



October 17, 2019

Ms. Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, N.E.  
Washington, D.C. 20426

**ANR Pipeline Company**  
700 Louisiana Street, Suite 700  
Houston, Texas 77002-2700

John A. Roscher  
Director, Rates & Tariffs

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Re: ANR Pipeline Company  
Compliance Filing  
Docket No. RP19-741-\_\_\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”), Part 154 of the Federal Energy Regulatory Commission’s (“FERC” or “Commission”) regulations,<sup>1</sup> and to comply with the Commission’s October 2, 2019 Order On Rehearing and Compliance Filing (“October 2 Order”),<sup>2</sup> ANR Pipeline Company (“ANR”) respectfully submits for filing and acceptance certain tariff sections<sup>3</sup> to be part of ANR’s FERC Gas Tariff, Third Revised Volume No. 1 (“Tariff”). ANR is proposing to revise Sections 4.18, 4.19, and 5.19 to apply Transporter’s Use (%)s and EPC Charges to all shippers regardless of direction of flow. ANR respectfully requests that the Commission accept the revised tariff sections included herein as Appendix A to be effective April 1, 2019.

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<sup>1</sup> 18 C.F.R. Part 154 (2019).

<sup>2</sup> *ANR Pipeline Company*, 169 FERC ¶ 61,003 (2019).

<sup>3</sup> Specifically, Part 4.18 – Statement of Rates, Transporter’s Use (%) (“Section 4.18”); Part 4.19 – Statement of Rates, EPC Charge (“Section 4.19”); and Part 5.19 – Rate Schedules, Southeast Area Gathering Service (“Section 5.19”).

## **Correspondence**

The names, titles, mailing addresses, and telephone numbers of those persons to whom correspondence and communications concerning this filing should be addressed are as follows:

|   |   |
|---|---|
| John A. Roscher<br>Director, Rates & Tariffs  | * Dave R. Hammel<br>Director, Commercial and Regulatory Law,<br>U.S. Natural Gas Pipelines<br>ANR Pipeline Company<br>700 Louisiana Street, Suite 700<br>Houston, Texas 77002-2700<br>Tel. (832) 320-5861<br>E-mail: dave_hammel@tcenergy.com |
| * David A. Alonzo<br>Manager, Tariffs<br>ANR Pipeline Company<br>700 Louisiana Street, Suite 700<br>Houston, Texas 77002-2700<br>Tel. (832) 320-5477<br>E-mail: david_alonzo@tcenergy.com |   |

\* Persons designated for official service pursuant to Rule 2010.

## **Statement of the Nature, Reasons and Basis for Filing**

### *Background*

On February 28, 2019, ANR submitted its annual Re-determination of Transporter's Use and EPC Charges to comply with the fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the General Terms and Conditions of ANR's Tariff ("2019 Fuel Filing"). Certain parties filed comments on ANR's 2019 Fuel Filing, arguing that due to changes in natural gas flow on the Southeast Leg of ANR's system, ANR should be applying fuel to north-to-south transactions on the Southeast Leg.<sup>4</sup> On March 29, 2019, the Commission issued its order on ANR's 2019 Fuel Filing. In its March 29 Order, the Commission stated that "ANR ha[s] not identified a particular section of its Tariff that prevents it from calculating its fuel rates in a manner that accounts for actual flow of gas on its system or allows ANR to exempt north-to-south transactions on the Southeast Leg from its Transporter's Use (%) and EPC Charges."<sup>5</sup> The Commission accepted the tariff revisions subject to refund and subject to ANR filing revised tariff records that properly assess the Transporter's Use (%) and EPC Charges on the actual flow of gas

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<sup>4</sup> Alliant Energy Corporate Services Comments in Response to ANR Pipeline Company's Annual Fuel Filing at pp. 2-3 (filed March 12, 2019); Motion to Intervene, Jointly and Severally, and Comments of the WEC Companies at pp. 5-8 (filed March 12, 2019).

<sup>5</sup> *ANR Pipeline Company*, 166 FERC ¶ 61,239 (2019) ("March 29 Order") at P 16.

on its system, including north-to-south flow on the Southeast Leg, or a detailed explanation of how ANR's 2019 Fuel Filing is consistent with its currently effective Tariff.<sup>6</sup>

On April 29, 2019, ANR submitted a response to the March 29 order ("Response") and a request for rehearing ("Request for Rehearing"). In ANR's Response,<sup>7</sup> ANR acknowledged that north-to-south transportation on the Southeast Leg should logically be assessed Transporter's Use (%)s and EPC Charges, but such transportation was considered a backhaul under ANR's Tariff, and was therefore exempt from being assessed Transporter's Use (%) and EPC Charges. Further, ANR stated that a change in tariff provisions to assess Transporter's Use (%)s and EPC Charges on north-to-south flow on the Southeast Leg would conflict with ANR's 2016 settlement prohibition against a new fee or other charge on existing services.<sup>8</sup> In its October 2 Order, the Commission found ANR's Response failed to justify ANR's north-to-south fuel charge exemption and denied ANR's Request for Rehearing.<sup>9</sup> As a result, the Commission directed ANR to submit tariff revisions to assess fuel consistent with the Texas Eastern order<sup>10</sup> to all parties including those on the Southeast Leg, within 15 days of the October 2 Order.

### *Instant Filing*

To comply with the Commission's directives in the October 2 Order, ANR proposes in the instant filing to assess Transporter's Use (%)s and EPC Charges based on the actual flow of gas on its system during a given period from all shippers regardless of direction of flow, consistent with the October 2 Order and Commission policy.<sup>11</sup>

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<sup>6</sup> *Id.*

<sup>7</sup> The arguments presented in ANR's Response to align with those presented in ANR's Request for Rehearing.

<sup>8</sup> October 2 Order at P 14.

<sup>9</sup> October 2 Order at PP 14-17.

<sup>10</sup> *Texas Eastern Transmission, LP*, 144 FERC ¶ 61,039 (2013) ("Texas Eastern")

<sup>11</sup> ANR utilizes the "transactional throughput" methodology when determining new Transporter's Use (%)s and EPC Charges. Under this methodology, the fuel *retained* from (or assessed to) shippers during the previous calendar year is used to derive the "transactional throughput." However, since no fuel volumes have been retained from shippers transporting on a backhaul basis, ANR is unable to calculate a transactional throughput for that transportation. In the instant filing, ANR proposes to utilize *actual* throughput for transportation previously deemed a backhaul.

Commission policy presumes that all transactions require fuel<sup>12</sup> and recognizes that even displacement shippers receive a benefit from compression as a pipeline cannot physically delivery gas by displacement absent a corresponding forwardhaul transaction.<sup>13</sup> However, the Commission has permitted pipelines to exempt certain transactions from being assessed fuel if the pipeline can demonstrate that such transactions *never* require fuel.<sup>14</sup> Although the Commission has permitted exemptions from paying fuel charges for shippers transporting gas on a backhaul basis by displacement, Commission policy does not require pipelines to offer such exemptions.

Actual flow direction may change on ANR's system day to day, and the Commission has found that it is just and reasonable to assess a fuel charge on contract paths that may experience reverse flow from time to time and thus only consume fuel on certain days.<sup>15</sup> In such a situation, the Commission has found that it is impractical for a pipeline to identify which specific transactions consume fuel and which do not. As a result of the administrative burden to track daily flow directions and the Commission's recognition of the impracticality of such a burden, ANR proposes herein to assess fuel on all shippers transporting gas on ANR's system regardless of direction of flow.

#### *Implementation and Refund Proposal*

To comply with the October 2 Order, ANR is proposing herein to revise the Transporter's Use (%)s and EPC Charges to reflect assessment to all shippers regardless of contract path to be effective April 1, 2019. ANR further proposes to conclude the refund period, as described below, and begin reflecting the Transporter's (%)s and EPC Charges proposed herein on customer transactions on the first day of the month following the month in which the Commission issues an order accepting such rates.

Upon receipt of a Commission order accepting the Transporter's (%)s and EPC Charges proposed herein, ANR will establish the refund period as the period of time from April 1, 2019, through the last day of the month in which the Commission order is issued ("Refund Period"). Within 45 days

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<sup>12</sup> *Texas Eastern* at P 37. See also *El Paso Natural Gas Company*, 129 FERC ¶ 61,280 (2009) at P 26.

<sup>13</sup> *Id.* at P 42.

<sup>14</sup> *Id.* See also *Algonquin Gas Transmission, LLC*, 144 FERC ¶ 61038 (2013) at P 39.

<sup>15</sup> *Id.*

from the end of the Refund Period, ANR will file a proposal to effectuate refunds through the prospective application of positive and negative surcharges that will account for the under- and over-collections of Transporter's Use (%)s and EPC Charges resulting from the change in fuel rates back to April 1, 2019.

### **Effective Date**

ANR requests that the Commission accept the tariff revisions proposed herein as Appendix A, to be effective April 1, 2019, to comply with the October 2 Order.

### **Other Filings Which May Affect This Proceeding**

On October 1, 2019, in Docket No. RP20-22-000, ANR submitted tariff revisions to remove backhauls as a type of service exempt from being assessed Transporter's Use (%)s and EPC Charges. That filing is still pending before the Commission.

### **Contents of Filing**

In accordance with Section 154.7 of the Commission's regulations and Commission Order No. 714, ANR is submitting the following XML filing package, which includes:

- 1) This transmittal letter;
- 2) Clean versions of the revised tariff sections (Appendix A-1);
- 3) Marked versions of the revised tariff sections (Appendix A-2);
- 4) Summary level workpapers in support of the proposed changes (Appendix B); and
- 5) Detail level workpapers in support of the proposed changes (Appendices C-1, C-2, and C-3).

### **Certificate of Service**

As required by Sections 154.7(b) and 154.208 of the Commission's regulations, a copy of this filing is being served to all of ANR's existing customers and interested state regulatory agencies. A copy of this letter, together with any attachments, is available during regular business hours for public inspection at ANR's principal place of business.

Pursuant to Section 385.2005 of the Commission's regulations, the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to David A. Alonzo at (832) 320-5477.

Respectfully submitted,

ANR PIPELINE COMPANY

A handwritten signature in cursive script that reads "John A. Roscher". The signature is written in black ink and extends to the right with a long horizontal flourish.

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John A. Roscher  
Director, Rates & Tariffs

Enclosures

# Appendix A-1

## Clean Tariff

| <u>Section</u> | <u>Description</u>                                  | <u>Version</u> |
|----------------|---|----------------|
| 4.18           | Statement of Rates,<br>Transporter's Use (%)        | v.11.1.0       |
| 4.19           | Statement of Rates,<br>EPC Charge                   | v.9.1.0        |
| 5.19           | Rate Schedules, Southeast<br>Area Gathering Service | v.11.1.0       |

TRANSPORTER'S USE (%)

1. Transporter's Use (%) for all transmission Transportation Services in Volume Nos. 1 and 2:

|       |                              | (PERCENTAGE) |                  |                 |           |                  |                 |          |
|-------|------------------------------|--------------|------------------|-----------------|-----------|------------------|-----------------|----------|
|       |                              | SOUTHEAST    |                  |                 | SOUTHWEST |                  |                 | NORTHERN |
| TO:   |                              | S.E. Area    | Southern Segment | Central Segment | S.W. Area | Southern Segment | Central Segment | Segment  |
| ----- |                              | (SE)         | (ML-2)           | (ML-3)          | (SW)      | (ML-5)           | (ML-6)          | (ML-7)   |
| FROM: |                              |              |                  |                 |           |                  |                 |          |
| ----- |                              |              |                  |                 |           |                  |                 |          |
|       | SOUTHEAST AREA (SE)          | 0.37         | 0.90             | 1.35            | 5.09      | 4.07             | 3.22            | 1.81     |
|       | S.E. SOUTHERN SEGMENT (ML-2) | 0.90         | 0.72             | 1.17            | 4.91      | 3.89             | 3.04            | 1.63     |
|       | S.E. CENTRAL SEGMENT (ML-3)  | 1.35         | 1.17             | 0.64            | 4.38      | 3.36             | 2.51            | 1.10     |
|       | SOUTHWEST AREA (SW)          | 5.09         | 4.91             | 4.38            | 1.21      | 2.06             | 3.47            | 3.93     |
|       | S.W. SOUTHERN SEGMENT (ML-5) | 4.07         | 3.89             | 3.36            | 2.06      | 1.04             | 2.45            | 2.91     |
|       | S.W. CENTRAL SEGMENT (ML-6)  | 3.22         | 3.04             | 2.51            | 3.47      | 2.45             | 1.60            | 2.06     |
|       | NORTHERN SEGMENT (ML-7)      | 1.81         | 1.63             | 1.10            | 3.93      | 2.91             | 2.06            | 0.65     |

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): 0.74%.
3. In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
4. For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: 0.19%.



EPC CHARGE

1. For all transmission Transportation Services in Volume Nos. 1 and 2:  
 -----

|       |                              | (DOLLARS PER DTH) |                  |                 |           |                  |                 |          |
|-------|------------------------------|-------------------|------------------|-----------------|-----------|------------------|-----------------|----------|
|       |                              | SOUTHEAST         |                  |                 | SOUTHWEST |                  |                 | NORTHERN |
| TO:   |                              | S.E. Area         | Southern Segment | Central Segment | S.W. Area | Southern Segment | Central Segment | Segment  |
| FROM: |                              | (SE)              | (ML-2)           | (ML-3)          | (SW)      | (ML-5)           | (ML-6)          | (ML-7)   |
|       | SOUTHEAST AREA (SE)          | \$0.0000          | \$0.0000         | \$0.0000        | \$0.0006  | \$0.0006         | \$0.0006        | \$0.0006 |
|       | S.E. SOUTHERN SEGMENT (ML-2) | \$0.0000          | \$0.0000         | \$0.0000        | \$0.0006  | \$0.0006         | \$0.0006        | \$0.0006 |
|       | S.E. CENTRAL SEGMENT (ML-3)  | \$0.0000          | \$0.0000         | \$0.0000        | \$0.0006  | \$0.0006         | \$0.0006        | \$0.0006 |
|       | SOUTHWEST AREA (SW)          | \$0.0006          | \$0.0006         | \$0.0006        | \$0.0000  | \$0.0000         | \$0.0000        | \$0.0006 |
|       | S.W. SOUTHERN SEGMENT (ML-5) | \$0.0006          | \$0.0006         | \$0.0006        | \$0.0000  | \$0.0000         | \$0.0000        | \$0.0006 |
|       | S.W. CENTRAL SEGMENT (ML-6)  | \$0.0006          | \$0.0006         | \$0.0006        | \$0.0000  | \$0.0000         | \$0.0000        | \$0.0006 |
|       | NORTHERN SEGMENT (ML-7)      | \$0.0006          | 0.0006           | \$0.0006        | \$0.0006  | \$0.0006         | \$0.0006        | \$0.0006 |

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.0073.

NOTES:

- There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.
- The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
- In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

This Southeast Area gathering service is available to any person, corporation, partnership or any other party (hereinafter referred to as "Shipper"). Terms and conditions applicable to this service will be individually negotiated between Shipper and Transporter, on a not unduly discriminatory basis, consistent with the terms and conditions applicable to Transporter's Part 284 transportation.

