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76 South Main Street Akron, Ohio 44308

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James W. Burk Senior Attorney

PUC Oseptember 10, 2007

330-384-5861 Fax: 330-384-3875

Ms. Renee J. Jenkins
Director, Administration Department
Secretary to the Commission
Docketing Division
The Public Utilities Commission of Ohio
180 East Broad Street
Columbus, OH 43266-5073

Re:

Application on Remand

Case No. 07- -EL-ATA, Case No. 07- -EL-AAM

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1004

Dear Ms. Jenkins:

Please file this letter, the Application and all of the attachments thereto as Ohio Edison Company's, The Cleveland Electric Illuminating Company's and The Toledo Edison Company's ("Companies") request to implement a recovery mechanism to recover certain increased fuel costs deferred during the 2006–2008 time period as previously approved in Case Nos. 03-2144-EL-ATA, et seq. and 05-1125-EL-ATA, et seq. This Application arises as a result of The Supreme Court of Ohio's August 29, 2007, Opinion remanding to the Commission for consideration of one aspect of the Rate Certainty Plan, which had been previously approved by the Commission in Case No. 05-1125-EL-ATA, et seq. This Application is limited to establishing a remedy to that single aspect of the Rate Certainty Plan subject to the Court's remand.

Thank you for your assistance in this matter. Please contact me if you have any questions concerning this matter.

Very truly yours,

James W. Buch

James W. Burk

Enc.

BEFORE THE PUBLIC UTILITIES COMMISSION OF OHIO

In the Matter of the Application of Ohio)	
Edison Company, The Cleveland Electric)	
Illuminating Company, and The Toledo)	
Edison Company for Authority to)	Case No. 07EL-ATA
Modify Certain Accounting Practices)	Case No. 07EL-AAM
and for Tariff Approvals	j	

APPLICATION ON REMAND

Ohio Edison Company (hereinafter "OE"), The Cleveland Electric Illuminating Company (hereinafter "CEI"), and The Toledo Edison Company (hereinafter "TE", with OE, CEI and TE, collectively referred to as the "Companies"), each of which is an electric light company and a public utility pursuant to Sections 4905.02 and 4905.03 O.R.C., hereby request to implement the recovery mechanism proposed herein to recover fuel costs deferred during the 2006-2008 time period, as previously approved in Case Nos. 03-2144-EL-ATA, et seq. and 05-1125-EL-ATA, et seq. The Companies request that the recovery mechanism commence no later than with the first October 2007 billing cycle continuing through December 2008, with a reconciliation component expected to continue through the first quarter of 2009. This Application arises as a result of the Supreme Court of Ohio's (the "Court") August 29, 2007 Opinion remanding to the Public Utilities Commission of Ohio (the "Commission") for consideration of one aspect of the Rate Certainty Plan, which had been previously approved by the Commission in Case No. 05-1125-EL-ATA, et seq. This Application is limited to establishing a remedy to that single aspect of the Rate Certainty Plan subject to the Court's remand.

Background

On August 4, 2004, the Commission, as part of its approval of the Companies Rate Stabilization Plan, Case No. 03-2144-EL-ATA et al. (the "RSP"), approved a mechanism to allow the Companies to recover fuel costs as compared to comparable fuel costs incurred during the base line year of 2002. In that case the Commission also approved 2006-2008 as the recovery period, subject to reconciliation. As a first step toward implementing this provision of the RSP, the Companies instituted a proceeding with the Commission under Case No. 05-704-EL-ATA to recover their fuel costs through a rider mechanism (the "Initial Fuel Cost Recovery Proceeding"). Subsequently, on September 9, 2005, the Companies filed their Rate Certainty Plan, Case No. 05-1125-EL-ATA, et al. (together with the Stipulation and Recommendation, the "RCP") and included an alternative to the Initial Fuel Cost Recovery Proceeding, which was later consolidated with the RCP proceeding. Among other terms, the RCP, as approved by the Commission, established cash recovery of a portion of the fuel costs during the 2006-2008 period (the "Fuel Recovery Mechanism" or "FRM") and authorized the deferral for future recovery of certain fuel costs in the Companies' next distribution rate case that exceed the 2002 base line cost level and that are not recovered through the FRM. The balance of the fuel deferrals with carrying charges would be recovered over 25 years, beginning in 2009, subject to Commission approval.

On August 29, 2007, the Court affirmed the RCP in all respects save one: it held that the Commission violated Section 4928.02(G) O.R.C. when it authorized the Companies to collect

¹ The Commission's approval of the RSP was affirmed in pertinent part by the Court in *Ohio Consumers' Counsel v. Pub. Util. Comm.* (2006), 109 Ohio St. 3d 328, 2006-Ohio-2110.

deferred fuel costs through future distribution rate cases. Elyria Foundry Co. Pub. Util. Comm. 114 Ohio St.3d 305, 2007-Ohio-4164. The Court reversed the Commission's order on this sole issue and remanded the case to the Commission to modify the RCP to comply with the Court's decision.

In response to the Court's decision, the Companies hereby request to establish the recovery mechanism described herein to remedy the single issue remanded by the Court.²

RECOVERY MECHANISM

The Companies propose two generation-related fuel cost recovery riders (collectively "Riders") applicable to retail customers of the Companies to collect actual fuel costs in 2006, 2007 and 2008 above the 2002 baseline and in excess of FRM revenues. Applicable retail customers include all tariff customers and those customers served on special contracts that permit such increases.

