



SCHEDULE G-NGV

Sheet 1

SALE OF NATURAL GAS FOR MOTOR-VEHICLE FUEL
(Includes Rates for G-NGV, G-NGV-C, and GT-NGV)

APPLICABILITY

Applicable to the sale of natural gas at the customer's premises (G-NGV, G-NGC and G-NGV-C rates) and to the transportation of customer-owned gas (GT-NGV rates) for use in motor-vehicles. Service under this schedule shall be classified as end-use priority 1 or 2A in accordance with Rule 14.

TERRITORY

Within the entire territory served natural gas by the Utility.

RATES

| | | |
|----------------------------|--------------------|---------------------|
| | <u>P-1 Service</u> | <u>P-2A Service</u> |
| Customer Charge, per month | \$13.00 | \$65.00 |

Commodity and Transportation Charges

Customer-Funded Fueling Station

Compression of natural gas to the pressure required for its use as a motor vehicle fuel will be performed by the customer using customer's equipment at the customers designation premises.

Rate, uncompressed per therm

| | G-NGV | | G-NGV-C ^{1/} | GT-NGV ^{2/} |
|------------------------------------|------------------|---|-----------------------|----------------------|
| Procurement Charge ^{3/} : | \$0.37018 | I | \$0.36802 | N/A |
| <u>Transportation Charge:</u> | <u>\$0.27740</u> | | <u>\$0.27740</u> | <u>\$0.27740</u> |
| Uncompressed Commodity Chge: | \$0.64758 | I | \$0.64542 | \$0.27740 |

^{1/} Applicable only the first 12 months or service for non-residential core transportation customers with qualifying load who consumed over 50,000 therms in the last 12 months, unless such customer was returned to utility procurement because their gas supplier is no longer doing any business in California.

^{2/} Applicable to transportation-only service, including Core Aggregation Transportation service.

^{3/} This charge is applicable for service to Utility Procurement Customers and includes the GPC-A Procurement Charge as shown in Schedule GPC, which is subject to change monthly, as set forth in Special Condition 4.

(Continued)



SCHEDULE G-NGV

Sheet 2

SALE OF NATURAL GAS FOR MOTOR-VEHICLE FUEL
(Includes Rates for G-NGV, G-NGV-C, and GT-NGV)

Utility Funded Fueling Station

| | |
|--|-------------|
| G-NGC Compression Surcharge, per therm | \$1.04816 |
| Clean Transportation Rate Credit, per therm ⁴ | (\$0.21508) |

The G-NGC Compression Surcharge and LCFS credit will be added to the G-NGV Uncompressed rate per therm, or the G-NGV-C Uncompressed rate per therm as applicable, as indicated in the Customer-Funded Fueling Station section above. The resultant total compressed rate is:

| | |
|---|-----------|
| G-NGV plus G-NGC, and Clean Transportation Rate Credit compressed per therm | \$0.90158 |
| G-NGV-C plus G-NGC, and Clean Transportation Rate Credit compressed per therm | \$0.89942 |

Compression of natural gas to the pressure required for its use as motor vehicle fuel will be performed by the Utility from a Utility-funded fueling station.

For billing purposes, the number of therms compressed at a Utility-funded station will be expressed in gasoline gallon equivalents at the dispenser.

Cap-and-Trade Cost Exemption (\$0.04370) / therm

The Cap-and-Trade Cost Exemption is applicable to customers who are identified by the California Air Resources Board (CARB) as being Covered Entities for their Greenhouse Gas (GHG) emissions as part of the Cap-and-Trade program. Applicable Cap-and-Trade Cost Exemptions may be provided from the date CARB identifies a customer as being a Covered Entity, or provided based upon documentation satisfactory to the Utility for the time period for which the customer was a Covered Entity, whichever is earlier.

Minimum Charge

The Minimum Charge shall be the applicable monthly Customer Charge.

Franchise Fee Differential

A Franchise Fee Differential of 1.03% will be applied to the monthly billings calculated under this schedule for all customers within the corporate limits of the City of San Diego. Such Franchise Fee Differential shall be so indicated and added as a separate item to bills rendered to such customers.

4. As set forth in Special Condition 15.

(Continued)



SCHEDULE G-NGV

Sheet 3

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RATES (continued)

Late Payment Charge

A late payment charge may be added to a customer's bill whenever a customer fails to pay for services under this schedule as set forth in Rule 9, Rendering and Payment of Bills.

Additional Charges

Rates may be adjusted to reflect any applicable taxes, franchise fees or other fees, regulatory surcharges, and interstate or intrastate pipeline charges that may occur.

SPECIAL CONDITIONS

Applicable to Both Procurement and Transportation-Only Customers

1. Definitions: The definitions of principal terms used in this schedule are found either herein or in Rule 1, Definitions.
2. Number of Therms: The number of therms to be billed shall be determined in accordance with Rule 2.
3. Interruption of Service: Service under this schedule is subject to interruption in whole or in part without notice in case of actual or anticipated shortage of natural gas resulting from an insufficient supply, inadequate transmission or delivery capacity or facilities, or storage requirements. The Utility will not be liable for damages occasioned by interruption of service supplied under this schedule. Such interruption of service shall be made in accordance with Rule 14.
4. Rate Changes: The Utility will file procurement rate changes on the last business day of each month for rates to become effective on the first calendar day of the following month. The Cross-Over Rates will be filed on or before the 9th calendar day of each month with the rate becoming effective on the 10th calendar day of the month.
5. Separate Metering: Service for NGVs will require separate metering from other gas uses the customer may have. All gas used for NGVs, with the exception of NGV home refueling, is required to be under Schedule No. G-NGV. Gas used for NGV home refueling may be under the G-NGV rate schedule or under the applicable individually metered residential rate schedule.

