

Tampa Electric Company
Quantification of Impact of Adjustments

Comparison of Rates

1. Dibner Proposed Rate	\$ 17.90
2. Snavelly King Recommended Rate	<u>12.86</u>
3. Difference	\$ 5.04

Impact of Adjustments

4. River Backhaul	\$ 2.59
5. Ocean Preference Trade Premium <u>Ocean Backhaul</u>	1.69
6. Ocean Backhaul <u>Ocean Preference Trade Premium</u>	0.53
7. Terminal Rate	<u>0.23</u>
8. Total	\$ 5.04

Source by Row

1. Dibner Report, page 68 (rates proposed to TECO Transport, not adjusted for error found later).
2. Snavelly King Recommendation, see Exhibit ___ (MJM-5).
3. Line 1 - Line 2
4. \$7.47 (Dibner rate) less \$4.88 (Snavelly King rate).
5. \$7.98 (Dibner rate) less \$6.29 (Dibner model adjusted for backhaul only).
See Late Filed Deposition Exhibit ___ (MJM-1), page 3.
6. \$6.29 (Dibner Model adjusted for backhaul only) less \$5.76 (Snavelly King rate).
See Late Filed Deposition Exhibit ___ (MJM-1), pages 3 and 5.
7. \$2.45 (Dibner rate) less \$2.22 (Snavelly King rate)
8. Line 4 + Line 5 + Line 6 + Line 7

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(Corrected pg 1 of Hq. Exh. 99)

(See DNS 05119-04 + 06655-04)

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