

December 18, 2007

Mr. Joe Acorn, Chairman
NWT Public Utilities Board
#203-62 Woodland Drive
Hay River, NT
X0E 1G1

Dear Mr. Acorn,

Re: Supplemental Information to 2nd Refiling

The Corporation is in receipt of the Thermal Generating Communities' ("TGC") comments dated December 14 and 17, 2007 regarding the Corporation's 2nd Refiling. In its letters, the TGC have requested further clarification on a number of areas.

In response to these points of clarification the Corporation is offering the following supplemental information.

1. At page 2, paragraph 4 of TGC's letter dated December 14, 2007, the TGC request that "NTPC should be directed to provide detailed computations in support of 2.12 cents/Kwh." Further, at page 3, paragraph 1, the TGC request that "NTPC should be directed to provide full details of the Inuvik FSFR of 1.85 cents/Kwh."

The Corporation provided details supporting the calculation of the Diesel Fuel Stabilization Rider and the Inuvik Fuel Stabilization Fund Rider on pages 5 and 6 of its Application dated December 3, 2007. Table 1 below summarises the calculation of the proposed stabilization fund riders.

Table 1: Summary of Calculation of Proposed Diesel Communities and Inuvik Fuel Stabilization Fund Riders

	Diesel Fuel Stabilization Fund	Inuvik Fuel Stabilization Fund
"Catch-Up" portion of Fund (\$ 000)	129	73
"Keep-Up" portion of Fund (\$ 000)	764	525
Forecast Interest	75	23
Total to be collected (\$ 000)	968	621
Forecast Sales (kW.h) Jan 01 08 - Mar 31 09	45,700,000	33,600,000
Proposed Stabilization Fund Rider (cents/kW.h)	2.12	1.85

The Corporation has also attached continuity schedules (Schedules 1 through to 8) for the Inuvik Fuel Stabilization Fund, Norman Wells Fuel Stabilization Fund, Taltson Fuel Stabilization Fund and the Diesel Communities Fuel Stabilization Fund for the test years 2006/07 and 2007/08.

2. At page 3, paragraph 2 of the December 14, 2007 letter the TGC request the following:

“In addition, there are some differences, albeit minor, between the GRA Station Service shown on Schedule 5 of the 2008 Interim Rate Application, and Table 1 of the Oct 1, 2007 Refiling Application (page 37). For example, plant 307 Aklavik and 312 Sachs Harbour are shown as having a 0.318 L/Kwh and 0.351 L/Kwh requirement, respectively, in Schedule 5 of the 2008 Interim Rate Application; however, the Oct 1, 2007 Refiling at page 37, the corresponding values are 0.319 L/Kwh and 0.348 L/Kwh, respectively. NTPC should be directed to address these inconsistencies.”

The Corporation can confirm that variances described above are not “inconsistencies”, but rather are due to changes in station service and line losses required in order to respond to Directive 6, from Board Decision 17-2007 (filed with the Board and interested parties on November 23, 2007).

In Directive 6, the Corporation was directed to apply a 50:50 weighting to the Corporation’s sales forecast by community and the residential sales forecast by community using the four year simple average consumption per customer method. The Corporation complied with this direction and these changes were reflected in Schedules 2.1, 2.2 and 2.3 of the November 23, 2007 filing. In this filing the Corporation stated at page 6:

“It should be noted that these changes to the sales forecast drive a number of other changes including:

- i. Changes to generation forecasts

	2006/07	2007/08
Diesel	2.865	2.774
Talston	0.066	0.071
Inuvik	0.78	0.549
Normal Wells	1.048	0.699
Total	4.759	4.093
Per 2008 Interim App [Sc. 3]	4.773	4.103
Difference	<u>-0.014</u>	<u>-0.01</u>

NTPC should be directed to explain the foregoing differences.”

The Corporation can confirm that the amounts quoted in Schedule 3 of the Interim Rate Application are correct. However, there is a transcription error in the cover letter related to the FSF transfer amount for the Inuvik Fuel Stabilization Fund. This amount should be \$0.793 million not \$0.780 million as stated in the December 3, 2007 cover letter. All other minor variances are due to rounding.

- At page 5, paragraph 1 of the December 14, 2007 letter the TGC requested the following:

“However, a review of Schedule 1, which allocated the \$79.6 million across all communities, does not appear to support the use of the contention that NTPC has used the same “community allocation methodology used in the setting of 2006/07 interim rates.” For example, there are some differences in the percent of costs allocated in the design of the 2007 interim rates [X6, 2006-08 GRA] and the current proposal in respect of the 2008 interim rates as shown in Attachment 1. The TGC submit NTPC needs to explain these differences.”

The Corporation has attached Schedule 9 and 10, which demonstrates the calculation of the community based revenue requirement for the 2006/07 and 2007/08 test years. It is further noted that the method used to calculate the community based revenue requirement in Schedule 9 is the same as described in the Corporation’s Interim Rate Refiling for January 19, 2007 (Exhibit 6). The community specific revenue requirements use the plant specific costs for each community with the head office and operations support costs allocated using ratios from the 2002/03 cost of service study – the last such study that was reviewed and approved by the Board.

Differences in the per cent distribution of the revenue requirement between communities arise as a necessary consequence of implementing the Board’s Directives. For example, not all communities have the same level of ratebase relative to their overall revenue requirement, so changes to return on equity or average cost of debt affect each community differently.

- At page 5, paragraph 2 of the December 14, 2007 letter the TGC request the following:

“In Schedule 2 of the 2008 Interim Rate Application, NTPC provides a computation of the level of rate change required in each community to eliminate ongoing shortfalls after Jan 1, 2008. A review of the Schedule 4A to 4E indicates NTPC has used a scaling factor of 1.259 to augment the base rates. We also note a high level reconciliation has been provided on Schedule 4F demonstrating the annualized collection of the \$16.612 million by way of the 2008 rate rider effective Jan 1, 2008. However, there is no support for the 1.259 scaling factor, nor is there a detailed reconciliation that would allow one to check the accuracy of the data provided in Schedule 4F. For example, it might have been useful to see the billing determinants for each community, which when applied to the proposed 2008 rate rider, yields the \$16.612 million shortfall approved by the Board. NTPC should be directed to provide this information.”