The Companies request that these new Riders be implemented on a bills-rendered basis commencing with the first October 2007 billing cycle and continuing through the December 2008 billing cycles, with a reconciliation component in each Rider continuing through the first quarter of 2009 or until all deferred fuel costs and carrying charges are recovered. The reconciliation mechanism will ensure that the Companies do not over collect or under collect fuel costs above the 2002 base line cost level and associated carrying charges incurred during the 2006-2008 time period.

² The Companies will be seeking reconsideration of the Court's decision. Should reconsideration be granted and the RCP affirmed in all respects, the Companies would withdraw this filing, as it would be rendered moot.

Due to the nature of the changes in rates to be implemented in 2009, as well as provisions of the RSP that provide for fuel cost recovery ending in 2008, the Companies request recovery of fuel costs that have been deferred or would have been deferred under the RCP by the end of 2008. The uncertainty arising from the potential for legislative changes in the foreseeable future further adds to the need to complete recovery of fuel costs prior to 2009. Additionally, recovery of costs by December 31, 2008 reduces carrying charges incurred prior to December 31, 2008 and charges which otherwise would have occurred beyond 2008, thereby reducing the nominal cost to customers.

The request for recovery of deferred fuel costs by the end of 2008 stems from both the unbundled rate structure approved by the Commission and by the aforementioned Court decision in the RCP case. The approved unbundled rate structure undergoes a substantial change at the end of 2008, at which time the existing generation rate structure is no longer applicable pursuant to the terms of the Commission-approved RCP. The means by which generation service will be available to customers after 2008 is not known with certainty at this time. While not yet approved, the Companies have proposed a competitive bidding process to procure generation in the post-2008 period in Case No. 07-796-EL-ATA, et al., as noted above. As a result of the uncertainty surrounding the provision of generation service after 2008, coupled with the Court's mandate that the distribution rate case process not be the vehicle for recovery of deferred fuel costs, the Companies' proposal is the most reasonable recovery mechanism available to provide the means of recovering deferred fuel costs which exist today and which will continue to exist through the end of 2008.

Description of the Proposed Riders

The Companies propose two separate Riders, with each proposed Rider containing a cents/kWh charge applicable to retail customers. The first Rider provides recovery of fuel costs deferred from the inception of the fuel deferral under the RCP through September 30, 2007, plus Commission-approved carrying costs on the unrecovered deferred cost balance. The second Rider provides recovery of ongoing fuel costs (those incurred after September 30, 2007 through December 31, 2008). Finally, both Riders contain a reconciliation component, the purpose of which is to ensure that the Companies recover no more or less than eligible costs under the Riders. The reconciliation component may be positive or negative depending upon actual costs and recovery.³

<u>Deferred Fuel Cost Recovery Rider: Recovery of fuel costs deferred from inception of the</u> <u>fuel deferral through Sept. 30, 2007</u>

Under the RCP, the Companies have deferred for future recovery specified fuel costs in excess of the 2002 baseline amount and not recovered through the FRM. The Companies filed the level of projected deferred cost as of September 30, 2007 (Case No. 07-551-EL-AIR, et al. see WPC-3.5c). This value is the actual deferred fuel cost as of May 31, 2007 with projected amounts for June through September 2007. This level of deferred fuel cost, in addition to Commission-approved carrying charges, is divided by the projected eligible energy sales for the period October 1, 2007 through December 31, 2008. The resulting amount represents the

³ Riders for each Company are included as Attachments 5A and 5B for Ohio Edison, 6A and 6B for CEI, and 7A and 7B for Toledo Edison.

Deferred Fuel Cost Recovery Rider ("Deferred Fuel Rider"). A Revenues are proposed to be collected based upon the Deferred Fuel Rider amount multiplied by the kWh sales of customers to which the Deferred Fuel Rider applies. To the extent that projected costs for the period June through September 2007 or the projected revenue for the period October 1, 2007 through December 31, 2008 differ from actual costs or revenue for those periods, such differences will be reflected in the reconciliation component with appropriate carrying charges. Similarly, if the Deferred Fuel Rider takes effect later than the first October 2007 billing cycle, the Deferred Fuel Rider will be increased to reflect additional months of deferred costs together with decreased energy sales due to fewer months over which to recover the costs.

Fuel Cost Recovery Rider: Recovery of ongoing deferred fuel costs and carrying charges on a quarterly basis

On an ongoing basis, eligible fuel costs under the RCP continue to be determined and recorded to the appropriate account. The Fuel Cost Recovery Rider ("Fuel Rider") is designed to recover these ongoing changes to the account, on a quarterly basis, from energy usage billed during that quarter. The Fuel Rider will be the sum of projected costs for the calendar quarter divided by kWh sales. Any differences between the actual fuel cost and the revenues, either over or under recovery, from the Fuel Rider will be deferred and recovered through the reconciliation component of this Rider. If the Rider takes effect later than the first October 2007 billing cycle, the Fuel Rider will be adjusted to account for less than a calendar quarter. To the extent that projected costs or projected revenue for any calendar quarter differs from actual costs or revenue

⁴ Page 1 of Attachment 1, Attachment 2 and Attachment 3 shows calculations of the values for the Riders for Ohio Edison, CEI and Toledo Edison respectively.

for that quarter, such differences will be reflected in the reconciliation component with appropriate carrying charges.⁵

Reconciliation Component

The Companies also propose an ongoing reconciliation component in each of the two Riders to be applicable in subsequent Rider values. This reconciliation component will equal the difference between actual deferred fuel costs and revenues received from the application of the Riders, as well as carrying charges, either accruing to the Companies or customers for any under or over collection. As previously indicated, the purpose of the reconciliation component is to ensure that the Companies recover no more or less than the costs it has been authorized to recover. Moreover, actual costs and revenues for August through December of 2008 will be reconciled with projected costs and revenues for that period with recovery expected in the first quarter of 2009. Further, any variance between the level of fuel costs proposed to be recovered through the Riders and the level ultimately approved for recovery by the Commission will be accounted for through the reconciliation mechanism. The Application also seeks approval of accounting modifications to implement the proposed reconciliation mechanism because carrying charges at the Commission approved rate are accrued on the quarterly reconciliation balance and included in the reconciliation adjustments.

