GTNC Section 43.1(b)

# **EXHIBIT 3**

ALGONQUIN GAS TRANSMISSION COMPANY  
Price paid or received in accordance with Section 25 of the General Terms and Conditions

	January	February	March	April	May	June	July	August	September	October	November	December	2019 AVERAGE
2019	6.11	4.50	3.71	2.52	2.27	2.10	2.16	1.99	1.84	1.79	3.36	4.09	3.04

Unit Costs in \$/DTH

# **EXHIBIT 4**

**Atlantic Bridge Project**

**Cost of Service & Rates**

**Table of Contents**

	<u>Schedule</u>
Explanatory Notes	1
Cost of Service and Rate Design	2
Operation and Maintenance Expense	3
Depreciation Expense and Other Taxes	4
Rate Base and Return	5
Federal and State Income Taxes	6
Rate of Return	7
Tariff Sheets	8

## **Atlantic Bridge Project**

### **Explanatory Notes**

#### **Rate Derivation**

As shown on Schedule 2 herein, the rates proposed for firm service to Project shippers on Algonquin's portion of the Atlantic Bridge Project are straight fixed-variable rates, based on the incremental cost of service developed on Schedules 2 through 7 of this Exhibit P.

Algonquin has assigned all fixed costs to the reservation rate and all variable costs (compressor station non-labor expense) to the usage rate. Algonquin has utilized the expansion capacity of 132,705 Dth/d as the volume determinant to develop the incremental reservation rate and an estimated throughput volume of 33,906,128 Dth as the volume determinant for the usage rate, assuming 70% utilization.

No existing system costs have been assigned to these Project rates and none of the incremental cost of service of Algonquin's Atlantic Bridge Project facilities is proposed to be included in Algonquin's system rates.

#### **Cost of Service**

The rate of return and other factors used to develop the cost of service in this Exhibit P are the same factors underlying Algonquin's current rates, as approved in Docket No. RP99-262.<sup>1</sup> The factors include an allowed rate of return of 10.37% and a system depreciation rate of 1.81%. Additionally the current federal income tax rate of 35% has been used.

The total capital cost estimate used herein to calculate Algonquin's Atlantic Bridge Project incremental cost of service is \$449,791,440 as detailed in Exhibit K.

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<sup>1</sup> *Algonquin Gas Transmission, LLC*, 87 FERC ¶ 61,008 (1999).



Algonquin proposes to recover fuel use and lost and unaccounted for fuel associated with providing service on the Atlantic Bridge Project facilities, through the incremental Fuel Reimbursement Percentage ("FRP"). The incremental fuel derivation is shown on Exhibit Z-2. Consistent with the Commission's incremental fuel methodology, Algonquin will track changes in fuel costs for this new incremental service on an incremental basis through its Fuel Reimbursement Quantity mechanism set forth in Section 32 of its GT&C. Algonquin will adjust its periodic tracker mechanisms to ensure that existing customers do not subsidize the costs resulting from this new incremental service.

#### Tariff Records

This Exhibit P includes updated *pro forma* tariff records for Rate Schedule AFT-1, Statement of Rates, to reflect the proposed incremental rate for the Atlantic Bridge Project. The redlined tariff records highlight all changes to the currently effective tariff records. To the extent other changes to these tariff records become effective prior to placing the Atlantic Bridge Project into service, Algonquin will include those changes when filing to place these *pro forma* tariff records into effect.