The basis for the 1.259 scaling factor is described on pages 4 and 5 of the Corporation’s letter dated December 3, 2007. Column C on Schedules 4a through 4e shows the Standard Community Rate Charge for 2007/08 (in cents/kW.h) as calculated on Schedule 2. The rates in Column C on Schedules 4a through 4e are designed to collect the shortfall of \$16.612 million shown in Column D of Schedule 2.

However, the Corporation is constrained from charging the rates in Column C in many cases by the 15% rate cap, which is a longstanding rate design criterion used by the Corporation. Simply imposing the 15% cap would result in a large portion of the shortfall going uncollected. Therefore, the Corporation must increase the rates charged to some communities and rate classes beyond the amounts in Column C.

The 1.259 scaling factor is used to create an upper bound for the maximum rate increase that will be assigned to a community or rate class. It is simply calculated as the scaling factor that is required for those rate classes that are not constrained by the 15% rate cap in order to recover the full shortfall amount of \$16.612 million. The justification for the scaling factor is shown on Schedule 4f, which confirms that the overall level of rate increases proposed is sufficient to recover the interim rate shortfall of \$16.612 million.

With respect to the billing determinants, energy billing determinants were provided for all communities and rate classes in Column H of Schedules 4a through 4e.

7. Under Directive 2 from the December 17, 2007 letter the TGC request the following:

“Table 4 of the Refiling # 2 provides the determination of 2006/07 and 2007/08 station service calculations by community. Unfortunately, this Table contains some shaded rows for a number of thermal communities which are

not possible to read in either the electronic or printed version of the PDF Files submitted under NTPC's November 27, 2007 filing."

The Corporation has attached a copy of Table 3 and Table 4, from the 2nd Refiling with the shading removed.

If you have any questions regarding the above, please call me at (867) 874-5325.

Sincerely,



Terence Courtoreille, Manager
Financial Planning & Coordination

cc: Interested Parties

NORTHWEST TERRITORIES POWER CORPORATION

Schedule 1

INUVIK FUEL STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2006/07 - Actuals

Line no.		Actual Apr-06	Actual May-06	Actual Jun-06	Actual Jul-06	Actual Aug-06	Actual Sep-06	Actual Oct-06	Actual Nov-06	Actual Dec-06	Actual Jan-07	Actual Feb-07	Actual Mar-07
1	Actual Gas Generation	1,824,000	1,868,000	2,032,000	1,955,000	1,982,000	2,200,000	2,188,000	2,418,000	2,732,000	2,801,000	2,374,000	2,677,000
2	Actual Diesel Generation	814,000	449,000	326,000	476,000	444,000	256,000	429,000	382,000	126,000	126,000	283,000	262,000
3	Total Actual Generation	2,638,000	2,317,000	2,358,000	2,431,000	2,426,000	2,456,000	2,617,000	2,800,000	2,858,000	2,927,000	2,657,000	2,939,000
4	GRA forecast Gas Generation	2,471,000	2,239,000	2,138,000	2,129,000	2,150,000	2,187,000	2,308,000	2,541,000	2,800,000	2,986,000	2,956,000	2,885,000
Gas Portion of Load													
5	Expected Generation (lesser of L3 and L4)	2,471,000	2,239,000	2,138,000	2,129,000	2,150,000	2,187,000	2,308,000	2,541,000	2,800,000	2,927,000	2,657,000	2,885,000
6	Approved Efficiency	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399
7	Expected Gas Fuel Required (m ³) (L5/L6)	727,000	659,000	629,000	626,000	633,000	643,000	679,000	748,000	824,000	861,000	782,000	849,000
8	Approved GRA Fuel Price	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300
9	Approved GRA Fuel Cost (L7 x L8)	313,000	283,000	270,000	269,000	272,000	277,000	292,000	321,000	354,000	370,000	336,000	365,000
10	Actual Gas Generation (L1)	1,824,000	1,868,000	2,032,000	1,955,000	1,982,000	2,200,000	2,188,000	2,418,000	2,732,000	2,801,000	2,374,000	2,677,000
11	Approved Efficiency	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399
12	Gas Fuel Required (m ³) (L10/L11)	537,000	550,000	598,000	575,000	583,000	647,000	644,000	711,000	804,000	824,000	698,000	788,000
13	Actual Gas Price	0.4098	0.4095	0.4075	0.4056	0.4719	0.4725	0.4735	0.4745	0.4753	0.4735	0.4730	0.4742
14	Fuel Cost at Gas Price* (L12 x L13)	220,000	225,000	244,000	233,000	275,000	306,000	305,000	337,000	382,000	390,000	330,000	374,000
15	Difference in Gas Generation (L5-L10)	647,000	371,000	106,000	174,000	168,000	(13,000)	120,000	123,000	68,000	126,000	283,000	208,000
16	Approved Efficiency	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635
17	Diesel Fuel Required (litres) (L15/L16)	178,000	102,000	29,000	48,000	46,000	(4,000)	33,000	34,000	19,000	35,000	78,000	57,000
18	Approved Diesel Price	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920
19	Fuel Cost at Diesel Price (L17 x L18)	141,000	81,000	23,000	38,000	36,000	(3,000)	26,000	27,000	15,000	28,000	62,000	45,000
20	Total Fuel Cost (L14 + L19)	361,000	306,000	267,000	271,000	311,000	303,000	331,000	364,000	397,000	418,000	392,000	419,000
21	Price Variance (L20 - L9)	\$48,000	\$23,000	(\$3,000)	\$2,000	\$39,000	\$26,000	\$39,000	\$43,000	\$43,000	\$48,000	\$56,000	\$54,000
Diesel Portion of Load													
22	Actual Diesel Generation	814,000	449,000	326,000	476,000	444,000	256,000	429,000	382,000	126,000	126,000	283,000	262,000
23	Approved Efficiency	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635
24	Diesel Fuel Required (litres)	224,000	124,000	90,000	131,000	122,000	70,000	118,000	105,000	35,000	35,000	78,000	72,000
25	Approved Diesel Price	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920	0.7920
26	Actual Diesel Price	0.7871	0.8033	0.7871	0.8033	0.7871	0.7902	0.7873	0.7873	0.7873	0.7873	0.7873	0.7873
27	Increase (Decrease) (L26 - L25)	(0.0049)	0.0113	(0.0049)	0.0113	(0.0049)	(0.0018)	(0.0047)	(0.0047)	(0.0047)	(0.0047)	(0.0047)	(0.0047)
28	Price Variance (L24 x L27)	(1,000)	1,000	0	1,000	(1,000)	0	(1,000)	0	0	0	0	0
29	Total Variance (L21 + L28)	47,000	24,000	(3,000)	3,000	38,000	26,000	38,000	43,000	43,000	48,000	56,000	54,000
Inuvik Stabilization Fund Continuity (\$)													
30	Opening Deficiency (Surplus)	867,000	893,000	896,000	848,000	798,000	793,500	777,000	768,000	760,000	744,000	738,000	732,000
31	Refund/ (Collection) Rider	(54,000)	(54,000)	(107,000)	(123,000)	(101,500)	(101,500)	(110,000)	(117,000)	(134,000)	(125,000)	(141,000)	(277,000)
32	Stab. Fund Transfer to GRA Shortfall	29,000	29,000	58,000	66,000	55,000	59,000	59,000	63,000	72,000	68,000	76,000	150,000
33	Additional (Less) Fuel Cost (L29)	47,000	24,000	(3,000)	3,000	38,000	26,000	38,000	43,000	43,000	48,000	56,000	54,000
34	Closing Balance Before Interest (L30 + L31 + L32 + L33)	889,000	892,000	844,000	794,000	789,500	773,000	764,000	757,000	741,000	735,000	729,000	659,000
35	Interest Rate (Prime less 50 points)	5.25%	5.25%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%
36	Interest Earned (Charged)	4,000	4,000	4,000	4,000	4,000	4,000	4,000	3,000	3,000	3,000	3,000	3,000
37	Closing Balance (L34 + L36)	893,000	896,000	848,000	798,000	793,500	777,000	768,000	760,000	744,000	738,000	732,000	662,000

