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September 1, 2022

**BY E-PORTAL**

Mr. Adam Teitzman, Clerk  
Florida Public Service Commission  
2540 Shumard Oak Boulevard  
Tallahassee, FL 32399-0850

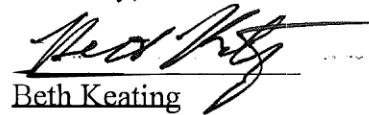
**Re:[New Docket]: Joint petition for approval of swing service rider rates for January through December 2023, by Florida Public Utilities Company, Florida Public Utilities Company-Indiantown Division, Florida Public Utilities Company-Fort Meade, and Florida Division of Chesapeake Utilities Corporation.**

Dear Mr. Teitzman:

Attached for electronic filing, please find the Joint Petition of Florida Public Utilities Company (All Gas Divisions) and the Florida Division of Chesapeake Utilities Corporation requesting approval of Swing Service Rider Rates for January through December 2023, along with the supporting Testimony and Exhibit RCW-1 of Witness Robert Waruszewski, and the proposed revised tariff Sheet Nos. 7.913 and 7.914.

As always, thank you for your assistance in connection with this filing. If you have any questions whatsoever, please do not hesitate to let me know.

Sincerely,



Beth Keating

Gunster, Yoakley & Stewart, P.A.  
215 South Monroe St., Suite 601  
Tallahassee, FL 32301  
(850) 521-1706

Cc:// Office of Public Counsel (Gentry)

**BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION**

In re: Joint petition for approval of swing service ) Docket No.  
rider rates for the period January through )  
December 2023, by Florida Public Utilities )  
Company, Florida Public Utilities Company- ) Filed: September 1, 2022  
Indiantown Division, Florida Public Utilities )  
Company-Fort Meade, and Florida Division of )  
Chesapeake Utilities Corporation )

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**JOINT PETITION FOR APPROVAL OF SWING SERVICE RIDER RATES FOR THE  
PERIOD JANUARY THROUGH DECEMBER 2023**

On April 11, 2016, Florida Public Utilities Company, Florida Public Utilities Company – Indiantown Division, and Florida Public Utilities Company-Fort Meade (jointly, “FPUC”), as well as the Florida Division of Chesapeake Utilities Corporation (“CFG”) (herein, all FPUC divisions and CHPK, jointly, “Companies”) jointly filed a petition for approval to allow the Companies to expand the allocation of the intrastate and local distribution company (“LDC”)-to-LDC unreleased capacity-related components of the Purchased Gas Adjustment (“PGA”) mechanism for FPUC and the Operational Balancing Account (“OBA”) mechanism for CHPK to include those customers not currently subject to those cost allocation mechanisms (herein “Initial Petition”). By Order No. PSC-2016-0422-TRF-GU, issued October 23, 2016, the Companies’ request, as amended, was approved. Consistent with the Commission’s approval in that Order, the Companies now seek approval of updated Swing Service Rider rates for the period January through December, 2023, and submit for Commission approval revised tariff pages, attached and incorporated herein as Exhibit A, reflecting the proposed updated Swing Service rates. The Companies are also submitting, in support of the proposed revised Swing Service rates, the Direct Testimony of Robert C. Waruszewski, along with Exhibit RCW-1, which contain Schedules A-D, showing the

## Swing Service Update Petition

Companies' computations of the appropriate charges. In support of this request, the Companies hereby state:

1) FPUC is a natural gas utility subject to the Commission's jurisdiction under Chapter 366, Florida Statutes. Its principal business address is:

Florida Public Utilities Company  
208 Wildlight Ave.  
Yulee, FL 32097

Florida Public Utilities Company – Fort Meade is a division of FPUC with its principal business address being the same as FPUC, as is Florida Public Utilities Company-Indiantown Division.

2) CFG is also a natural gas utility subject to the Commission's jurisdiction under Chapter 366, Florida Statutes. Its principal business address is:

Florida Division of Chesapeake Utilities Corporation  
208 Wildlight Ave.  
Yulee, FL 32097

3) The name and mailing address of the persons authorized to receive notices are:

Beth Keating, Esq.  
Gunster, Yoakley & Stewart, P.A.  
215 South Monroe Street, Suite 601  
Tallahassee, Florida 32301-1839  
(850) 521-1706

Mike Cassel  
VP, Regulatory and Governmental Affairs  
Florida Public Utilities Company/Chesapeake  
208 Wildlight Ave.  
Yulee, FL 32097  
mcassel@fpuc.com

4) The Commission is vested with jurisdiction in this matter in accordance with Sections 366.04, 366.05, and 366.06, Florida Statutes, pursuant to which the Commission is authorized to establish rates and charges for public utilities, including the relief requested herein.

### I. BACKGROUND

## Swing Service Update Petition

5) The Swing Service Rider was designed to further allocate unreleased intrastate capacity and transportation components of the PGA, as well as transportation and unreleased intrastate capacity costs embedded in the OBA, as was contemplated by the Companies' "Phase I" petition, which was approved by Order No. PSC-2015-0321-PAA-GU, issued August 10, 2015, in Docket No. 20150117-GU. By requesting approval of a new Swing Service Rider, the Companies' sought Commission approval of a further redistribution of costs (Phase II) to include those transportation customers not currently sharing in the costs associated with unreleased intrastate capacity and LDC-to-LDC interconnections, including customers in the Florida Division of Chesapeake Utilities Corporation and Indiantown divisions.