⁵ Values for the initial 2007 Riders are shown on Attachment 4 to this Application.

⁶ Illustrations of the reconciliation for the Deferred Fuel Rider are shown on page 2 of Attachments 1, 2 and 3 for Ohio Edison, CEI and Toledo Edison, respectively. Illustrations of the reconciliation for the Fuel Rider are shown on page 3 of Attachments 1, 2 and 3 for Ohio Edison, CEI and Toledo Edison, respectively.

Impact of the Riders on Shopping Credits

The Court specifically affirmed the Commission's approval of shopping credits in the RCP, expressly recognizing how incremental fuel costs in both the FRM and deferred fuel amounts were added to the shopping credit. The proposed structure in this Application is consistent with the Commission's approval in that shopping credits will continue to reflect fuel costs above the 2002 baseline amount as further described below.

The FRM, as approved by the Commission in the RCP, established cash recovery of a portion of the fuel costs during the 2006-2008 period. The FRM is currently, and will continue to be, added to the Shopping Credit Adder. The Shopping Credit Adder is the mechanism whereby fuel costs over the 2002 baseline are added to the Companies' shopping credits.

While shopping credits currently reflect both the FRM and an amount for the deferred portion of fuel costs above the 2002 baseline, the Companies propose in this Application that the Fuel Rider, intended to recover ongoing fuel costs, be added to the FRM to comprise the total Shopping Credit Adder for OE and TE. For CEI, the Shopping Credit Adder will equal the value of the Fuel Rider only. This modified Shopping Credit Adder will provide a more current estimate of fuel costs than that which was established in the RCP.

⁷ Ongoing fuel costs are those incurred after September 30, 2007 through December 31, 2008.

⁸ CEI has no FRM.

⁹ The revised Shopping Credit Adder Riders, both redline and clean versions, are included as Attachments 8, 9 and 10 for OE, CEI and TE respectively. Initial values for the revised Shopping Credit Adders are shown on Attachment 4.

The Deferred Fuel Rider, intended to recover fuel costs deferred from the inception of the fuel deferral under the RCP through September 30, 2007 and carrying charges through December 2008 on the fuel costs deferred, will not be added to shopping credits.¹⁰

Procedural Schedule

As described above, the sooner the Riders can be implemented, the lower the nominal cost to customers. No hearing is required under R.C. 4909.18 to establish these new Riders unless the Commission finds the Application unjust and unreasonable. Companies propose that the Riders be implemented with the first October 2007 billing cycle, with the Riders initially established and implemented at the level proposed herein by the Companies. The Companies further propose that while the Riders are in effect, interested parties be given an opportunity to provide comments and reply comments on the Companies' proposal. Initial Comments are proposed to be due 15 days following the filing of this proposal and Reply Comments 15 days following the date for filing of Initial Comments. Thereafter, the Commission may render its decision regarding the structure and the specific level of fuel cost recovery through the Riders. Any variance between the amount initially included in the Riders and the final approved amount would be reconciled through the proposed reconciliation mechanism. This approach will expedite recovery of the deferred fuel costs, thereby reducing the level of the Riders and overall cost to customers, and assures accurate cost recovery for the Companies. Upon Commission approval of this Application, the Companies will file revised tariff sheets reflecting the Riders and the Shopping Credit Adder discussed herein.

The Shopping Credit Adder will reflect all fuel costs on a current basis (FRM + Fuel Rider). The Deferred Fuel Rider will not be reflected in the Shopping Credit Adder.

NOW, THEREFORE, the Companies urge the Commission to issue its Order on Remand that adopts and approves this Application which requests to implement the recovery mechanism described herein to recover certain fuel costs that were or would have been deferred during the 2006-2008 time period and requests implementation of such mechanism no later than the first October 2007 billing cycle through the December 2008 billing cycles, with a reconciliation component continuing through the first quarter of 2009. The Companies urge the Commission to approve this Application as filed and proposed herein without change, and to do so in an expeditious fashion.

Ohio Edison Company
The Cleveland Electric Illuminating Company
The Toledo Edison Company

Senior Vice President

By Slilovak

Assistant Corporate Secretary

Attorneys for Applicants

James W. Burk, Counsel of Record

Senior Attorney

Mark A. Hayden

Attorney

FirstEnergy Service Company

76 South Main Street

Akron, OH 44308 (330) 384-5861

Fax: (330) 384-3875

Email: burkj@firstenergycorp.com haydenm@firstenergycorp.com On behalf of Ohio Edison Company, The Cleveland Electric Illuminating Company, and The Toledo Edison Company

VERIFICATION

STATE OF OHIO	}
) ss.
COUNTY OF SUMMIT)

The undersigned, being first duly sworn, state that they have the authority to verify the foregoing Application of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company (collectively, the "Companies") to implement a recovery mechanism to recover certain fuel costs that were or would have been deferred during the 2006 - 2008 time period. Also, they state that they have read said Application and are familiar with the contents in support; and that all of the statements contained in said filing made on behalf of the Companies are true and correct to the best of their knowledge and belief.

Richard H. Marsh

Senior Vice President & CFO

Edward J. Udovich Assistant Corporate Secretary

Ohio Edison Company The Cleveland Electric Illuminating Co.