Total Transfer to GRA Shortfall 780,000

NORTHWEST TERRITORIES POWER CORPORATION

Schedule 2

INUVIK FUEL STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2007/08 - Forecast

Line no.		Actual	Actual	Actual	Actual	Actual	Actual	Forecast					
		Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08
1	Actual Gas Generation	2,225,000	2,338,000	2,033,000	1,782,000	2,269,000	2,247,000	2,615,000	2,803,000	2,669,000	2,791,000	2,547,000	2,751,000
2	Actual Diesel Generation	208,000	72,000	302,400	705,600	164,000	76,800	137,600	14,500	140,500	146,900	134,000	144,800
3	Total Actual Generation	2,433,000	2,410,000	2,335,400	2,487,600	2,433,000	2,323,800	2,752,600	2,817,500	2,809,500	2,937,900	2,681,000	2,895,800
4	GRA forecast Gas Generation	2,509,000	2,273,000	2,170,000	2,161,000	2,183,000	2,220,000	2,615,000	2,803,000	2,669,000	2,791,000	2,547,000	2,751,000
Gas Portion of Load													
5	Expected Generation (lesser of L3 and L4)	2,433,000	2,273,000	2,170,000	2,161,000	2,183,000	2,220,000	2,615,000	2,803,000	2,669,000	2,791,000	2,547,000	2,751,000
6	Approved Efficiency	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399
7	Expected Gas Fuel Required (m ³) (L5/L6)	716,000	669,000	638,000	636,000	642,000	653,000	769,000	825,000	785,000	821,000	749,000	809,000
8	Approved GRA Fuel Price	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300
9	Approved GRA Fuel Cost (L7 x L8)	308,000	288,000	274,000	273,000	276,000	281,000	331,000	355,000	338,000	353,000	322,000	348,000
10	Actual Gas Generation (L1)	2,225,000	2,338,000	2,033,000	1,782,000	2,269,000	2,247,000	2,615,000	2,803,000	2,669,000	2,791,000	2,547,000	2,751,000
11	Approved Efficiency	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399	3.399
12	Gas Fuel Required (m ³) (L10/L11)	655,000	688,000	598,000	524,000	668,000	661,000	769,000	825,000	785,000	821,000	749,000	809,000
13	Actual Gas Price	0.4726	0.4716	0.4734	0.4756	0.4474	0.4485	0.4300	0.4300	0.4300	0.4300	0.4300	0.4300
14	Fuel Cost at Gas Price* (L12 x L13)	310,000	324,000	283,000	249,000	299,000	296,000	331,000	355,000	338,000	353,000	322,000	348,000
15	Difference in Gas Generation (L5-L10)	208,000	(65,000)	137,000	379,000	(86,000)	(27,000)	-	-	-	-	-	-
16	Approved Efficiency	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635
17	Diesel Fuel Required (litres) (L15/L16)	57,000	(18,000)	38,000	104,000	(24,000)	(7,000)	0	0	0	0	0	0
18	Approved Diesel Price	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970
19	Fuel Cost at Diesel Price (L17 x L18)	45,000	(14,000)	30,000	83,000	(19,000)	(6,000)	0	0	0	0	0	0
20	Total Fuel Cost (L14 + L19)	355,000	310,000	313,000	332,000	280,000	290,000	331,000	355,000	338,000	353,000	322,000	348,000
21	Price Variance (L20 - L9)	\$47,000	\$22,000	\$39,000	\$59,000	\$4,000	\$9,000	\$0	\$0	\$0	\$0	\$0	\$0
Diesel Portion of Load													
22	Actual Diesel Generation	208,000	72,000	302,400	705,600	164,000	76,800	137,600	14,500	140,500	146,900	134,000	144,800
23	Approved Efficiency	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635	3.635
24	Diesel Fuel Required (litres)	57,000	20,000	83,000	194,000	45,000	21,000	38,000	4,000	39,000	40,000	37,000	40,000
25	Approved Diesel Price	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970	0.7970
26	Actual Diesel Price	0.9076	0.9076	0.9435	1.0249	1.0249	1.0249	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
27	Increase (Decrease) (L26 - L25)	0.1106	0.1106	0.1465	0.2279	0.2279	0.2279	(0.7970)	(0.7970)	(0.7970)	(0.7970)	(0.7970)	(0.7970)
28	Price Variance (L24 x L27)	6,000	2,000	12,000	44,000	10,000	5,000	(30,000)	(3,000)	(31,000)	(32,000)	(29,000)	(32,000)
29	Total Variance (L21 + L28)	53,000	24,000	51,000	103,000	14,000	14,000	(30,000)	(3,000)	(31,000)	(32,000)	(29,000)	(32,000)
Inuvik Stabilization Fund Continuity (\$)													
30	Opening Deficiency (Surplus)	662,000	535,000	576,000	521,000	506,000	540,000	494,000	408,000	345,000	255,000	176,000	103,000
31	Refund/ (Collection) Rider	(114,000)	(125,000)	(81,000)	(123,000)	(96,000)	(91,000)	(126,000)	(135,000)	(129,000)	(48,000)	(44,000)	(48,000)
32	Stab. Fund Transfer to GRA Shortfall	61,000	67,000	44,000	66,000	52,000	49,000	68,000	73,000	69,000	-	-	-
33	Fuel Swap	(129,000)	72,000	(71,000)	(63,000)	61,000	(20,000)	-	-	-	-	-	-
34	Additional (Less) Fuel Cost (L29)	53,000	24,000	51,000	103,000	14,000	14,000	(30,000)	(3,000)	(31,000)	(32,000)	(29,000)	(32,000)
35	Closing Balance Before Interest (L30 + L31 + L32 + L33 + L34)	533,000	573,000	519,000	504,000	537,000	492,000	406,000	343,000	254,000	175,000	103,000	23,000
36	Interest Rate (Prime less 50 points)	5.50%	5.50%	5.50%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%
37	Interest Earned (Charged)	2,000	3,000	2,000	2,000	3,000	2,000	2,000	2,000	1,000	1,000	-	-
38	Closing Balance (L35 + L37)	535,000	576,000	521,000	506,000	540,000	494,000	408,000	345,000	255,000	176,000	103,000	23,000