### 2. FIRM SERVICE CHARGES

Each Month Shipper shall pay to Transporter a charge not to exceed the following:

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$0.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$0.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.19% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and 0.19% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

# Appendix A-2

## Marked Tariff

| <u>Section</u> | <u>Description</u>                                  | <u>Version</u> |
|----------------|---|----------------|
| 4.18           | Statement of Rates,<br>Transporter's Use (%)        | v.11.1.0       |
| 4.19           | Statement of Rates,<br>EPC Charge                   | v.9.1.0        |
| 5.19           | Rate Schedules, Southeast<br>Area Gathering Service | v.11.1.0       |

TRANSPORTER'S USE (%)

1. Transporter's Use (%) for all transmission Transportation Services in Volume Nos. 1 and 2:

|       |                              | (PERCENTAGE)         |                      |                      |                      |                      |                      |                      |
|-------|------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|       |                              | SOUTHEAST            |                      |                      | SOUTHWEST            |                      |                      | NORTHERN             |
| TO:   |                              | S.E. Area            | Southern Segment     | Central Segment      | S.W. Area            | Southern Segment     | Central Segment      | Segment              |
|       |                              | (SE)                 | (ML-2)               | (ML-3)               | (SW)                 | (ML-5)               | (ML-6)               | (ML-7)               |
| FROM: |                              |                      |                      |                      |                      |                      |                      |                      |
|       | SOUTHEAST AREA (SE)          | <del>1.69</del> 0.37 | <del>2.37</del> 0.90 | <del>2.94</del> 1.35 | <del>1.11</del> 5.09 | <del>1.92</del> 4.07 | <del>3.28</del> 3.22 | <del>3.28</del> 1.81 |
|       | S.E. SOUTHERN SEGMENT (ML-2) | <del>-0.90</del>     | <del>1.15</del> 0.72 | <del>1.72</del> 1.17 | <del>0.00</del> 4.91 | <del>0.70</del> 3.89 | <del>2.06</del> 3.04 | <del>2.06</del> 1.63 |
|       | S.E. CENTRAL SEGMENT (ML-3)  | <del>-1.35</del>     | <del>-1.17</del>     | <del>1.04</del> 0.64 | <del>0.00</del> 4.38 | <del>0.02</del> 3.36 | <del>1.38</del> 2.51 | <del>1.38</del> 1.10 |
|       | SOUTHWEST AREA (SW)          | <del>2.66</del> 5.09 | <del>3.34</del> 4.91 | <del>3.91</del> 4.38 | <del>1.40</del> 1.21 | <del>2.21</del> 2.06 | <del>3.57</del> 3.47 | <del>3.91</del> 3.93 |
|       | S.W. SOUTHERN SEGMENT (ML-5) | <del>1.73</del> 4.07 | <del>2.41</del> 3.89 | <del>2.98</del> 3.36 | <del>-2.06</del>     | <del>1.28</del> 1.04 | <del>2.64</del> 2.45 | <del>2.98</del> 2.91 |
|       | S.W. CENTRAL SEGMENT (ML-6)  | <del>-3.22</del>     | <del>1.60</del> 3.04 | <del>2.17</del> 2.51 | <del>-3.47</del>     | <del>-2.45</del>     | <del>1.83</del> 1.60 | <del>2.17</del> 2.06 |
|       | NORTHERN SEGMENT (ML-7)      | <del>-1.81</del>     | <del>-1.63</del>     | <del>0.81</del> 1.10 | <del>-3.93</del>     | <del>-2.91</del>     | <del>0.81</del> 2.06 | <del>0.81</del> 0.65 |

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): ~~0.53~~0.74%.
3. In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
4. For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: ~~0.47~~0.19%.

EPC CHARGE

1. For all transmission Transportation Services in Volume Nos. 1 and 2:  
 -----

|                              |       | (DOLLARS PER DTH) |                  |                 |              |                  |                 |               |
|------------------------------|-------|-------------------|------------------|-----------------|--------------|------------------|-----------------|---------------|
|                              |       | SOUTHEAST         |                  |                 | SOUTHWEST    |                  |                 | NORTHERN      |
| TO:                          | ----- | S.E. Area         | Southern Segment | Central Segment | S.W. Area    | Southern Segment | Central Segment | Segment       |
| FROM:                        | ----- | (SE)              | (ML-2)           | (ML-3)          | (SW)         | (ML-5)           | (ML-6)          | (ML-7)        |
| SOUTHEAST AREA (SE)          |       | \$0.0000          | \$0.0000         | \$0.0000        | \$0.00040006 | \$0.00040006     | \$0.00040006    | \$0.00040006  |
| S.E. SOUTHERN SEGMENT (ML-2) |       | -\$0.0000         | \$0.0000         | \$0.0000        | \$0.00040006 | \$0.00040006     | \$0.00040006    | \$0.00040006  |
| S.E. CENTRAL SEGMENT (ML-3)  |       | -\$0.0000         | -\$0.0000        | \$0.0000        | \$0.00040006 | \$0.00040006     | \$0.00040006    | \$0.00040006  |
| SOUTHWEST AREA (SW)          |       | \$0.00040006      | \$0.00040006     | \$0.00040006    |              | \$0.0000         | \$0.0000        | \$0.0000      |
| S.W. SOUTHERN SEGMENT (ML-5) |       | \$0.00040006      | \$0.00040006     | \$0.00040006    |              | -\$0.0000        | \$0.0000        | \$0.0000      |
| S.W. CENTRAL SEGMENT (ML-6)  |       | -\$0.0006         | -\$0.0006        | \$0.00040006    | \$0.00040006 | -\$0.0000        | -\$0.0000       | \$0.0000      |
| NORTHERN SEGMENT (ML-7)      |       | -\$0.0006         | -\$0.0006        | \$0.00040006    | -\$0.0006    | -\$0.0006        |                 | -\$0.00040006 |

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.00480073.

NOTES:

- There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.
- The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
- In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

This Southeast Area gathering service is available to any person, corporation, partnership or any other party (hereinafter referred to as "Shipper"). Terms and conditions applicable to this service will be individually negotiated between Shipper and Transporter, on a not unduly discriminatory basis, consistent with the terms and conditions applicable to Transporter's Part 284 transportation.

### 2. FIRM SERVICE CHARGES

Each Month Shipper shall pay to Transporter a charge not to exceed the following:

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$0.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$0.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.4719% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and 0.4719% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

# **Appendix B**

Summary Workpapers

ANR PIPELINE COMPANY  
DERIVATION OF TRANSPORTER'S USE (%) BY ROUTE

| <u>To</u>                      |   | <u>Southeast</u>   |   |  | <u>Southwest</u>  |  |   |  |
|--------------------------------|---|--|---|--|---|--|---|--|
| <u>From</u>                    | Southeast Area<br>SE  | Southern<br>ML-2   | Central<br>ML-3   | Southwest Area<br>SW   | Southern<br>ML-5  | Central<br>ML-6  | Northern<br>ML-7  |  |
|                                | <b>Southeast Area SE</b>  | SEA + LU<br>0.18 + 0.19 =<br>0.37  | SEA + SES + LU<br>0.18 + 0.53 + 0.19 =<br>0.90  | SEA + SES<br>SEC + LU<br>0.18 + 0.53 +<br>0.45 + 0.19 =<br>1.35                                | SEA+SES+SEC+N+<br>SWC+SWS+SWA+LU<br>0.18 + 0.53 + 0.45 + 0.46<br>+1.41+0.85+1.02+0.19 =<br>5.09 | SEA + SES + SEC + N<br>+ SWC + SWS + LU<br>0.18 + 0.53 + 0.45 +<br>0.46+1.41+0.85+0.19 =<br>4.07 | SEA + SES + SEC +<br>N + SWC + LU<br>0.18 + 0.53 + 0.45 +<br>0.46 + 1.41 + 0.19 =<br>3.22 | SEA + SES + SEC +<br>N + LU<br>0.18 + 0.53 + 0.45 +<br>0.46 + 0.19 =<br>1.81 |
| <b>Southeast Southern ML-2</b> | SES + SEA + LU<br>0.53 + 0.18 + 0.19 =<br>0.90  | SES + LU<br>0.53 + 0.19 =<br>0.72  | SES + SEC + LU<br>0.53 + 0.45 + 0.19 =<br>1.17  | SES + SEC + N + SWC<br>+ SWS + SWA + LU<br>0.53 + 0.45 + 0.46<br>1.41+0.85+1.02+0.19 =<br>4.91 | SES + SEC + N<br>+ SWC + SWS + LU<br>0.53 + 0.45 + 0.46<br>1.41 + 0.85 + 0.19 =<br>3.89         | SES + SEC<br>N + SWC + LU<br>0.53 + 0.45 + 0.46<br>1.41 + 0.19 =<br>3.04                         | SES + SEC<br>N + LU<br>0.53 + 0.45 +<br>0.46 + 0.19 =<br>1.63                             |  |
| <b>Southeast Central ML-3</b>  | SEC + SES +<br>SEA + LU<br>0.45 + 0.53 +<br>0.18 + 0.19 =<br>1.35   | SEC + SES + LU<br>0.45 + 0.53 + 0.19 =<br>1.17   | SEC + LU<br>0.45 + 0.19 =<br>0.64   | SEC + N + SWC +<br>SWS + SWA + LU<br>0.45 + 0.46 + 1.41 +<br>0.85 + 1.02 + 0.19 =<br>4.38      | SEC + N +<br>SWC + SWS + LU<br>0.45 + 0.46 +<br>1.41 + 0.85 + 0.19 =<br>3.36                    | SEC + N +<br>SWC + LU<br>0.45 + 0.46 +<br>1.41 + 0.19 =<br>2.51                                  | SEC +<br>N + LU<br>0.45 +<br>0.46 + 0.19 =<br>1.10  |  |
| <b>Southwest Area SW</b>       | SWA + SWS + SWC + N<br>+ SEC + SES + SEA + LU<br>1.02 + 0.85 + 1.41 + 0.46 +<br>0.45 + 0.53 + 0.18 + 0.19 =<br>5.09 | SWA + SWS + SWC +<br>N + SEC + SES + LU<br>1.02 + 0.85 + 1.41 +<br>0.46 + 0.45 + 0.53 + 0.19 =<br>4.91 | SWA + SWS + SWC +<br>N + SEC + LU<br>1.02 + 0.85 + 1.41 +<br>0.46 + 0.45 + 0.19 =<br>4.38 | SWA + LU<br>1.02 + 0.19 =<br>1.21  | SWA + SWS + LU<br>1.02 + 0.85 + 0.19 =<br>2.06  | SWA + SWS + SWC<br>+ LU<br>1.02 + 0.85 + 1.41 +<br>0.19 =<br>3.47                                | SWA + SWS + SWC +<br>N + LU<br>1.02 + 0.85 + 1.41 +<br>0.46 + 0.19 =<br>3.93              |  |
| <b>Southwest Southern ML-5</b> | SWS + SWC + N +<br>SEC + SES + SEA + LU<br>0.85 + 1.41 + 0.46<br>0.45 + 0.53 + 0.18 + 0.19 =<br>4.07                | SWS + SWC + N<br>+ SEC + SES + LU<br>0.85 + 1.41 + 0.46 +<br>0.45 + 0.53 + 0.19 =<br>3.89              | SWS + SWC +<br>N + SEC + LU<br>0.85 + 1.41 +<br>0.46 + 0.45 + 0.19 =<br>3.36              | SWS + SWA + LU<br>0.85 + 1.02 + 0.19 =<br>2.06   | SWS + LU<br>0.85 + 0.19 =<br>1.04   | SWS + SWC + LU<br>0.85 + 1.41 + 0.19 =<br>2.45   | SWS + SWC +<br>N + LU<br>0.85 + 1.41 +<br>0.46 + 0.19 =<br>2.91                           |  |
| <b>Southwest Central ML-6</b>  | SWC + N + SEC +<br>SES + SEA + LU<br>1.41 + 0.46 + 0.45 +<br>0.53 + 0.18 + 0.19 =<br>3.22                           | SWC + N + SEC + SES + LU<br>1.41 + 0.46 +<br>0.45 + 0.53 + 0.19 =<br>3.04                              | SWC + N + SEC + LU<br>1.41 + 0.46<br>+ 0.45 + 0.19 =<br>2.51                              | SWC + SWS + SWA<br>+ LU<br>1.41 + 0.85 + 1.02<br>+ 0.19 =<br>3.47                              | SWC + SWS + LU<br>1.41 + 0.85 + 0.19 =<br>2.45  | SWC + LU<br>1.41 + 0.19 =<br>1.60  | SWC + N + LU<br>1.41 + 0.46<br>+ 0.19 =<br>2.06   |  |
| <b>Northern Segment ML-7</b>   | N + SEC + SES +<br>SEA + LU<br>0.46 + 0.45 + 0.53 +<br>0.18 + 0.19 =<br>1.81  | N + SEC +<br>SES + LU<br>0.46 + 0.45 +<br>0.53 + 0.19 =<br>1.63  | N + SEC + LU<br>0.46 + 0.45 + 0.19 =<br>1.10  | N + SWC + SWS +<br>SWA + LU<br>0.46 + 1.41 + 0.85 +<br>1.02 + 0.19 =<br>3.93                   | N + SWC +<br>SWS + LU<br>0.46 + 1.41 +<br>0.85 + 0.19 =<br>2.91                                 | N + SWC + LU<br>0.46 + 1.41 + 0.19 =<br>2.06   | N + LU<br>0.46 + 0.19 =<br>0.65   |  |



ANR PIPELINE COMPANY  
COMPARISON OF TRANSPORTER'S USE (%) BY ROUTE

| TO                      | Southeast         |      |        |               |      |        |              |      |        | Southwest         |      |        |               |      |        |              |      |        |               |      |        |
|-------------------------|-------------------|------|--------|---------------|------|--------|--------------|------|--------|-------------------|------|--------|---------------|------|--------|--------------|------|--------|---------------|------|--------|
|                         | Southeast Area SE |      |        | Southern ML-2 |      |        | Central ML-3 |      |        | Southwest Area SW |      |        | Southern ML-5 |      |        | Central ML-6 |      |        | Northern ML-7 |      |        |
| FROM                    | NEW               | OLD  | CHANGE | NEW           | OLD  | CHANGE | NEW          | OLD  | CHANGE | NEW               | OLD  | CHANGE | NEW           | OLD  | CHANGE | NEW          | OLD  | CHANGE | NEW           | OLD  | CHANGE |
| Southeast Area SE       | 0.37              | 1.69 | -1.32  | 0.90          | 2.37 | -1.47  | 1.35         | 2.94 | -1.59  | 5.09              | 1.11 | 3.98   | 4.07          | 1.92 | 2.15   | 3.22         | 3.28 | -0.06  | 1.81          | 3.28 | -1.47  |
| Southeast Southern ML-2 | 0.90              | -    | 0.90   | 0.72          | 1.15 | -0.43  | 1.17         | 1.72 | -0.55  | 4.91              | 0.00 | 4.91   | 3.89          | 0.70 | 3.19   | 3.04         | 2.06 | 0.98   | 1.63          | 2.06 | -0.43  |
| Southeast Central ML-3  | 1.35              | -    | 1.35   | 1.17          | 0.00 | 1.17   | 0.64         | 1.04 | -0.40  | 4.38              | 0.00 | 4.38   | 3.36          | 0.02 | 3.34   | 2.51         | 1.38 | 1.13   | 1.10          | 1.38 | -0.28  |
| Southwest Area SW       | 5.09              | 2.66 | 2.43   | 4.91          | 3.34 | 1.57   | 4.38         | 3.91 | 0.47   | 1.21              | 1.40 | -0.19  | 2.06          | 2.21 | -0.15  | 3.47         | 3.57 | -0.10  | 3.93          | 3.91 | 0.02   |
| Southwest Southern ML-5 | 4.07              | 1.73 | 2.34   | 3.89          | 2.41 | 1.48   | 3.36         | 2.98 | 0.38   | 2.06              | 0.00 | 2.06   | 1.04          | 1.28 | -0.24  | 2.45         | 2.64 | -0.19  | 2.91          | 2.98 | -0.07  |
| Southwest Central ML-6  | 3.22              | 0.00 | 3.22   | 3.04          | 1.60 | 1.44   | 2.51         | 2.17 | 0.34   | 3.47              | 0.00 | 3.47   | 2.45          | 0.00 | 2.45   | 1.60         | 1.83 | -0.23  | 2.06          | 2.17 | -0.11  |
| Northern Segment ML-7   | 1.81              | 0.00 | 1.81   | 1.63          | 0.00 | 1.63   | 1.10         | 0.81 | 0.29   | 3.93              | 0.00 | 3.93   | 2.91          | 0.00 | 2.91   | 2.06         | 0.81 | 1.25   | 0.65          | 0.81 | -0.16  |

|         |      |      |      |
|---------|------|------|------|
| Storage | 0.74 | 0.53 | 0.21 |
|---------|------|------|------|

|       |      |      |       |
|-------|------|------|-------|
| L & U | 0.19 | 0.47 | -0.28 |
|-------|------|------|-------|