The Toledo Edison Company

Ohio Edison Company

The Cleveland Electric Illuminating Co.

The Toledo Edison Company

Kalleen and when

Sworn to and subscribed before me, a notary public, in and for said County and State, this // day of September, 2007.

Notary Public

Kathieen Anne Grant Notary Public, State of Ohio Resident of Summit County My Commission Expires Nov. 8, 2009.

Fuel Cost Recovery Rider	(cante / Kwh)	a								D 19044	1		0.34017			0.36517			0.38008		0.97913	*				
Deferred Fuel Cost Recovery Rider W/O Recoverisetion V		O=1/M/10								0.90940	Posts.		0.32339			0.32339			0,32339		0.32339					
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	Proj Mwh Salas	l							i	1.962 133	1.961.633	2,238,033	2,190,733	2.158,233	2,083,933	1,096,533	1,978,733	2,209,733	2,273,438	2.171.633	1,986,633	1.078.633	2,279,633	Total	2,382,300	2,132,200
	Quarterly Totals	-								11,654,016,83			21,814,690,74			22,465,175,52			23,880,374.20		16,988,103.48					
Deferred Fuel Casts	To Recover	I							402,254,721,69																	
	Total	G \$ 62,816,885.54	1,849,297.32 5,018,762.18 2,432,703.91	\$ 72,117,648.95		6,508,341,18	6,849,038.89	6,656,537.12	5.989.883.48	4.997,306.97	3,437,067,29	4,690,739.09	6,624,681.84	7,840,420.12	8,300,283.00	7,420,187,23	7,790,278.99	6,093,369.20	6,000,112.07	6,981,362.72	5,058,214.91	4.910,532,32	7,190,000.47	\$ 199,157,091.51		
Fuel Deferral	Interest	E \$ 2,237,723.49	322,877,88 340,458.30 358,829.59	\$ 3,259,899.36		414,277.04	448,085.60	482,269.26	514,278.32	11,797,720	491,270.79	458,644.02	419,695.79	383,255.04	347,743.39	313,744.27	280,343.73	08.180,900	400,880.30	128,965.58	92,621.93	57,815.65	20,208.64	\$ 9,252,082.67		
	Principal	\$ 60,579,162.05	Actual Deferrais 1,626,419.34 4,678,903.88 2,073,874.32	_	Estimated Deferrate	6,094,064,14	6,400,953.09	6,174,267.88	5,475,604.14	4,474,104,28	2,945,816.50	4,234,095.07	6,404,996.05	7,457,165.08	7,952,539.61	7,108,442.96	7,508,836,28	0. 181.000, 1	0,075,144,010 0,446 per 69	6,862,397.18	4,965,592.98	4,852,716.67	7,169,793.83	\$ 189,905,008.64		
	Period	A Balance, February 28, 2007	March 2007 April 2007 May 2007	Balance, May 31, 2007		June 2007	July 2007	August 2007	September 2007	October 2007	November 2007	December 2007	January 2008	February 2008	March 2008	April 2008	May 2006	Port Branch	August 2008	September 2008	October 2008	November 2008	December 2008		January 2009	February 2009 March 2009

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A Balance, February 28, 2007	U=AH-K-10	W (Input)	X=X(prior yr)* Int R Y=Sum W	Y = Sum W - Sum C +Sum X	AA (Input)	(Lagged 2 Mo)	AD = Y + AC	AE = Int R *(U-A	AE = Int R *(U-AA) AF = AD + AE	AG = AF / M M = Projected mwh's	AH = O+ AG
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Balance, May 31, 2007											
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March 2008								4,45			
April 2008 May 2008	6.651.109		(617)	(617)	6,350,030			4,477	815,017	0.04325	0.33664
June 2008	7,438,846		(620)		7,100,000				75,1		
July 2008 August 2008	7,371,835		(623)	(1,860)	7,500,000	511,790	508,930	2,820			
September 2008 October 2008								2,836	516,436	0.00630	0.33170
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	103,850,414										
January 2009 February 2009											
March 2009					(22,501)						
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Balance, May 31, 2007										
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April 2008	A 100 DOR	7.500.000		7.800.000				0,004,004	7000	0.41488
June 2008	9.170,172	7.900,000		7,600,000						
July 2008	10,453,928	8,600,000	May thru July	7,300,000	Vibr untily					
August 2008			(37,855)		5,123,197	5,085,342	29,025			
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December 2008						20 20 20 E				
	111,619,000									
January 2009										0
February 2009 March 2009				6,809.447						
							*Actua	Fuel Recover	*Actual" Fuel Recovery Rider Revenue =	
							"Actua	l" Fuel Recover	"Actual" Fuel Recovery Rider Expense ≈	A the second second second

(628)

Difference =

THE CLEVELAND ELECTRIC RLUMINATING COMPANY Attachment 2 Page 1

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY Attachment 2 Page 2

Reconcliation of Deferred Fuel Cost Recovery Rider

Reconciliation Adjustment Total Total (*ANWh rment (*AC AE = Int R*(L-AA) AF = AD + AE AG = AF ≀ M					998,853) (4,020)	(1,006,063) (1,006,063) (2,006,053) (2,006,053)	528,000) (9,445) (9,403)	(1,556,214) (9,480) (1,556,214)		
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Fuel Deferral Expense Change in (Actual Less Compound Interest Projected+ Change in Revenue for Actual Exp Interest) X = (W-C**)* Int R Y = Sum W - Sum C +Sum X +Sum C		LIGNI II IGMYO		(967) (967) (963) (963) (963)	(2,690)		(2,398)			3,6)
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"Actual" Deferred Fuel Recovery Rider Revenue