Total Transfer to GRA Shortfall	549,000
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NORTHWEST TERRITORIES POWER CORPORATION

Schedule 3

NORMAN WELLS FUEL STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2006/07 - Actual

Line No.	Fuel Price	Actual Apr-06	Actual May-06	Actual Jun-06	Actual Jul-06	Actual Aug-06	Actual Sep-06	Actual Oct-06	Actual Nov-06	Actual Dec-06	Actual Jan-07	Actual Feb-07	Actual Mar-07
1	Actual Purchased Power (KWH)	627,000	635,000	621,000	622,000	617,000	575,000	649,000	889,000	886,000	936,000	856,000	854,000
2	Purchased Power Rate (\$/kW.h)	0.2673	0.2673	0.2673	0.2939	0.2939	0.2939	0.2366	0.2366	0.2366	0.2906	0.2906	0.2906
3	Approved Fuel Price	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790
4	Increase (Decrease) in Fuel Price (L2 - L3)	(0.0117)	(0.0117)	(0.0117)	0.0149	0.0149	0.0149	(0.0424)	(0.0424)	(0.0424)	0.0116	0.0116	0.0116
5	Increase (Decrease) in Fuel Price (L4 x L1)	(7,000)	(7,000)	(7,000)	9,000	9,000	9,000	(27,000)	(38,000)	(38,000)	11,000	10,000	10,000
Norman Wells Stabilization Fund Continuity (\$)													
6	Opening Deficiency (Surplus)	546,000	541,000	514,000	509,000	506,000	505,000	503,000	466,000	417,000	365,000	364,000	360,000
7	(Collection)/Refund Rider	-	(161,000)	-	(98,000)	(85,000)	(93,000)	(88,000)	(97,000)	(113,000)	(106,000)	(117,000)	(258,000)
8	Stab. Fund Transfer to GRA Shortfall	-	139,000	-	84,000	73,000	80,000	76,000	84,000	97,000	92,000	101,000	222,000
9	Additional (Less) Diesel Cost (L5)	(7,000)	(7,000)	(7,000)	9,000	9,000	9,000	(27,000)	(38,000)	(38,000)	11,000	10,000	10,000
10	Closing Balance Before Interest (L6 + L7 + L8 + L9)	539,000	512,000	507,000	504,000	503,000	501,000	464,000	415,000	363,000	362,000	358,000	334,000
11	Interest Rate (Prime less 50 points)	5.25%	5.25%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%
12	Interest (Charged) Earned	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
13	Closing Balance (L10 + L12)	541,000	514,000	509,000	506,000	505,000	503,000	466,000	417,000	365,000	364,000	360,000	336,000

Total Transfer to GRA Shortfall 1,048,000
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NORTHWEST TERRITORIES POWER CORPORATION

Schedule 4

NORMAN WELLS FUEL STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2007/08 - Forecast

