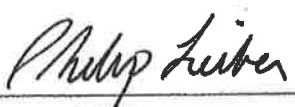



LOS ANGELES DEPARTMENT OF WATER AND POWER (LADWP) BOARD APPROVAL LETTER

TO: BOARD OF WATER AND POWER COMMISSIONERS		DATE: September 12, 2012
 PHILIP LEIBER Chief Financial Officer		SUBJECT: Authorization for Ordinance for New Electric Vehicle Service Rider and Experimental Alternative Maritime Power Interruptible Rate Schedule for Merchant Ships With Maximum Demand of Not Less than Seven Megawatts Per Month
 RONALD O. NICHOLS General Manager		
_____ _____ _____		FOR COMMISSION OFFICE USE: RESOLUTION NO. _____
CITY COUNCIL APPROVAL REQUIRED: Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	IF YES, BY WHICH CITY CHARTER SECTION: 676(a)	

PURPOSE

The attached Resolution recommends to the Los Angeles City Council approval of a proposed new electric rate ordinance (Ordinance), which includes the proposed Electric Vehicle Service Rider (Service Rider EV) and Experimental Alternative Maritime Power (AMP) Interruptible Rate Schedule for Merchant Ships with Maximum Demand of Not Less than Seven Megawatts (MW) per Month (Experimental Schedule AMP).

The proposed Ordinance will:

- Encourage electrification of large cruise ships docking at the Port of Los Angeles (POLA);
- Provide a service rider for Electric Vehicle charging, further encouraging customers to use electric vehicles.

COST AND DURATION

Experimental Schedule AMP

The Experimental Schedule AMP shall provide a new experimental rate for cruise ships and other qualifying merchant ships with maximum power demand of not less than seven MW per month. The optional experimental rate will be effective for five years unless terminated earlier. There is no anticipated fiscal impact related to approval of the Experimental Schedule AMP.

Service Rider EV

The LADWP expects to increase monthly energy sales per each electric vehicle by \$32.65, less the anticipated monthly discount of \$7.50. This will result in \$25.15 additional net monthly sales per electric vehicle. For additional base load of every 10,000 electric vehicles, LADWP would gain additional net annual sales of \$2.9 million.

BACKGROUND

Experimental Schedule AMP

Currently, under Schedule AMP of Electric Rate Ordinance No. 168436, as amended, merchant ships that dock at the POLA will be provided partially interruptible electric service for electrification of their operations while in port, allowing these ships to work toward meeting State of California mandates for air quality improvement. Some of these merchant ships, including cruise ships, have short in-port duration with high electrical loads. The Experimental Schedule AMP is designed for such ships. It is limited to merchant ships with maximum demand of not less than seven MW per month. The major components of the rate are a monthly minimum charge for each billing period and a requirement for demand response from the customer. The experimental rate sets an energy price range, which will attract mega-ships that seldom dock for more than a few hours at the POLA, yet recovers the cost to serve these loads. The LADWP is able to study electricity usage patterns and additional opportunities to promote LADWP services, while also promoting business at the POLA, reducing air pollution, and expanding LADWP load.

Service Rider EV

The current Electric Rate Ordinance No. 168436, as amended, allows for certain bill discounts for charging of electric vehicles. The LADWP believes that electric vehicles will make a sustainable difference in the environment today and for generations to come and desires to encourage their use. Encouraging the use of electric vehicles through favorable rate structures is a practice of leading national utilities. To embrace the upcoming electric vehicle era, LADWP is proposing a service rider for electric vehicle charging to provide new incentives to its customers that use an electric vehicle meter dedicated to measuring consumption for electric vehicle charging. This Service Rider EV is applicable to both passenger cars and fleet vehicles and allows for charging stations separate from other energy consumption, such as in parking lots.

Board of Water and Power Commissioners

Page 3

September 12, 2012

The proposed rider encourages charging during the Base Period, 8:00 p.m. to 10:00 a.m. weekdays and all day on weekends, by giving a discount for energy consumed during this period for electric vehicle charging. The expected increase of Base Period load is beneficial to LADWP because of the existing availability of low-cost generation, transmission, and distribution capacity. The additional load will improve the LADWP's Power System operation efficiency.