[&]quot;Actual" Deferred Fuel Recovery Rider Expense =

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY Attachment 2 Page 3

W/ Reconcitation Adjustment

March 2007 April 2007 May 2007

Balance, May 31, 2007

July 2007 August 2007 September 2007	
August 2007 September 2007	
September 2007	
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December 2007	į
January 2008	
February 2008	
March 2008	
April 2008	0.29826
May 2008	
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July 2008	
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September 2008	
October 2008	0,28531
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0		
January 2009 February 2009	March 2009	

THE CLEVELAND ELECTRIC ILLUMINATING COMPANY Attachment 2 Page 4

				Recor	Reconcidation of Fuel Cost Recovery Rider	ery Rider				
	Projected Fuel Cost Recovery Rider		Fuel Dafamal Expense							Fuel Cost
	Revenue With Reconcitation	Actual Fuel Defensi	(Actual Less	Actual	Actual Less Projected		Reconclision Adjustment	Adjustment		Recovery Rider
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Balance, February 28, 2007		AL (Input)	AN # Sum AL - Sum C		(Lagged 2 Mo)	AS=AN+AR A	AT = AS * Int. Rate	AU = AS + Sum AT	AV = AU / M	AW = Q + AV
March 2007 April 2007 May 2007			(Lagged 2 Mo)						M * Projected mwhis	
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November 2007	2,448,767	2,050,000		2.700.000	5					
December 2007	2,772,142	2,700,000		. :						
January 2008	7831,887	4,500,000	Nov thru Jan	4,700,000	Nov thru Jan			· · · · · · · · · · · · · · · · · · ·	White or will be a second	Black was proposed to the second
March 2008			223,936		(17, 184)	206,751	1.267			
April 2008).	Fah thu And				1.275			
May 2008	4,886,045	5,200,000		A 450 000	Feb Ingl April		1,283	210,575	86M000	0.96103
June 2008	5,470,748	5,300,000		5,126,000						
July 2008	5,669,327	5,850,000	May thru July	3.850.00g	May thes. Sirks			200	- William Street Co.	
August 2008 Sectember 2008			(62,139)		(088'96)	(159,018)	(974)			
October 2008		il.					(086)			
November 2008			August thru Dec		August they Dan		(996)	(986) (191,960)	-0.00382	0.28173
Cedamber 2008										
	64,680,391									
January 2009										
February 2009 March 2009				(276.429)						0
							"Actual" Fi	"Actual" Fuel Recovery Rider Revenue *	der Revenue *	
							'Actual' F	"Actual" Fuel Recovery Pitter Expense **	der Expense *	
								ā	Difference =	(248)

		Fuel Deferral	ļ	Deferred Fuel Costs				Deferred Fuel Cost Recovery Rider W/O Reconditation	Fuel Cost Recovery Rider W/O Reconditation
Pariod	Principal	Interest	Total	i	Quarterly Totals	Proj Mwth Sales	Quarterly Mwh Sales	Rate (cents/ kwh)	(cents / Kwh)
A Batance, February 28, 2007	C \$ 17,535,534,54	E \$ 735,352.96	G \$ 18,270,887.49	I	-	¥	≯	O=17M710	σ
March 2007	Actual Deferrals 424,198,12	97,343.84	521.541.98						
April 2007	1,320,320.89	-	1.422.825.03						
May 2007	611,008.39	108,089.16	719,097.55						
Balance, May 31, 2007	\$ 19,891,061.94	\$ 1,043,290.09	\$ 20,934,352.03						
	Estimated Deferrals								
June 2007	1,735,400.35	128,269.61	1,863,669.96						
July 2007	1,813,390.46	136,924.98	1,950,315.44						
August 2007	1,782,311.62	147,324.40	1,929,636.22	,					
September 2007	1,579,644.41	167,151.53	1,736,795.94	29,694,592.05		607,233			
October 2007	1,262,578.00	161,810.23	1,424,388.23		3,330,989.04	686,433	1,837,200	0.31037	0.18131
November 2007	636, 134,49	161,533.13	987,667.62			643,533			
December 2007	1,232,276.55	141,005.69	1,373,282.24			607,233			
January 2008	1,809,476.35	130,260.28	1,939,756.63		6,214,986.56	858,433	1,935,400	0.31037	0.32112
February 2008	2,108,103,24	119,068.16	2,227,171.40			653,633			
March 2008	2,297,406.96	108,110.53	2,405,617,49			623,333			
April 2008	1,980,939.85		2,078,455.93		6,330,217.97	608,133	1,864,000	0.31037	0.33960
May 2008	2,118,856,95	87,183.58	2,205,840.53			589, 133			
June 2008	2,230,627.17	76,212.75	2,308,839.92			668,733			
July 2008	2,444,021.05	64,048.05	2,508,089.10		6,844,865,09	712,833	2,054,600	0.31037	0.33315
August 2008	2,432,565,14		2,484,267.37			680,733			
September 2008	1,966,278.90	39,756.69	2,008,035,59			861,033			
October 2008	1,386,432,88	28,283,21	1,416,726.09		4,820,492.15	620,233	1,878,400	0.31037	0.25690
November 2008	1,376,997.19	-	1,394,328.25			588,733			
December 2008	2,055,062.08	5,964.80	2,061,026.88			657,433			
	\$ 54,343,359.78	\$ 2,892,783.07	\$ 57,236,142.85				9,567,600		
Jenuary 2009									
February 2009 March 2009						858,600 918,900			

