

1 Q. With the reference to the March 22, 2018 Summary Report, page 10, footnote 20,  
2 please state and detail all the assumptions made by Hydro which underlie the  
3 statement “elimination of the existing RSP fuel riders in 2019 but reflects no change  
4 in the RSP recovery adjustment rates”.

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7 A. The Rate Stabilization Plan (RSP) fuel rider is updated annually and captures the  
8 variance between the cost of No. 6 fuel assumed in Hydro’s most recently approved  
9 Test Year and the forecast price of No. 6 fuel at the time of preparing the rate  
10 update. As the 2018 and 2019 Test Year base rate revenue requirements (reflected  
11 in the information provided in Table 6) reflect the forecast cost of No. 6 fuel for the  
12 2018 and the 2019 Test Years (based on the No. 6 fuel price update provided in  
13 October 2017), the RSP fuel rider was discontinued.

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15 The RSP recovery adjustment rates provide for disposition of prior years’ balances.  
16 To isolate the impacts of the change in customer billings to reflect Hydro’s GRA  
17 proposals, the calculations provided in Table 6 reflect the RSP recovery adjustment  
18 rates in effect for the full year.

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20 Please see Appendix J and K for the detailed calculations of customer billings as  
21 presented in Table 6, to which footnote 20 refers. The detailed calculations  
22 provided in Appendix J and K show the RSP factor assumptions under both existing  
23 and revised rates in the scenarios provided.