6) On August 2, 2016, the Companies filed an Amended Joint Petition. The Companies still proposed to implement the Swing Service Rider in stages over a period of 5 years for customers in the rate classes identified on Exhibit A of this Petition, with the exception of customers in rates classes FTS-1 through FTS-3 on CFG and TS-1 through TS-3 on Indiantown, which generally represent customers in the TTS Pool. The Companies modified their proposal, however, to suggest that the Swing Service Rider be applied annually at a rate of 20% of the total allocation for each year of the 5-year program, as opposed to the original proposal that the allocation in year 1 be 40% of the total amount, and thereafter be increased by an additional 15% annually so that the total allocation of 100% would be reached at year 5. Using the 20%-per-year implementation schedule, those larger transportation customers in rate classes above FTS-3 on CFG and TS-3 on Indiantown would still reach their fully allocated portion at year 5, but would do so in more regular increments that are more easily accounted for in yearly budgeting, while still enabling customers typically subject to longer term contracts to negotiate adjustments as may be

## Swing Service Update Petition

necessary. As for those customers in FTS-1 through FTS-3 and TS-1 through TS-3, which generally include the TTS Pool and PGA customers, they would still see a discount to their allocated portion over the life of the Swing Service Rider, but the amount per year will reflect the changed implementation schedule for the Swing Service Charge. As noted herein, the Commission ultimately approved the Companies' Joint Petition, as amended on August 2, 2016, by Order No. PSC-16-0422-TRF-GU, issued October 23, 2016.

7) By that same Order, the Commission required that the Companies submit, by September 1, 2017, and on an annual basis thereafter, revised tariffs with updated Swing Service rates to be calculated based upon the most recent 12 months of actual data, which in this case, is July 2021 through June 2022. This Joint Petition is submitted in conformance with that requirement.

8) The calculation of the new Swing Service Rider rates is made in compliance with Order No. PSC-16-0422-TRF-GU, and is as set forth below:

- a. The percentage split between transportation and sales service customers to total system usage is first calculated. The current basis for this calculation is the daily peak, plus the average of the non-peak months, based upon historical usage. This step will be completed annually based on the most recent 12-months' usage data.
- b. The percentage, by transportation rate class, determined in step 1 is then applied to the total cost of the unreleased intrastate and LDC-to-LDC capacity to produce the dollars allocated to each rate class. These dollars are divided by therms in the rate class to arrive at the cost recovery factor or rider to be billed, by rate class, directly to the transportation customers.

## Swing Service Update Petition

- c. The aggregate of the costs calculated in step 2 will then be credited to the PGA with the remainder of the costs associated with the unreleased intrastate and LDC-to-LDC capacity being allocated to the remaining sales service customers.

9) The Company's actual costs for intrastate capacity, other costs and LDC-LDC interconnects is \$26,231,749 for the period July 2021 through June 2022. The Company expects to recover \$6,455,937 of this amount through special contracts. Therefore, \$19,775,812 remains to be recovered during the period January 1, 2023 through December 31, 2023. Based on the percent of peak and average usage from July 2021 thru June 2022, 28.84% of these costs, or \$5,703,469 relate to PGA customers and 71.16%, or \$14,072,343 to transportation customers. The transportation cost was allocated to the rate classes based on total throughput during July 2021 thru June 2022. After allocating the transportation costs, including costs the Company expects to recover through special contracts, will be credited to PGA in the amount of \$20,528,280.

10) In addition, by Order No. PSC-2021-0266-S-PU, issued On July 22, 2021, as amended by Order No. PSC -2021-0266A-S-PU, the Commission approved a stipulation and settlement agreement between FPUC and the Office of Public Counsel ("OPC") relating to the establishment of a regulatory asset for the tracking of COVID-19 pandemic-related incremental expenses. In accordance with the approved settlement, FPUC has been authorized to establish and recover a regulatory asset in the amount of \$2,085,759, which represents the safety-related expenses and incremental bad debt incurred prior to June 30, 2021 due to the COVID-19 pandemic and not otherwise offset by savings. FPUC is authorized to recover these dollars through the Purchased Gas Adjustment and Swing Service mechanisms for the natural gas business units and the Fuel and Purchased Power Cost Recovery clause mechanism

## Swing Service Update Petition

for the electric division beginning with the cost recovery factors established for calendar year 2022.

11) The portion of the Company's COVID-19 pandemic-related safety costs and incremental bad debt expense to be recovered through the natural gas business units over the next two years is \$731,639, or \$365,820 annually. The Companies utilized the same methodology identified in paragraph 8 above to distribute costs between transportation and sales service customers, allocating 28.86% of this amount, or \$105,505, to the purchased gas adjustment and 71.16%, or \$260,315, to the swing service mechanism. The updated Swing Service rates for which the Companies seek approval by this petition are those set forth on the tariff pages included in Exhibit A hereto.

12) The Companies attest that these revised Swing Service rates have been calculated correctly and consistent with Commission requirements as set forth in Order No. PSC-2016-0422-TRF-GU with additional costs allocated in accordance with the settlement approved by Order No. PSC-2021-0266-S-GU. Thus, the Companies ask that the Commission approve the proposed factors as set forth in the revised tariff sheets attached hereto as Exhibit A and in Schedule C of Exhibit RCW-1.

13) The Companies further acknowledge that, in the event the Commission approves the Companies' request in Docket No. 20220067-GU, the Swing Service rates would need to be recalculated and allocated across the new rate classes accordingly.

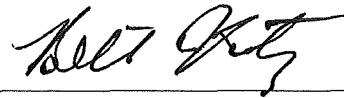
### RELIEF REQUESTED

**WHEREFORE**, Florida Public Utilities Company, Florida Public Utilities Company – Indiantown Division, and Florida Public Utilities Company-Fort Meade, as well as the Florida

Swing Service Update Petition

Division of Chesapeake Utilities Corporation, respectfully request that the Commission approve the updated Swing Service rates proposed herein to be effective for all meter readings for the period January 2023 through December 2023.

RESPECTFULLY SUBMITTED this 1st day of September, 2022.



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Beth Keating  
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215 South Monroe St., Suite 601  
Tallahassee, FL 32301  
(850) 521-1706

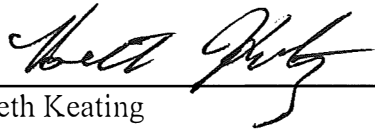
*Attorneys for Florida Public Utilities Company,  
Florida Public Utilities Company – Indiantown  
Division, Florida Public Utilities Company-Fort  
Meade, and the Florida Division of Chesapeake  
Utilities Corporation*



**CERTIFICATE OF SERVICE**

I HEREBY CERTIFY that a true and correct copy of the foregoing has been served upon the following by Hand Delivery or Electronic Mail this 1<sup>st</sup> day of September, 2022.