A demand response component is also part of the proposed Service Rider EV. A time-of-use meter with remote disconnection capability will be provided to the customer by LADWP so that LADWP may remotely interrupt any dedicated electric vehicle charger circuit during conditions of high system peaks, low generation, high market prices, unusual temperature, and power system contingencies.

Customers served under rate schedules R-1 Rate B, A-1 Rate B, A-2 Rate B, A-3 Rate A, and A-4 Rate A of Electric Rate Ordinance No. 168436, as amended, who are owners or lessees of registered electric vehicles may have separate meters for their electric vehicle charging under Service Rider EV or otherwise have such charging be metered jointly with other electric usage. Customers served under other electric service rate schedules will be required to have their electric vehicle charging be separately-metered to take advantage of Service Rider EV, and consumption metered by such separate electric vehicle meters will be billed according to time-of-use rates, as described in the proposed Service Rider EV.

RECOMMENDATION

It is requested that your Honorable Board adopt the attached Resolution recommending the Los Angeles City Council's approval of the proposed Ordinance, including the proposed Service Rider EV and Experimental Schedule AMP service options.

DET:sc

Attachment

e-c/att: Ronald O. Nichols

Richard M. Brown

Aram Benyamin

James B. McDaniel

Philip Leiber

Gary Wong

Jeffery L. Peltola

George Z. Chen

RESOLUTION NO. _____

WHEREAS, the Department of Water and Power of the City of Los Angeles (Department) desires to encourage experimental usage of Alternative Maritime Power (AMP) by cruise ships at the Port of Los Angeles (POLA) for study of electricity usage patterns and additional opportunities to promote the Department's services by introducing an experimental interruptible rate schedule (Experimental Schedule AMP); and

WHEREAS, the current Schedule AMP encourages electrification of merchant ships, which consume energy while in the POLA; and

WHEREAS, cruise ship electrification power consumption requirements while at the POLA are significantly different than those of container liners due to the nature of their businesses; and

WHEREAS, cruise ships have high load with short in-port durations; and

WHEREAS, the Experimental Schedule AMP for cruise ships and other qualifying merchant ships with maximum demand of not less than seven megawatts per month, containing a monthly minimum charge for each billing period, better suits the operations and consumption behavior of such ships; and

WHEREAS, the Experimental Schedule AMP allows partial service interruption with ten minutes' advance notice and will be effective for five years unless terminated earlier; and

WHEREAS, electrification of the operations of cruise ships and other qualifying merchant ships while docked in the POLA allows these ships to work toward meeting State of California mandates for air quality improvement; and

WHEREAS, electrification of cruise ship operations while in the POLA is expected to reduce air emissions significantly and improve air quality, while also increasing POLA business, improving the local economy; and

WHEREAS, the Department also desires to provide a new Service Rider EV that encourages customers to embrace electric vehicles and make a sustainable difference in the environment; and

WHEREAS, the proposed new Service Rider EV should be especially useful to support customers with fleets of electric motor vehicles; and

WHEREAS, the proposed new Service Rider EV for electric vehicle charging allows for charging stations separate from other energy consumption; and

WHEREAS, the proposed new Service Rider EV incorporates the demand response concept in that applicable customers are provided incentive to charge their vehicles during periods of low cost, and the Department may remotely interrupt the dedicated charging circuits during various periods, including those of system contingencies.

NOW, THEREFORE, BE IT RESOLVED that the Board of Water and Power Commissioners does consent that the Los Angeles City Council adopt an ordinance including the Experimental Schedule AMP and Service Rider EV in words and figures as substantially follows, to wit:

ORDINANCE NO. _____

An ordinance approving the rates fixed by the Department of Water and Power of the City of Los Angeles and to be charged for electrical energy distributed and for service supplied by said Department to its customers and approving the time and manner of payment of the same, as prescribed by said Department.

**THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:**

Section 1. That the rates to be charged and collected and the terms, provisions and conditions to be effective respecting such rates for electrical energy distributed and for service supplied by the Department of Water and Power (Department) of the City of Los Angeles (City) to its customers, fixed by Resolution No. _____, adopted by the Board of Water and Power Commissioners on _____, are hereby approved. Such rates and conditions so fixed are as set forth in the following sections:

Sec. 2. That such service supplied to customers within the incorporated limits of the City of Los Angeles and to customers within the Counties of Inyo and Mono, California, shall be in accordance with rate schedules prescribed in this section as follows and any rate schedules prescribed in any other effective ordinance of the City of Los Angeles:

A. EXPERIMENTAL AMP INTERRUPTIBLE RATE SCHEDULE FOR MERCHANT SHIPS WITH MAXIMUM DEMAND OF NOT LESS THAN 7 MW PER MONTH

1. Applicability

Applicable to services with energy usage resulting from Merchant Ships with Maximum Demand of not less than 7 megawatts (MW) per month participating in the Port of Los Angeles (POLA) Alternative Maritime Power (AMP). Seventy-five percent of energy consumed by services on this schedule must be from Merchant Ships, which are ships consuming electricity while docked at POLA. POLA shall be responsible for the installation and maintenance of facilities up to the high-side of the 34.5 kilovolts (kV) Station which is serving the Merchant Ship loads. Not applicable to customers served under Service Rider NEM Net Energy Metering and General Service Rider EZ Enterprise Zone of the Electric Rate Ordinance.

The Department may remotely interrupt any AMP load under this service with ten minutes' advance notice to POLA even if other applicable ordinances of the City of Los Angeles prescribe a longer advance notice period for such purpose. Until the Department controls the equipment required for remote interruption, the Department may elect to initiate remote interruption of AMP load through a telephone call, text message, telephone call, or e-mail message. The Department shall determine the interruption duration. POLA shall be responsible for purchasing and installing all equipment required for remote interruption.

2. Monthly Rates through June 30, 2013

Rate B – Experimental AMP Interruptible Rate for Merchant Ships with Maximum Demand of not less than 7 MW per month

Minimum Charge	\$	10,000.00
1 Energy Charge - per kWh	\$	0.01953

3. Monthly Rates beginning July 1, 2013

Rate B – Experimental AMP Interruptible Rate for Merchant Ships with Maximum Demand of not less than 7 MW per month

Minimum Charge	\$	10,000.00
1 Energy Charge - per kWh	\$	0.01953

4. Billing:

The bill shall be Rate B part (1) above plus the sum of Rate A's parts (3) through (8) of the AMP Interruptible Rate from Schedule AMP [i] of the

Incremental Electric Rate Ordinance plus the sum of parts (1) and (3) through (7) of the AMP Interruptible Rate from Schedule AMP of the Electric Rate Ordinance; however, if the total of all these parts is less than \$10,000.00, then the bill shall be a Minimum Charge of \$10,000.00.

5. General Conditions

a. Reactive Energy Charge

The Reactive Energy Charge shall be based on the lagging kilovar-hours (kVARh) recorded during each Rating Period, dependent upon the High Peak Period Power Factor. If reactive energy is unknown or unmetered, then the Reactive Energy Charge shall be replaced by additional kilowatt-hour charges.

b. Interruptible Service Conditions

To receive service under this rate schedule, POLA shall sign a contract with the Department, unless the provisions of an existing contract already executed with the Department incorporate the charges and conditions of this rate schedule.

The Interruptible Demand is that portion of the demand which the Department will supply to POLA at all times except during a Period of Interruption for energy usage resulting from Merchant Ships with Maximum Demand of not less than 7 MW per month. During a Period of Interruption, the Department will supply POLA not more than the Firm Demand.

