



2015 Actual Monthly Fuel Gas Summary

| | Nov-14 | Dec-14 | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | Oct-15 |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Monthly Actuals (GJ) | | | | | | | | | | | | |
| Fuel Consumption | 2,025,600 | 2,092,750 | 2,306,574 | 1,511,459 | 1,827,779 | 1,846,389 | 1,573,108 | 1,363,468 | 1,661,679 | 1,594,842 | 1,361,638 | 1,570,344 |
| LUF* | 74,220 | 122,043 | 72,840 | 56,236 | 46,826 | 40,739 | 76,380 | 98,991 | 45,156 | 9,385 | 23,980 | 68,044 |
| Monthly Actual Systems Gas (GJ) | 2,099,820 | 2,214,793 | 2,379,414 | 1,567,695 | 1,874,605 | 1,887,128 | 1,649,488 | 1,462,459 | 1,706,835 | 1,604,227 | 1,385,618 | 1,638,388 |
| Daily Average Systems Gas (GJ) | 69,994 | 71,445 | 76,755 | 55,989 | 60,471 | 62,904 | 53,209 | 48,749 | 55,059 | 51,749 | 46,187 | 52,851 |
| Monthly Collected (GJ) | 1,265,432 | 2,996,713 | 2,294,238 | 2,155,006 | 1,378,855 | 2,127,072 | 1,908,476 | 1,784,022 | 1,275,059 | 1,573,728 | 1,457,668 | 1,426,650 |
| Daily Average Collected (GJ/d) | 42,181 | 96,668 | 74,008 | 76,965 | 44,479 | 70,902 | 61,564 | 59,467 | 41,131 | 50,765 | 48,589 | 46,021 |
| Opening Imbalance (GJ) | 78,317 | 912,024 | 130,104 | 215,280 | -372,031 | 123,763 | -116,181 | -375,169 | -696,478 | -261,849 | -231,350 | -285,889 |
| Monthly Imbalance(GJ) | 833,707 | -781,920 | 85,176 | -587,311 | 495,794 | -239,944 | -258,988 | -321,309 | 434,629 | 30,499 | -54,539 | 211,140 |
| Closing Imbalance (GJ) | 912,024 | 130,104 | 215,280 | -372,031 | 123,763 | -116,181 | -375,169 | -696,478 | -261,849 | -231,350 | -285,889 | -74,749 |
| Closing Storage Balance (GJ) | 20,075 | 20,075 | 5 | 360,005 | -9,995 | 60,000 | 395,000 | 490,000 | 400,000 | 186,667 | 276,667 | 96,667 |

* Lost and Unaccounted For



2015 Determination of Monthly Fuel Gas Ratios

| | Jan-15 | Feb-15 | Mar-15 | Apr-15 | May-15 | Jun-15 | Jul-15 | Aug-15 | Sep-15 | Oct-15 | Nov-15 | Dec-15 |
|--------------------------------------|--------|--------|--------|--------|--------|--------|---------|--------|--------|--------|--------|--------|
| Predicted Daily Loads in MMCF | | | | | | | | | | | | |
| T-North | 2362 | 2392 | 2311 | 2449 | 2327 | 1867 | 2230 | 2195 | 2342 | 2387 | 2238 | 2167 |
| Gordondale | 265 | 235 | 279 | 240 | 174 | 141 | 110 | 110 | 100 | 262 | 149 | 113 |
| AB/BC | 151 | 153 | 139 | 127 | 127 | 160 | 160 | 160 | 180 | 172 | 170 | 179 |
| Huntington | 1555 | 1555 | 1395 | 1453 | 1433 | 1523 | 1373 | 1344 | 1282 | 1267 | 1545 | 1545 |
| Huntington Backhaul | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 0 | 0 | 0 | 0 |
| PNG | 5 | 5 | 5 | 5 | 5 | 5 | 9 | 9 | 4 | 8 | 8 | 8 |
| Kingsvale | 12 | 12 | 12 | 12 | 12 | 0 | 11 | 11 | 42 | 24 | 24 | 24 |
| BC Gas | 120 | 120 | 120 | 85 | 85 | 70 | 100 | 75 | 51 | 63 | 63 | 63 |
| Daily Estimates (GJ) | | | | | | | | | | | | |
| Fuel Consumption | 63,266 | 70,014 | 44,858 | 55,655 | 60,656 | 59,553 | 51,529 | 51,122 | 49,062 | 44,843 | 54,713 | 54,775 |
| LUF* | 2,581 | 2,857 | 2,581 | 2,667 | 1,935 | 2,000 | 1,936 | 2,581 | 2,000 | 1,935 | 2,000 | 1,935 |
| Estimated Daily Systems Gas | 65,847 | 72,871 | 47,438 | 58,322 | 62,591 | 61,553 | 53,464 | 53,702 | 51,062 | 46,778 | 56,713 | 56,710 |
| Prior Period Recovery per day | 8,026 | 7,931 | -6,098 | 8,340 | -279 | -683 | -11,569 | -3,305 | -344 | -2,043 | 401 | 1,508 |
| Total Daily Collection Requirement | 73,873 | 80,802 | 41,341 | 66,662 | 62,312 | 60,870 | 41,896 | 50,398 | 50,718 | 44,735 | 57,114 | 58,218 |
| Fuel Ratios by Segment | | | | | | | | | | | | |
| T-South Lower Mainland (BC Gas) | 3.30% | 3.70% | 1.90% | 3.20% | 3.00% | 2.90% | 1.75% | 2.00% | 2.70% | 2.45% | 2.80% | 2.80% |
| T-South Export | 3.30% | 3.70% | 1.90% | 3.20% | 3.00% | 2.90% | 1.75% | 2.00% | 2.70% | 2.45% | 2.80% | 2.80% |
| T-North | 0.50% | 0.60% | 0.40% | 0.55% | 0.50% | 0.70% | 0.55% | 0.85% | 0.45% | 0.30% | 0.30% | 0.30% |
| Alliance / TCPL Gordondale | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Kingsvale South to Export | 0.62% | 0.70% | 0.36% | 0.60% | 0.56% | 0.55% | 0.33% | 0.38% | 0.51% | 0.46% | 0.53% | 0.53% |
| T-South PNG | 0.75% | 0.84% | 0.43% | 0.72% | 0.68% | 0.66% | 0.40% | 0.45% | 0.61% | 0.55% | 0.63% | 0.63% |
| T-South Inland | 1.95% | 2.18% | 1.12% | 1.89% | 1.77% | 1.71% | 1.03% | 1.18% | 1.59% | 1.45% | 1.65% | 1.65% |
| Station #2 to Kingsvale | 2.67% | 3.00% | 1.54% | 2.60% | 2.44% | 2.35% | 1.42% | 1.62% | 2.19% | 1.99% | 2.27% | 2.27% |
| Station #2 to Kingsgate | 4.39% | 4.50% | 2.47% | 3.32% | 3.17% | 2.89% | 2.37% | 2.45% | 3.32% | 3.26% | 3.77% | 3.48% |

* Lost and Unaccounted For