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Transportation by Area and Segment**  
**Volumes Reported in Bcf**  
**2018**

| Line No.               | SOUTHEAST AREA                              |                      | SOUTHWEST AREA       | MAINLINE AREA         |                       |                          | TOTAL (Co. 7) |
|------------------------|---|----------------------|----------------------|-----------------------|-----------------------|--------------------------|---------------|
|                        | GATHERING (Co. 1)                           | TRANSMISSION (Co. 2) | TRANSMISSION (Co. 3) | SOUTHEAST LEG (Co. 4) | SOUTHWEST LEG (Co. 5) | NORTHERN SEGMENT (Co. 6) |               |
| 1                      | THROUGHPUT                                  | 337.6 (1)            | 462.5                | 237.1                 | 934.1                 | 226.4                    | 1283.0        |
| <u>PROPOSED MATRIX</u> |   |                      |                      |                       |                       |                          |               |
| 2                      | FUEL  | 0.000                | 1.255                | 2.417                 | 5.023                 | 4.609                    | 17.803        |
| 3                      | 858 ACCOUNT                                 | 0.000                | 0.000                | 0.000                 | 0.000                 | 0.000                    | 1.175         |
| 4                      | SYSTEM BALANCING                            | 0.000                | 0.000                | 0.000                 | 0.000                 | 0.000                    | 0.081         |
| 5                      | TOTAL FUEL                                  | 0.000                | 1.255                | 2.417                 | 5.023                 | 4.609                    | 19.059        |
| 6                      | THROUGHPUT                                  | 337.60               | 462.50               | 237.10                | 934.10                | 226.40                   | 1283.00       |
| 7                      | CURRENT TRANSPORTER'S USE (%) - FUEL (4)    | 0.00%                | 0.27%                | 1.01%                 | 0.53%                 | 2.00%                    | 0.45%         |
| 8                      | (OVER)/UNDER RECOVERIES (5)                 | 0.000                | (0.437)              | 0.019                 | 4.223                 | 0.587                    | 0.122         |
| 9                      | ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5) | 0.00%                | -0.09%               | 0.01%                 | 0.45%                 | 0.26%                    | 0.01%         |
| 10                     | TRANSPORTER'S USE (%) - FUEL (6)            | 0.00%                | 0.18%                | 1.02%                 | 0.98%                 | 2.26%                    | 0.46%         |

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

|          |           |           |
|----------|-----------|-----------|
| SOUTHERN | 0.53% (2) | 0.85% (3) |
| CENTRAL  | 0.45% (2) | 1.41% (3) |
| TOTAL    | 0.98%     | 2.26%     |

- (1) Based on ANR SE gathering receipt percentage of 73%.  
(2) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x 0.98% = 0.53%). Central has 5 stations (5/11 x 0.98% = 0.45%).  
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 2.26% = 0.85%). Central has 5 stations (5/8 x 2.26% = 1.41%).  
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].  
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2018; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]. Refer to Attachment 1, Page 7 of 15.  
(6) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY  
Derivation of Transporter's Use (%) - L&U  
Volumes Reported in Bcf  
2018

| <u>Line No.</u> |   |               |
|-----------------|---|---------------|
| 1               | L&U   | 4,319         |
| 2               | THROUGHPUT                                  | 2,069         |
| 3               | CURRENT TRANSPORTER'S USE (%) - L&U (1)     | <u>0.21%</u>  |
| 4               | (OVER)/UNDER RECOVERIES (2)                 | (0.325)       |
| 5               | ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2) | <u>-0.02%</u> |
| 6               | <b>TRANSPORTER'S USE (%) - L&amp;U (3)</b>  | <u>0.19%</u>  |

(1) L&U Percentage =  $1 - \frac{\text{Throughput}}{\text{L\&U} + \text{Throughput}}$

(2) (Over)/under recoveries for the period Jan 1 - Dec 31, 2018; Refer to Attachment 1, Page 7 of 15.  
L&U Percentage =  $1 - \frac{\text{Throughput}}{\text{Previous Year's (O)/U Recoveries} + \text{Throughput}}$ .

(3) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY  
Account 858 Fuel Included in Transporter's Use  
Volumes Reported in Bcf  
2018

| <u>LINE<br/>NO.</u> | <u>TRANSPORTING<br/>COMPANY</u>   | <u>SEGMENT</u><br>(Col. 1) | <u>THROUGHPUT</u><br>(Col. 2) | <u>CO. USE</u><br>(Col. 3) |
|---------------------|-----------------------------------|----------------------------|-------------------------------|----------------------------|
| 1                   | Great Lakes Gas Transmission L.P. | NORTH                      | 74.678                        | 0.174                      |
| 2                   | DTE Gas Company                   | NORTH                      | 116.408                       | 1.001                      |
| 3                   | Total                             |                            |                               | <u><u>1.175</u></u>        |

ANR PIPELINE COMPANY  
Derivation of Transporter's Use (%) for Storage  
Volumes Reported in Bcf  
2018

| <u>Line No.</u>                     |   | <u>Storage Transporter's Use (%)</u> (1) |
|-------------------------------------|---|--|
| <b><u>INJECTION COMPANY USE</u></b> |   |  |
| 1                                   | ANRPL STORAGE AREA                          | 0.524                                    |
| 2                                   | STORAGE FUEL REIMBURSED TO OTHERS (2)       | <u>0.738</u>                             |
| 3                                   | GROSS STORAGE CO USE                        | 1.262                                    |
| 4                                   | LESS:                                       |  |
| 5                                   | FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)   | 0.081                                    |
| 6                                   | NET COMPANY USE FOR STORAGE                 | <u>1.181</u>                             |
| 7                                   | <b><u>STORAGE GAS INJECTED</u></b>          |  |
| 8                                   | TOTAL STORAGE GAS INJECTED                  | 177.03                                   |
| 9                                   | LESS: SYSTEM BALANCING VOLUME               | 14.31                                    |
| 10                                  | CALCULATED TRANSACTIONAL THROUGHPUT         | <u>162.73</u>                            |
| 11                                  | CURRENT TRANSPORTER'S USE (%) - STORAGE (4) | <u>0.72%</u>                             |
| 12                                  | (OVER)/UNDER RECOVERIES (5)                 | 0.028                                    |
| 13                                  | ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5) | <u>0.02%</u>                             |
| 14                                  | <b>TRANSPORTER'S USE (%) - STORAGE</b>      | <u>0.74%</u> (6)                         |

(1) Transporter's Use (%) for Storage is inclusive of Cold Springs 1 Storage fuel costs consistent with orders issued in Docket No. RP09-428-000 *et al.*, on July 1, 2010, and Docket No. RP10-977-000 on August 9, 2010, where the Commission approved the inclusion of such costs in ANR's general system storage fuel rates effective August 1, 2010.

|                    |              |
|--------------------|--------------|
| (2) ANRSCO Storage | 0.239        |
| Blue Lake          | <u>0.499</u> |
| Total              | 0.738        |

(3) Fuel associated with system balancing is reflected in Mainline Northern Segment transportation.  
Fuel associated with system balancing = System balancing volume/(Storage transactional throughput + system balancing volume) x Total Gross Storage Company Use (for those months in which system balancing occurred).

(4) Fuel Percentage = 1-[(Throughput)/(Fuel + Throughput)]

(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2018; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]  
Refer to Attachment 1, Page 7 of 15.

(6) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

**ANR PIPELINE COMPANY**  
**Deferred Transporter's Use Account**  
**Volumes Reported in Bcf**  
**Jan 1 - Dec 31, 2018**

| Line No. |                                      | MAINLINE AREA  |              |              |              |              | TRANSMISSION  |                | TOTAL TRANS.  | STORAGE      | TOTAL         |
|----------|--------------------------------------|----------------|--------------|--------------|--------------|--------------|---------------|----------------|---------------|--------------|---------------|
|          |                                      | SE AREA        | SW AREA      | SOUTHEAST    | SOUTHWEST    | NORTHERN     | FUEL          | L&U            |               |              |               |
|          |                                      | TRANSMISSION   | TRANSMISSION | LEG          | LEG          | SEGMENT      | (Co. 6)       | (Co. 7)        |               |              |               |
|          |                                      | (Col. 1)       | (Col. 2)     | (Col. 3)     | (Col. 4)     | (Col. 5)     | (Co. 8)       | (Co. 9)        | (Co. 10)      |              |               |
| 1        | FUEL USE AND L&U                     | 1.255          | 2.417        | 5.023        | 4.609        | 4.499        | 17.803        | 4.319          | 22.122        | 1.181        | 23.303        |
| 2        | 858 ACCOUNT                          | 0.000          | 0.000        | 0.000        | 0.000        | 1.175        | 1.175         |                | 1.175         |              | 1.175         |
| 3        | SYSTEM BALANCING                     | 0.000          | 0.000        | 0.000        | 0.000        | 0.081        | 0.081         |                | 0.081         |              | 0.081         |
| 4        | <b>TOTAL COMPANY USE (1)</b>         | <b>1.255</b>   | <b>2.417</b> | <b>5.023</b> | <b>4.609</b> | <b>5.755</b> | <b>19.059</b> | <b>4.319</b>   | <b>23.378</b> | <b>1.181</b> | <b>24.559</b> |
| 5        | <b>CURRENT TRANSPORTER'S USE (2)</b> | <b>1.692</b>   | <b>2.398</b> | <b>0.800</b> | <b>4.022</b> | <b>5.633</b> | <b>14.545</b> | <b>4.644</b>   | <b>19.189</b> | <b>1.153</b> | <b>20.342</b> |
| 6        | <b>TOTAL (OVER)/UNDER RECOVERIES</b> | <b>(0.437)</b> | <b>0.019</b> | <b>4.223</b> | <b>0.587</b> | <b>0.122</b> | <b>4.514</b>  | <b>(0.325)</b> | <b>4.189</b>  | <b>0.028</b> | <b>4.217</b>  |

(1) Refer to Attachment 1, Page 8 of 15.  
(2) Current portion of Transporter's Use fuel retained. Refer to Attachment 1, Page 14 of 15.

ANR PIPELINE COMPANY  
Transporter's Actual Fuel Usage  
Volumes Reported in Bcf  
2018

|          |           | <b>Transportation</b>             |              |                |                       |                    |          |         |
|----------|-----------|-----------------------------------|--------------|----------------|-----------------------|--------------------|----------|---------|
| Line No. |           | SOUTHEAST AREA                    |              | SOUTHWEST AREA | MAINLINE TRANSMISSION |                    |          | L&U     |
|          |           | Gathering                         | Transmission | Transmission   | SE Leg                | SW Leg             | Northern |         |
| 1        | January   |                                   | 0.083        | 0.248          | 0.312                 | 0.453              | 0.656    | (0.352) |
| 2        | February  |                                   | 0.105        | 0.227          | 0.364                 | 0.413              | 0.566    | 0.441   |
| 3        | March     |                                   | 0.129        | 0.228          | 0.592                 | 0.444              | 0.324    | 0.570   |
| 4        | April     |                                   | 0.096        | 0.215          | 0.377                 | 0.372              | 0.289    | 0.637   |
| 5        | May       |                                   | 0.110        | 0.191          | 0.635                 | 0.329              | 0.362    | 0.591   |
| 6        | June      |                                   | 0.110        | 0.207          | 0.538                 | 0.347              | 0.299    | 0.553   |
| 7        | July      |                                   | 0.121        | 0.202          | 0.519                 | 0.341              | 0.269    | 0.240   |
| 8        | August    |                                   | 0.096        | 0.188          | 0.303                 | 0.379              | 0.316    | 0.367   |
| 9        | September |                                   | 0.117        | 0.185          | 0.423                 | 0.406              | 0.286    | 0.511   |
| 10       | October   |                                   | 0.088        | 0.167          | 0.290                 | 0.368              | 0.323    | 0.446   |
| 11       | November  |                                   | 0.093        | 0.189          | 0.210                 | 0.353              | 0.416    | 0.084   |
| 12       | December  |                                   | 0.107        | 0.170          | 0.460                 | 0.404              | 0.393    | 0.231   |
| 13       | Total     | -                                 | 1.255        | 2.417          | 5.023                 | 4.609              | 4.499    | 4.319   |
|          |           | <b>Storage</b>                    |              |                |                       | <b>Account 858</b> |          |         |
|          |           | Storage Fuel Reimbursed to Others |              |                |                       |                    |          |         |
|          |           | ANR P/L Storage Area              | ANR Storage  | Blue Lake      | System Balancing      | Great Lakes        | DTE      |         |
| 14       | January   | -                                 | 0.011        | 0.091          | -                     | 0.043              | (0.087)  |         |
| 15       | February  | -                                 | 0.010        | 0.049          | -                     | 0.032              | 0.045    |         |
| 16       | March     | -                                 | 0.015        | 0.026          | -                     | 0.010              | 0.009    |         |
| 17       | April     | 0.058                             | 0.017        | 0.019          | -                     | 0.002              | 0.048    |         |
| 18       | May       | 0.057                             | 0.037        | 0.055          | -                     | 0.010              | 0.164    |         |
| 19       | June      | 0.054                             | 0.030        | 0.043          | 0.019                 | 0.009              | 0.150    |         |
| 20       | July      | 0.057                             | 0.028        | 0.046          | 0.007                 | 0.012              | 0.137    |         |
| 21       | August    | 0.078                             | 0.026        | 0.029          | 0.002                 | 0.021              | 0.154    |         |
| 22       | September | 0.101                             | 0.013        | 0.030          | 0.010                 | 0.010              | 0.145    |         |
| 23       | October   | 0.119                             | 0.004        | 0.044          | 0.020                 | 0.012              | 0.165    |         |
| 24       | November  | -                                 | 0.024        | 0.028          | 0.014                 | 0.005              | 0.029    |         |
| 25       | December  | -                                 | 0.024        | 0.039          | 0.009                 | 0.008              | 0.042    |         |
| 26       | Total     | 0.524                             | 0.239        | 0.499          | 0.081                 | 0.174              | 1.001    |         |

**ANR Pipeline Company**

**Transactional Throughput Derived From Fuel Retention By Rate Route**

**Inputs:**

- Actual Fuel Retained by Rate Route
- Transmission, Storage Injection and Gathering Fuel Retention Percentages as per ANR's FERC Gas tariff.

**Transactional Throughput Derived from Retention by Rate Route Calculations:**

- Transactional Throughput Derived from Retention by Rate Route as Follows:

**Non Gathered Quantities**

$$\text{Transactional Throughput} = \left( \frac{\text{Fuel Retained}}{\text{Transmission Fuel Rate}} \right) - \text{Fuel Retained}$$

**Gathered Quantities**

$$\text{Transactional Throughput} = \left( \frac{\text{Fuel Retained}}{[\text{Transmission Fuel Rate} + 0.95 * \text{Gathering Fuel Rate}]} \right) - \text{Fuel Retained}$$

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

$$\begin{aligned} \text{Area Transactional Throughput for Fuel Retention} = & \\ & \text{Sum of all Transactional Throughputs for Fuel Retention through Area} \\ & + \text{Sum of all Actual Throughputs for service previously considered backhaul through Area} \end{aligned}$$

- Conversion of Area and Segment Transactional Throughput from Dth to Bcf for use in Fuel Matrix Calculations using ANR's Dth per Mcf conversion factor.