Richard Gentry Office of Public Counsel c/o The Florida Legislature 111 W. Madison Street, Room 812 Tallahassee, FL 32399-1400 Gentry.Richard@leg.state.fl.us	Keith Hetrick, General Counsel Florida Public Service Commission 2540 Shumard Oak Blvd. Tallahassee, FL 32399 khetrick@psc.state.fl.us

By:   
Beth Keating  
Gunster, Yoakley & Stewart, P.A.  
215 South Monroe St., Suite 601  
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*EXHIBIT A*

Florida Public Utilities Company, Florida Public Utilities Company -Indiantown  
Division, Florida Public Utilities Company-Fort Meade, and

The Florida Division of Chesapeake Utilities  
Corporation

Revised Tariff Sheets

*(Clean and Legislative Versions)*

Consolidated Natural Gas Tariff Sheet 7.913

Consolidated Natural Gas Tariff Sheet 7.914

**All Companies**  
**SWING SERVICE RIDER**

Applicability:

The bill for Transportation Service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2023 through the last billing cycle for December 2023 are as follows:

**INDIANTOWN:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
TS-1	\$0.1554
TS-2	\$0.1639
TS-3	\$0.1176
TS-4	\$0.0000

**FT. MEADE:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
GSTS-1	\$0.1903

**FLORIDA PUBLIC UTILITIES:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
GSTS-1	\$0.1650
GSTS-2	\$0.1642
LVTS	\$0.1581

**All Companies**  
**SWING SERVICE RIDER**

Applicability:

The bill for Transportation Service supplied to a Customer in any Billing Period shall be adjusted as follows:

The Swing Service factors for the period from the first billing cycle for January 2023~~2~~ through the last billing cycle for December 2023~~2~~ are as follows:

**INDIANTOWN:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
TS-1	\$0. <del>1554</del> <u>1573</u>
TS-2	\$0. <del>1639</del> <u>1446</u>
TS-3	\$0. <del>1176</del> <u>1847</u>
TS-4	\$0.0000

**FT. MEADE:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
GSTS-1	\$0. <del>1903</del> <u>2103</u>

**FLORIDA PUBLIC UTILITIES:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
GSTS-1	\$0. <del>1650</del> <u>1731</u>
GSTS-2	\$0. <del>1642</del> <u>1670</u>
LVTS	\$0. <del>1581</del> <u>1574</u>

**All Companies**  
**SWING SERVICE RIDER – CONTINUED**

**CENTRAL FLORIDA GAS:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
FTS-A	\$0.1636
FTS-B	\$0.1633
FTS-1	\$0.1742
FTS-2	\$0.1938
FTS-2.1	\$0.1795
FTS-3	\$0.1572
FTS-3.1	\$0.1463
FTS-4	\$0.1584
FTS-5	\$0.1571
FTS-6	\$0.1523
FTS-7	\$0.1594
FTS-8	\$0.1558
FTS-9	\$0.1536
FTS-10	\$0.1492
FTS-11	\$0.1439
FTS-12	\$0.1489

<u>Rate Schedule (Fixed)</u>	<u>Rates Per Bill</u>
FTS-A	\$1.4039
FTS-B	\$2.4790
FTS-1	\$3.7668
FTS-2	\$8.4880
FTS-2.1	\$27.3795
FTS-3	\$35.2025
FTS-3.1	\$92.5853

**Definitions**

This surcharge allocates a fair portion of Upstream Capacity Costs and expenses associated with the provision of Swing Service to transportation Customers in accordance with FPSC approval.

**All Companies  
SWING SERVICE RIDER – CONTINUED**

**CENTRAL FLORIDA GAS:**

<u>Rate Schedule</u>	<u>Rates Per Therm</u>
FTS-A	\$0.16361787
FTS-B	\$0.16331791
FTS-1	\$0.17421943
FTS-2	\$0.19382052
FTS-2.1	\$0.17951916
FTS-3	\$0.15721578
FTS-3.1	\$0.14631589
FTS-4	\$0.15841646
FTS-5	\$0.15711588
FTS-6	\$0.15231592
FTS-7	\$0.15941557
FTS-8	\$0.15581525
FTS-9	\$0.15361491
FTS-10	\$0.14921681
FTS-11	\$0.14391523
FTS-12	\$0.14891499

Rate Schedule (Fixed) Rates Per Bill

FTS-A	\$1.40395421
FTS-B	\$2.47907258
FTS-1	\$3.766841955
FTS-2	\$8.48809914
FTS-2.1	\$27.379592142
FTS-3	\$35.20253386
FTS-3.1	\$92.58531005976

Definitions

This surcharge allocates a fair portion of Upstream Capacity Costs and expenses associated with the provision of Swing Service to transportation Customers in accordance with FPSC approval.

BEFORE THE FLORIDA PUBLIC SERVICE COMMISSION

DIRECT TESTIMONY  
OF ROBERT C. WARUSZEWSKI

On behalf of Florida Public Utilities Company, Florida Public Utilities Company Indiantown Division, Florida Public Utilities-Fort Meade Division and Florida Division of Chesapeake Utilities Corporation

1       **Q.       Please state your name and business address.**

2       A.       My name is Robert C. Waruszewski. My business address is 500 Energy Lane,  
3       Suite 100, Dover, Delaware 19901.

4       **Q.       By whom are you employed and in what capacity?**

5       A.       I am employed by Chesapeake Utilities Corporation as Regulatory Manager,  
6       South.

7       **Q.       Briefly state your education background and employment experience.**

8       A.       I received a Bachelor of Science Degree in mathematics and economics from St.  
9       Vincent College, Latrobe, Pennsylvania. After graduation, I worked as a junior  
10       accounting clerk for the Bank of New York Mellon, assisting in the preparation of  
11       audits as well as gathering local tax data for the bank's employees before joining  
12       Columbia Gas of Pennsylvania in November 2011 in the Regulatory Department.  
13       There, I prepared rate case and gas cost filings and in 2013, I was promoted to  
14       Senior Regulatory Analyst. I joined Peoples Natural Gas, a distribution company  
15       operating in Pennsylvania, West Virginia, and Kentucky in December 2017, as  
16       the Senior Rates and Regulatory Analyst, where I was responsible for assisting in  
17       budget preparation and compiling regulatory filings for the Company's  
18       Pennsylvania and West Virginia affiliates. I was subsequently promoted to

1 Finance and Rates Analyst IV. In January 2022, I joined Chesapeake Utilities  
2 Corporation where my responsibilities include monthly filing of the Purchase Gas  
3 Adjustment (PGA), and other regulatory filings and analysis.