The Department shall provide not less than 10-minutes' advance notice of a Period of Interruption even if other applicable ordinances of the City of Los Angeles prescribe a longer advance notice period for such purpose. A Period of Interruption is that interval of time, initiated and terminated by the Department, during which the Department is obligated to supply no more than the Firm Demand. A Period of Interruption will occur when operating reserves, in the Department's sole judgment, are inadequate to maintain system energy supply. Load interruption shall be initiated remotely by Department Load Dispatchers. Firm Demand, which may be specified at different values for High Season and Low Season, is that portion of demand which the Department will supply to POLA without limitation on the periods of availability for energy usage resulting from Merchant Ships with Maximum Demand of not less than 7 MW per month.

c. Interruption Frequency and Duration

Periods of Interruption are unlimited and interruption duration shall be at the sole discretion of the Department.

d. Substation Equipment on Customer's Site

All equipment or structures necessary for Department to serve customer from the 34.5 kV Subtransmission Service Voltage shall be located on the customer's site and shall be owned and maintained by POLA.

e. Metering

Metering of energy and demand shall be from the 34.5 kV Subtransmission Service Voltage by meters provided by the Department on the primary side of the transformer, or at the Department's option, on the secondary side of the transformer and compensated by instruments or loss calculations to the primary side of the transformer.

All non-AMP load will be metered separately from the normal AMP service. POLA will provide metering facilities for non-AMP load, and the Department will provide the TDK (non-billing) meters for the non-AMP load to ensure more than seventy-five percent of energy consumption is from Merchant Ships.

f. Selection of Rates

POLA may elect to receive service for a Merchant Ship with Maximum Demand of not less than 7 MW per month participating in AMP either as prescribed in this schedule or as prescribed by the combination of other applicable rate schedules from any other effective ordinances of the City of Los Angeles.

g. Conclusion of Rates

This experimental schedule shall expire 5 years from its effective date unless terminated earlier.

h. Applicability of Rules and Regulations

Application of this schedule shall be subject to the rules and regulations adopted by the Board of Water and Power Commissioners, including the Rules Governing Water and Electric Service.

6. Definitions

Unless distinctly defined within this schedule, the terms utilized in this schedule share the definitions provided in the Definitions section of the General Provisions of the Electric Rate Ordinance and the Incremental Electric Rate Ordinance. For the purposes of this schedule, the following definitions shall apply:

a. Electric Rate Ordinance

Ordinance No. 168436, as amended by Ordinance Numbers 171968, 172338, 172431, 172706, 172958, 173788, 174175, 174340, 174475, 174481, 174503, 175017, 175722, 177331, 177868, 179268, 179801, 180127, and 181181.

b. Incremental Electric Rate Ordinance

A City of Los Angeles ordinance, other than the Electric Rate Ordinance and this ordinance, containing charges for electrical energy distributed and for service supplied by the Department to its customers, which are to be added to the charges of corresponding rates prescribed in any other effective ordinance.

c. Megawatt (MW)

One million watts.

d. Rules Governing Water and Electric Service

The Rules Governing Water and Electric and Service in the City of Los Angeles as adopted by Resolution No. 56, dated September 8, 1983, by the Board of Water and Power Commissioners of the City of Los Angeles, and all amendments, revisions, and replacements thereof.

B. SERVICE RIDER EV ELECTRIC VEHICLE

1. Applicability

Applicable to a customer of the Department that is the registered owner or lessee of a passenger or commercial Electric Vehicle. The lessor of an Electric Vehicle (EV) is not eligible for the discount in this Service Rider EV for that leased Electric Vehicle.

2. Qualification for Service Rider EV

To qualify for service under this rider, it is a precondition that the customer must apply through the Department's web site, provide valid proof of Electric Vehicle registration from the State of California Department of Motor Vehicles, and provide charging station certification to the Department. Additionally, to qualify for service under this rider, the customer shall have an Electric Vehicle meter dedicated to measuring consumption for Electric Vehicle charging, which is exclusive of or separate from the customer's other billing meter or meters.

3. Selection of Rates

Customers under this service rider may elect to receive service pursuant to either the Separately-Metered Time-of-Use EV Rate or the Separately-Metered Alternative EV Rate.

a. Separately-Metered Time-of-Use EV Rate

Service to be metered by the mandatory Electric Vehicle meter, which shall be a Time-of-Use Electric Vehicle meter, for customers electing the Separately-Metered Time-of-Use EV Rate shall be referred to as the Time-of-Use EV Service.