**Fuel Matrix Determination Calculation:**

$$\text{Required Fuel Percentage} = \left\{ 1 - \left[ \frac{(\text{Transactional Throughput})}{(\text{Fuel Used} + \text{Transactional Throughput})} \right] \right\} \frac{\text{Fuel Used}}{\text{Fuel Used} + \text{Transactional Throughput}}$$



**ANR PIPELINE COMPANY**  
**Transactional Throughput Derived From Fuel Retention By Rate Segmen**  
**2018**

| Line No. | REC-SEG                | DEL-SEG | System Throughput<br>(Col. 1) | SouthEast Area<br>(Col. 2) | SouthWest Area<br>(Col. 3) | SouthEast Leg<br>(Col. 4) | SouthWest Leg<br>(Col. 5) | Northern Segment<br>(Col. 6) |
|----------|------------------------|---------|-------------------------------|----------------------------|----------------------------|---------------------------|---------------------------|------------------------------|
| 1        | SE                     | SE      | 195,842,138                   | 195,842,138                | 0                          | 0                         | 0                         | 0                            |
| 2        | SE                     | ML-2    | 27,708,302                    | 27,708,302                 | 0                          | 27,708,302                | 0                         | 0                            |
| 3        | SE                     | ML-3    | 4,605,497                     | 4,605,497                  | 0                          | 4,605,497                 | 0                         | 0                            |
| 4        | SE                     | SW      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 5        | SE                     | ML-5    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 6        | SE                     | ML-6    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 7        | SE                     | ML-7    | 12,225,467                    | 12,225,467                 | 0                          | 12,225,467                | 0                         | 12,225,467                   |
| 8        | ML-2                   | SE      | 57,058,726                    | 57,058,726                 | 0                          | 57,058,726                | 0                         | 0                            |
| 9        | ML-2                   | ML-2    | 16,587,358                    | 0                          | 0                          | 16,587,358                | 0                         | 0                            |
| 10       | ML-2                   | ML-3    | 2,212,883                     | 0                          | 0                          | 2,212,883                 | 0                         | 0                            |
| 11       | ML-2                   | SW      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 12       | ML-2                   | ML-5    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 13       | ML-2                   | ML-6    | 321,345                       | 0                          | 0                          | 321,345                   | 321,345                   | 321,345                      |
| 14       | ML-2                   | ML-7    | 7,575,235                     | 0                          | 0                          | 7,575,235                 | 0                         | 7,575,235                    |
| 15       | ML-3                   | SE      | 185,897,536                   | 185,897,536                | 0                          | 185,897,536               | 0                         | 0                            |
| 16       | ML-3                   | ML-2    | 131,055,527                   | 0                          | 0                          | 131,055,527               | 0                         | 0                            |
| 17       | ML-3                   | ML-3    | 126,572,467                   | 0                          | 0                          | 126,572,467               | 0                         | 0                            |
| 18       | ML-3                   | SW      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 19       | ML-3                   | ML-5    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 20       | ML-3                   | ML-6    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 21       | ML-3                   | ML-7    | 393,006,315                   | 0                          | 0                          | 393,006,315               | 0                         | 393,006,315                  |
| 22       | SW                     | SE      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 23       | SW                     | ML-2    | 24,406                        | 0                          | 24,406                     | 24,406                    | 24,406                    | 24,406                       |
| 24       | SW                     | ML-3    | 1,683,274                     | 0                          | 1,683,274                  | 1,683,274                 | 1,683,274                 | 1,683,274                    |
| 25       | SW                     | SW      | 17,363,852                    | 0                          | 17,363,852                 | 0                         | 0                         | 0                            |
| 26       | SW                     | ML-5    | 3,120,878                     | 0                          | 3,120,878                  | 0                         | 3,120,878                 | 0                            |
| 27       | SW                     | ML-6    | 51,693,043                    | 0                          | 51,693,043                 | 0                         | 51,693,043                | 0                            |
| 28       | SW                     | ML-7    | 173,329,281                   | 0                          | 173,329,281                | 0                         | 173,329,281               | 173,329,281                  |
| 29       | ML-5                   | SE      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 30       | ML-5                   | ML-2    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 31       | ML-5                   | ML-3    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 32       | ML-5                   | SW      | 532,862                       | 0                          | 532,862                    | 0                         | 532,862                   | 0                            |
| 33       | ML-5                   | ML-5    | 694                           | 0                          | 0                          | 0                         | 694                       | 0                            |
| 34       | ML-5                   | ML-6    | 146,902                       | 0                          | 0                          | 0                         | 146,902                   | 0                            |
| 35       | ML-5                   | ML-7    | 691,675                       | 0                          | 0                          | 0                         | 691,675                   | 691,675                      |
| 36       | ML-6                   | SE      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 37       | ML-6                   | ML-2    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 38       | ML-6                   | ML-3    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 39       | ML-6                   | SW      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 40       | ML-6                   | ML-5    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 41       | ML-6                   | ML-6    | 505,989                       | 0                          | 0                          | 0                         | 505,989                   | 0                            |
| 42       | ML-6                   | ML-7    | 900,855                       | 0                          | 0                          | 0                         | 900,855                   | 900,855                      |
| 43       | ML-7                   | SE      | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 44       | ML-7                   | ML-2    | 620,767                       | 0                          | 0                          | 620,767                   | 0                         | 620,767                      |
| 45       | ML-7                   | ML-3    | 8,988,451                     | 0                          | 0                          | 8,988,451                 | 0                         | 8,988,451                    |
| 46       | ML-7                   | SW      | 29,448                        | 0                          | 29,448                     | 0                         | 29,448                    | 29,448                       |
| 47       | ML-7                   | ML-5    | 0                             | 0                          | 0                          | 0                         | 0                         | 0                            |
| 48       | ML-7                   | ML-6    | 3,629,481                     | 0                          | 0                          | 0                         | 3,629,481                 | 3,629,481                    |
| 49       | ML-7                   | ML-7    | 737,658,882                   | 0                          | 0                          | 0                         | 0                         | 737,658,882                  |
| 50       | <b>TOTAL (Dth)</b>     |         | <b>2,161,589,536</b>          | <b>483,337,666</b>         | <b>247,777,044</b>         | <b>976,143,556</b>        | <b>236,610,133</b>        | <b>1,340,684,882</b>         |
| 51       | <b>TOTAL (Mcf) (1)</b> |         | 2,068,506,733                 | 462,524,082                | 237,107,219                | 934,108,666               | 226,421,180               | 1,282,952,040                |

(1) Conversion Factor 1.045

**ANR PIPELINE COMPANY  
Derived Transactional Throughput By Rate Route  
2018**

| Line No. | REC-SEG           | DEL-SEG | JANUARY<br>(Col. 1) | FEBRUARY<br>(Col. 2) | MARCH<br>(Col. 3) | APRIL<br>(Col. 4) | MAY<br>(Col. 5) | JUNE<br>(Col. 6) | JULY<br>(Col. 7) | AUGUST<br>(Col. 8) | SEPTEMBER<br>(Col. 9) | OCTOBER<br>(Col. 10) | NOVEMBER<br>(Col. 11) | DECEMBER<br>(Col. 12) | TOTAL<br>2018<br>(Col. 13) |
|----------|-------------------|---------|---------------------|----------------------|-------------------|-------------------|-----------------|------------------|------------------|--------------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------------|
| 1        | SE                | SE      | 14,874,376          | 16,136,733           | 21,590,742        | 16,179,150        | 16,183,338      | 16,718,343       | 17,811,852       | 14,381,822         | 17,940,179            | 15,808,073           | 14,828,406            | 13,389,124            | 195,842,138                |
| 2        | SE                | ML-2    | 3,227,970           | 1,135,884            | 1,797,343         | 2,365,282         | 3,049,434       | 3,190,606        | 3,704,296        | 3,737,664          | 2,296,694             | 420,550              | 1,144,125             | 1,638,454             | 27,708,302                 |
| 3        | SE                | ML-3    | 1,413,144           | 405,474              | 329,412           | 469,123           | 162,757         | 216,932          | 111,157          | 160,050            | 215,645               | 253,842              | 510,027               | 357,934               | 4,605,497                  |
| 4        | SE                | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 5        | SE                | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 6        | SE                | ML-6    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 7        | SE                | ML-7    | 1,920,098           | 1,287,740            | 694,844           | 1,205,461         | 875,758         | 582,207          | 938,951          | 564,544            | 688,422               | 683,380              | 1,335,149             | 1,448,913             | 12,225,467                 |
| 8        | ML-2              | SE      | 4,649,800           | 3,850,926            | 4,126,631         | 5,478,446         | 3,335,687       | 3,555,797        | 4,896,204        | 5,225,696          | 4,954,564             | 5,286,812            | 6,153,410             | 5,544,753             | 57,058,726                 |
| 9        | ML-2              | ML-2    | 2,770,110           | 937,064              | 1,104,571         | 491,499           | 1,775,518       | 1,260,638        | 1,175,971        | 971,996            | 2,988,021             | 1,610,739            | 794,754               | 706,477               | 16,587,358                 |
| 10       | ML-2              | ML-3    | 1,102,054           | 25,888               | 39,972            | 621,278           | 85,824          | 32,855           | 76,567           | 46,626             | 13,314                | 34,227               | 106,165               | 28,113                | 2,212,883                  |
| 11       | ML-2              | SW      | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 12       | ML-2              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 13       | ML-2              | ML-6    | 92,913              | 31,363               | 0                 | 4,992             | 0               | 0                | 0                | 4,992              | 1,949                 | 19,826               | 116,007               | 49,303                | 321,345                    |
| 14       | ML-2              | ML-7    | 651,178             | 448,003              | 66,451            | 1,083,663         | 36,989          | 151,950          | 123,376          | 937,704            | 836,056               | 1,545,836            | 1,182,031             | 511,998               | 7,575,235                  |
| 15       | ML-3              | SE      | 12,522,252          | 13,856,404           | 18,053,834        | 14,393,449        | 19,672,514      | 19,948,817       | 17,970,697       | 13,119,503         | 14,680,032            | 10,888,806           | 11,093,642            | 19,697,586            | 185,897,536                |
| 16       | ML-3              | ML-2    | 11,259,397          | 9,677,484            | 13,089,486        | 10,471,622        | 12,692,586      | 9,962,658        | 10,674,650       | 10,608,046         | 11,279,975            | 10,871,074           | 11,092,790            | 9,375,759             | 131,055,527                |
| 17       | ML-3              | ML-3    | 18,782,922          | 11,494,140           | 12,704,274        | 8,655,099         | 9,650,693       | 10,594,144       | 7,125,254        | 8,469,168          | 8,499,998             | 7,605,742            | 11,487,353            | 11,503,719            | 126,572,467                |
| 18       | ML-3              | SW      | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 19       | ML-3              | ML-5    | N/A                 | N/A                  | N/A               | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 20       | ML-3              | ML-6    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 21       | ML-3              | ML-7    | 25,049,292          | 28,556,950           | 28,376,177        | 32,050,642        | 39,930,523      | 29,346,954       | 33,515,364       | 39,917,088         | 36,449,380            | 40,610,573           | 33,566,460            | 25,636,912            | 393,006,315                |
| 22       | SW                | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 23       | SW                | ML-2    | 24,406              | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 24,406                     |
| 24       | SW                | ML-3    | 185,136             | 128,271              | 187,838           | 172,962           | 157,037         | 246,516          | 111,671          | 110,024            | 90,929                | 82,033               | 86,112                | 124,745               | 1,683,274                  |
| 25       | SW                | SW      | 430,301             | 712,572              | 718,383           | 661,606           | 1,694,793       | 1,548,020        | 1,591,404        | 2,312,663          | 2,935,956             | 3,239,221            | 1,065,796             | 453,137               | 17,363,852                 |
| 26       | SW                | ML-5    | 269,460             | 264,695              | 251,091           | 217,085           | 263,635         | 232,572          | 295,140          | 286,644            | 264,652               | 246,156              | 256,865               | 272,883               | 3,120,878                  |
| 27       | SW                | ML-6    | 4,882,556           | 4,388,715            | 4,585,031         | 4,319,740         | 3,925,673       | 3,953,846        | 3,823,706        | 3,624,661          | 4,095,466             | 4,365,875            | 5,178,858             | 4,848,916             | 51,693,043                 |
| 28       | SW                | ML-7    | 17,043,817          | 14,840,873           | 15,295,378        | 13,326,233        | 14,208,664      | 13,182,614       | 14,339,700       | 15,819,486         | 14,275,312            | 14,430,752           | 12,941,652            | 13,624,800            | 173,329,281                |
| 29       | ML-5              | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 30       | ML-5              | ML-2    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 31       | ML-5              | ML-3    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 32       | ML-5              | SW      | 0                   | 29,988               | 11,601            | 0                 | 0               | 94,200           | 66,489           | 259,774            | 70,810                | 0                    | 0                     | 0                     | 532,862                    |
| 33       | ML-5              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 694                  | 0                     | 0                     | 694                        |
| 34       | ML-5              | ML-6    | 18,829              | 12,375               | 26,193            | 4,315             | 148             | 0                | 0                | 66,197             | 9,257                 | 2,397                | 7,191                 | 0                     | 146,902                    |
| 35       | ML-5              | ML-7    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 67,654           | 187,138            | 436,883               | 0                    | 0                     | 0                     | 691,675                    |
| 36       | ML-6              | SE      | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 37       | ML-6              | ML-2    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 38       | ML-6              | ML-3    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 39       | ML-6              | SW      | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 40       | ML-6              | ML-5    | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 41       | ML-6              | ML-6    | 69,049              | 20,738               | 13,331            | 7,778             | 14,270          | 88,514           | 62,818           | 40,716             | 73,332                | 107,504              | 7,939                 | 0                     | 505,989                    |
| 42       | ML-6              | ML-7    | 62,785              | 76,573               | 35,121            | 100,084           | 130,470         | 101,572          | 73,125           | 62,169             | 69,292                | 107,613              | 36,878                | 45,173                | 900,855                    |
| 43       | ML-7              | SE      | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 44       | ML-7              | ML-2    | 130,988             | 43,466               | 74,209            | 36,045            | 34,057          | 38,628           | 37,456           | 35,590             | 36,492                | 50,128               | 64,366                | 39,342                | 620,767                    |
| 45       | ML-7              | ML-3    | 2,055,142           | 1,414,036            | 1,640,699         | 603,222           | 114,130         | 81,434           | 222,259          | 72,372             | 187,359               | 127,478              | 859,034               | 1,611,286             | 8,988,451                  |
| 46       | ML-7              | SW      | 29,109              | 0                    | 60                | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 279                   | 0                     | 29,448                     |
| 47       | ML-7              | ML-5    | N/A                 | N/A                  | N/A               | N/A               | N/A             | N/A              | N/A              | N/A                | N/A                   | N/A                  | N/A                   | N/A                   | 0                          |
| 48       | ML-7              | ML-6    | 779,806             | 505,013              | 412,783           | 347,043           | 284,222         | 92,210           | 34,900           | 40,778             | 76,903                | 121,232              | 482,970               | 451,621               | 3,629,481                  |
| 49       | ML-7              | ML-7    | 89,685,067          | 70,465,179           | 65,931,681        | 59,355,786        | 53,290,011      | 51,527,980       | 54,564,174       | 50,968,108         | 48,309,571            | 49,438,133           | 66,855,407            | 77,267,785            | 737,658,882                |
| 50       | TOTAL (Dth)       |         | 213,681,957         | 180,746,547          | 191,157,136       | 172,621,605       | 181,568,731     | 166,750,007      | 173,414,796      | 172,031,219        | 171,776,443           | 167,958,696          | 181,253,666           | 188,628,733           | 2,161,589,536              |
| 51       | TOTAL (McF) (2)   |         | 204,480,342         | 172,963,203          | 182,925,489       | 165,188,139       | 173,749,982     | 159,569,385      | 165,947,173      | 164,623,176        | 164,379,371           | 160,726,025          | 173,448,484           | 180,505,965           | 2,068,506,734              |
| 52       | Storage (Dth) (1) |         | 3,881,261           | 1,706,901            | 2,372,977         | 11,640,430        | 25,845,121      | 20,913,474       | 21,842,298       | 20,267,669         | 20,671,555            | 25,548,400           | 10,552,453            | 4,807,216             | 170,049,755                |
| 53       | Storage (McF) (2) |         | 3,714,125           | 1,633,398            | 2,270,791         | 11,139,167        | 24,732,173      | 20,012,894       | 20,901,721       | 19,394,899         | 19,781,392            | 24,448,230           | 10,098,041            | 4,600,207             | 162,727,038                |

(1) Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.  
 (2) Conversion Factor  
 1.045

