



**Florida Power**  
A Progress Energy Company

ORIGINAL

JAMES A. MCGEE  
ASSOCIATE GENERAL COUNSEL

September 12, 2002

Ms. Blanca S. Bayo, Director  
Division of Records and Reporting  
Florida Public Service Commission  
2540 Shumard Oak Blvd.  
Tallahassee, Florida 32399-0850

Re: Docket No. 020001-EI; Request for Specified Confidential Treatment.

Dear Ms. Bayo:

Enclosed for filing is a Revised Page 8 of Attachment A of Florida Power Corporation's Request for Specified Confidential Treatment for the month of May 2002.

Very truly yours,

James A. McGee

JAM:scc  
Enclosures  
cc: Parties of record

AUS \_\_\_\_\_  
CAF \_\_\_\_\_  
CMP \_\_\_\_\_  
COM 5 \_\_\_\_\_  
CTR \_\_\_\_\_  
ECR \_\_\_\_\_  
GCL \_\_\_\_\_  
OPC \_\_\_\_\_  
MMS \_\_\_\_\_  
SEC 1 \_\_\_\_\_  
OTH \_\_\_\_\_

DOCUMENT NUMBER - DATE  
09812 SEP 16 02  
FPSC - COMMISSION CLERK

CERTIFICATE OF SERVICE

Docket No. 020001-EI

I HEREBY CERTIFY that a true copy of Florida Power Corporation's Revised Page 8 of Attachment A of Florida Power Corporation's Request for Specified Confidential Treatment for May 2002 have been furnished to the following individuals by regular U.S. Mail this 13th day of September 2002.

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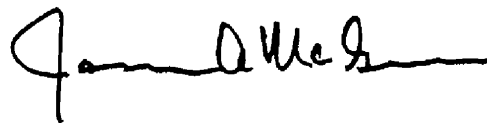
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FORM 423-2B

<u>Plant Name: Line(s)</u>	<u>Column</u>	<u>Justification</u>
Transf. Facility IMT: 1-7	G	(19) See item (10) above.
Crystal River 1&2: 1-10		
Crystal River 4&5: 1-5		
Trans. Facility IMT: 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.
Crystal River 1&2: 1-10		
Crystal River 4&5: 1-5		
Trans. Facility IMT: 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.
Crystal River 1&2: 1-10		
Crystal River 4&5: 1-5		