Line No.		Actual	Actual	Actual	Actual	Actual	Actual	Forecast					
		Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08	Mar-08
1	Actual Purchased Power (KWH)	670,000	601,000	538,000	633,000	540,000	675,000	787,000	751,000	839,000	621,000	830,000	827,000
2	Purchased Power Rate (\$/kW.h)	0.2917	0.2917	0.2917	0.2680	0.2680	0.2680	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790
3	Approved Fuel Price	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790	0.2790
4	Increase (Decrease) in Fuel Price (L2 - L3)	0.0127	0.0127	0.0127	(0.0110)	(0.0110)	(0.0110)	(0.0000)	(0.0000)	(0.0000)	(0.0000)	(0.0000)	(0.0000)
5	Increase (Decrease) in Fuel Price (L4 x L1)	8,000	8,000	7,000	(7,000)	(6,000)	(7,000)	-	-	-	-	-	-
	Norman Wells Stabilization Fund Continuity (\$)												
6	Opening Deficiency (Surplus)	336,000	294,000	311,000	289,000	249,000	250,000	228,000	215,000	203,000	188,000	189,000	190,000
7	(Collection)/Refund Rider	(86,000)	(91,000)	(65,000)	(110,000)	(86,000)	(70,000)	(101,000)	(96,000)	(108,000)			
8	Stab. Fund Transfer to GRA Shortfall	74,000	78,000	56,000	95,000	74,000	60,000	87,000	83,000	92,000			
9	Fuel Swap	(39,000)	21,000	(21,000)	(19,000)	18,000	(6,000)	-	-	-	-	-	-
10	Additional (Less) Diesel Cost (L5)	8,000	8,000	7,000	(7,000)	(6,000)	(7,000)	-	-	-	-	-	-
11	Closing Balance Before Interest (L6 + L7 + L8 + L9 + L10)	293,000	310,000	288,000	248,000	249,000	227,000	214,000	202,000	187,000	188,000	189,000	190,000
12	Interest Rate (Prime less 50 points)	5.50%	5.50%	5.50%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%
13	Interest (Charged) Earned	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
14	Closing Balance (L11 + L13)	294,000	311,000	289,000	249,000	250,000	228,000	215,000	203,000	188,000	189,000	190,000	191,000

Total Transfer to GRA Shortfall 699,000
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NORTHWEST TERRITORIES POWER CORPORATION

Schedule 5

FORT SMITH / FORT RESOLUTION FUEL STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2006/07 - Actual

Line no.		Actual Apr-06	Actual May-06	Actual Jun-06	Actual Jul-06	Actual Aug-06	Actual Sep-06	Actual Oct-06	Actual Nov-06	Actual Dec-06	Actual Jan-07	Actual Feb-07	Actual Mar-07
1	Actual Diesel Price (\$/L)	0.7511	0.7745	0.7432	0.7995	0.8107	0.7706	0.7661	0.7661	0.7661	0.7661	0.7661	0.7661
2	Approved Diesel Price (\$/L)	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640	0.7640
3	Decrease (increase in Fuel Price from Rates (\$))	0.0129	(0.0105)	0.0208	(0.0355)	(0.0467)	(0.0066)	(0.0021)	(0.0021)	(0.0021)	(0.0021)	(0.0021)	(0.0021)
4	Forecast Diesel Generation	2,000	2,000	34,000	16,000	-	886,000	-	-	4,000	1,000	2,000	-
5	Approved Efficiency (kWh/L)	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277
6	Fuel Required (L)	1,000	1,000	10,000	5,000	-	270,000	-	-	1,000	-	1,000	-
7	Additional Diesel Cost	\$0	\$0	\$0	\$0	\$0	(\$2,000)	\$0	\$0	\$0	\$0	\$0	\$0
	Fuel Stabilization Fund Continuity (\$)												
8	Opening Surplus (Deficiency)	(70,000)	(68,000)	(67,000)	(64,000)	(59,000)	(57,000)	(58,000)	(55,000)	(52,000)	(48,000)	(46,000)	(42,000)
9	Collection (Refund) Rider	6,000	1,000	7,000	11,000	6,000	1,000	6,000	7,000	9,000	8,000	15,000	27,000
10	Stab. Fund Transfer to GRA Shortfall	(4,000)	-	(4,000)	(6,000)	(4,000)	-	(3,000)	(4,000)	(5,000)	(6,000)	(11,000)	(19,000)
11	Additional Diesel Cost	-	-	-	-	-	(2,000)	-	-	-	-	-	-
12	Closing Balance Before Interest (L8 + L9 + L10 + L11)	(68,000)	(67,000)	(64,000)	(59,000)	(57,000)	(58,000)	(55,000)	(52,000)	(48,000)	(46,000)	(42,000)	(34,000)
13	Interest Rate (Prime less 50 points)	5.25%	5.25%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%
14	Interest (Charged) Earned	-	-	-	-	-	-	-	-	-	-	-	-
15	Closing Balance (L12 + L14)	(68,000)	(67,000)	(64,000)	(59,000)	(57,000)	(58,000)	(55,000)	(52,000)	(48,000)	(46,000)	(42,000)	(34,000)

Total Transfer to GRA Shortfall 66,000

NORTHWEST TERRITORIES POWER CORPORATION

Schedule 6

FORT SMITH / FORT RESOLUTION FUEL STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2007/08 - Forecast

Line no.		Actual	Actual	Actual	Actual	Actual	Forecast								
		Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08		Feb-08	Mar-08	
1	Actual Diesel Price (\$/L)	0.7661	0.7661	0.8037	0.7824	0.7824	0.7922	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930		
2	Approved Diesel Price (\$/L)	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930	0.7930		
3	Decrease (increase in Fuel Price from Rates (\$))	(0.0269)	(0.0269)	0.0107	(0.0106)	(0.0106)	(0.0008)	-	-	-	-	-	-		
4	Forecast Diesel Generation	2,000	3,000	2,000	1,000	-	905,000	-	-	-	-	-	-		
5	Approved Efficiency (kWh/L)	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277	3.277		
6	Fuel Required (L)	1,000	1,000	1,000	-	-	276,000	-	-	-	-	-	-		
7	Additional Diesel Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
	Fuel Stabilization Fund Continuity (\$)														
8	Opening Surplus (Deficiency)	(34,000)	(31,000)	(29,000)	(26,000)	(23,000)	(20,000)	(18,000)	(15,000)	(12,000)	(7,000)	(7,000)	(7,000)	Total Transfer to GRA Shortfall 71,000	
9	Collection (Refund) Rider	11,000	10,000	10,000	11,000	9,000	9,000	12,000	12,000	14,000	-	-	-		
10	Stab. Fund Transfer to GRA Shortfall	(8,000)	(8,000)	(7,000)	(8,000)	(6,000)	(7,000)	(9,000)	(9,000)	(9,000)	-	-	-		
11	Additional Diesel Cost	-	-	-	-	-	-	-	-	-	-	-	-		
12	Closing Balance Before Interest (L8 + L9 + L10 + L11)	(31,000)	(29,000)	(26,000)	(23,000)	(20,000)	(18,000)	(15,000)	(12,000)	(7,000)	(7,000)	(7,000)	(7,000)		
13	Interest Rate (Prime less 50 points)	5.25%	5.25%	5.50%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%		
14	Interest (Charged) Earned	-	-	-	-	-	-	-	-	-	-	-	-		
15	Closing Balance (L12 + L14)	(31,000)	(29,000)	(26,000)	(23,000)	(20,000)	(18,000)	(15,000)	(12,000)	(7,000)	(7,000)	(7,000)	(7,000)		