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Advice Ltr. No. 2433-G

Decision No. D.15-10-032

Issued by
Dan Skopec
Vice President
Regulatory Affairs

Date Filed Nov 23, 2015

Effective Dec 23, 2015

Resolution No. _____

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SCHEDULE G-NGV

Sheet 4

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SPECIAL CONDITIONS (continued)

- 6. Term of Service: Noncore customers transferring to service under this schedule shall be obligated to a minimum five-year term of service. All other customers electing service under this schedule shall be obligated to a minimum one-year term of service. Core transportation-only customers using over 50,000 therms during the most recent 12 months, who elect to return to utility procurement service, shall be obligated to the cross-over rate GCP-C, as defined in Schedule GPC. Upon expiration of the applicable one-year or five-year commitment, the customer shall be on a month-to-month term thereafter.
- 7. California Air Resources Board (ARB) Fuel Regulations: Due to ARB fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory without some additional location-specific equipment requirements. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform the Utility of such intentions prior to such provision or use. The Utility and the customer will determine what location-specific equipment requirements, if any, are needed to satisfy ARB fuel regulations for the provision of NGV service.

Applicable to Transportation-Only Customers

- 8. Transportation-Only Service Option. The GT-NGV rate option is applicable to core customers with usage in excess of 120,000 therms annually or an average usage of 10,000 therms per month during the season gas is used, measured through a single gas meter; or core usage that is measured through the same gas meter or located on the same premises as noncore usage receiving intrastate transportation-only service for the same customer of record. Core customers who do not meet the above usage may opt to aggregate their loads with other core customers and receive core aggregation service as set forth in Rule 32. Customers electing this service option may make arrangements for the purchase and delivery of gas supplies to the SoCalGas system to be transported by the Utility for their own use or may choose to use an approved core aggregator. This service option must be taken in conjunction with service under Schedule GP-SUR.
- 9. Utility Service Agreement. Customers electing service under this schedule shall be required to sign a current Request for Core Transportation-Only Services (Form 142-1859), specifying the customer's service elections, gas nominations, and other relevant data that the Utility requires to provide such service to the customer.

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SCHEDULE G-NGV

Sheet 5

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SPECIAL CONDITIONS (continued)

- 10. Gas Transportation Rules. Transportation service under this schedule is subject to the terms and conditions established in Rule 30, Transportation of Customer-Procured Gas, and Rule 32, Core Aggregation Transportation.
- 11. Gas Imbalance Service. Transportation Imbalance Service shall be provided to the customer or the customer's ESP under Schedule G-IMB.
- 12. Customer Responsible for Billing Under Core Aggregation Transportation. The customer is ultimately responsible for the payment of billing charges assessed to the customer's aggregator for services rendered under this schedule. See Rule 32 for further details.
- 13. Capacity Assignments. Pursuant to Rule 22 and FERC-approved pipeline capacity reallocation rules governing "pre-arranged deals", the utility shall assign to each customer a portion of the utility's interstate transportation capacity. The term of the assignments shall be one month and shall continue thereafter from month to month pursuant to Rule 22. In addition to contracting with the utility through the Gas Service Agreement, a customer must also contract with the pipeline.

An NGV transporter may request an increase each month in its assigned capacity. An NGV transporter may also decrease its capacity on a monthly basis or use alternative capacity. An NGV transporter wishing to decrease its assigned capacity or use alternative capacity may secondarily broker its assigned capacity pursuant to pipeline capacity reallocation rules and Rule 22. The NGV transporter remains responsible, however, for the full as-billed interstate charges associated with the allocated utility capacity through the term of its contracts with the utility and pipelines.

- 14. Disputed Bills. All disputes between customers and their Aggregator shall be resolved solely by customers and the Aggregator, and such disputes shall not be subject to Commission jurisdiction. All disputes between the Utility and customers or between the Utility and Aggregators shall be subject to Commission jurisdiction.
- 15. Clean Transportation Rate Credit: The Clean Transportation Rate Credit was authorized by the CPUC in D. 14-12-083 for returning to customers of Utility-Funded Fueling Stations the revenue arising from SDG&E's sale of LCFS emissions credits. Additionally, AL 2674-G authorized SDG&E to return to customers of Utility-Funded Fueling Stations contractually-shared net proceeds associated with Renewable Natural Gas (RNG) suppliers' sale of LCFS credits and Renewable Identification Number (RIN) credits generated by dispensing RNG at SDG&E Utility-owned CNG stations. LCFS and RIN emissions credits are either generated when CNG vehicles refuel at utility owned CNG refueling stations or are assigned to SDG&E by third-party customers or RNG suppliers. RIN credits are generated under the U.S. Environmental Protection Agency's (US EPA) Renewable Fuels Standard (RFS).

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