**ANR PIPELINE COMPANY**  
**Fuel Percentages By Rate Route**  
**2018**

| Line No. | REC-SEG | DEL-SEG | 1/18-3/18 Fuel    |                  | 4/18-12/18 Fuel   |                  |
|----------|---------|---------|-------------------|------------------|-------------------|------------------|
|          |         |         | Trans<br>(Col. 1) | Gath<br>(Col. 2) | Trans<br>(Col. 3) | Gath<br>(Col. 4) |
| 1        | SE      | SE      | 0.65%             | 0.00%            | 1.69%             | 0.00%            |
| 2        | SE      | ML-2    | 0.97%             | 0.00%            | 2.37%             | 0.00%            |
| 3        | SE      | ML-3    | 1.24%             | 0.00%            | 2.94%             | 0.00%            |
| 4        | SE      | SW      | 0.36%             | 0.00%            | 1.11%             | 0.00%            |
| 5        | SE      | ML-5    | 0.79%             | 0.00%            | 1.92%             | 0.00%            |
| 6        | SE      | ML-6    | 1.51%             | 0.00%            | 3.28%             | 0.00%            |
| 7        | SE      | ML-7    | 1.51%             | 0.00%            | 3.28%             | 0.00%            |
| 8        | ML-2    | SE      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 9        | ML-2    | ML-2    | 0.47%             | 0.00%            | 1.15%             | 0.00%            |
| 10       | ML-2    | ML-3    | 0.74%             | 0.00%            | 1.72%             | 0.00%            |
| 11       | ML-2    | SW      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 12       | ML-2    | ML-5    | 0.29%             | 0.00%            | 0.70%             | 0.00%            |
| 13       | ML-2    | ML-6    | 1.01%             | 0.00%            | 2.06%             | 0.00%            |
| 14       | ML-2    | ML-7    | 1.01%             | 0.00%            | 2.06%             | 0.00%            |
| 15       | ML-3    | SE      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 16       | ML-3    | ML-2    | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 17       | ML-3    | ML-3    | 0.42%             | 0.00%            | 1.04%             | 0.00%            |
| 18       | ML-3    | SW      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 19       | ML-3    | ML-5    | 0.00%             | 0.00%            | 0.02%             | 0.00%            |
| 20       | ML-3    | ML-6    | 0.69%             | 0.00%            | 1.38%             | 0.00%            |
| 21       | ML-3    | ML-7    | 0.69%             | 0.00%            | 1.38%             | 0.00%            |
| 22       | SW      | SE      | 1.97%             | 0.00%            | 2.66%             | 0.00%            |
| 23       | SW      | ML-2    | 2.29%             | 0.00%            | 3.34%             | 0.00%            |
| 24       | SW      | ML-3    | 2.56%             | 0.00%            | 3.91%             | 0.00%            |
| 25       | SW      | SW      | 1.14%             | 0.00%            | 1.40%             | 0.00%            |
| 26       | SW      | ML-5    | 1.57%             | 0.00%            | 2.21%             | 0.00%            |
| 27       | SW      | ML-6    | 2.29%             | 0.00%            | 3.57%             | 0.00%            |
| 28       | SW      | ML-7    | 2.56%             | 0.00%            | 3.91%             | 0.00%            |
| 29       | ML-5    | SE      | 0.98%             | 0.00%            | 1.73%             | 0.00%            |
| 30       | ML-5    | ML-2    | 1.30%             | 0.00%            | 2.41%             | 0.00%            |
| 31       | ML-5    | ML-3    | 1.57%             | 0.00%            | 2.98%             | 0.00%            |
| 32       | ML-5    | SW      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 33       | ML-5    | ML-5    | 0.58%             | 0.00%            | 1.28%             | 0.00%            |
| 34       | ML-5    | ML-6    | 1.30%             | 0.00%            | 2.64%             | 0.00%            |
| 35       | ML-5    | ML-7    | 1.57%             | 0.00%            | 2.98%             | 0.00%            |
| 36       | ML-6    | SE      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 37       | ML-6    | ML-2    | 0.87%             | 0.00%            | 1.60%             | 0.00%            |
| 38       | ML-6    | ML-3    | 1.14%             | 0.00%            | 2.17%             | 0.00%            |
| 39       | ML-6    | SW      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 40       | ML-6    | ML-5    | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 41       | ML-6    | ML-6    | 0.87%             | 0.00%            | 1.83%             | 0.00%            |
| 42       | ML-6    | ML-7    | 1.14%             | 0.00%            | 2.17%             | 0.00%            |
| 43       | ML-7    | SE      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 44       | ML-7    | ML-2    | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 45       | ML-7    | ML-3    | 0.42%             | 0.00%            | 0.81%             | 0.00%            |
| 46       | ML-7    | SW      | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 47       | ML-7    | ML-5    | 0.00%             | 0.00%            | 0.00%             | 0.00%            |
| 48       | ML-7    | ML-6    | 0.42%             | 0.00%            | 0.81%             | 0.00%            |
| 49       | ML-7    | ML-7    | 0.42%             | 0.00%            | 0.81%             | 0.00%            |
| 50       | STORAGE |         | 0.61%             |                  | 0.53%             |                  |

ANR PIPELINE COMPANY  
Fuel and L&U Retained By Rate Route  
2018

| Line No. | REC-SEG                           | DEL-SEG | JANUARY<br>(Col. 1) | FEBRUARY<br>(Col. 2) | MARCH<br>(Col. 3) | APRIL<br>(Col. 4) | MAY<br>(Col. 5) | JUNE<br>(Col. 6) | JULY<br>(Col. 7) | AUGUST<br>(Col. 8) | SEPTEMBER<br>(Col. 9) | OCTOBER<br>(Col. 10) | NOVEMBER<br>(Col. 11) | DECEMBER<br>(Col. 12) | Total<br>2018<br>(Col. 13) |
|----------|-----------------------------------|---------|---------------------|----------------------|-------------------|-------------------|-----------------|------------------|------------------|--------------------|-----------------------|----------------------|-----------------------|-----------------------|----------------------------|
| 1        | SE                                | SE      | 97,316              | 105,575              | 141,258           | 278,128           | 278,200         | 287,397          | 306,195          | 247,231            | 308,401               | 271,749              | 254,908               | 230,166               | 2,806,524                  |
| 2        | SE                                | ML-2    | 31,618              | 11,126               | 17,605            | 57,418            | 74,026          | 77,453           | 89,923           | 90,733             | 55,753                | 10,209               | 27,774                | 39,774                | 583,412                    |
| 3        | SE                                | ML-3    | 17,743              | 5,091                | 4,136             | 14,210            | 4,930           | 6,571            | 3,367            | 4,848              | 6,532                 | 7,689                | 15,449                | 10,842                | 101,408                    |
| 4        | SE                                | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 5        | SE                                | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 6        | SE                                | ML-6    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 7        | SE                                | ML-7    | 29,438              | 19,743               | 10,653            | 40,880            | 29,699          | 19,744           | 31,842           | 19,145             | 23,346                | 23,175               | 45,278                | 49,136                | 342,079                    |
| 8        | ML-2                              | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 9        | ML-2                              | ML-2    | 13,081              | 4,425                | 5,216             | 5,718             | 20,656          | 14,666           | 13,681           | 11,308             | 34,762                | 18,739               | 9,246                 | 8,219                 | 159,717                    |
| 10       | ML-2                              | ML-3    | 8,216               | 193                  | 298               | 10,873            | 1,502           | 575              | 1,340            | 816                | 233                   | 599                  | 1,858                 | 492                   | 26,995                     |
| 11       | ML-2                              | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 12       | ML-2                              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 13       | ML-2                              | ML-6    | 948                 | 320                  | 0                 | 105               | 0               | 0                | 105              | 0                  | 41                    | 417                  | 2,440                 | 1,037                 | 5,413                      |
| 14       | ML-2                              | ML-7    | 6,644               | 4,571                | 678               | 22,793            | 778             | 3,196            | 2,595            | 19,723             | 17,585                | 32,514               | 24,862                | 10,769                | 146,708                    |
| 15       | ML-3                              | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 16       | ML-3                              | ML-2    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 17       | ML-3                              | ML-3    | 79,221              | 48,479               | 53,583            | 90,959            | 101,422         | 111,337          | 74,881           | 89,005             | 89,329                | 79,931               | 120,724               | 120,896               | 1,059,767                  |
| 18       | ML-3                              | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 19       | ML-3                              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 20       | ML-3                              | ML-6    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 21       | ML-3                              | ML-7    | 174,041             | 198,412              | 197,156           | 448,488           | 558,752         | 410,655          | 468,984          | 558,564            | 510,040               | 568,268              | 469,699               | 358,740               | 4,921,799                  |
| 22       | SW                                | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 23       | SW                                | ML-2    | 572                 | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 572                        |
| 24       | SW                                | ML-3    | 4,864               | 3,370                | 4,935             | 7,038             | 6,390           | 10,031           | 4,544            | 4,477              | 3,700                 | 3,338                | 3,504                 | 5,076                 | 61,267                     |
| 25       | SW                                | SW      | 4,962               | 8,217                | 8,284             | 9,394             | 24,064          | 21,980           | 22,596           | 32,837             | 41,687                | 45,993               | 15,133                | 6,434                 | 241,581                    |
| 26       | SW                                | ML-5    | 4,298               | 4,222                | 4,005             | 4,906             | 5,958           | 5,256            | 6,670            | 6,478              | 5,981                 | 5,563                | 5,805                 | 6,167                 | 65,309                     |
| 27       | SW                                | ML-6    | 107,400             | 102,857              | 107,458           | 159,924           | 145,335         | 146,378          | 141,560          | 134,191            | 151,621               | 161,632              | 191,730               | 179,515               | 1,729,601                  |
| 28       | SW                                | ML-7    | 447,785             | 389,908              | 401,849           | 542,258           | 578,165         | 536,414          | 583,497          | 643,711            | 580,877               | 587,202              | 526,609               | 554,407               | 6,372,682                  |
| 29       | ML-5                              | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 30       | ML-5                              | ML-2    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 31       | ML-5                              | ML-3    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 32       | ML-5                              | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 33       | ML-5                              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 9                    | 0                     | 0                     | 9                          |
| 34       | ML-5                              | ML-6    | 248                 | 163                  | 345               | 117               | 4               | 0                | 0                | 1,795              | 251                   | 65                   | 195                   | 0                     | 3,183                      |
| 35       | ML-5                              | ML-7    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 2,078            | 5,748              | 13,419                | 0                    | 0                     | 0                     | 21,245                     |
| 36       | ML-6                              | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 37       | ML-6                              | ML-2    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 38       | ML-6                              | ML-3    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 39       | ML-6                              | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 40       | ML-6                              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 41       | ML-6                              | ML-6    | 606                 | 182                  | 117               | 145               | 266             | 1,650            | 1,171            | 759                | 1,367                 | 2,004                | 148                   | 0                     | 8,415                      |
| 42       | ML-6                              | ML-7    | 724                 | 883                  | 405               | 2,220             | 2,894           | 2,253            | 1,622            | 1,379              | 1,537                 | 2,387                | 818                   | 1,002                 | 18,124                     |
| 43       | ML-7                              | SE      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 44       | ML-7                              | ML-2    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 45       | ML-7                              | ML-3    | 8,668               | 5,964                | 6,920             | 4,926             | 932             | 665              | 1,815            | 591                | 1,530                 | 1,041                | 7,015                 | 13,158                | 53,225                     |
| 46       | ML-7                              | SW      | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 47       | ML-7                              | ML-5    | 0                   | 0                    | 0                 | 0                 | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 0                          |
| 48       | ML-7                              | ML-6    | 3,289               | 2,130                | 1,741             | 2,834             | 2,321           | 753              | 285              | 333                | 628                   | 990                  | 3,944                 | 3,688                 | 22,936                     |
| 49       | ML-7                              | ML-7    | 378,266             | 297,202              | 278,081           | 484,708           | 435,174         | 420,785          | 445,579          | 416,213            | 394,503               | 403,719              | 545,951               | 630,980               | 5,131,161                  |
| 50       | TOTAL TRANSPORTATION (Dth)        |         | 1,419,948           | 1,213,033            | 1,244,723         | 2,188,042         | 2,271,468       | 2,077,759        | 2,204,225        | 2,289,990          | 2,243,123             | 2,227,233            | 2,273,090             | 2,230,498             | 23,883,132                 |
| 51       | TOTAL TRANSPORTATION (McF) (1)    |         | 1,358,802           | 1,160,797            | 1,191,122         | 2,093,820         | 2,173,654       | 1,988,286        | 2,109,306        | 2,191,378          | 2,146,529             | 2,131,323            | 2,175,206             | 2,134,448             | 22,854,672                 |
| 52       | STORAGE INJ. FUEL (Dth)           |         | 23,821              | 10,476               | 14,564            | 62,023            | 137,709         | 111,432          | 116,381          | 107,991            | 110,143               | 136,128              | 56,226                | 25614                 | 912,508                    |
| 53       | STORAGE CYCLING FUEL (Dth)        |         | 0                   | 0                    | 0                 | 16,821            | 0               | 0                | 0                | 0                  | 0                     | 0                    | 0                     | 0                     | 16,821                     |
| 54       | TOTAL STORAGE FUEL RETAINED (Dth) |         | 23,821              | 10,476               | 14,564            | 78,844            | 137,709         | 111,432          | 116,381          | 107,991            | 110,143               | 136,128              | 56,226                | 25,614                | 929,329                    |
| 55       | STORAGE FUEL RETAINED (McF) (1)   |         | 22,795              | 10,025               | 13,937            | 75,449            | 131,779         | 106,633          | 111,369          | 103,341            | 105,400               | 130,266              | 53,805                | 24,511                | 889,310                    |
| 56       | TOTAL FUEL RETAINED (Dth)         |         | 1,443,769           | 1,223,509            | 1,259,287         | 2,266,886         | 2,409,177       | 2,189,191        | 2,320,606        | 2,397,981          | 2,353,266             | 2,363,361            | 2,329,316             | 2,256,112             | 24,812,461                 |
| 57       | TOTAL FUEL RETAINED (McF) (1)     |         | 1,381,597           | 1,170,822            | 1,205,059         | 2,169,269         | 2,305,433       | 2,094,920        | 2,220,676        | 2,294,719          | 2,251,929             | 2,261,589            | 2,229,011             | 2,158,959             | 23,743,982                 |