4 **Q. Are you familiar with the Swing Service Rider proceeding of the Companies?**

5 A. Yes.

6 **Q. Have you provided testimony in the Swing Service proceedings before?**

7 A. No, though I have provided testimony in the Company's PGA proceedings  
8 previously.

9 **Q. What is the purpose of your testimony at this time?**

10 A. My testimony will provide the actual swing service rider costs based on twelve  
11 months data for the period July 2021 through June 2022. My testimony will  
12 describe and summarize the computations that are contained in composite Exhibit  
13 RCW-1 supporting the January through December 2023 swing service rider rates.

14 **Q. Were the schedules filed by the Companies completed by you?**

15 A. Yes.

16 **Q. Which set of schedules has the Companies completed and filed?**

17 A. The Company has prepared and filed in composite Exhibit RCW-1, which  
18 supports the calculation of the annual swing service rider rates for January  
19 through December 2023 for the Companies. These schedules also include support  
20 for the costs and calculation of rates related to the Companies COVID-19  
21 Regulatory Asset Settlement Agreement.



1 **Q. What is the projection period for this filing?**

2 A. The projection period is January through December 2023.

3 **Q. What are the actual transportation costs for the period July 2021 through**  
4 **June 2022?**

5 A. The actual costs for intrastate capacity costs, other costs and local distribution  
6 company (LDC) to LDC interconnects for the period July 2021 through June 2022  
7 is \$26,231,749. Some of these costs have been directly billed as a swing charge  
8 to certain special contract customers and the amount to be used in the Swing  
9 Service computations is reduced by these direct billings of \$6,455,937. The total  
10 transportation costs to be recovered through PGA and Swing Service, excluding  
11 the swing charge directly billed to some special contract customers, is  
12 \$19,775,812. (See Schedule D of Exhibit RCW-1)

13 **Q. Describe how the Companies computed the Swing Service Rider rates.**

14 A. As reflected in Schedules of Exhibit RCW-1, the Companies compiled the actual  
15 throughput volumes, based on the most recent 12-months usage data (July 2021 –  
16 June 2022) on Schedule A and B for each affected transportation and sales rate  
17 schedule to determine the percentage split between transportation and sales  
18 service customers relative to the total throughput for the affected rate schedules.  
19 The split for allocating the annual total intrastate and LDC-to-LDC capacity costs  
20 of \$19,775,812 is 71.16 percent or \$14,072,343 to transportation customers and  
21 28.84 percent or \$5,703,469 to sales customers. Then, on Schedule C page 1, the

1 transportation customers' share of the \$14,072,343 was allocated to the affected  
2 transportation rate schedules based on the percent of peak and average usage.  
3 These costs were then divided by the rate schedule's actual billed volumes to  
4 calculate the cost recovery factor to be billed directly to the transportation  
5 customers. Experimental Rates were calculated on Schedule C page 2.

6 **Q. Did you include costs other than those directly related to purchased gas costs  
7 and reservation charges?**

8 A. Yes. Similar to last year, the Company included costs related to the settlement  
9 regarding the COVID-19 regulatory asset in Docket No. 20200194 and approved  
10 in Order No. PSC-2021-0266-S-PU.

11 **Q. How did the Companies account for costs associated with the COVID-19  
12 pandemic in the calculation of the Swing Service Rider per the Settlement  
13 Agreement?**

14 A. The settlement agreement, which was approved by the Commission on July 8,  
15 2021, allows Florida Public Utilities to recover approximately \$2,085,759 of  
16 pandemic-related incremental expenses over the next two years. It was agreed  
17 that the recovery of these costs would be achieved through the use of both the  
18 Company's swing service rider and purchased gas adjustment.

19 Approximately \$1,354,120 of the \$2,085,759 was attributable to electric  
20 customers and the remaining \$731,659 was attributable to natural gas customers,  
21 of which \$365,820 will be recovered in 2023. By utilizing the same allocation

1 methodology used in the calculation of the swing service rider described above,  
2 71.16 % of this amount, or approximately \$260,315, will be allocated to the  
3 transportation customers and, therefore, recovered through the use of the swing  
4 service rider in 2023. (The remainder of the \$365,820 will be allocated to sales  
5 customers and recovered through the purchased gas adjustment clause in 2023).  
6 The swing service rates for each rate schedule have been increased in order to  
7 recover the approved COVID-19 costs of \$260,315. See Schedules E and F for  
8 the rates attributable to the COVID-19 settlement.

9 **Q. What are the total costs to be collected and reflected in the PGA filing for the**  
10 **swing service rider?**

11 A. The Company will show a reduction to PGA costs of \$20,528,280 attributable to  
12 the Swing Service Rider. This amount does not include the COVID-19 costs.

13 **Q. Besides pipeline costs, can you describe the other costs included in the Swing**  
14 **Service Rider?**

15 A. Yes, similar to previous years, the Company has included legal and consulting  
16 costs for various matters, such as intervention in the FGT rate case and the  
17 execution of transportation agreements. The Company has also included costs  
18 associated with a software tool used by the Company to manage customer usage  
19 and assist in determining the gas supply and capacity needs for the Company. In  
20 addition, the Company has included costs related to the annual subscription  
21 service from S&P Global Platts used to retrieve market data and gas daily pricing.

1           These costs are integrally related to the Company's gas purchase function and  
2           optimization of its fuel supply. These costs are not included in the costs levels  
3           used to establish the current base rates and have historically been allowed for  
4           recovery through the swing mechanism.