The applicable Separately-Metered Time-of-Use EV Rate shall be Incremental Electric Rate Ordinance Schedule R-1 [i] Rate B and Electric Rate Ordinance Schedule R-1 Rate B, Incremental Electric Rate Ordinance Schedule A-1 [i] Rate B and Electric Rate Ordinance Schedule A-1 Rate B, Incremental Electric Rate Ordinance Schedule A-2 [i] Rate B and Electric Rate Ordinance Schedule A-2 Rate B, Incremental Electric Rate Ordinance Schedule A-3 [i] Rate A and Electric Rate Ordinance Schedule A-3 Rate A, or Incremental Electric Rate Ordinance Schedule A-4 [i] Rate A and Electric Rate Ordinance Schedule A-4 Rate A, as determined by the service voltage, demand, and customer class.

The bill under a customer's Separately-Metered Time-of-Use EV Rate shall be the sum of all parts of the applicable constituent rates, but the bill shall be adjusted as follows:

- (1) Instead of receiving the Electric Vehicle Discount detailed in the applicable schedule of the Electric Rate Ordinance, a discount of \$0.025 per kWh shall be applied to energy consumed for Electric Vehicle charging during the Base Period, as measured by the Time-of-Use Electric Vehicle meter.
- (2) The Service Charge will be waived for the dedicated Time-of-Use EV Service.
- (3) The bill shall not be less than a \$10.00 Minimum Charge plus the sum of the following parts of the Incremental Electric Rate Ordinance as applicable:
 - Parts (3) through (6) of Schedule R-1 [i] Rate B; or
 - Parts (4) through (7) of Schedule A-1 [i] Rate B; or
 - Parts (5) through (8) of Schedule A-2 [i] Rate B; or
 - Parts (5) through (8) of Schedule A-3 [i] Rate A; or
 - Parts (5) through (8) of Schedule A-4 [i] Rate A;

and the following parts of the Electric Rate Ordinance as applicable:

- Parts (4) and (6) of Schedule R-1 Rate B; or
- Parts (5) and (7) of Schedule A-1 Rate B; or
- Parts (6) and (8) of Schedule A-2 Rate B; or
- Parts (6) and (8) of Schedule A-3 Rate A; or
- Parts (6) and (8) of Schedule A-4 Rate A.

b. Separately-Metered Alternative EV Rate

Service to be measured by the mandatory Electric Vehicle meter for customers electing the Separately-Metered Alternative EV Rate shall be referred to as the EV Service.

The applicable Separately-Metered Alternative EV Rate shall be Rate A of the AMP Interruptible Rate from Schedule AMP [i] of the Incremental Electric Rate Ordinance and the AMP Interruptible Rate from Schedule AMP of the Electric Rate Ordinance; however, no portions of Schedule AMP [i] and Schedule AMP apply to service under this rider except for the Monthly Rates portions. The bill under a customer's Separately-Metered Alternative EV Rate shall be the sum of all parts of the constituent rates.

4. General Conditions

- a. Any discount from application of the Separately-Metered Time-of-Use EV Rate will only be applied to the bill for the connected Time-of-Use Electric Vehicle meter.
- b. Any discount from application of this Service Rider EV is inapplicable to taxes and Minimum Charges.
- c. The customer shall notify the Department when the customer no longer owns or leases an Electric Vehicle. Failure to notify the Department, which results in billing to a customer that incorporates this Service Rider EV for any period of ineligibility, shall be deemed to have caused a Department error in billing, subject to correction in accordance with the Rules Governing Water and Electric Service and applicable law.
- d. If a customer is a registered owner or lessee of a passenger or commercial Electric Vehicle and is receiving service under Schedules R-1 Rate B, A-1 Rate B, A-2 Rate B, A-3 Rate A, or A-4 Rate A of the Electric Rate Ordinance, with Service Rider NEM of the Electric Rate Ordinance applied to such rate, such customer may elect not to install a separate meter dedicated to measuring EV charging consumption; however, such customer will not be eligible for service under this rider.
- e. Except for customers served under Schedule A-4 of the Electric Rate Ordinance, Service Rider Renewable Energy Option (REO) will be applied to the Electric Vehicle meter dedicated to measuring charging consumption if a customer elects to participate in the program to further the development and usage of renewable generation resources for the EV charging.