(1) Conversion Factor

1.045

**ANR PIPELINE COMPANY**  
**Fuel and L&U Retained by Rate Segment**  
**2018**

| Line No.  | REC-SEG  | DEL-SEG | System Throughput (Col. 1) | SouthEast Area (Col. 2) | SouthWest Area (Col. 3) | SouthEast Leg (Col. 4) | SouthWest Leg (Col. 5) | Northern Segment (Col. 6) | L&U (Col. 7)         |
|---|--|---------|----------------------------|-------------------------|-------------------------|------------------------|------------------------|---------------------------|----------------------|
| <b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b> |  |         |                            |                         |                         |                        |                        |                           |                      |
| 1   | SE   | SE      | 198,648,662                | 198,648,662             | 0                       | 0                      | 0                      | 0                         | 198,648,662          |
| 2   | SE   | ML-2    | 28,291,714                 | 28,291,714              | 0                       | 28,291,714             | 0                      | 0                         | 28,291,714           |
| 3   | SE   | ML-3    | 4,706,905                  | 4,706,905               | 0                       | 4,706,905              | 0                      | 0                         | 4,706,905            |
| 4   | SE   | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 5   | SE   | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 6   | SE   | ML-6    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 7   | SE   | ML-7    | 12,567,546                 | 12,567,546              | 0                       | 12,567,546             | 0                      | 12,567,546                | 12,567,546           |
| 8   | ML-2   | SE      | 57,058,726                 | 57,058,726              | 0                       | 57,058,726             | 0                      | 0                         | 57,058,726           |
| 9   | ML-2   | ML-2    | 16,747,075                 | 0                       | 0                       | 16,747,075             | 0                      | 0                         | 16,747,075           |
| 10  | ML-2   | ML-3    | 2,239,878                  | 0                       | 0                       | 2,239,878              | 0                      | 0                         | 2,239,878            |
| 11  | ML-2   | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 12  | ML-2   | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 13  | ML-2   | ML-6    | 326,758                    | 0                       | 0                       | 326,758                | 326,758                | 326,758                   | 326,758              |
| 14  | ML-2   | ML-7    | 7,721,943                  | 0                       | 0                       | 7,721,943              | 0                      | 7,721,943                 | 7,721,943            |
| 15  | ML-3   | SE      | 185,897,536                | 185,897,536             | 0                       | 185,897,536            | 0                      | 0                         | 185,897,536          |
| 16  | ML-3   | ML-2    | 131,055,527                | 0                       | 0                       | 131,055,527            | 0                      | 0                         | 131,055,527          |
| 17  | ML-3   | ML-3    | 127,632,234                | 0                       | 0                       | 127,632,234            | 0                      | 0                         | 127,632,234          |
| 18  | ML-3   | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 19  | ML-3   | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 20  | ML-3   | ML-6    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 21  | ML-3   | ML-7    | 397,928,114                | 0                       | 0                       | 397,928,114            | 0                      | 397,928,114               | 397,928,114          |
| 22  | SW   | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 23  | SW   | ML-2    | 24,978                     | 0                       | 24,978                  | 24,978                 | 24,978                 | 24,978                    | 24,978               |
| 24  | SW   | ML-3    | 1,744,541                  | 0                       | 1,744,541               | 1,744,541              | 1,744,541              | 1,744,541                 | 1,744,541            |
| 25  | SW   | SW      | 17,605,433                 | 0                       | 17,605,433              | 0                      | 0                      | 0                         | 17,605,433           |
| 26  | SW   | ML-5    | 3,186,187                  | 0                       | 3,186,187               | 0                      | 0                      | 0                         | 3,186,187            |
| 27  | SW   | ML-6    | 53,422,644                 | 0                       | 53,422,644              | 0                      | 53,422,644             | 0                         | 53,422,644           |
| 28  | SW   | ML-7    | 179,701,963                | 0                       | 179,701,963             | 0                      | 179,701,963            | 179,701,963               | 179,701,963          |
| 29  | ML-5   | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 30  | ML-5   | ML-2    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 31  | ML-5   | ML-3    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 32  | ML-5   | SW      | 532,862                    | 0                       | 532,862                 | 0                      | 532,862                | 0                         | 532,862              |
| 33  | ML-5   | ML-5    | 703                        | 0                       | 703                     | 0                      | 703                    | 0                         | 703                  |
| 34  | ML-5   | ML-6    | 150,085                    | 0                       | 150,085                 | 0                      | 150,085                | 0                         | 150,085              |
| 35  | ML-5   | ML-7    | 712,920                    | 0                       | 0                       | 712,920                | 712,920                | 712,920                   | 712,920              |
| 36  | ML-6   | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 37  | ML-6   | ML-2    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 38  | ML-6   | ML-3    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 39  | ML-6   | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 40  | ML-6   | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 41  | ML-6   | ML-6    | 514,404                    | 0                       | 0                       | 514,404                | 0                      | 514,404                   | 514,404              |
| 42  | ML-6   | ML-7    | 918,979                    | 0                       | 0                       | 918,979                | 918,979                | 918,979                   | 918,979              |
| 43  | ML-7   | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 44  | ML-7   | ML-2    | 620,767                    | 0                       | 0                       | 620,767                | 0                      | 620,767                   | 620,767              |
| 45  | ML-7   | ML-3    | 9,041,676                  | 0                       | 0                       | 9,041,676              | 0                      | 9,041,676                 | 9,041,676            |
| 46  | ML-7   | SW      | 29,448                     | 0                       | 29,448                  | 29,448                 | 29,448                 | 29,448                    | 29,448               |
| 47  | ML-7   | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 48  | ML-7   | ML-6    | 3,652,417                  | 0                       | 0                       | 3,652,417              | 3,652,417              | 3,652,417                 | 3,652,417            |
| 49  | ML-7   | ML-7    | 742,790,043                | 0                       | 0                       | 742,790,043            | 742,790,043            | 742,790,043               | 742,790,043          |
| 50  | <b>TOTAL (Dth)</b>                                     |         | <b>2,185,472,668</b>       | <b>487,171,089</b>      | <b>256,248,056</b>      | <b>983,605,918</b>     | <b>244,918,889</b>     | <b>1,357,782,093</b>      | <b>2,185,472,668</b> |
| 51  | <b>Fuel and L&amp;U Retained by Rate Segment</b>       |         |                            |                         |                         |                        |                        |                           |                      |
| 52  | Unadjusted Fuel and L&U Retained                       |         | 35,565,181                 | 5,062,460               | 2,422,457               | 10,695,276             | 4,642,861              | 4,356,687                 | 8,385,439            |
| 53  | Adjustments  |         |                            |                         |                         |                        |                        |                           |                      |
| 54  | SE-ML2   |         | (142,598)                  | 0                       | 0                       | (142,598)              | 0                      | 0                         | 0                    |
| 55  | ML2-SE   |         | (287,353)                  | 0                       | 0                       | (287,353)              | 0                      | 0                         | 0                    |
| 56  | ML2-ML2  |         | (80,955)                   | 0                       | 0                       | (80,955)               | 0                      | 0                         | 0                    |
| 57  | ML2-ML6  |         | (2,170)                    | 0                       | 0                       | 0                      | (2,170)                | 0                         | 0                    |
| 58  | ML3-ML3  |         | (712,514)                  | 0                       | 0                       | (712,514)              | 0                      | 0                         | 0                    |
| 59  | ML3-ML6  |         | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 60  | ML3-ML7  |         | (2,408,724)                | 0                       | 0                       | (2,408,724)            | 0                      | 0                         | 0                    |
| 61  | SW-ML3   |         | (10,011)                   | 0                       | 0                       | (10,011)               | 0                      | 0                         | 0                    |
| 62  | SW-ML5   |         | (38,226)                   | 0                       | 0                       | 0                      | (38,226)               | 0                         | 0                    |
| 63  | ML5-ML-5   |         | (10)                       | 0                       | 0                       | 0                      | (10)                   | 0                         | 0                    |
| 64  | ML6-ML3  |         | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 65  | ML6-ML6  |         | (3,771)                    | 0                       | 0                       | 0                      | (3,771)                | 0                         | 0                    |
| 66  | ML6-ML7  |         | (6,773)                    | 0                       | 0                       | 0                      | (6,773)                | 0                         | 0                    |
| 67  | ML7-ML3  |         | (43,010)                   | 0                       | 0                       | (43,010)               | 0                      | 0                         | 0                    |
| 68  | ML7-ML6  |         | (23,106)                   | 0                       | 0                       | 0                      | (23,106)               | 0                         | 0                    |
| 69  | Total Fuel and L&U Retained (Dth)                      |         | 31,805,959                 | 5,062,460               | 2,422,457               | 7,010,112              | 4,568,804              | 4,356,687                 | 8,385,439            |
| 70  | <b>Total Fuel and L&amp;U Retained (McF)</b>           |         | <b>30,436,325</b>          | <b>4,844,459</b>        | <b>2,318,141</b>        | <b>6,708,241</b>       | <b>4,372,061</b>       | <b>4,169,079</b>          | <b>8,024,343</b>     |
| 71  | Total Fuel not calculated on North to South Flow (McF) |         | (7,581,652)                | (2,443,288)             | (5,045)                 | (3,672,250)            | (51,563)               | (1,929)                   | (1,407,577)          |
| 72  | <b>Actual Total Fuel and L&amp;U Retained (McF) 1/</b> |         | <b>22,854,673</b>          | <b>2,401,172</b>        | <b>2,313,096</b>        | <b>3,035,991</b>       | <b>4,320,498</b>       | <b>4,167,149</b>          | <b>6,616,767</b>     |
|   | <b>Transporter's Use</b>                               |         |                            |                         |                         |                        |                        |                           |                      |
| 73  | Fuel & L&U Retained by Rate Segment                    |         | 22,854,673                 | 2,401,172               | 2,313,096               | 3,035,991              | 4,320,498              | 4,167,149                 | 6,616,767            |
| 74  | Def. Transporter's Use Bal. - 2017 (Over)/Under Rec.   |         | 3,716,425                  | 710,104                 | (84,565)                | 2,236,914              | 494,551                | (1,420,959)               | 1,780,380            |
| 75  | Def. Transporter's Use Adjustment: Btu Corrector       |         | (51,158)                   | (828)                   | (738)                   | (1,368)                | (195,937)              | (44,640)                  | 192,353              |
| 76  | <b>Current Transporter's Use</b>                       |         | <b>19,189,406</b>          | <b>1,691,896</b>        | <b>2,398,399</b>        | <b>800,445</b>         | <b>4,021,884</b>       | <b>5,632,748</b>          | <b>4,644,034</b>     |
|   |  |         |                            |                         |                         |                        |                        |                           | <b>889,310</b>       |
|   |  |         |                            |                         |                         |                        |                        |                           | <b>23,743,983</b>    |
|   |  |         |                            |                         |                         |                        |                        |                           | <b>(261,591)</b>     |
|   |  |         |                            |                         |                         |                        |                        |                           | <b>(53,629)</b>      |
|   |  |         |                            |                         |                         |                        |                        |                           | <b>1,153,372</b>     |
|   |  |         |                            |                         |                         |                        |                        |                           | <b>20,342,778</b>    |

1/ Line 72 reflects an adjustment to the Total Fuel and L&U Retained (Line 70) to remove derived fuel retained associated with transportation previously determined to be a backhaul (Line 71). Total Fuel and L&U Retained is calculated by multiplying the total throughput by the current fuel rates. Total throughput includes transactional throughput for forwardhaul transportation and actual throughput for transportation previously determined to be a backhaul. As no actual fuel was retained for transportation previously determined to be a backhaul, the derived fuel retained associated with backhauls (Line 71) has been subtracted from the Total Fuel and L&U Retained (Line 70) to reflect the Actual Total Fuel and L&U Retained (Line 72)