**Algonquin Gas Transmission, LLC**  
**Atlantic Bridge Project**  
Cost of Service and Rate Design

Line No.	(1) Description	(2) <u>2017</u>	(3) <u>2018</u>	(4) <u>2019</u>
1	Operation and Maintenance Expense	\$1,896,620	\$1,934,552	\$1,973,243
2	Depreciation Expense	\$8,141,225	\$8,141,225	\$8,141,225
3	Taxes Other than Income	\$13,129,888	\$13,261,384	\$13,394,199
4	Federal Income Taxes	\$15,992,578	\$15,372,645	\$14,644,153
5	State Income Taxes	\$3,702,602	\$3,559,075	\$3,390,414
6	Return	<u>\$46,216,058</u>	<u>\$44,405,194</u>	<u>\$42,277,221</u>
7	Total Cost of Service	\$89,078,971	\$86,674,075	\$83,820,455
8	<b>Reservation Rate Derivation:</b>			
9	Transmission Operation & Maintenance Expense	\$1,506,827		
10	Depreciation Expense	\$8,141,225		
11	Taxes Other than Income	\$13,129,888		
12	Federal Income Taxes	\$15,992,578		
13	State Income Taxes	\$3,702,602		
14	Return	<u>\$46,216,058</u>		
15	Total Cost of Service	\$88,689,178		
16	Capacity (Dth/d)	132,705		
17	Design Determinant	<u>1,592,460</u>		
18	Max. Reservation Charge	\$55.6932		
	<b>Commodity Rate Derivation:</b>			
19	Transmission Operation & Maintenance Expense	<u>\$389,793</u>		
	Total Cost of Service	\$389,793		
20	Design Determinant @ 70% Utilization	<u>33,906,128</u>		
21	Commodity Rate (\$/dth)	\$0.0115		
19	Reservation Charge Adjustment	\$1.8310		
20	Volumetric Res. Charge	\$1.8310		
21	Minimum Reservation Charge	\$0.0000		
22	Minimum Commodity Charge (\$/dth)	\$0.0115		
23	Authorized Overrun Charge - Max.	\$1.8425		
24	Authorized Overrun Charge - Min.	\$0.0115		

**Algonquin Gas Transmission, LLC**  
**Atlantic Bridge Project**  
Operation and Maintenance Expenses

Line No.	(1) Account Title	(2) 2017	(3) 2018	(4) 2019
1	Operation:			
2	850 Supervision & Engr. -Labor	\$61,263	\$62,488	\$63,738
3	850 Supervision & Engr. -M&O	\$122,525	\$124,976	\$127,475
4	851 Sys.Control & Load Dis. -Labor	\$4,113	\$4,195	\$4,279
5	851 Sys.Control & Load Dis. -M&O	\$8,226	\$8,390	\$8,558
6	852 Communication Systems -Labor	\$14,899	\$15,197	\$15,501
7	852 Communication Systems -M&O	\$29,799	\$30,395	\$31,003
8	853 Compressor Stations -Labor	\$104,895	\$106,993	\$109,133
9	853 Compressor Stations -M&O	\$209,790	\$213,986	\$218,265
10	855 Electric Power	\$0	\$0	\$0
11	856 Mains -Labor	\$0	\$0	\$0
12	856 Mains -M&O	\$0	\$0	\$0
13	857 M & R Station Expense -Labor	\$1,758	\$1,793	\$1,829
14	857 M & R Station Expense -M&O	\$3,516	\$3,587	\$3,659
15	858 Transportation by Others	\$0	\$0	\$0
16	860 Rents -M & O	<u>\$3,205</u>	<u>\$3,269</u>	<u>\$3,334</u>
17	Total Operation	\$563,989	\$575,269	\$586,774
18	Maintenance:			
19	861 Supervision & Engr. -Labor	\$15,970	\$16,290	\$16,616
20	861 Supervision & Engr. -M&O	\$31,941	\$32,580	\$33,231
21	862 Structures & Improvements -Labor	\$5,676	\$5,789	\$5,905
22	862 Structures & Improvements -M&O	\$11,351	\$11,578	\$11,810
23	863 Mains -Labor	\$0	\$0	\$0
24	863 Mains -M&O	\$0	\$0	\$0
25	864 Compressor Stations -Labor	\$90,002	\$91,802	\$93,638
26	864 Compressor Stations -M&O	\$180,003	\$183,603	\$187,275
27	865 M & R Stations -Labor	\$414	\$422	\$430
28	865 M & R Stations -M&O	\$827	\$844	\$860
29	866 Communication Systems -Labor	\$1,255	\$1,280	\$1,305
30	866 Communication Systems -M&O	\$2,509	\$2,559	\$2,611
31	867 Other Equipment -Labor	\$1,160	\$1,183	\$1,207
32	867 Other Equipment -M&O	<u>\$2,320</u>	<u>\$2,366</u>	<u>\$2,414</u>
33	Total Maintenance	<u>\$343,427</u>	<u>\$350,296</u>	<u>\$357,302</u>
34	Total Direct O&M	\$907,416	\$925,564	\$944,076
35	Administrative and General:			
36	Property Insurance @ 0.20%	\$899,583	\$917,575	\$935,926
37	Pensions & Benefits @ 29.73%	<u>\$89,621</u>	<u>\$91,413</u>	<u>\$93,242</u>
38	Total Administrative and General	\$989,204	\$1,008,988	\$1,029,168
39	Total Operation & Maintenance Expenses	\$1,896,620	\$1,934,552	\$1,973,243