5. Interruption of Separately-Metered EV Service

In order to support demand response, the Department may, at its sole discretion, remotely interrupt any dedicated EV charger circuit for customers receiving service under this Service Rider EV. Department remote interruption of service may include, but not be limited to, periods of high system peaks, low generation, high market prices, unusual temperature, and system contingencies. The Department will provide and install meters with remote disconnection capability prior to the customer receiving Time-of-Use EV Service or EV Service.

6. Definitions

Unless distinctly defined within this schedule, the terms utilized in this schedule share the definitions provided in the Definitions section of the General Provisions of the Electric Rate Ordinance and the Incremental Electric Rate Ordinance. For the purposes of this schedule, the following definitions shall apply:

a. Electric Rate Ordinance

City of Los Angeles Ordinance No. 168436, as amended by City of Los Angeles Ordinance Numbers 171968, 172338, 172431, 172706, 172958, 173788, 174175, 174340, 174475, 174481, 174503, 175017, 175722, 177331, 177868, 179268, 179801, 180127, and 181181.

b. Incremental Electric Rate Ordinance

A City of Los Angeles ordinance, other than the Electric Rate Ordinance and this ordinance, containing charges for electrical energy distributed and for service supplied by the Department to its customers, which are to be added to the charges of corresponding rates prescribed in any other effective ordinance.

c. Electric Vehicle

An Electric Vehicle is a ground vehicle propelled by a motor powered by electrical energy from rechargeable batteries onboard the vehicle. Electric Vehicles that qualify for this Service Rider EV include only pure battery electric vehicles with a battery size of not less than 8 kWh energy storage and plug-in hybrid electric vehicles with a battery size of not less than 8 kWh energy storage.

d. Rules Governing Water and Electric Service

The Rules Governing Water and Electric and Service in the City of Los Angeles as adopted by Resolution No. 56, dated September 8, 1983, by the Board of Water and Power Commissioners of the City of Los Angeles, and all amendments, revisions, and replacements thereof.

Sec. 3. That the general provisions relating to electrical service supplied under schedules prescribed herein shall be as stated in the General Provisions of both the Electric Rate Ordinance and the Incremental Electric Rate Ordinance. In the event of any discrepancy between a schedule prescribed herein and the General Provisions of either the Electric Rate Ordinance or the Incremental Electric Rate Ordinance, the terms and conditions under the schedule prescribed herein shall prevail.

Sec. 4. That this ordinance shall not become effective until the effective date of a City of Los Angeles ordinance approving the rates to be charged and collected and the terms, provisions and conditions to be effective respecting such rates for electrical energy distributed and for service supplied by the Department to its customers, fixed by Resolution No. _____, adopted by the Board of Water and Power Commissioners on _____.

Sec. 5. That the approval of the foregoing electrical rates by this Council is exempt from the requirements of the California Environmental Quality Act under the provisions of Section 21080(b)(8), and this Council makes this claim of exemption pursuant to said section and authorizes claim of exemption to be filed with the appropriate agencies.

Sec. 6. That if any section, subsection, sentence, clause, or phrase in this ordinance or the application thereof to any person or circumstance is for any reason held invalid, the validity of the remainder of the ordinance or the application of such provision to other persons or circumstances shall not be affected thereby. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, or phrase thereof, irrespective of the fact that one or more sections, subsections, sentences, clauses or phrases or the application thereof to any person or circumstance be held invalid.

Sec. 7. The City Clerk shall certify to the passage of this ordinance and have it published in accordance with Council policy, either in a daily newspaper circulated in the City of Los Angeles or by posting for ten days in three public places in the City of Los Angeles: one copy on the bulletin board located at the Main Street entrance to the City Hall; one copy on the bulletin board located at the Main Street entrance to City Hall East; and one copy on the bulletin board located at the Temple Street entrance to the Los Angeles County Hall of Records.

I hereby certify that the foregoing ordinance was passed by the Council of the City of Los Angeles, at its meeting of

JUNE LAGMAY, City Clerk

By _____ Deputy

Approved _____

Mayor

Approved as to Form and Legality

CARMEN A. TRUTANICH, City Attorney

By _____
(insert name here)
Assistant City Attorney

Date _____

File No. _____

BE IT FURTHER RESOLVED that this matter is forwarded to the Los Angeles City Council for approval by ordinance.