5           **Q.       Have the tariffs for the Companies been updated?**

6           A.       Yes, the Companies are submitting the revised tariffs with this testimony in  
7           Exhibit A. The Company is reflecting the current rate structure in the proposed  
8           rates. While there is a pending rate case before the Commission at Docket No.  
9           20220067-GU in which the Company has requested a consolidated rate structure  
10          for the four affiliates, no determination has been made at the time of this filing.  
11          Should the rate structure change, the Company will update the rates, as  
12          appropriate, to reflect the new rate classes in a subsequent filing.

13          **Q.       Were the tariffs filed by the Companies completed by you or under your**  
14          **direct supervision?**

15          A.       Yes, they were completed by me.

16          **Q.       Does this conclude your testimony?**

17          A.       Yes.

		2021-2022 Monthly Volumes - Therms												Annual Total-peak	Annual Total
LDC	Customer Class	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE		
FPU	FPU - RS	875,809	752,302	822,860	857,441	1,211,758	1,706,737	2,226,534	2,117,102	1,674,497	1,445,789	1,221,795	1,047,520	13,843,043	15,960,146
FPU	FPU - RS-GS	3,081	2,420	3,065	4,330	7,412	9,290	14,418	14,461	12,647	9,442	6,788	7,917	80,811	95,272
FTM	FT-RS	4,465	3,661	4,401	3,996	4,767	6,815	6,657	9,434	5,615	5,434	4,395	4,269	54,475	63,908
FPU	FPU - GS - 1	68,252	60,997	68,994	68,019	80,816	97,083	100,568	104,919	102,127	97,220	78,055	60,133	882,264	987,183
FPU	FPU - GS - 2	479,109	431,389	454,083	464,716	528,911	645,110	718,994	746,201	612,658	620,121	507,947	507,272	5,970,310	6,716,511
FPU	FPU - CS - GS	3,059	2,651	2,505	2,721	3,726	3,811	4,761	3,738	3,737	4,211	2,734	5,317	39,234	42,972
FPU	FPU - LVS	630,215	526,934	533,690	560,292	613,352	708,707	795,559	792,992	797,666	707,336	635,278	599,840	7,108,869	7,901,861
FPU	FPU - IS	-	-	-	-	-	-	-	-	-	-	-	-	0	-
FPU	FPU - GLS	8,626	7,882	7,882	7,882	7,462	7,582	7,582	7,582	7,582	7,582	7,582	7,582	85,228	92,811
FTM	FT-Comm PA	9	24	7	8	5	4	4	12	-	-	-	-	63	74
FTM	FT-Comm Small	6,449	16,813	11,285	14,698	19,565	24,570	21,519	32,014	21,533	22,054	16,667	15,035	190,188	222,202
	Total PGA Volumes	2,079,075	1,805,074	1,908,774	1,984,104	2,477,774	3,209,709	3,896,597	3,828,455	3,238,062	2,919,190	2,481,242	2,254,886	28,254,485	32,082,940
	Total Transport Volumes	6,891,624	6,765,153	6,700,780	7,168,927	7,567,330	8,182,180	8,589,060	8,274,354	8,347,258	8,350,490	7,567,503	7,685,225	83,815,529	92,089,882
	Total Billed Volumes To Be Allocated FRS	8,970,698	8,570,227	8,609,554	9,153,030	10,045,104	11,391,889	12,485,656	12,102,809	11,585,319	11,269,680	10,048,745	9,940,111	112,070,014	124,172,822

		31	31	30	31	30	31	31	28	31	30	31	30	337
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LDC	Customer Class	2021 - 2022 Daily Volumes - Therms													
FPU	FPU - RS	28,252	24,268	27,429	27,659	40,392	55,056	71,824	75,611	54,016	48,193	39,413	34,917	41,077	
FPU	FPU - RS-GS	99	78	102	140	247	300	465	516	408	315	219	264	240	
FTM	FT-RS	144	118	147	129	159	220	215	337	181	181	142	142	162	
FPU	FPU - GS - 1	2,202	1,968	2,300	2,194	2,694	3,132	3,244	3,747	3,294	3,241	2,518	2,004	2,618	
FPU	FPU - GS - 2	15,455	13,916	15,136	14,991	17,630	20,810	23,193	26,650	19,763	20,671	16,385	16,909	17,716	
FPU	FPU - CS - GS	99	86	84	88	124	123	154	134	121	140	88	177	116	
FPU	FPU - LVS	20,330	16,998	17,790	18,074	20,445	22,862	25,663	28,321	25,731	23,578	20,493	19,995	21,095	
FPU	FPU - IS	0	0	0	0	0	0	0	0	0	0	0	0	0	
FPU	FPU - GLS	278	254	263	254	249	245	245	271	245	253	245	253	253	
FTM	FT-Comm PA	0	1	0	0	0	0	0	0	0	0	0	0	0	
FTM	FT-Comm Small	208	542	376	474	652	793	694	1,143	695	735	538	501	564	
	Total PGA Volumes	67,067	58,228	63,626	64,003	82,592	103,539	125,697	136,731	104,454	97,306	80,040	75,163	83,841	
	Total Transport Volumes	222,310	218,231	223,359	231,256	252,244	263,941	277,066	295,513	269,266	278,350	244,113	256,174	248,711	
	Total Billed Volumes To Be Allocated FRS	289,377	276,459	286,985	295,259	334,837	367,480	402,763	432,243	373,720	375,656	324,153	331,337	332,552	

	TOTAL	PGA	Transport
Average of non peak months	332,552	83,841	248,711
Peak	432,243	136,731	295,513
Total	764,795	220,572	544,223
Allocation		0.2884	0.7116

