Q. **Reference: Reference: Chapter 6, Section 6.7.5**

Hydro presents Island Industrial bill impacts reflecting changes in base rates, rate design, specifically assigned charges, the Project Cost Recovery Rider and other adjustments.

a) Provide the aggregate forecast 2027 annual revenues collected from the Island Industrial class under: i) the existing base rates and existing rate design, using 2027 Test Year billing determinants; ii) rates designed to recover the 2027 Test Year revenue requirement while retaining the existing demand-and-energy rate structure; iii) Hydro's proposed hours-of-use base-rate design; and iv) Hydro's proposed hours-of-use rate design including the forecast Project Cost Recovery Rider, CDM Recovery Adjustment and all other applicable riders and charges.

b) For each scenario requested in part a above, separately identify: i) the demand-charge revenue; ii) the First Block Energy revenue; iii) the Winter Second Block Energy revenue; iv) the Non-Winter Second Block Energy revenue; v) the specifically assigned charges; vi) the Project Cost Recovery Rider revenue; and vii) total class revenue.

c) Quantify, on an aggregate class basis, the dollar and percentage bill impact attributable to: i) changes in the Island Industrial revenue requirement; ii) changes in base-rate design; iii) the reduction in the demand charge; iv) the introduction of the First Block and seasonal Second Block Energy rates; v) changes in specifically assigned charges; and vi) changes in riders and adjustments.

d) Provide a summary of forecast customer bill impacts for the Island Industrial class showing: i) the minimum; ii) the maximum; iii) the average; iv) the median; and v) the number of customers experiencing bill decreases or increases of greater than a 10% decrease or greater than a 10% increase.

This response was provided by Christensen Associates Energy Consulting.

A. Responses to these questions appear below.

a) The aggregate forecast 2027 annual revenues to be collected from the Island Industrial class are $39,329,275 under case i) (current rate design, prices, and revenue requirement), and $42,813,971 under cases ii) (current rate design and 2027 prices and revenue requirement) and iii) (proposed HOU rate design and 2027 prices and revenue requirement. Riders add $10,740,132 to all scenarios. Total revenue recovery under ii) and iii) is thus $53,554,103.

b) Please see the table below.

Bill Components	Energy Blocks	i. Current Rate Design, Prices, Rev Req.	ii. Current Rate Design, 2027 Prices, Rev Req.	iii. HOU Design, 2027 Prices, Rev Req.
Specifically Assigned Charges		413,404	413,404	413,404
Demand		11,755,788	13,147,200	6,025,800
Energy	B1			21,845,846
	B2W			8,091,631
	B2NW			6,437,290
	B2			14,528,921
	Total Energy	27,160,083	29,253,367	36,374,767
Revenue Req.		39,329,275	42,813,971	42,813,971
Riders		10,740,132	10,740,132	10,740,132
Grand Total		**50,069,407**	**53,554,103**	**53,554,103**

c) Please see the table below.

Bill Impacts	Amount	Percentage
Change in revenue requirement	$3,484,696	7.0%
Change in design	$0	0.0%
Change in demand charge	($7,121,400)	-54.2%
Change in energy charge	$7,121,400	24.3%
Change in SAC	$0	0.0%
Change in riders	$0	0.0%

d) No customers experience bill increases or decreases exceeding 10% in absolute value. Please see Table 9 of the report (p. 19) for individual customers' bill impacts, expressed in percentage terms.