					Contract of the contract of th	The state of the s	- CAG X - CAG X				
				Fire Deferral						•	Deferred Fuel Cost
	Projection Deferred Recovery Rider		!	Expense		Actual Less	ı				Recovery Rider
	Revenue With	Actual Fuel	Change in	(Actual Less	İ	Projected		Reconciliation Adjustment	1		W/ Reconciliation
	Reconciliation	Defemal	Compound Interest	Projected+ Change in	·	Reverse	Reconciliation	Interest	Total	Total	Adjustmant 46/Wh
Period A Balance, February 28, 2007	U=AH*K*10	(Principal) W (Input)	X = (W-C*)* Int R X = X (prior yr) * Int R	Y = Sum W - Sum C	AA (input)	(Lagged 2 Mo)	AD = Y + AC	AE = Int R *(U-AA)) AF = AD + AE	AG = AF / M	AH = O+ AG
			× uns+	× wns+						M = Projected mwh's	
March 2007											
April 2007											
1007											
Balance, May 31, 2007											
,		SAMPLEINPUT			SAMPLE INPUT						
June 2007											
July 2007											
August 2007 Sentember 2007											
October 2007											
November 2007	1,987,334		(1,092)		2,000,000			2010			
December 2007	1,884,670		(4.086)		C,USU,ULN				A CONTRACTOR OF THE PARTY OF TH	THE PROPERTY OF THE PARTY OF TH	Commence of the second
January 2008	1,959,629		(1,105)	***************************************	1,800,000	Ode over	V / / / / / / / / / / / / / / / / / / /				
February 2008		er i i		(ORCTS)		(operion)			3 (
April 2008								(645)	(113,585)	60900:0	0.30427
May 2008	1,782,558		(1,131)		1,900,000						
June 2008	2,034,755		(1.138)		2,500,000					THE RESERVE AND ADDRESS OF THE PROPERTY OF THE	A Company of the Comp
July 2008	1,953,377		(1,144)		2,400,000						
August 2008				(3,413)		(1,019,312)	(1,022,725)	(6,032)	୍ଦର		
October 2008	in the second second							(8,087)	7) (1,040,821.)	-0.06547	0.26490
November 2008									2		
December 2008						和文學和不過與學典是一個人					
	27,547,012										
January 2009									200	The second secon	A Company of the Comp
Fabruary 2009 March 2009			!		(1,787,121)		ļ			7	
								"Actual" D	"Actual" Defemed Fuel Recovery Rider Revenue =	y Rider Revenue =	

"Actual" Deferred Fuel Recovery Rider Expense =

Projected Fuel Cost Fuel Defermal Revenue Revenue With Actual Less Reconciliation Actual Less Revenue With Actual Fuel Projected 2 Mo) AS = AN + AF A = ANY * K * 10	Reconciliation Adjustment Reconciliation Adjustment No Reconciliation No Recon
Actual Fuel Actual Less Actual Projected Projected Projected Projected Projected Projected Projected Projected AR = Sum AP - Sum AJ	Reconciliation Adjustment Interest Total Folial AT = AS* Int. Rate AU = AS + AV = AU / M Sum AT M = Projected much's M = Projected much's 2.602 2.602 2.602 2.603
Projected Projected Projected Projected Projected Projected Projected AR = Sum AP - Sum AJ	Interest Total Total
AN = Sum AL - Sum C AR = Sum AP - Sum AL	AT = AS * tot. Rate AU = AS + A Sum AT M = Pn
Clipto	Al = AS W Kale Au=AS + A Sum AT M = Pn 2.502 2.502 2.514 2.518 2.514 2.515
Clagged 2 Mo) SAMPLE INPUT SAM	2.616 2.616 2.616 2.618 2.618
SAMPLE INPUT SAMPLE INPUT COT #500,000 1,500,000 1,500,000 1,500,000 272,113 1,500,000 2,5	2.602 2.602 2.616 2.618
SAMPLE INPUT SAMPLE INPUT CDC 1:500,000 1:250,000 1:550,000 272,113 Feb thru April 2,000,000 2,500,000	2.602 2.602 2.618 2.618
SAMPLE INPUT SAMPLE INPUT OCI 660,000 1,250,000 1,250,000 1,500,000 1,500,000 2,700,000 2,000,000 2,000,000 2,000,000 2,000,000	2,602 2,602 2,618 2,618 2,639
SAMPLE INPUT SAMPLE INPUT Oct 1250,000	2.602 2.602 2.618 2.618 2.639
SAMPLE INPUT SAMPLE INPUT Oct 960,000 1,250,000 1,250,000 1,550,000 2,200,000 2,200,000 2,500,000 2,	2.602 2.602 2.618 2.618 2.639
660,000	2.602 2.602 2.618 2.618 2.833 450,214
960,000	2.602 2.602 2.618 2.618 2.633 450,214
950,000	2,602 2,602 2,618 2,618 2,833 450,214
1,300,000	2,602 2,618 2,618 2,833 450,214
1,550,000 Nov thru Jan 2,000,000 Nov thru Jan 2,000,000 Nov thru Jan 2,000,000 Nov thru Jan 1,70,248 (1,70,248 1,500,000 Ebe thru April 2,050,000 2,500,000 Rept thru July 2,450,000 Rept thru July	2,602 2,602 2,618 2,618 2,618
1,550,000 Nov thru Jan 2,000,000 Nov thru Jan 170,248 272,713 Feb thru April 2,050,000 Teb thru April 2,590,000 2,590,000 May thru July 2,450,000 Res	2,602 2,619 2,619 2,619 2,833 450,214
1,850,000 Nov thru Jan 2,000,000 Nov thru Jan 272,413 TT0,248 TT0,248 TT0,248 T500,000 T500,0	2,602 2,619 2,619 2,639 450,214
1,500,000 Feb thru April 2,050,000 2,900,000 May thru July 2,450,000 May thru July 2,450,000 (256,933)	2,602 2,618 2,633 450,214
1,500,000 Feb thru April 2,050,000 2,900,000 2,900,000 May thru July 2,450,000 May thru July 2,450,000 May thru July 2,450,000 (256,933)	450,214
1,900,000 2,900,000 2,800,000 2,800,000 May thru July 2,450,000 May thru July 2,450,000 May thru July 2,450,000 (256,933)	
2,500,000	
2,400,000 May thru July 2,450,000 May thru July 6,685 (256,933)	
6,685 (256,933)	THE TANK OF THE PROPERTY OF TH
	(250,238) (1,472)
	(1,490) (254,680) -0.01857
Aug thru Dec Aug thru Dec	
27, 392, 916	
646,954	