		2021-2022 Monthly Volumes - Therms												Annual Total Minus	Annual Total
		JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	Peak	
LDC	Customer Class														
CFG	FTS-A	6,338	5,863	6,571	6,404	7,553	10,132	9,964	10,726	8,849	8,368	6,937	6,997	83,976	94,701.23
CFG	FTS-B	20,766	19,266	21,033	20,169	22,257	31,744	31,363	37,362	26,777	22,776	21,008	21,144	258,303	295,664.29
CFG	FTS-1	166,474	146,460	154,297	161,184	197,661	308,700	332,204	385,727	281,888	258,818	196,373	187,136	2,391,195	2,776,922.80
CFG	FTS-2	26,097	22,292	20,011	26,530	40,653	74,905	82,804	89,989	72,192	56,023	37,693	27,468	486,668	576,656.39
CFG	FTS-2.1	50,732	47,317	43,701	51,011	68,621	116,390	117,796	128,761	107,285	91,732	64,329	50,334	809,246	938,007.34
CFG	FTS-3	89,789	86,647	96,301	93,645	93,088	122,905	117,689	111,018	109,955	101,931	103,774	102,627	1,118,353	1,229,370.57
CFG	FTS-3.1	189,778	181,141	192,757	183,997	185,542	249,145	201,604	213,813	215,646	203,866	200,668	207,952	2,212,096	2,425,909.28
IND	IGC - TS1	9,023	8,030	9,185	8,355	7,954	12,686	10,444	10,209	9,177	11,686	7,354	7,026	100,920	111,128.30
CFG	FTS-4	220,113	202,719	223,089	223,694	253,824	322,666	302,939	329,568	285,749	240,392	230,394	232,714	2,738,292	3,067,860.89
CFG	FTS-5	69,811	65,390	75,564	93,132	80,265	101,756	102,548	98,533	96,494	105,213	89,681	92,020	971,873	1,070,406.36
CFG	FTS-6	178,014	204,623	240,762	278,280	231,897	227,275	242,779	220,989	250,107	221,303	204,726	215,374	2,495,140	2,716,128.73
CFG	FTS-7	333,494	358,904	343,748	344,074	410,781	375,424	446,939	416,157	400,253	435,334	346,326	331,716	4,126,992	4,543,148.89
CFG	FTS-8	350,968	331,494	319,167	413,388	498,121	423,952	452,479	420,184	415,404	448,120	388,203	355,395	4,396,692	4,816,875.34
CFG	FTS-9	312,992	304,913	273,427	304,003	327,415	333,792	374,377	354,430	368,132	380,393	373,979	392,516	3,745,938	4,100,367.12
CFG	FTS-10	286,758	265,044	298,780	326,582	295,484	300,437	323,765	292,242	328,420	346,878	360,724	366,489	3,499,363	3,791,602.63
CFG	FTS-11	120,864	121,783	23,780	70,133	82,525	119,195	116,294	104,793	161,636	195,476	143,244	143,244	1,371,283	1,476,076.27
CFG	FTS-12	1,336,475	1,485,718	1,224,904	1,439,669	1,435,816	1,489,509	1,498,774	1,390,848	1,623,894	1,519,425	1,597,381	1,530,730	16,182,295	17,573,143.15
FPU	FPU - GSTS - 1	30,609	39,219	46,783	51,692	65,176	79,435	74,817	77,729	75,216	67,030	68,281	54,348	652,606	730,334.72
FPU	FPU - GSTS - 2	438,498	406,019	433,478	425,119	469,238	557,139	602,799	583,992	540,046	566,411	480,203	476,827	5,395,776	5,979,767.92
FPU	FPU - LVTS <50k	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FPU	FPU - LVTS >50k	2,644,572	2,453,182	2,642,126	2,638,686	2,782,456	2,914,335	3,134,476	2,986,358	2,958,526	3,057,959	2,636,008	2,799,050	30,661,377	33,647,734.77
FPU	FPU-GLTS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
FTM	FT-TRANSPORTATION	2,366	2,315	3,322	3,001	3,000	3,375	3,103	3,276	2,986	3,418	2,915	2,908	32,708	35,984.12
IND	IGC - TS2	6,613	6,334	7,331	5,625	7,308	6,756	8,741	6,943	7,895	7,269	6,710	7,518	78,101	85,043.50
IND	IGC - TS3	480	481	664	557	694	529	364	709	729	667	591	583	6,339	7,047.42
IND	IGC - TS4 -(Note A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL ALLOCATED THERMS		6,891,624	6,765,153	6,700,780	7,168,927	7,567,330	8,182,180	8,589,060	8,274,354	8,347,258	8,350,490	7,567,503	7,685,225	83,815,529	92,089,882

		31	31	30	31	30	31	31	28	31	30	31	30	337
LDC	Customer Class													
		2021 - 2022 Daily Volumes - Therms												
CFG	FTS-A	204	189	219	207	252	327	321	383	285	279	224	233	249
CFG	FTS-B	670	621	701	651	742	1,024	1,012	1,334	864	759	678	705	766
CFG	FTS-1	5,370	4,725	5,143	5,199	6,589	9,958	10,716	13,776	9,093	8,627	6,335	6,238	7,096
CFG	FTS-2	842	719	667	856	1,355	2,416	2,671	3,214	2,329	1,867	1,216	916	1,444
CFG	FTS-2.1	1,637	1,526	1,457	1,646	2,287	3,755	3,800	4,599	3,461	3,058	2,075	1,678	2,401
CFG	FTS-3	2,896	2,795	3,210	3,021	3,103	3,965	3,796	3,965	3,547	3,398	3,348	3,421	3,319
CFG	FTS-3.1	6,122	5,843	6,425	5,935	6,185	8,037	6,503	7,636	6,956	6,796	6,473	6,932	6,564
IND	IGC - TS1	291	259	306	270	265	409	337	365	296	390	237	234	299
CFG	FTS-4	7,100	6,539	7,436	7,216	8,461	10,409	9,772	11,770	9,218	8,013	7,432	7,757	8,125
CFG	FTS-5	2,252	2,109	2,519	3,004	2,676	3,282	3,308	3,519	3,113	3,507	2,893	3,067	2,884
CFG	FTS-6	5,742	6,601	8,025	8,977	7,730	7,331	7,832	7,892	8,068	7,377	6,604	7,179	7,404
CFG	FTS-7	10,758	11,578	11,458	11,099	13,693	12,110	14,417	14,863	12,911	14,511	11,172	11,057	12,246
CFG	FTS-8	11,322	10,693	10,639	13,335	16,604	13,676	14,596	15,007	13,400	14,937	12,523	11,847	13,047
CFG	FTS-9	10,097	9,836	9,114	9,807	10,914	10,767	12,077	12,658	11,875	12,680	12,064	13,084	11,116
CFG	FTS-10	9,250	8,550	9,959	10,535	9,849	9,692	10,444	10,437	10,594	11,563	11,636	12,216	10,384
CFG	FTS-11	3,899	3,928	793	2,262	2,751	3,845	3,743	5,214	6,516	4,621	7,212	4,069	
CFG	FTS-12	43,112	47,926	40,830	46,441	47,861	48,049	48,348	49,673	52,384	50,647	51,528	51,024	48,019
FPU	FPU - GSTS - 1	987	1,265	1,559	1,667	2,173	2,562	2,413	2,776	2,426	2,234	2,203	1,812	1,937
FPU	FPU - GSTS - 2	14,145	13,097	14,449	13,714	15,641	17,972	19,445	20,857	17,421	18,880	15,490	15,894	16,011
FPU	FPU - LVTS <50k	0	0	0	0	0	0	0	0	0	0	0	0	0
FPU	FPU - LVTS >50k	85,309	79,135	88,071	85,119	92,749	94,011	101,112	106,656	95,436	101,932	85,033	93,302	90,983
FPU	FPU-GLTS	0	0	0	0	0	0	0	0	0	0	0	0	0
FTM	FT-TRANSPORTATION	76	75	111	97	100	109	100	117	96	114	94	97	97
IND	IGC - TS2	213	204	244	181	244	218	282	248	255	242	216	251	232
IND	IGC - TS3	15	16	22	18	23	17	12	25	24	22	19	19	19
IND	IGC - TS4	-	-	-	-	-	-	-	-	-	-	-	-	-
ALL	TOTAL ALLOCATED THERMS	222,310	218,231	223,359	231,256	252,244	263,941	277,066	295,513	269,266	278,350	244,113	256,174	248,711