NORTHWEST TERRITORIES POWER CORPORATION

Schedule 7

DIESEL COMMUNITY STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2006/07 - Actual

Line no.	Fuel Price	Actual Apr-06	Actual May-06	Actual Jun-06	Actual Jul-06	Actual Aug-06	Actual Sep-06	Actual Oct-06	Actual Nov-06	Actual Dec-06	Actual Jan-07	Actual Feb-07	Actual Mar-07
1	Actual Diesel Generation	3,155,000	3,069,000	2,948,000	2,792,000	2,963,000	3,037,000	3,441,000	3,834,000	3,934,000	4,108,000	3,699,000	3,816,000
2	Approved Efficiency (kWh/L)	3.593	3.599	3.605	3.595	3.595	3.595	3.595	3.588	3.592	3.593	3.595	3.593
3	Litre of Fuel Required (L)	878,000	853,000	818,000	777,000	824,000	845,000	957,000	1,069,000	1,095,000	1,143,000	1,029,000	1,062,000
4	Actual Diesel Price (weighted average)	0.8462	0.8523	0.9006	0.8786	0.9605	0.9579	1.0163	0.9239	0.9202	0.9558	0.9875	0.9321
5	Approved Forecast Diesel Price in Rates (weighted average)	0.8895	0.8846	0.8858	0.8845	0.8871	0.8881	0.8865	0.8861	0.8885	0.8855	0.8864	0.8866
6	Decrease (Increase) in Fuel Price from Rates (\$) (L5-L4)	0.0432	0.0323	(0.0148)	0.0059	(0.0734)	(0.0698)	(0.1298)	(0.0378)	(0.0317)	(0.0703)	(0.1011)	(0.0455)
7	Additional Diesel Cost	38,000	28,000	(12,000)	5,000	(61,000)	(59,000)	(124,000)	(40,000)	(35,000)	(80,000)	(104,000)	(48,000)
Fuel Stabilization Fund Continuity													
8	Opening Surplus (Deficiency)	(2,368,000)	(2,229,000)	(2,123,000)	(2,055,000)	(1,977,000)	(1,954,000)	(1,912,000)	(1,965,000)	(1,925,000)	(1,829,000)	(1,780,000)	(1,813,000)
9	Collection/ (Refund) Rider	317,000	250,000	256,000	234,000	266,000	315,000	230,000	256,000	398,000	472,000	319,000	860,000
10	Stab. Fund Transfer to GRA Shortfall	(206,000)	(163,000)	(167,000)	(152,000)	(173,000)	(205,000)	(150,000)	(167,000)	(259,000)	(335,000)	(240,000)	(648,000)
11	Additional Diesel Cost (L7)	38,000	28,000	(12,000)	5,000	(61,000)	(59,000)	(124,000)	(40,000)	(35,000)	(80,000)	(104,000)	(48,000)
12	Closing Balance Before Interest (L8 + L9 + L10 + L11)	(2,219,000)	(2,114,000)	(2,046,000)	(1,968,000)	(1,945,000)	(1,903,000)	(1,956,000)	(1,916,000)	(1,821,000)	(1,772,000)	(1,805,000)	(1,649,000)
13	Interest Rate (Prime less 50 points)	5.25%	5.25%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%
14	Interest (Charged) Earned	(10,000)	(9,000)	(9,000)	(9,000)	(9,000)	(9,000)	(9,000)	(9,000)	(8,000)	(8,000)	(8,000)	(8,000)
15	Closing Balance (L12 + L14)	(2,229,000)	(2,123,000)	(2,055,000)	(1,977,000)	(1,954,000)	(1,912,000)	(1,965,000)	(1,925,000)	(1,829,000)	(1,780,000)	(1,813,000)	(1,657,000)

Total Transfer to GRA Shortfall	2,865,000
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NORTHWEST TERRITORIES POWER CORPORATION