**ANR PIPELINE COMPANY**  
**Fuel and L&U Retained by Rate Segment**

| Line No.  | REC-SEG | DEI-SEG | JAN thru MAR 2018          |                         |                         |                        |                        |                           |                    | APR thru DEC               |                         |                         |                        |                        |                           |                      |
|---|---------|---------|----------------------------|-------------------------|-------------------------|------------------------|------------------------|---------------------------|--------------------|----------------------------|-------------------------|-------------------------|------------------------|------------------------|---------------------------|----------------------|
|   |         |         | System Throughput (Col. 1) | SouthEast Area (Col. 2) | SouthWest Area (Col. 3) | SouthEast Leg (Col. 4) | SouthWest Leg (Col. 5) | Northern Segment (Col. 6) | L&U (Col. 7)       | System Throughput (Col. 1) | SouthEast Area (Col. 2) | SouthWest Area (Col. 3) | SouthEast Leg (Col. 4) | SouthWest Leg (Col. 5) | Northern Segment (Col. 6) | L&U (Col. 7)         |
| <b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b> |         |         |                            |                         |                         |                        |                        |                           |                    |                            |                         |                         |                        |                        |                           |                      |
| 1   | SE      | SE      | 52,946,000                 | 52,946,000              | 0                       | 0                      | 0                      | 0                         | 0                  | 52,946,000                 | 145,702,662             | 145,702,662             | 0                      | 0                      | 0                         | 145,702,662          |
| 2   | SE      | ML-2    | 6,221,546                  | 6,221,546               | 0                       | 6,221,546              | 0                      | 0                         | 0                  | 6,221,546                  | 22,070,168              | 22,070,168              | 0                      | 22,070,168             | 0                         | 22,070,168           |
| 3   | SE      | ML-3    | 2,175,000                  | 2,175,000               | 0                       | 2,175,000              | 0                      | 0                         | 0                  | 2,175,000                  | 2,531,905               | 2,531,905               | 0                      | 2,531,905              | 0                         | 2,531,905            |
| 4   | SE      | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 5   | SE      | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 6   | SE      | ML-6    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                    |
| 7   | SE      | ML-7    | 3,962,516                  | 3,962,516               | 0                       | 3,962,516              | 0                      | 3,962,516                 | 3,962,516          | 8,605,030                  | 8,605,030               | 0                       | 8,605,030              | 0                      | 8,605,030                 |                      |
| 8   | ML-2    | SE      | 12,627,357                 | 12,627,357              | 0                       | 12,627,357             | 0                      | 0                         | 12,627,357         | 44,431,369                 | 44,431,369              | 0                       | 44,431,369             | 0                      | 44,431,369                |                      |
| 9   | ML-2    | ML-2    | 4,834,467                  | 4,834,467               | 0                       | 4,834,467              | 0                      | 0                         | 4,834,467          | 11,912,608                 | 11,912,608              | 0                       | 11,912,608             | 0                      | 11,912,608                |                      |
| 10  | ML-2    | ML-3    | 1,176,621                  | 1,176,621               | 0                       | 1,176,621              | 0                      | 0                         | 1,176,621          | 1,063,257                  | 1,063,257               | 0                       | 1,063,257              | 0                      | 1,063,257                 |                      |
| 11  | ML-2    | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 12  | ML-2    | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 13  | ML-2    | ML-6    | 125,544                    | 0                       | 0                       | 125,544                | 125,544                | 125,544                   | 125,544            | 201,214                    | 0                       | 0                       | 201,214                | 201,214                | 201,214                   |                      |
| 14  | ML-2    | ML-7    | 1,177,525                  | 0                       | 0                       | 1,177,525              | 0                      | 1,177,525                 | 1,177,525          | 6,544,418                  | 0                       | 0                       | 6,544,418              | 0                      | 6,544,418                 |                      |
| 15  | ML-3    | SE      | 44,432,490                 | 44,432,490              | 0                       | 44,432,490             | 0                      | 0                         | 44,432,490         | 141,465,046                | 141,465,046             | 0                       | 141,465,046            | 0                      | 141,465,046               |                      |
| 16  | ML-3    | ML-2    | 34,026,367                 | 0                       | 0                       | 34,026,367             | 0                      | 0                         | 34,026,367         | 97,029,160                 | 97,029,160              | 0                       | 97,029,160             | 0                      | 97,029,160                |                      |
| 17  | ML-3    | ML-3    | 43,162,619                 | 0                       | 0                       | 43,162,619             | 0                      | 0                         | 43,162,619         | 84,469,615                 | 84,469,615              | 0                       | 84,469,615             | 0                      | 84,469,615                |                      |
| 18  | ML-3    | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 19  | ML-3    | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 20  | ML-3    | ML-6    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 21  | ML-3    | ML-7    | 82,552,028                 | 0                       | 0                       | 82,552,028             | 0                      | 82,552,028                | 82,552,028         | 315,376,086                | 0                       | 0                       | 315,376,086            | 0                      | 315,376,086               |                      |
| 22  | SW      | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 23  | SW      | ML-2    | 24,978                     | 24,978                  | 24,978                  | 24,978                 | 24,978                 | 24,978                    | 24,978             | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 24  | SW      | ML-3    | 514,414                    | 514,414                 | 514,414                 | 514,414                | 514,414                | 514,414                   | 514,414            | 1,230,127                  | 0                       | 1,230,127               | 1,230,127              | 1,230,127              | 1,230,127                 |                      |
| 25  | SW      | SW      | 1,882,719                  | 0                       | 0                       | 1,882,719              | 0                      | 1,882,719                 | 1,882,719          | 15,722,714                 | 0                       | 15,722,714              | 15,722,714             | 15,722,714             | 15,722,714                |                      |
| 26  | SW      | ML-5    | 797,771                    | 0                       | 0                       | 797,771                | 0                      | 797,771                   | 797,771            | 2,388,416                  | 0                       | 2,388,416               | 2,388,416              | 2,388,416              | 2,388,416                 |                      |
| 27  | SW      | ML-6    | 13,874,017                 | 0                       | 0                       | 13,874,017             | 0                      | 13,874,017                | 13,874,017         | 39,548,627                 | 0                       | 39,548,627              | 39,548,627             | 39,548,627             | 39,548,627                |                      |
| 28  | SW      | ML-7    | 48,419,610                 | 0                       | 0                       | 48,419,610             | 0                      | 48,419,610                | 48,419,610         | 131,282,353                | 0                       | 131,282,353             | 131,282,353            | 131,282,353            | 131,282,353               |                      |
| 29  | ML-5    | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 30  | ML-5    | ML-2    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 31  | ML-5    | ML-3    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 32  | ML-5    | SW      | 41,589                     | 0                       | 41,589                  | 0                      | 41,589                 | 41,589                    | 41,589             | 491,273                    | 0                       | 491,273                 | 491,273                | 491,273                | 491,273                   |                      |
| 33  | ML-5    | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 703                        | 0                       | 703                     | 703                    | 703                    | 703                       |                      |
| 34  | ML-5    | ML-6    | 58,153                     | 0                       | 0                       | 58,153                 | 0                      | 58,153                    | 58,153             | 91,932                     | 0                       | 91,932                  | 91,932                 | 91,932                 | 91,932                    |                      |
| 35  | ML-5    | ML-7    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 712,920                    | 0                       | 712,920                 | 712,920                | 712,920                | 712,920                   |                      |
| 36  | ML-6    | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 37  | ML-6    | ML-2    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 38  | ML-6    | ML-3    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 39  | ML-6    | SW      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 40  | ML-6    | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 41  | ML-6    | ML-6    | 104,023                    | 0                       | 0                       | 104,023                | 0                      | 104,023                   | 104,023            | 410,381                    | 0                       | 410,381                 | 410,381                | 410,381                | 410,381                   |                      |
| 42  | ML-6    | ML-7    | 176,491                    | 0                       | 0                       | 176,491                | 0                      | 176,491                   | 176,491            | 742,488                    | 0                       | 742,488                 | 742,488                | 742,488                | 742,488                   |                      |
| 43  | ML-7    | SE      | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 44  | ML-7    | ML-2    | 248,663                    | 0                       | 0                       | 248,663                | 0                      | 248,663                   | 248,663            | 372,104                    | 0                       | 372,104                 | 372,104                | 372,104                | 372,104                   |                      |
| 45  | ML-7    | ML-3    | 5,131,429                  | 0                       | 0                       | 5,131,429              | 0                      | 5,131,429                 | 5,131,429          | 3,910,247                  | 0                       | 3,910,247               | 3,910,247              | 3,910,247              | 3,910,247                 |                      |
| 46  | ML-7    | SW      | 29,169                     | 0                       | 29,169                  | 0                      | 29,169                 | 29,169                    | 29,169             | 279                        | 0                       | 279                     | 279                    | 279                    | 279                       |                      |
| 47  | ML-7    | ML-5    | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         | 0                  | 0                          | 0                       | 0                       | 0                      | 0                      | 0                         |                      |
| 48  | ML-7    | ML-6    | 1,704,762                  | 0                       | 0                       | 1,704,762              | 0                      | 1,704,762                 | 1,704,762          | 1,947,655                  | 0                       | 1,947,655               | 1,947,655              | 1,947,655              | 1,947,655                 |                      |
| 49  | ML-7    | ML-7    | 227,035,476                | 0                       | 0                       | 227,035,476            | 0                      | 227,035,476               | 227,035,476        | 515,754,567                | 0                       | 515,754,567             | 515,754,567            | 515,754,567            | 515,754,567               |                      |
| <b>50 TOTAL (Dth)</b>   |         |         | <b>589,463,344</b>         | <b>122,364,909</b>      | <b>65,584,267</b>       | <b>242,393,564</b>     | <b>65,870,521</b>      | <b>371,102,605</b>        | <b>589,463,344</b> | <b>1,596,009,324</b>       | <b>364,806,180</b>      | <b>190,663,789</b>      | <b>741,212,354</b>     | <b>179,048,368</b>     | <b>986,679,488</b>        | <b>1,596,009,324</b> |
| <b>51 Fuel and L&amp;U %</b>                                    |         |         |                            | <b>0.50%</b>            | <b>0.99%</b>            | <b>0.59%</b>           | <b>1.15%</b>           | <b>0.27%</b>              | <b>0.15%</b>       |                            | <b>1.22%</b>            | <b>0.93%</b>            | <b>1.25%</b>           | <b>2.17%</b>           | <b>0.34%</b>              | <b>0.47%</b>         |
| <b>52 Fuel and L&amp;U Retained by Rate Segment</b>             |         |         |                            |                         |                         |                        |                        |                           |                    |                            |                         |                         |                        |                        |                           |                      |
| 53 Unadjusted Fuel and L&U Retained                             |         |         | 5,334,914                  | 611,825                 | 649,284                 | 1,430,122              | 757,511                | 1,001,977                 | 884,195            | 30,230,267                 | 4,450,635               | 1,773,173               | 9,265,154              | 3,885,350              | 3,354,710                 | 7,501,244            |
| 54 Adjustments  |         |         |                            |                         |                         |                        |                        |                           |                    |                            |                         |                         |                        |                        |                           |                      |
| 55 SE-ML2   |         |         | (16,798)                   |                         |                         |                        |                        |                           |                    | (125,800)                  |                         |                         | (125,800)              |                        |                           |                      |
| 56 ML2-ML2  |         |         | (13,053)                   |                         |                         |                        |                        |                           |                    | (67,902)                   |                         |                         | (67,902)               |                        |                           |                      |
| 57 ML3-ML3  |         |         | (138,120)                  |                         |                         |                        |                        |                           |                    | (574,393)                  |                         |                         | (574,393)              |                        |                           |                      |
| 58 ML3-ML6  |         |         | 0                          |                         |                         |                        |                        |                           |                    | 0                          |                         |                         | 0                      |                        |                           |                      |
| 59 ML3-ML7  |         |         | (264,166)                  |                         |                         |                        |                        |                           |                    | (2,144,557)                |                         |                         | (2,144,557)            |                        |                           |                      |
| 60 SW-ML5   |         |         | (5,744)                    |                         |                         |                        | (5,744)                |                           |                    | (32,482)                   |                         |                         | (32,482)               |                        | (32,482)                  |                      |
| 60 SW-ML3   |         |         | (1,646)                    |                         |                         |                        |                        |                           |                    | (8,365)                    |                         |                         | (8,365)                |                        |                           |                      |
| 61 ML2-SE   |         |         | (34,094)                   |                         |                         |                        |                        |                           |                    | (253,259)                  |                         |                         | (253,259)              |                        |                           |                      |
| 62 ML2-ML6  |         |         | (540)                      |                         |                         |                        |                        |                           |                    | (1,630)                    |                         |                         | (1,630)                |                        | (1,630)                   |                      |
| 63 ML5-ML5  |         |         | 0                          |                         |                         |                        |                        |                           |                    | (10)                       |                         |                         | (10)                   |                        | (10)                      |                      |
| 64 ML6-ML3  |         |         | 0                          |                         |                         |                        |                        |                           |                    | 0                          |                         |                         | 0                      |                        | 0                         |                      |
| 65 ML6-ML6  |         |         | (447)                      |                         |                         |                        |                        |                           |                    | (3,324)                    |                         |                         | (3,324)                |                        | (3,324)                   |                      |
| 66 ML6-ML7  |         |         | (759)                      |                         |                         |                        |                        |                           |                    | (6,014)                    |                         |                         | (6,014)                |                        | (6,014)                   |                      |
| 67 ML7-ML3  |         |         | (16,421)                   |                         |                         |                        | (16,421)               |                           |                    | (26,590)                   |                         |                         | (26,590)               |                        | (26,590)                  |                      |
| 68 ML7-ML6  |         |         | (7,330)                    |                         |                         |                        |                        | (7,330)                   |                    | (15,776)                   |                         |                         | (15,776)               |                        | (15,776)                  |                      |
| 69 Total Fuel and L&U Retained (Dth)                            |         |         | 4,835,795                  | 611,825                 | 649,284                 | 945,823                | 742,691                | 1,001,977                 | 884,195            | 26,970,165                 | 4,450,635               | 1,773,173               | 6,064,288              | 3,826,113              | 3,354,710                 | 7,501,244            |
| <b>70 Total Fuel and L&amp;U Retained (Mcf)</b>                 |         |         | 4,627,555                  | 585,478                 | 621,325                 | 905,094                | 710,709                | 958,830                   | 846,120            | 25,808,770                 | 4,258,981               | 1,696,816               | 5,803,147              | 3,661,353              | 3,210,249                 | 7,178,224            |

| Fuel Rates From Matrix |              |               |              |              |              |              |              |
|------------------------|--------------|---------------|--------------|--------------|--------------|--------------|--------------|
| 3 Months, Jan - Mar    |              |               |              |              |              |              |              |
| SE AREA                | SW AREA      | MAINLINE AREA |              |              |              | L&U          |              |
| SE                     | SW           | SE LEG        | SW LEG       | NORTH        | ML-2         | ML-3         | ML-6         |
| 0.50%                  | 0.99%        | 0.59%         | 1.15%        | 0.27%        | 0.15%        |              |              |
| <b>0.50%</b>           | <b>0.99%</b> | <b>0.32%</b>  | <b>0.27%</b> | <b>0.43%</b> | <b>0.72%</b> | <b>0.27%</b> | <b>0.15%</b> |
|                        |              | 54%           | 46%          | 37%          | 65%          |              |              |

| Fuel Rates From Matrix |         |               |        |       |      |      |      |
|------------------------|---------|---------------|--------|-------|------|------|------|
| 9 Months, Apr - Dec    |         |               |        |       |      |      |      |
| SE AREA                | SW AREA | MAINLINE AREA |        |       |      | L&U  |      |
| SE                     | SW      | SE LEG        | SW LEG | NORTH | ML-2 | ML-3 | ML-6 |
| 1.22%                  | 0.93%   | 1.25%         | 2.17%  |       |      |      |      |

**ANR PIPELINE COMPANY  
DERIVATION OF TRANSPORTATION EPC CHARGE BY ROUTE  
DOLLARS PER DTH**

| <b>To</b>                      |  | <b>Southeast</b>   |  |  | <b>Southwest</b>   |  |  |  |
|--------------------------------|--|--|--|--|--|--|--|--|
| <b>From</b>                    | <b>Southeast Area SE</b>   | <b>Southern ML-2</b>   | <b>Central ML-3</b>  | <b>Southwest Area SW</b>   | <b>Southern ML-5</b>   | <b>Central ML-6</b>  | <b>Northern ML-7</b>                                 |  |
| <b>Southeast Area SE</b>       | SEA<br>0 +<br>\$0.0000   | SEA+SES<br>0 + 0 =<br>\$0.0000                                       | SEA+SES+SEC<br>0 + 0 + 0 =<br>\$0.0000                     | SEA+SES+SEC+N<br>+SWC+SWS+SWA<br>0 + 0 + 0 +<br>0.0006 + 0 + 0 + 0 =<br>\$0.0006 | SEA+SES+SEC+N+SWC+SWS<br>0 + 0 + 0<br>0.0006 + 0 + 0 =<br>\$0.0006 | SEA+SES+SEC+N+SWC<br>0 + 0<br>0 + 0.0006 + 0 =<br>\$0.0006 | SEA+SES+SEC+N<br>0 + 0 =<br>0 + 0.0006 =<br>\$0.0006 |  |
| <b>Southeast Southern ML-2</b> | SES+SEA<br>0 + 0 =<br>\$0.0000   | SES<br>0 =<br>\$0.0000   | SES+SEC<br>0 + 0 =<br>\$0.0000                             | SES+SEC+N<br>+SWC+SWS+SWA<br>0 + 0 + 0.0006 +<br>+ 0 + 0 + 0 =<br>\$0.0006       | SES+SEC+N+SWC+SWS<br>0 + 0<br>0.0006 + 0 + 0 =<br>\$0.0006         | SES+SEC+N+SWC<br>0 + 0 + 0.0006 + 0 =<br>\$0.0006          | SES+SEC+N<br>0 + 0 + 0.0006 =<br>\$0.0006            |  |
| <b>Southeast Central ML-3</b>  | SEC+SES+SEA<br>0 + 0 + 0 =<br>\$0.0000                                       | SEC+SES<br>0 + 0 =<br>\$0.0000                                       | SEC<br>0 =<br>\$0.0000                                     | SEC+N+SWC+SWS+SWA<br>0 + 0.0006<br>0 + 0 + 0 =<br>\$0.0006                       | SEC+N+SWC+SWS<br>0 + 0.0006 + 0 + 0 =<br>\$0.0006                  | SEC+N+SWC<br>0 + 0.0006 + 0 =<br>\$0.0006                  | SEC+N<br>0 + 0.0006 =<br>\$0.0006                    |  |
| <b>Southwest Area SW</b>       | SWA+SWS+SWC+N+SEC+SES+SWA<br>0 + 0 + 0 +<br>0.0006 + 0 + 0 + 0 =<br>\$0.0006 | SWA+SWS+SWC+N+SEC+SES<br>0 + 0 + 0 +<br>0.0006 + 0 + 0 =<br>\$0.0006 | SWA+SWS+SWC+N+SEC<br>0 + 0<br>0 + 0.0006 + 0 =<br>\$0.0006 | SWA<br>0 =<br>\$0.0000   | SWA+SWS<br>0 + 0 =<br>\$0.0000                                     | SWA+SWS+SWC<br>0 + 0 + 0 =<br>\$0.0000                     | SWA+SWS+SWC+N<br>0 + 0<br>0 + 0.0006 =<br>\$0.0006   |  |
| <b>Southwest Southern ML-5</b> | SWS+SWC+N+SEC+SES+SEA<br>0 + 0 + 0.0006 +<br>0 + 0 + 0 =<br>\$0.0006         | SWS+SWC+N+SEC+SES<br>0 + 0<br>0.0006 + 0 + 0 =<br>\$0.0006           | SWS+SWC+N+SEC<br>0 + 0 + 0.0006 + 0 =<br>\$0.0006          | SWS+SWA<br>0 + 0 =<br>\$0.0000   | SWS<br>0 =<br>\$0.0000   | SWS+SWC<br>0 + 0 =<br>\$0.0000                             | SWS+SWC+N<br>0 + 0 + 0.0006 =<br>\$0.0006            |  |
| <b>Southwest Central ML-6</b>  | SWC+N+SEC+SES+SEA<br>0 + 0.0006 +<br>0 + 0 + 0 =<br>\$0.0006                 | SWC+N+SEC+SES<br>0 + 0.0006 + 0 + 0 =<br>\$0.0006                    | SWC+N+SEC<br>0 + 0.0006 + 0 =<br>\$0.0006                  | SWC+SWS+SWA<br>0 + 0 + 0 =<br>\$0.0000   | SWC+SWS<br>0 + 0 =<br>\$0.0000                                     | SWC<br>0 =<br>\$0.0000                                     | SWC + N<br>0 + 0.0006 =<br>\$0.0006                  |  |
| <b>Northern Segment ML-7</b>   | N+SEC+SES+SEA<br>0.0006 + 0 +<br>0 + 0 =<br>\$0.0006                         | N+SEC+SES<br>0.0006 + 0 +<br>0 =<br>\$0.0006                         | N+SEC<br>0.0006 + 0 =<br>\$0.0006                          | N+SWC+SWS+SWA<br>0.0006 + 0 +<br>0 + 0 =<br>\$0.0006                             | N+SWC+SWS<br>0.0006 + 0 +<br>0 =<br>\$0.0006                       | N+SWC<br>0.0006 + 0 =<br>\$0.0006                          | N<br>0.0006 =<br>\$0.0006                            |  |