"Actual" Fuel Recovery Rider Expense =

Difference =

Attachment 4

Initial Values for Deferred Fuel Cost Recovery Rider

For Billing Cycles Beginning October, 2007 Through December, 2007

Ohio Edison:

0.32339 cents / kWh

Cleveland Electric Illuminating:

0.32201 cents / kWh

Toledo Edison:

0.31037 cents / kWh

Initial Values for Fuel Cost Recovery Rider

For Billing Cycles Beginning October, 2007 Through December, 2007

Ohio Edison:

0.18944 cents / kWh

Cleveland Electric Illuminating:

0.18509 cents / kWh

Toledo Edison:

0.18131 cents / kWh

Values for Shopping Credit Adder

For Billing Cycles Beginning October, 2007 Through December, 2007

Ohio Edison:

0.38444 cents / kWh

Cleveland Electric Illuminating:

0.18509 cents / kWh

Toledo Edison:

0.55131 cents / kWh

Original Sheet No. 104 Page 1 of I

DEFERRED FUEL COST RECOVERY RIDER

DRAFT

This Deferred Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from January 2006 through September 2007 in accordance with Case 05-1125-EL-ATA, et al.

The Deferred Fuel Cost Recovery Rider Charge shall equal 0.32339¢ per kWh.

The Deferred Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Deferred Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated	, in Case No	, before	
The Public Utiliti	es Commission of Ohio		
Issued by Anthony I Alexander President		Effective:	

Original Sheet No. 105 Page 1 of 1

FUEL COST RECOVERY RIDER

DRAFT

This Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from October 2007 through December 2008 in accordance with Case 05-1125-EL-ATA, et al.

The Fuel Cost Recovery Rider Charge shall equal 0.18944¢ per kWh.

The Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated	, in Case No.	, before	.,
The Public Utilitie	s Commission of Ohio		
Issued by Anthony I Alexander President		Effective:	

Original Sheet No. 104 Page 1 of 1

DEFERRED FUEL COST RECOVERY RIDER

DRAFT

This Deferred Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from January 2006 through September 2007 in accordance with Case 05-1125-EL-ATA, et al.

The Deferred Fuel Cost Recovery Rider Charge shall equal 0.32201¢ per kWh.

The Deferred Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Deferred Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated	, in Case No	, before	
The Public Utiliti	ies Commission of Ohio		
Issued by: Anthony I Alexander President		Effective	

Original Sheet No. 105 Page 1 of 1

FUEL COST RECOVERY RIDER

DRAFT

This Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from October 2007 through December 2008 in accordance with Case 05-1125-EL-ATA, et al.

The Fuel Cost Recovery Rider Charge shall equal 0.18509¢ per kWh.

The Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated	, in Case No	, before
The Public Utilitie	s Commission of Ohio	
Issued by Anthony I Alexander President		Effective:

Original Sheet No. 104 Page 1 of 1

DEFERRED FUEL COST RECOVERY RIDER

DRAFT

This Deferred Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from January 2006 through September 2007 in accordance with Case 05-1125-EL-ATA, et al.

The Deferred Fuel Cost Recovery Rider Charge shall equal 0.31037¢ per kWh.

The Deferred Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Deferred Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

Filed pursuant to Order dated	, in Case No.	, before	
The Public Utilitie	s Commission of Ohio		
Issued by: Anthony J. Alexander, President		Effective:	

Original Sheet No. 105 Page 1 of 1

FUEL COST RECOVERY RIDER

DRAFT

This Fuel Cost Recovery Rider is effective for bills rendered beginning on the first billing cycle portion of October 2007 and applies to all customers on tariffs and to all contracts that permit the inclusion of this Rider.

The amount of this Rider reflects increased fuel costs occurring from October 2007 through December 2008 in accordance with Case 05-1125-EL-ATA, et al.

The Fuel Cost Recovery Rider Charge shall equal 0.18131¢ per kWh.

The Fuel Cost Recovery Rider Charge shall be reconciled and updated to reflect the difference between actual and forecasted expenses and the difference between actual and forecasted revenues collected under this Fuel Cost Recovery Rider and to reflect appropriate carrying charges on the differences. It shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008, with further updates occurring until all applicable increased fuel costs as defined in this Rider are fully recovered. Each update may result in a higher or lower monthly charge per kWh.

	Filed pursuant to Order dated	, in Case No	before	
	The Public Utilities	Commission of Ohio		
Innered here	Anthony I Alexander Duraldant		P.Massian.	

Issued by: Anthony J. Alexander, President

Ohio Edison Company Akron, Ohio

P.U.C.O. No. 11

Original Sheet No. 64 2nd Revised Page 1 of 1

SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of October 2007 through December 2007. The amount of this adder reflects the amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.38444¢ per kWh.