Schedule 8

DIESEL COMMUNITY STABILIZATION FUND
ANNUAL FUND BALANCE SUMMARY 2007/08 - Forecast

Line no.		Actual	Actual	Actual	Actual	Actual	Actual	Forecast						
		Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07	Jan-08	Feb-08		Mar-08
1	Actual Diesel Generation	3,320,000	3,031,000	2,894,000	2,938,000	2,999,000	3,108,000	3,465,000	3,535,000	4,079,000	3,927,000	3,344,000	3,819,000	
2	Approved Efficiency (kWh/L)	3.592	3.589	3.598	3.596	3.595	3.595	3.600	3.598	3.603	3.603	3.597	3.603	
3	Litre of Fuel Required (L)	924,000	844,000	804,000	817,000	834,000	864,000	962,000	982,000	1,132,000	1,090,000	930,000	1,060,000	
4	Actual Diesel Price (weighted average)	0.9690	1.0137	1.0184	1.0179	1.0297	1.0035	0.9453	0.9434	0.9457	0.9422	0.9432	0.9466	
5	Approved Forecast Diesel Price in Rates (weighted average)	0.9440	0.9463	0.9423	0.9409	0.9450	0.9440	0.9453	0.9434	0.9457	0.9422	0.9432	0.9466	
6	Decrease (Increase) in Fuel Price from Rates (\$) (L5 - L4)	(0.0250)	(0.0674)	(0.0761)	(0.0770)	(0.0847)	(0.0595)	-	-	-	-	-	-	
7	Additional Diesel Cost	(23,000)	(57,000)	(61,000)	(63,000)	(71,000)	(51,000)	-	-	-	-	-	-	
Fuel Stabilization Fund Continuity														
8	Opening Surplus (Deficiency)	(1,657,000)	(1,469,000)	(1,488,000)	(1,417,000)	(1,232,000)	(1,374,000)	(1,301,000)	(1,201,000)	(1,098,000)	(977,000)	(906,000)	(846,000)	Total Transfer to GRA Shortfall
9	Collection/ (Refund) Rider	391,000	426,000	336,000	393,000	335,000	386,000	430,000	439,000	507,000	75,000	64,000	73,000	2,774,000
10	Stab. Fund Transfer to GRA Shortfall	(340,000)	(288,000)	(289,000)	(220,000)	(320,000)	(281,000)	(324,000)	(331,000)	(381,000)	-	-	-	
11	Additional Diesel Cost (L7)	(23,000)	(57,000)	(61,000)	(63,000)	(71,000)	(51,000)	-	-	-	-	-	-	
12	Fuel Swap	167,000	(93,000)	91,000	81,000	(79,000)	25,000	-	-	-	-	-	-	
13	Closing Balance Before Interest (L8 + L9 + L10 + L11 + L12)	(1,462,000)	(1,481,000)	(1,411,000)	(1,226,000)	(1,367,000)	(1,295,000)	(1,195,000)	(1,093,000)	(972,000)	(902,000)	(842,000)	(773,000)	
14	Interest Rate (Prime less 50 points)	5.50%	5.50%	5.50%	5.50%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	
15	Interest (Charged) Earned	(7,000)	(7,000)	(6,000)	(6,000)	(7,000)	(6,000)	(6,000)	(5,000)	(5,000)	(4,000)	(4,000)	(4,000)	
16	Closing Balance (L13+L15)	(1,469,000)	(1,488,000)	(1,417,000)	(1,232,000)	(1,374,000)	(1,301,000)	(1,201,000)	(1,098,000)	(977,000)	(906,000)	(846,000)	(777,000)	

Schedule 9

2006/07 Revenue Requirement by Community

Plant Number	Community	2006/07	HO Allocations	Ops Support	HO	Ops Support	2006/07
		Revenue Requirement as Refiled	from 02/03 COSA (as per interim rate rider filing)	Allocation from 02/03 COSA (as per interim rate rider filing)	Allocations of Revenue Requirement	Allocation of Revenue Requirement	Requirement as Refiled Allocated by Community
		A	B	C	D	E	F = A + D + E
101/108/109	Snare System	22,750	28.3%	32.9%	2,262	1,260	26,272
104	Wha Ti	985	2.3%	2.5%	186	94	1,265
105	Gameti	738	2.3%	2.6%	187	100	1,026
110	Lutzel K'e	800	2.0%	2.0%	158	78	1,036
201/203	Taltson System	5,070	11.4%	10.0%	913	385	6,367
205	Fort Simpson	4,127	5.3%	4.7%	427	181	4,735
206	Fort Liard	1,408	2.3%	2.2%	185	84	1,678
207	Wrigley	659	1.7%	1.7%	132	66	857
208	Nahanni Butte	467	1.2%	1.3%	94	49	611
209	Jean Marie River	315	1.1%	1.2%	87	46	448
301	Inuvik	11,721	16.7%	15.5%	1,336	594	13,650
304	Norman Wells	2,820	2.6%	1.8%	205	70	3,096
305	Tuktoyaktuk	2,165	2.8%	2.4%	222	91	2,478
306	Fort McPherson	1,862	2.7%	2.5%	219	96	2,177
307	Aklavik	1,014	2.5%	2.2%	203	85	1,302
308	Deline	1,361	2.2%	2.1%	179	79	1,619
309	Fort Good Hope	1,481	2.1%	2.0%	172	76	1,728
310	Tulit'a	1,398	2.1%	1.9%	164	73	1,635
311	Paulatuk	1,149	1.7%	1.7%	135	66	1,350
312	Sachs Harbour	742	1.5%	1.6%	122	61	925
313	Tsigehchic	572	1.5%	1.6%	121	61	753
314	Colville Lake	448	1.4%	1.7%	114	63	625
315	Ulukhaktok	1,036	2.0%	1.9%	163	74	1,273
					7,985	3,832	76,906
901	Head Office	7,985					
990	Operation Support	3,832					
	Total	76,906					

Schedule 10

2007/08 Revenue Requirement by Community

Plant Number	Community	2007/08 Revenue Requirement as Refiled	HO Allocations		Ops Support		2007/08 Revenue Requirement as Refiled Allocated by Community
			from 02/03 COSA (as per interim rate rider filing)	Allocation from 02/03 COSA (as per interim rate rider filing)	HO Allocations of Revenue Requirement	Allocation of Revenue Requirement	
		A	B	C	D	E	F = A + D + E
101/108/109	Snare System	23,771	28.3%	32.9%	2,327	1,381	27,479
104	Wha Ti	1,026	2.3%	2.5%	191	104	1,320
105	Gameti	771	2.3%	2.6%	193	110	1,074
110	Lutzel K'e	846	2.0%	2.0%	163	85	1,094
201/203	Taltson System	5,315	11.4%	10.0%	939	422	6,676
205	Fort Simpson	4,619	5.3%	4.7%	439	198	5,256
206	Fort Liard	1,422	2.3%	2.2%	191	92	1,705
207	Wrigley	680	1.7%	1.7%	136	72	888
208	Nahanni Butte	481	1.2%	1.3%	97	54	632
209	Jean Marie River	344	1.1%	1.2%	90	50	484
301	Inuvik	12,496	16.7%	15.5%	1,374	651	14,521
304	Norman Wells	2,934	2.6%	1.8%	211	77	3,222
305	Tuktoyaktuk	2,309	2.8%	2.4%	229	100	2,638
306	Fort McPherson	1,927	2.7%	2.5%	225	105	2,257
307	Aklavik	1,388	2.5%	2.2%	209	93	1,690
308	Deline	1,524	2.2%	2.1%	184	86	1,794
309	Fort Good Hope	1,528	2.1%	2.0%	177	83	1,788
310	Tulit'a	1,432	2.1%	1.9%	168	80	1,681
311	Paulatuk	1,172	1.7%	1.7%	138	73	1,383
312	Sachs Harbour	817	1.5%	1.6%	126	66	1,009
313	Tsiigehtchic	619	1.5%	1.6%	124	67	811
314	Colville Lake	497	1.4%	1.7%	117	69	683
315	Ulukhaktok	1,057	2.0%	1.9%	168	81	1,306
					8,215	4,201	81,389
901	Head Office	8,215					
990	Operation Support	4,201					
	Total	81,389					