I HEREBY CERTIFY that the foregoing is a full, true, and correct copy of a Resolution adopted by the Board of Water and Power Commissioners of the City of Los Angeles at its meeting held

APPROVED AS TO FORM AND LEGALITY
CARMEN A. TRUTANICH, CITY ATTORNEY

SEP 04 2012

BY Brian E. Stewart
BRIAN E. STEWART
DEPUTY CITY ATTORNEY

Secretary

Actual customer bills are determined by the existing electric rate ordinance, for which billing has been capped, plus the new incremental electric rate ordinance. The following is intended only as a summary of the two ordinances' rates for customers and is not intended to modify the ordinances:

Alternative Maritime Power AMP-B

Eligibility

Applicable to services with energy usage resulting from Merchant Ships with Maximum Demand of not less than 7 megawatts (MW) per month participating in the Port of Los Angeles (POLA) Alternative Maritime Power (AMP). Seventy-five percent of energy consumed by services on this schedule must be from Merchant Ships. POLA shall be responsible for the installation and maintenance of facilities up to the high-side of the 34.5 kV Station which is serving the Merchant Ship loads. Not applicable to customers served under Service Rider-Net Energy Metering and General Service Rider Enterprise Zone. The Department may remotely interrupt any AMP load under this service with ten minutes advanced notice to POLA. The Department shall determine the interruption duration. POLA shall be responsible for purchasing and installing all equipment required for remote interruption.

Monthly rates through June 30, 2013			
Rate B - AMP Interruptible over 7 MW Demand (1)	Capped	Incremental	Total
Minimum Charge	\$0.00	\$10,000.00	\$10,000.00
Energy Charge \$ per kWh	\$0.00000	\$0.00953	\$0.00953
Additive elements from AMP-A rate for AMP-B			
Service Charge Monthly Charge	\$150.00	\$0.00	\$150.00
Energy Charge \$ per kWh	\$0.05910	\$0.00898	\$0.06808
Elements Only in Capped Ordinance			
ECA \$/kWh	\$0.05690	\$0.00000	\$0.05690
ESA \$/kW	\$0.46000	\$0.00000	\$0.46000
RCA \$/kWh	\$0.00300	\$0.00000	\$0.00300
Elements Only in Incremental Ordinance			
VEA - per kWh*	\$0.00000	-\$0.00038	-\$0.00038
CRPSEA - per kWh*	\$0.00000	\$0.00013	\$0.00013
VRPSEA - per kWh*	\$0.00000	\$0.00086	\$0.00086
IRCA - per kWh	\$0.00000	\$0.00127	\$0.00127
Reactive Energy Charge			
Unmetered \$ per kWh by Period			
High Peak Period	\$0.00024	\$0.00001	\$0.00025
Low Peak Period	\$0.00021	\$0.00001	\$0.00022
Base Period	\$0.00013	\$0.00001	\$0.00014
Metered: Power Factor Range by Period			
High Peak Period \$ per kvarh			
0.995-1.000	\$0.00000	\$0.00000	\$0.00000
0.950-0.994	\$0.00036	\$0.00002	\$0.00040
0.900-0.949	\$0.00066	\$0.00003	\$0.00069
0.800-0.899	\$0.00183	\$0.00009	\$0.00192
0.700-0.799	\$0.00306	\$0.00015	\$0.00321
0.600-0.699	\$0.00423	\$0.00020	\$0.00443
0.000-0.599	\$0.00462	\$0.00022	\$0.00484

ECA- Energy Cost Adjustment

ESA - Electric Subsidy Adjustment

RCA - Reliability Cost Adjustment

VEA - Variable Energy Adjustment

CRPSEA - Capped Renewable Portfolio Standard Energy Adjustment

VRPSEA - Variable Renewable Portfolio Standard Energy Adjustment

IRCA - Incremental Reliability Cost Adjustment

(1) The Department shall provide not less than 10-minutes advanced notice of a Period of Interruption for service.

*This is an estimated value. The actual number will be computed periodically in accordance with the incremental electric rate ordinance.