Filed pursuant to Order dated ______, in Case No. _____, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

Effective: October 1, 2007

ATTACHMENT 8

Ohio Edison Company Akron, Ohio

P.U.C.O. No. 11

Original Sheet No. 64 1st-2nd Revised Page 1 of 1 Formatted: Centered, Tabs: Not at 3.25"

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SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of January October 1, 2007 through December 31, 2007. The amount of this adder reflects the increased fuel costs during the immediately prior year based on that year's increased fuel costs (calculated by using nine months' actual and three months' projected increased fuel costs.) amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with hills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.3910.38444¢ per kWh.

Filed pursuant to Order dated December 20, 2006 , in Case No. 06 1335 EL ATA , before

The Cleveland Electric Illuminating Company Cleveland, Ohio

P.U.C.O. No. 13

Original Sheet No. 103 2nd Revised Page 1 of t

Rider 26 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of October 2007 through December 2007. The amount of this adder reflects the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.18509¢ per kWh.

Filed pursuant to Order dated ______, in Case No. ______, before

The Public Utilities Commission of Ohio

Issued by: Anthony J. Alexander, President

ATTACHMENT 9

The Cleveland Electric Illuminating Company Cleveland, Ohio

P.U.C.O. No. 13

Original Sheet No. 103 4*-2nd Revised Page 1 of 1

Effective: January-October 1, 2007

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Rider 26 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of January October 1, 2007 through December 31, 2007. The amount of this adder reflects the fuel deferrals booked during the immediately prior year based on that year's fuel deferrals (calculated by using nine months' actual and three months' projected fuel deferrals.) amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.2480.18509¢ per kWh.

Filed pursuant to Order dated December 20, 2006 , in Case No. 06-1335 EL ATA , before

The Toledo Edison Company Toledo, Ohio

P.U.C.O. No. 8

Original Sheet No. 102 2nd Revised Page 1 of 1

Rider No. 23 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of October 2007 through December 2007. The amount of this adder reflects the amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.55131¢ per kWh.

Filed pursuant to Order dated ______, in Case No. ______, before

ATTACHMENT 10

The Toledo Edison Company Toledo, Ohio

P.U.C.O. No. 8

Original Sheet No. 102 1st 2^{sd} Revised Page 1 of 1

Effective: January October 1, 2007

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Rider No. 23 - SHOPPING CREDIT ADDER

This Shopping Credit Adder is effective for bills rendered beginning on the first billing cycle portion of January 1-0ctober 2007 through December-31, 2007. The amount of this adder reflects the increased fuel costs during the immediately prior year based on that year's increased fuel costs (calculated by using nine months' actual and three months' projected increased fuel costs.) amount set forth on the Fuel Recovery Mechanism Rider (Sheet 100) plus the amount set forth on the Fuel Cost Recovery Rider (Sheet 105).

This adder shall be updated quarterly beginning with bills rendered on the first billing cycle portion of January 2008 and continue through the last quarter of 2008.

This adder applies only to customers who receive Generation services from a Certified Supplier.

The Shopping Credit Adder will be applied at the rate of 0.3910.55131¢ per kWh.

Filed pursuant to Order dated December 20, 2006______, in Case No. 06-1335 EL ATA______, before

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing Application of Ohio Edison Company, The Cleveland Electric Illuminating Company and The Toledo Edison Company was delivered via regular U.S. Mail to the following this 10th day of September, 2007:

Ann M. Hotz Larry Sauer Assistant Consumers' Counsel 10 West Broad Street, Suite 1800 Columbus, OH 43215-3485

Glenn S. Krassen Bricker & Eckler 1375 east Ninth Street, Suite 1500 Cleveland OH 44114

David C. Rinebolt Ohio Partners for Affordable Energy 231 West Lima Street P.O. Box 1793 Findlay, OH 45839-1793

William T. Zigli Chief Assistant Director of Law City of Cleveland 601 Lakeside Avenue, Room 106 Cleveland, OH 44114-1015

John J. Gibbon Walter 7 Haverfield, LLP The Tower at Erieview 1301 East Ninth Street, Suite 3500 Cleveland, OH 44114-1821

Joseph P. Meissner Legal Aid Society of Cleveland 1223 West Sixth Street Cleveland, OH 44113

Craig I. Smith 2824 Coventry Road Cleveland, OH 44120 Samuel C. Randazzo Daniel Neilsen McNees Wallace & Nurick LLC 21 East State Street Columbus, OH 43215-4228

Duane E. Luckey Chief Public Utilities Section 180 East Broad Street, 12th Floor Columbus, OH 43266-0573

Julia R. Bates
Lance M. Keiffer
Assistant Prosecuting Attorney
Lucas County Courthouse
700 Adams Street, Suite 250
Toledo, OH 43624-1680

Joseph P. Haefner Law Director- City of Stow 3760 Darrow Road Stow, OH 44224

M. Howard Petricoff Vorys, Sater, Seymour & Pease, LLP 52 East Gay Street P.O. Box 1008 Columbus, OH 43216-1008

Judith B. Sanders
Bell, Royer & Sanders Co., LPA
33 South Grant Avenue
Columbus, OH 43215-3900

Robert W. Heydorn Village of Silver Lake 527 Portage Trail

50

Phyllis Vento Assistant Director of Law City of Euclid 585 East 222nd Street Euclid, OH 44123-2099

Henry W. Eckhart 50 West Broad Street #2117 Columbus, OH 43215 Cuyahoga Falls, OH 44221 Kevin Corcoran 8501 Woodbridge Court North Ridgeville, OH 44039

James W. Burk