Table 3. 2006/07 Station Service Calculations

Plant No.	2003/04 Actual MWh	2004/05 Actual MWh	2005/06 Actual MWh	2006/07 Forecast MWh	2006/07 Generation MWh	% of Generation
101 Snare System Weighting	5,991 3	7,006 1	6,291 2	6,260	193,389	3.2%
104 Wha Ti Weighting	24 1	23 3	23 2	23	1,715	1.4%
105 Gameti Weighting	45 3	64 2	85 1	48	955	5.0%
110 Lutsel K'e Weighting	85 3	87 2	96 1	81	1,620	5.0%
201 Fort Smith Weighting	833 1	788 2	690 3	746	22,183	3.4%
203 Fort Resolution* Weighting	95 0	104 0	111 3	111	2,694	4.1%
205 Fort Simpson Weighting	302 1	264 2	231 3	254	8,156	3.1%
206 Fort Liard Weighting	44 2	45 1	33 3	38	2,765	1.4%
207 Wrigley Weighting	25 2	24 3	27 1	25	720	3.4%
208 Nahanni Butte Weighting	30 2	28 3	33 1	18	363	5.0%
209 Jean Marie River Weighting	30 3	31 1	31 2	14	271	5.0%
301 Inuvik Weighting	1,687 2	1,783 1	1,612 3	1,567	31,357	5.0%
304 Norman Wells* Weighting	59 0	67 3	101 2	81	8,486	0.9%
305 Tuktoyaktuk Weighting	180 3	198 2	226 1	193	4,336	4.5%
306 Fort McPherson* Weighting	164 0	23 0	153 3	153	3,489	4.4%
307 Aklavik Weighting	77 3	127 1	117 2	98	2,811	3.5%
308 Deline Weighting	57 2	58 1	56 3	57	2,590	2.2%
309 Fort Good Hope Weighting	127 1	126 2	76 3	101	2,849	3.6%
310 Tulita Weighting	144 1	127 2	122 3	106	2,123	5.0%
311 Paulatuk Weighting	54 1	50 3	53 2	52	1,336	3.9%
312 Sachs Harbour Weighting	82 3	104 1	96 2	44	884	5.0%
313 Tsiigehtchic Weighting	44 2	44 1	39 3	42	834	5.0%
314 Colville Lake Weighting	7 1	4 2	2 3	4	306	1.2%
315 Ulukhaktok Weighting	67 2	68 1	62 3	64	1,906	3.4%

Notes:

* The station service forecast is based solely on the new operating experience of the plant.

Table 4. 2007/08 Station Service Calculations

Plant No.	2004/05 Actual kWh	2005/06 Actual kWh	2006/07 Forecast kWh	2007/08 Forecast kWh	2007/08 Generation kWh	% of Generation
101 Snare System Weighting	7,006 1	6,291 2	6,260 3	6,395 2	195,727	3.3%
104 Wha Ti Weighting	23 3	23 1	23 2	23	1,718	1.3%
105 Gameti Weighting	64 2	85 1	48 3	47	943	5.0%
110 Lutsel K'e Weighting	87 2	96 1	81 3	82	1,637	5.0%
201 Fort Smith Weighting	788 1	690 3	746 2	725	22,335	3.2%
203 Fort Resolution* Weighting	104 0	111 0	111 3	111	2,676	4.2%
205 Fort Simpson Weighting	264 1	231 3	254 2	244	8,275	3.0%
206 Fort Liard Weighting	45 1	33 3	38 2	37	2,658	1.4%
207 Wrigley Weighting	24 3	27 1	25 2	25	675	3.7%
208 Nahanni Butte Weighting	28 2	33 1	18 3	17	345	5.0%
209 Jean Marie River Weighting	31 1	31 2	14 3	14	277	5.0%
301 Inuvik Weighting	1,783 1	1,612 2	1,567 3	1,591	31,835	5.0%
304 Norman Wells* Weighting	67 3	101 0	81 2	89	8,766	1.0%
305 Tuktoyaktuk Weighting	198 2	226 1	193 3	200	4,357	4.6%
306 Fort McPherson* Weighting	23 0	153 0	153 3	153	3,453	4.4%
307 Aklavik Weighting	127 1	117 2	98 3	109	2,817	3.9%
308 Deline Weighting	58 1	56 3	57 2	57	2,610	2.2%
309 Fort Good Hope Weighting	126 1	76 3	101 2	93	2,864	3.2%
310 Tulita Weighting	127 1	122 2	106 3	107	2,147	5.0%
311 Paulatuk Weighting	50 3	53 1	52 2	51	1,364	3.7%
312 Sachs Harbour Weighting	104 1	96 2	44 3	42	857	5.0%
313 Tsigehtchic Weighting	44 1	39 3	42 2	41	854	4.8%
314 Colville Lake Weighting	4 1	2 3	4 2	3	310	0.9%
315 Ulukhaktok Weighting	68 1	62 3	64 2	64	1,977	3.2%

Notes:

* The station service forecast is based solely on the new operating experience of the plant.