



ORIGINAL

JAMES A. MCGEE
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PROGRESS ENERGY SERVICE CO., LLC

December 21, 2004

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Ms. Blanca S. Bayo, Director
Division of the Commission Clerk
and Administrative Services
Florida Public Service Commission
2540 Shumard Oak Blvd.
Tallahassee, Florida 32399-0850

Re: Docket No. 040001-EI-Request for Specified Confidential Treatment (REVISED)

Dear Ms. Bayo:

Enclosed for filing is the original plus 10 copies of Progress Energy Florida, Inc.'s Request for Specified Confidential Treatment, **Revised Forms 423-2B** for months of March 2004 through September 2004, **Revised 423-2C** for March 2004, June 2004 and September 2004 regarding the Company's FPSC 423 Forms. These document should be treated as Specified Confidential. Edited copies of the forms, which may be made public, have been submitted for filing previously under separate cover.

Please acknowledge your receipt and filing of the above on the enclosed copy of this letter and return same to me.

- CMP _____
- COM _____
- CTR _____
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- MMS Enclosures
- RCA _____
- SCR _____
- SEC
- OTH *Conf records*

Very truly yours,

James A. McGee

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FPSC-COMMISSION CLERK

Progress Energy Florida, Inc.

CERTIFICATE OF SERVICE

Docket No. 040001-EI

I HEREBY CERTIFY that a true copy of Progress Energy Florida, Inc.'s Request for Specified Confidential Treatment, regarding the FPSC 423 **Revised Forms 423-2B** for months of March 2004 through September 2004, **Revised 423-2C** for March 2004, June 2004 and September 2004 regarding the Company's FPSC 423 Forms have been furnished to the following individuals by regular U.S. Mail this 21st day of December 2004.

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Attorney

Plant Name:

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1	G	(19) See item (10) above.
Transf. Facility IMT: 1-3		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-9		
McDuffie Coal Term.: N/A	I	(20) The information under Rail Rate is a function of EFC's contract rate with the railroad and the distance between each coal supplier and Crystal River. Since these distances are readily available, disclosure of the Rail Rate would effectively disclose the contract rate. This would impair the ability of a high volume user such as EFC to obtain rate concessions, since railroads would be reluctant to grant concessions that other rail users would then expect.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-9		
McDuffie Coal Term.: N/A	J	(21) Other Rail Charges consist of EFC's railcar ownership cost. This cost is internal trade secret information which is not available to any party with whom EFC contracts, railroads or otherwise. If this information were disclosed to the railroad, their existing knowledge of EFC's rail rates would allow them to determine EFC's total rail cost and be better able to evaluate EFC's opportunity to economically use competing transportation alternatives.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-9		

FORM 423-2C

Plant Name: <u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1 Transf. Facility IMT: 1-7 Crystal River 1&2: 1-3 Crystal River 4&5: 1-6	J	(23) The type of information under this column and column K relates to the particular column on Form 423-2, 2A, or 2B to which the adjustment applies (identified in column I). The column justifications above also apply to the adjustments for those column reported on Form 423-2C. In particular, see item (14), Retroactive Price Increases, and item (16), Quality Adjustments, which apply to the majority of the adjustments on Form 423-2C.
McDuffie Coal Term.: 1 Transf. Facility IMT: 1-7 Crystal River 1&2: 1-3 Crystal River 4&5: 1-9	K	(24) See item (26) above.

APRIL

FORM 423-2B**Plant Name:**

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1	G	(19) See item (10) above.
Transf. Facility IMT: 1-6		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-8		
McDuffie Coal Term.: N/A	I	(20) The information under Rail Rate is a function of EFC's contract rate with the railroad and the distance between each coal supplier and Crystal River. Since these distances are readily available, disclosure of the Rail Rate would effectively disclose the contract rate. This would impair the ability of a high volume user such as EFC to obtain rate concessions, since railroads would be reluctant to grant concessions that other rail users would then expect.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-8		
McDuffie Coal Term.: N/A	J	(21) Other Rail Charges consist of EFC's railcar ownership cost. This cost is internal trade secret information which is not available to any party with whom EFC contracts, railroads or otherwise. If this information were disclosed to the railroad, their existing knowledge of EFC's rail rates would allow them to determine EFC's total rail cost and be better able to evaluate EFC's opportunity to economically use competing transportation alternatives.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-8		

FORM 423-2B (REVISED MAY 2004)

Plant Name:

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1	G	(19) See item (10) above.
Transf. Facility IMT: 1-6		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-7		
McDuffie Coal Term.: N/A	I	(20) The information under Rail Rate is a function of EFC's contract rate with the railroad and the distance between each coal supplier and Crystal River. Since these distances are readily available, disclosure of the Rail Rate would effectively disclose the contract rate. This would impair the ability of a high volume user such as EFC to obtain rate concessions, since railroads would be reluctant to grant concessions that other rail users would then expect.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-7		
McDuffie Coal Term.: N/A	J	(21) Other Rail Charges consist of EFC's railcar ownership cost. This cost is internal trade secret information which is not available to any party with whom EFC contracts, railroads or otherwise. If this information were disclosed to the railroad, their existing knowledge of EFC's rail rates would allow them to determine EFC's total rail cost and be better able to evaluate EFC's opportunity to economically use competing transportation alternatives.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-7		

REVISED JUNE 2004

FORM 423-2B

Plant Name:

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1	G	(19) See item (10) above.
Transf. Facility IMT: 1-7		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-7		
McDuffie Coal Term.: N/A	I	(20) The information under Rail Rate is a function of EFC's contract rate with the railroad and the distance between each coal supplier and Crystal River. Since these distances are readily available, disclosure of the Rail Rate would effectively disclose the contract rate. This would impair the ability of a high volume user such as EFC to obtain rate concessions, since railroads would be reluctant to grant concessions that other rail users would then expect.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-7		
McDuffie Coal Term.: N/A	J	(21) Other Rail Charges consist of EFC's railcar ownership cost. This cost is internal trade secret information which is not available to any party with whom EFC contracts, railroads or otherwise. If this information were disclosed to the railroad, their existing knowledge of EFC's rail rates would allow them to determine EFC's total rail cost and be better able to evaluate EFC's opportunity to economically use competing transportation alternatives.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-7		

REVISED JUNE 2004

McDuffie Coal Term.:

1

Transf. Facility IMT:
1-7

P

Crystal River 1&2:
1-4

Crystal River 4&5:
1-7

(22) The figures under Transportation Charges are the same as the Total Transportation Cost under column H on Form 423-2. See item (11) above. In the case of rail deliveries to the Crystal River Plants, these figures represent EFC's current rail transportation rate. In the case of waterborne deliveries to the Crystal River Plants, the figures represent EFC's current Gulf barge transportation rate. In the case of waterdeliveries to the IMT "Plant", the figures represent EFC's current river transportation rate. Disclosure of these transportation rates would enable coal suppliers to bid a F.O.B. mine price calculated to produce a delivered plant price at or marginally below FPC's current delivered price, which is available on Form 423-2, column I. Without this opportunity to calculate a perceived maximum acceptable price, suppliers would be more likely to bid their best price.

REVISED JUNE 2004

FORM 423-2C

<u>Plant Name: Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: None Transf. Facility IMT: 1-8 Crystal River 1&2: 1-3 Crystal River 4&5: 1-9	J	(23) The type of information under this column and column K relates to the particular column on Form 423-2, 2A, or 2B to which the adjustment applies (identified in column I). The column justifications above also apply to the adjustments for those column reported on Form 423-2C. In particular, see item (14), Retroactive Price Increases, and item (16), Quality Adjustments, which apply to the majority of the adjustments on Form 423-2C.
McDuffie Coal Term.: None Transf. Facility IMT: 1-8 Crystal River 1&2: 1-3 Crystal River 4&5: 1-9	K	(24) See item (26) above.

FORM 423-2B (REVISED JULY 2004)

Plant Name:

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1	G	(19) See item (10) above.
Transf. Facility IMT: 1-9		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-6		
McDuffie Coal Term.: N/A	I	(20) The information under Rail Rate is a function of EFC's contract rate with the railroad and the distance between each coal supplier and Crystal River. Since these distances are readily available, disclosure of the Rail Rate would effectively disclose the contract rate. This would impair the ability of a high volume user such as EFC to obtain rate concessions, since railroads would be reluctant to grant concessions that other rail users would then expect.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-6		
McDuffie Coal Term.: N/A	J	(21) Other Rail Charges consist of EFC's railcar ownership cost. This cost is internal trade secret information which is not available to any party with whom EFC contracts, railroads or otherwise. If this information were disclosed to the railroad, their existing knowledge of EFC's rail rates would allow them to determine EFC's total rail cost and be better able to evaluate EFC's opportunity to economically use competing transportation alternatives.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-6		

FORM 423-2B (Revised August 2004)

Plant Name:

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
McDuffie Coal Term.: 1	G	(19) See item (10) above.
Transf. Facility IMT: 1-6		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-9		
McDuffie Coal Term.: N/A	I	(20) The information under Rail Rate is a function of EFC's contract rate with the railroad and the distance between each coal supplier and Crystal River. Since these distances are readily available, disclosure of the Rail Rate would effectively disclose the contract rate. This would impair the ability of a high volume user such as EFC to obtain rate concessions, since railroads would be reluctant to grant concessions that other rail users would then expect.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-9		
McDuffie Coal Term.: N/A	J	(21) Other Rail Charges consist of EFC's railcar ownership cost. This cost is internal trade secret information which is not available to any party with whom EFC contracts, railroads or otherwise. If this information were disclosed to the railroad, their existing knowledge of EFC's rail rates would allow them to determine EFC's total rail cost and be better able to evaluate EFC's opportunity to economically use competing transportation alternatives.
Trans. Facility IMT: N/A		
Crystal River 1&2: 1-4		
Crystal River 4&5: 1-9		

(REVISED SEPT 04)

FORM 423-2C

Plant Name:

<u>Line(s)</u>	<u>Column</u>	<u>Justification</u>
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McDuffie Coal Term.: 1-4 Transf. Facility IMT: 1-25 Crystal River 1&2: 1-2 Crystal River 4&5: 1-18	J	(23) The type of information under this column and column K relates to the particular column on Form 423-2, 2A, or 2B to which the adjustment applies (identified in column I). The column justifications above also apply to the adjustments for those column reported on Form 423-2C. In particular, see item (14), Retroactive Price Increases, and item (16), Quality Adjustments, which apply to the majority of the adjustments on Form 423-2C.
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McDuffie Coal Term.: 1-4 Transf. Facility IMT: 1-25 Crystal River 1&2: 1-2 Crystal River 4&5: 1-18	K	(24) See item (26) above.
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