**Algonquin Gas Transmission, LLC**  
**Atlantic Bridge Project**  
Depreciation Expense and Other Taxes

Line No.	(1) Description	(2) <u>2017</u>	(3) <u>2018</u>	(4) <u>2019</u>
1	Depreciation Expense:			
2	Depreciable Plant	\$449,791,440	\$449,791,440	\$449,791,440
3	Depreciation Rate	<u>1.81%</u>	<u>1.81%</u>	<u>1.81%</u>
4	Depreciation Exp.	\$8,141,225	\$8,141,225	\$8,141,225
5	Taxes Other than Income:			
6	Ad Valorem Taxes:			
7	Gross Plant	\$449,791,440	\$449,791,440	\$449,791,440
8	Ad Valorem Taxes 2.915%	\$13,110,177	\$13,241,279	\$13,373,691
9	Payroll Taxes:			
10	Labor Cost	\$301,404	\$307,432	\$313,580
11	Payroll Taxes 6.540%	\$19,712	\$20,106	\$20,508
12	Total Taxes Other than Income	\$13,129,888	\$13,261,384	\$13,394,199

**Algonquin Gas Transmission, LLC**  
**Atlantic Bridge Project**  
Rate Base and Return

Line No.	(1) <u>Description</u>	(2) <u>2017</u>	(3) <u>2018</u>	(4) <u>2019</u>
1	Rate Base:			
2	Gas Plant in Service	\$449,791,440	\$449,791,440	\$449,791,440
3	Accumulated Depreciation	<u>(\$4,070,613)</u>	<u>(\$12,211,838)</u>	<u>(\$20,353,063)</u>
4	Net Plant	\$445,720,827	\$437,579,602	\$429,438,377
5	Working Capital:			
	Materials & Supplies @ 0.600%	\$2,698,749	\$2,752,724	\$2,807,778
6	Accum. Deferred Income Taxes	<u>(\$2,748,817)</u>	<u>(\$12,124,093)</u>	<u>(\$24,558,397)</u>
7	Total Rate Base	\$445,670,759	\$428,208,233	\$407,687,758
8	Return @ 10.370%	\$46,216,058	\$44,405,194	\$42,277,221