Note A: IGC-TS4 customers will no longer be on the system. Therefore, the therms have been removed from this schedule and rate is reflected as \$0.



FLORIDA PUBLIC UTILITIES COMPANY  
 COMPUTATION OF SWING SERVICE RATES  
 CALCULATION OF EXPERIMENTAL RATES

RATE SCHEDULE	EXPERIMENTAL RATE	BASE NON-EXPERIMENTAL	PORTION OF EXPERIMENTAL FOR USAGE	NON-EXPERIMENTAL USAGE CHARGE	THERMS IN EXPERIMENTAL CALCULATION	RATES PER THERM	SWING DOLLARS PER BILL	TAX FACTOR	TOTAL SWING		TOTAL SWING AND COVID
									EXPERIMENTAL RATES	COVID DOLLAR PER BILL	EXPERIMENTAL RATES
FTS-A	\$ 17.00	\$ 13.00	\$ 4.00	\$ 0.4636	8.6	\$ 0.1613	\$ 1.3869	1.00503	\$ 1.3939	\$ 0.0100	\$ 1.4039
FTS-B	\$ 23.00	\$ 15.50	\$ 7.50	\$ 0.4929	15.2	\$ 0.1610	\$ 2.4467	1.00503	\$ 2.4590	\$ 0.0200	\$ 2.4790
FTS-1	\$ 29.00	\$ 19.00	\$ 10.00	\$ 0.4631	21.6	\$ 0.1717	\$ 3.7082	1.00503	\$ 3.7268	\$ 0.0400	\$ 3.7668
FTS-2	\$ 48.00	\$ 34.00	\$ 14.00	\$ 0.3196	43.8	\$ 0.1910	\$ 8.3659	1.00503	\$ 8.4080	\$ 0.0800	\$ 8.4880
FTS-2.1	\$ 87.00	\$ 40.00	\$ 47.00	\$ 0.3083	152.5	\$ 0.1769	\$ 26.9838	1.00503	\$ 27.1195	\$ 0.2600	\$ 27.3795
FTS-3	\$ 162.00	\$ 108.00	\$ 54.00	\$ 0.2410	224.0	\$ 0.1549	\$ 34.6979	1.00503	\$ 34.8725	\$ 0.3300	\$ 35.2025
FTS-3.1	\$ 263.00	\$ 134.00	\$ 129.00	\$ 0.2038	632.9	\$ 0.1442	\$ 91.2464	1.00503	\$ 91.7053	\$ 0.8800	\$ 92.5853



FLORIDA PUBLIC UTILITIES COMPANY  
 COMPUTATION OF SWING SERVICE RATES  
 ACTUAL COSTS  
 7/1/2021 to 6/30/2022

Schedule D  
 Page 1 of 1

Nassau County William Burgess	443,026
Nassau County	8,547,348
Port of Palm Beach	163,859
Riveria Lateral	187,000
New Smyrna	1,408,596
Belvedere	645,192
Haines City CFG	1,626,756
Pensacola NW	5,227,320
Arden FPU AGL	8,241
Herando County CFG TECO	8,299
Auburndale	679,056
Western PB County	4,581,492
Martin Riviera FPU FSEC	339,314
EMERA ENERGY SERVICES INC	1,167,258
MARLIN GAS SERVICES LLC	975,320
Cardinal Technology LLC	60,000
Pierpont & McLelland	38,514
Gunster Yoakley & Stewart	11,317
S&P GLOBAL PLATTS	23,528
SNELL & WILMER LLP	87,604
Cavanaugh and Associates	900
BAKER & HOSTETLER LLP	1,809
Total Natural Gas	<u>\$ 26,231,749</u>

**Less Special Contract Swing Service Charge to be  
 Recovered 1/23 to 12/23:**

Mosaic	\$ 36,000
City of Pensacola	\$ 1,362,728
Ascend	\$ 2,483,824
People's Gas System	\$ 2,073,754
Rayonier Recovery Boiler	\$ 245,064
8 Flags	\$ 254,568
	<u>\$ 6,455,937</u>
Net to Reduce PGA through Swing Service Rate	<u><u>\$ 19,775,812</u></u>

Docket No.  
 Exhibit RCW-1  
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FLORIDA PUBLIC UTILITIES COMPANY  
 ALLOCATION OF APPROVED COVID COSTS  
 BETWEEN PURCHASED GAS ADJUSTMENT AND SWING SERVICE