**Algonquin Gas Transmission, LLC**  
**Atlantic Bridge Project**  
Federal and State Income Taxes

Line No.	(1) <u>Description</u>	(2) <u>2017</u>	(3) <u>2018</u>	(4) <u>2019</u>
1	Return	\$46,216,058	\$44,405,194	\$42,277,221
2	Adjustments:			
3	Interest and Debt Expense	(\$16,832,985)	(\$16,173,425)	(\$15,398,367)
4	Amortization of Equity AFUDC	<u>\$317,430</u>	<u>\$317,430</u>	<u>\$317,430</u>
5	Total Adjustments	(\$16,515,555)	(\$15,855,995)	(\$15,080,937)
6	Net Taxable Income	\$29,700,503	\$28,549,199	\$27,196,284
7	Federal Income Tax @ 35.00%	\$15,992,578	\$15,372,645	\$14,644,153
8	Pre-FIT (Lines 6 and 7)	\$45,693,081	\$43,921,844	\$41,840,437
9	State Income Tax @ 7.50%	\$3,702,602	\$3,559,075	\$3,390,414

**Algonquin Gas Transmission, LLC**  
**Atlantic Bridge Project**  
Rate of Return

Line <u>No.</u>	(1) <u>Description</u>	(2) Capitalization <u>Ratios</u>	(3) Component <u>Cost</u>	(4) Return <u>Component</u>
1	Long-Term Debt	41.83%	9.03%	3.777%
2	Equity	<u>58.17%</u>	11.33%	<u>6.591%</u>
3	Total	100.00%		10.370%

# **EXHIBIT 5**



THIS FILING IS

Item 1: ☒ An Initial (Original)  
Submission

OR ☐ Resubmission No. \_\_\_\_\_

Form 2 Approved  
OMB No.1902-0028  
(Expires 12/31/2020)

Form 3-Q Approved  
OMB No.1902-0205  
(Expires 11/30/2022)



# FERC FINANCIAL REPORT

## FERC FORM No. 2: Annual Report of Major Natural Gas Companies and Supplemental Form 3-Q: Quarterly Financial Report

These reports are mandatory under the Natural Gas Act, Sections 10(a), and 16 and 18 CFR Parts 260.1 and 260.300. Failure to report may result in criminal fines, civil penalties, and other sanctions as provided by law. The Federal Energy Regulatory Commission does not consider these reports to be of a confidential nature.

Exact Legal Name of Respondent (Company)

Algonquin Gas Transmission, LLC

Year/Period of Report

End of 2019/Q4

Name of Respondent Algonquin Gas Transmission, LLC	This Report Is: (1) <input checked="" type="checkbox"/> An Original (2) <input type="checkbox"/> A Resubmission	Date of Report (Mo, Da, Yr) 04/27/2020	Year/Period of Report End of 2019/Q4
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**General Description of Construction Overhead Procedure (continued)**

COMPUTATION OF ALLOWANCE FOR FUNDS USED DURING CONSTRUCTION RATES

- For line (5), column (d) below, enter the rate granted in the last rate proceeding. If not available, use the average rate earned during the preceding 3 years.
- Identify, in a footnote, the specific entity used as the source for the capital structure figures.
- Indicate, in a footnote, if the reported rate of return is one that has been approved in a rate case, black-box settlement rate, or an actual three-year average rate.

1. Components of Formula (Derived from actual book balances and actual cost rates):

Line No.	Title (a)	Amount (b)	Capitalization Ratio (percent) (c)	Cost Rate Percentage (d)
	(1) Average Short-Term Debt	S		
	(2) Short-Term Interest			s
	(3) Long-Term Debt	D 350,000,000	15.32	d 3.54
	(4) Preferred Stock	P		p
	(5) Common Equity	C 1,935,094,045	84.68	c 11.33
	(6) Total Capitalization	2,285,094,045	100.00	
	(7) Average Construction Work In Progress Balance	W 244,233,000		

2. Gross Rate for Borrowed Funds  $s(S/W) + d[(D/(D+P+C)) (1-(S/W))]$  0.54

3. Rate for Other Funds  $[1-(S/W)] [p(P/(D+P+C)) + c(C/(D+P+C))]$  9.59

4. Weighted Average Rate Actually Used for the Year:

- |                              |      |
|------------------------------|------|
| a. Rate for Borrowed Funds - | 0.54 |
| b. Rate for Other Funds -    | 9.59 |