Schedule E  
 Page 1 of 1

Division	Regulatory Asset	Amortization/Year 2022 and 2023	Amount To PGA	Amount To Swing
FN	\$ 577,153	\$ 288,576.50	\$ 104,794.24	\$ 183,782.26
FT	\$ 4,498	\$ 2,249.00	\$ 710.41	\$ 1,538.59
CF	\$ 149,438	\$ 74,719.00		\$ 74,719.00
FI	\$ 550	\$ 275.00		\$ 275.00
	<u>\$ 731,639</u>	<u>\$ 365,820</u>	<u>\$ 105,505</u>	<u>\$ 260,315</u>
Times PGA %		\$ 105,505		

Percent of PGA to Ft and FN

FT Therms	\$ 565	0.67%
FN Therms	\$ 83,277	99.33%
Total PGA Therms	\$ 83,841	

Docket No.  
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FLORIDA PUBLIC UTILITIES COMPANY  
 ALLOCATION OF APPROVED COVID COSTS  
 BETWEEN PURCHASED GAS ADJUSTMENT AND SWING SERVICE

	Average of All Months Excluding Peak Month	Peak Month	Peak and Average	Peak and Average Percent	Percent Per Division	Division Amount	Amount Per Rate Class	Therms	COVID Rate per Therm	Tax Factor	COVID Rates	Therms in Experimental Calc.	COVID Dollars per Bill	Total COVID Experimental Rate
FT TRANSPORTATION	97	100	197	0.03750%	100.00%	\$ 1,539	\$ 1,539	35,984	\$ 0.0428		1.00503	\$ 0.0430		
IGC-TS1	299	337	636	0.12103%	53.90%	\$ 275	\$ 148	111,128	\$ 0.0013		1.00503	\$ 0.0013		
IGCTS2	232	282	514	0.09771%	43.51%	\$ 275	\$ 120	85,044	\$ 0.0014		1.00503	\$ 0.0014		
IGCTS3	19	12	31	0.00581%	2.59%	\$ 275	\$ 7	7,047	\$ 0.0010		1.00503	\$ 0.0010		
IGC-TS4 (Note A)	-	-	-	0.00000%	0.00%	\$ 275	\$ -	-			1.00503	\$ -		
FPU-GSTS-1	1,937	2,413	4,350	0.82734%	1.88%	\$ 183,782	\$ 3,447	730,335	\$ 0.0047		1.00503	\$ 0.0047		
FPU-GSTS-2	16,011	19,445	35,456	6.74360%	15.29%	\$ 183,782	\$ 28,099	5,979,768	\$ 0.0047		1.00503	\$ 0.0047		
FPU-LVTS	90,983	101,112	192,095	36.53552%	82.83%	\$ 183,782	\$ 152,236	33,647,735	\$ 0.0045		1.00503	\$ 0.0045		
FTS-A	249	321	571	0.10853%	0.20%	\$ 74,719	\$ 146	94,701	\$ 0.0015		1.00503	\$ 0.0015	8.6 \$	0.0132 \$ 0.0100
FTS-B	766	1,012	1,778	0.33820%	0.61%	\$ 74,719	\$ 454	295,664	\$ 0.0015		1.00503	\$ 0.0015	15.2 \$	0.0234 \$ 0.0200
FTS-1	7,096	10,716	17,812	3.38771%	6.09%	\$ 74,719	\$ 4,550	2,776,923	\$ 0.0016		1.00503	\$ 0.0016	21.6 \$	0.0354 \$ 0.0400
FTS-2	1,444	2,671	4,115	0.78269%	1.41%	\$ 74,719	\$ 1,051	576,656	\$ 0.0018		1.00503	\$ 0.0018	43.8 \$	0.0798 \$ 0.0800
FTS-2.1	2,401	3,800	6,201	1.17943%	2.12%	\$ 74,719	\$ 1,584	938,007	\$ 0.0017		1.00503	\$ 0.0017	152.5 \$	0.2575 \$ 0.2600
FTS-3	3,319	3,796	7,115	1.35323%	2.43%	\$ 74,719	\$ 1,818	1,229,371	\$ 0.0015		1.00503	\$ 0.0015	224 \$	0.3312 \$ 0.3300
FTS-3.1	6,564	6,503	13,067	2.48536%	4.47%	\$ 74,719	\$ 3,338	2,425,909	\$ 0.0014		1.00503	\$ 0.0014	632.9 \$	0.8709 \$ 0.8800
FTS-4	8,125	9,772	17,898	3.40405%	6.12%	\$ 74,719	\$ 4,572	3,067,861	\$ 0.0015		1.00503	\$ 0.0015		
FTS-5	2,884	3,308	6,192	1.17766%	2.12%	\$ 74,719	\$ 1,582	1,070,406	\$ 0.0015		1.00503	\$ 0.0015		
FTS-6	7,404	7,832	15,236	2.89772%	5.21%	\$ 74,719	\$ 3,892	2,716,129	\$ 0.0014		1.00503	\$ 0.0014		
FTS-7	12,246	14,417	26,664	5.07128%	9.12%	\$ 74,719	\$ 6,811	4,543,149	\$ 0.0015		1.00503	\$ 0.0015		
FTS-8	13,047	14,596	27,643	5.25749%	9.45%	\$ 74,719	\$ 7,061	4,816,875	\$ 0.0015		1.00503	\$ 0.0015		
FTS-9	11,116	12,077	23,192	4.41103%	7.93%	\$ 74,719	\$ 5,924	4,100,367	\$ 0.0014		1.00503	\$ 0.0014		
FTS-10	10,384	10,444	20,828	3.96135%	7.12%	\$ 74,719	\$ 5,321	3,791,603	\$ 0.0014		1.00503	\$ 0.0014		
FTS-11	4,069	3,751	7,821	1.48742%	2.67%	\$ 74,719	\$ 1,998	1,476,076	\$ 0.0014		1.00503	\$ 0.0014		
FTS-12	48,019	48,348	96,366	18.32834%	32.95%	\$ 74,719	\$ 24,617	17,573,143	\$ 0.0014		1.00503	\$ 0.0014		
	248,711	277,066	525,777	100.00000%		\$ 260,315	\$ 260,315	92,089,882						