ANR PIPELINE COMPANY  
COMPARISON OF TRANSPORTATION EPC CHARGE BY ROUTE

| FROM                    | Southeast Area SE |          |          | Southeast Southern ML-2 |          |          | Central ML-3 |          |          | Southwest Area SW |          |          | Southwest Southern ML-5 |          |          | Central ML-6 |          |          | Northern ML-7 |          |          |
|-------------------------|-------------------|----------|----------|-------------------------|----------|----------|--------------|----------|----------|-------------------|----------|----------|-------------------------|----------|----------|--------------|----------|----------|---------------|----------|----------|
|                         | NEW               | OLD      | CHANGE   | NEW                     | OLD      | CHANGE   | NEW          | OLD      | CHANGE   | NEW               | OLD      | CHANGE   | NEW                     | OLD      | CHANGE   | NEW          | OLD      | CHANGE   | NEW           | OLD      | CHANGE   |
| Southeast Area SE       | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0000                | \$0.0000 | \$0.0000 | \$0.0000     | \$0.0000 | \$0.0000 | \$0.0006          | \$0.0004 | \$0.0002 | \$0.0006                | \$0.0004 | \$0.0002 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0006      | \$0.0004 | \$0.0002 |
| Southeast Southern ML-2 | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0000                | \$0.0000 | \$0.0000 | \$0.0000     | \$0.0000 | \$0.0000 | \$0.0006          | \$0.0004 | \$0.0002 | \$0.0006                | \$0.0004 | \$0.0002 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0006      | \$0.0004 | \$0.0002 |
| Southeast Central ML-3  | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0000                | \$0.0000 | \$0.0000 | \$0.0000     | \$0.0000 | \$0.0000 | \$0.0006          | \$0.0004 | \$0.0002 | \$0.0006                | \$0.0004 | \$0.0002 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0006      | \$0.0004 | \$0.0002 |
| Southwest Area SW       | \$0.0006          | \$0.0004 | \$0.0002 | \$0.0006                | \$0.0004 | \$0.0002 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0000                | \$0.0000 | \$0.0000 | \$0.0000     | \$0.0000 | \$0.0000 | \$0.0006      | \$0.0004 | \$0.0002 |
| Southwest Southern ML-5 | \$0.0006          | \$0.0004 | \$0.0002 | \$0.0006                | \$0.0004 | \$0.0002 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0000                | \$0.0000 | \$0.0000 | \$0.0000     | \$0.0000 | \$0.0000 | \$0.0006      | \$0.0004 | \$0.0002 |
| Southwest Central ML-6  | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0006                | \$0.0004 | \$0.0002 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0000          | \$0.0000 | \$0.0000 | \$0.0000                | \$0.0000 | \$0.0000 | \$0.0000     | \$0.0000 | \$0.0000 | \$0.0006      | \$0.0004 | \$0.0002 |
| Northern Segment ML-7   | \$0.0006          | \$0.0000 | \$0.0006 | \$0.0006                | \$0.0000 | \$0.0006 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0006          | \$0.0000 | \$0.0006 | \$0.0006                | \$0.0000 | \$0.0006 | \$0.0006     | \$0.0004 | \$0.0002 | \$0.0006      | \$0.0004 | \$0.0002 |



**ANR PIPELINE COMPANY**  
**Derivation of Transportation EPC Charge by Area and Segment**  
**2018**

| Line No. |  | <u>SOUTHEAST AREA</u>           | <u>SOUTHWEST AREA</u>           | <u>MAINLINE AREA</u>             |                                  |                                    | <u>TOTAL</u>      |
|----------|--|---------------------------------|---------------------------------|----------------------------------|----------------------------------|------------------------------------|-------------------|
|          |  | <u>TRANSMISSION</u><br>(Col. 2) | <u>TRANSMISSION</u><br>(Col. 3) | <u>SOUTHEAST LEG</u><br>(Col. 4) | <u>SOUTHWEST LEG</u><br>(Col. 5) | <u>NORTHERN SEGMENT</u><br>(Co. 6) | (Co. 7)           |
| 1        | THROUGHPUT                                     |                                 |                                 |                                  |                                  |                                    |                   |
| 2        | Bcf (1)  | 462.5                           | 237.1                           | 934.1                            | 226.4                            | 1283.0                             |                   |
| 3        | MMDth (1)                                      | 483.3                           | 247.8                           | 976.1                            | 236.6                            | 1340.7                             |                   |
| 4        | ELECTRIC POWER COSTS, \$ (2)                   | \$ -                            | \$ -                            | \$ -                             | \$ -                             | \$ 1,046,330                       | \$ 1,046,330      |
| 5        | CURRENT EPC CHARGE, \$/Dth (3)                 | <u>\$0.0000</u>                 | <u>\$0.0000</u>                 | <u>\$0.0000</u>                  | <u>\$0.0000</u>                  | <u>\$0.0008</u>                    |                   |
| 6        | (OVER)/UNDER RECOVERIES, \$ (Line 13)          | \$ -                            | \$ -                            | \$ -                             | \$ -                             | \$ (195,023)                       | \$ (195,023)      |
| 7        | ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)       | <u>\$0.0000</u>                 | <u>\$0.0000</u>                 | <u>\$0.0000</u>                  | <u>\$0.0000</u>                  | <u>-\$0.0001</u>                   |                   |
| 8        | <b>TRANSPORTATION EPC CHARGE, \$/Dth - (5)</b> | <u>\$0.0000</u>                 | <u>\$0.0000</u>                 | <u>\$0.0000</u>                  | <u>\$0.0000</u>                  | <u>\$0.0006</u>                    | <u>\$ 851,307</u> |

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

|          |      |     |      |     |
|----------|------|-----|------|-----|
| SOUTHERN | \$ - | (6) | \$ - | (6) |
| CENTRAL  | \$ - | (6) | \$ - | (6) |
| TOTAL    | \$ - |     | \$ - |     |

**Derivation of EPC Charge Adjustment for Transportation by Area and Segment**

|    | <u>SOUTHEAST AREA</u>                      | <u>SOUTHWEST AREA</u>           | <u>MAINLINE AREA</u>             |                                  |                                    | <u>TOTAL</u> |
|----|--|---------------------------------|----------------------------------|----------------------------------|------------------------------------|--------------|
|    | <u>TRANSMISSION</u><br>(Col. 2)            | <u>TRANSMISSION</u><br>(Col. 3) | <u>SOUTHEAST LEG</u><br>(Col. 4) | <u>SOUTHWEST LEG</u><br>(Col. 5) | <u>NORTHERN SEGMENT</u><br>(Co. 6) |              |
| 9  | Deferred Balance - January 1, 2018 (7)     | \$ -                            | \$ -                             | \$ -                             | \$ 472,663                         | \$ 472,663   |
| 10 | Less: Transporter's EPC Collected (8)      | -                               | -                                | -                                | 696,699                            | 696,699      |
| 11 | (Over)/Under Recoveries                    | \$ -                            | \$ -                             | \$ -                             | \$ (224,036)                       | \$ (224,036) |
| 12 | Interest (9)                               | -                               | -                                | -                                | 29,013                             | 29,013       |
| 13 | (Over)/Under Recoveries Including Interest | \$ -                            | \$ -                             | \$ -                             | \$ (195,023)                       | \$ (195,023) |

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.045 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/18 - 12/31/18. Refer to Attachment 2, Page 4 of 5.
- (3) Current EPC Charge = Line 4 ÷ Line 3.
- (4) Annual EPC Charge Adjustment = Line 6 ÷ Line 3.
- (5) EPC Charge = (Line 4 + Line 6) / Line 3.
- (6) The SEML and SWML have no electric compressor stations.
- (7) Deferred Balance at January 1, 2018 per RP18-490-000, Attachment 2, Page 3 of 5 - line 8.
- (8) Refer to Attachment 2, Page 4 of 5.
- (9) Refer to Attachment 2, Page 5 of 5.

**ANR Pipeline Company  
Transportation Electric Power Costs by Segment  
2018**

| Line No. | Production Month | Southeast Area | Southwest Area | Mainline Area |               |                     | (1)                 | Total |
|----------|------------------|----------------|----------------|---------------|---------------|---------------------|---------------------|-------|
|          |                  |                |                | Southeast Leg | Southwest Leg | Northern Segment    |                     |       |
| 1        | January          | -              | -              | -             | -             | \$ 181,152          | \$ 181,152          |       |
| 2        | February         | -              | -              | -             | -             | 128,733             | 128,733             |       |
| 3        | March            | -              | -              | -             | -             | 147,832             | 147,832             |       |
| 4        | April            | -              | -              | -             | -             | 97,170              | 97,170              |       |
| 5        | May              | -              | -              | -             | -             | 14,501              | 14,501              |       |
| 6        | June             | -              | -              | -             | -             | 12,855              | 12,855              |       |
| 7        | July             | -              | -              | -             | -             | 14,422              | 14,422              |       |
| 8        | August           | -              | -              | -             | -             | 14,823              | 14,823              |       |
| 9        | September        | -              | -              | -             | -             | 14,100              | 14,100              |       |
| 10       | October          | -              | -              | -             | -             | 64,197              | 64,197              |       |
| 11       | November         | -              | -              | -             | -             | 185,400             | 185,400             |       |
| 12       | December         | -              | -              | -             | -             | 171,145             | 171,145             |       |
| 13       | Total            | -              | -              | -             | -             | <u>\$ 1,046,330</u> | <u>\$ 1,046,330</u> |       |

**Transportation EPC Collected by Segment  
2018**

| Line No. | Production Month | Southeast Area | Southwest Area | Mainline Area |               |                   | Total             |
|----------|------------------|----------------|----------------|---------------|---------------|-------------------|-------------------|
|          |                  |                |                | Southeast Leg | Southwest Leg | Northern Segment  |                   |
| 14       | January          | -              | -              | -             | -             | \$ 111,941        | \$ 111,941        |
| 15       | February         | -              | -              | -             | -             | 96,209            | 96,209            |
| 16       | March            | -              | -              | -             | -             | 92,011            | 92,011            |
| 17       | April            | -              | -              | -             | -             | 44,878            | 44,878            |
| 18       | May              | -              | -              | -             | -             | 44,728            | 44,728            |
| 19       | June             | -              | -              | -             | -             | 39,676            | 39,676            |
| 20       | July             | -              | -              | -             | -             | 42,622            | 42,622            |
| 21       | August           | -              | -              | -             | -             | 44,570            | 44,570            |
| 22       | September        | -              | -              | -             | -             | 41,889            | 41,889            |
| 23       | October          | -              | -              | -             | -             | 43,173            | 43,173            |
| 24       | November         | -              | -              | -             | -             | 46,887            | 46,887            |
| 25       | December         | -              | -              | -             | -             | 48,115            | 48,115            |
| 26       | Total            | -              | -              | -             | -             | <u>\$ 696,699</u> | <u>\$ 696,699</u> |

(1) Electric compression costs incurred at the Weyauwega Compressor Station in Waupaca County, Wisconsin.  
The recovery of such costs was authorized by Commission Certificate order issued on June 2, 2004, in Docket No. CP04-01-000

ANR PIPELINE COMPANY  
Transportation EPC  
Interest Calculation

| Line No. | Accounting Month | Prior Month Interest Base<br>(= Col. 5)<br>(Col. 1) | (1)<br>Quarterly Interest<br>(Col. 2) | (2)<br>Electric Power Costs<br>(Col. 3) | (3)<br>Transporter's EPC<br>(Col. 4) | Current Month Interest Base<br>(Col. 1+ 2 + 3 - 4)<br>(Col. 5) | (4)<br>Monthly Interest Rate<br>(Col. 6) | Interest<br>(Col. 1 + Col. 2 x Col. 6)<br>(Col. 7) | (5)<br>Interest<br>(Col. 8) | Total Monthly Interest<br>(Col. 7 + 8)<br>(Col. 9) |
|----------|------------------|---|---------------------------------------|---|--------------------------------------|--|--|--|-----------------------------|--|
| 1        | February, 2018   | \$ 472,663  | (6)                                   | \$ 181,152                              | \$ 111,941                           | \$ 541,874   | 0.3300%                                  | \$ 1,560   | \$ 64                       | \$ 1,624   |
| 2        | March            | 541,874   |                                       | 128,733                                 | 96,209                               | 574,398  | 0.3600%                                  | 1,951  | 42                          | 1,993  |
| 3        | April            | 574,398   | 3,617                                 | 147,832                                 | 92,011                               | 633,836  | 0.3700%                                  | 2,139  | 68                          | 2,207  |
| 4        | May              | 633,836   |                                       | 97,170                                  | 44,878                               | 686,128  | 0.3800%                                  | 2,409  | 70                          | 2,479  |
| 5        | June             | 686,128   |                                       | 14,501                                  | 44,728                               | 655,901  | 0.3700%                                  | 2,539  | (37)                        | 2,502  |
| 6        | July             | 655,901   | 7,188                                 | 12,855                                  | 39,676                               | 636,268  | 0.4000%                                  | 2,652  | (38)                        | 2,614  |
| 7        | August           | 636,268   |                                       | 14,422                                  | 42,622                               | 608,068  | 0.4000%                                  | 2,545  | (40)                        | 2,505  |
| 8        | September        | 608,068   |                                       | 14,823                                  | 44,570                               | 578,321  | 0.3900%                                  | 2,371  | (38)                        | 2,333  |
| 9        | October          | 578,321   | 7,452                                 | 14,100                                  | 41,889                               | 557,984  | 0.4200%                                  | 2,460  | (42)                        | 2,418  |
| 10       | November         | 557,984   |                                       | 64,197                                  | 43,173                               | 579,008  | 0.4100%                                  | 2,288  | 29                          | 2,317  |
| 11       | December         | 579,008   |                                       | 185,400                                 | 46,887                               | 717,521  | 0.4200%                                  | 2,432  | 207                         | 2,639  |
| 12       | January, 2019    | 717,521   | 7,374                                 | 171,145                                 | 48,115                               | 847,925  | 0.4400%                                  | 3,190  | 192                         | 3,382  |
| 13       | Total            |   |                                       | <u>\$ 1,046,330</u>                     | <u>\$ 696,699</u>                    |  |  | <u>\$ 28,536</u>                                   | <u>\$ 478</u>               | <u>\$ 29,013</u>                                   |

- (1) Quarterly interest based upon Col. 9.  
(2) Reflects prior month EPC activity. Please refer to Attachment 2, Page 4 of 5.  
(3) Reflects prior month Transporter's EPC collected. Refer to Attachment 2, Page 4 of 5.  
(4) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.  
(5) Interest calculated assuming amount is due and received on the 20th of each month. (Column 3 - Column 4 x Column 6 x (No. of days in the month - 20) / No. of days in the month)).  
(6) Refer to Attachment 2, Page 3 of 5 - line 9.

ANR PIPELINE COMPANY  
Derivation of Storage EPC Charge  
2018

| Line No. |  | <u>Storage EPC Charge</u> (1) |
|----------|--|-------------------------------|
|          | <u>Storage Gas Injected (Transactional Throughput)</u> |                               |
| 1        | Bcf (2)  | 162.73                        |
| 2        | MMDth (2)  | 170.05                        |
|          | <u>Current EPC Charge</u>                              |                               |
| 3        | Electric Power Costs, \$ (3)                           | \$ 1,302,397                  |
| 4        | Current EPC Charge, \$/Dth (4)                         | \$0.0077                      |
|          | <u>EPC Charge Adjustment</u>                           |                               |
| 5        | (Over)/Under Recoveries, \$ (Line 14)                  | \$ (59,687)                   |
| 6        | Annual EPC Charge Adjustment, \$/Dth (5)               | (\$0.0004)                    |
| 7        | <b>Storage EPC Charge, \$/Dth (6)</b>                  | <b>\$0.0073</b>               |

|    | <u>Derivation of EPC (Over)Under Recoveries</u>                           |
|----|---|
| 8  | Deferred Balance - December 31, 2017 (7) \$ (409,248)                     |
| 9  | Actual Electric Power Costs - 2018 (Attach 3, Pg 2 of 3) <u>1,302,397</u> |
| 10 | Total \$ 893,149  |
| 11 | Transporter's EPC Collected - 2018 (Attach 3, Pg 2 of 3) <u>938,697</u>   |
| 12 | Total (Over)/Under Recoveries \$ (45,548)                                 |
| 13 | Interest (8) <u>(14,139)</u>  |
| 14 | Deferred Balance - December 31, 2018 <u><u>(59,687)</u></u>               |

- (1) ANR's general system Storage EPC Charge became effective on August 1, 2010, pursuant to orders issued in Docket No. RP09-428-000, *et al.*, on July 1, 2010, and Docket No. RP10-977-000 on August 9, 2010 in which the Commission approved the inclusion of Cold Springs 1 facility fuel costs in ANR's general system storage fuel rates.
- (2) Bcf per Attachment 1, Page 6 of 15, Line 10; MMDth using a conversion factor of 1.045 Dth/Mcf per Attachment 1, Page 10, footnote 1.
- (3) Refer to Attachment 3, Page 2 of 3, Line 13.
- (4) Current EPC Charge = Line 3 ÷ Line 2.
- (5) Annual EPC Charge Adjustment = Line 5 ÷ Line 2.
- (6) EPC Charge = (Line 3 + Line 5) / Line 2.
- (7) Deferred balance per Docket No. RP18-490-000, filed February 28, 2018 (see Attachment 3, Page 1 of 3, Line 14).
- (8) Refer to Attachment 3, Page 3 of 3, for the interest calculation.

ANR Pipeline Company  
Storage EPC  
2018

**Electric Power Costs**

| <u>Line No.</u> | <u>Production Month</u> | <u>Amount</u>       |
|-----------------|-------------------------|---------------------|
| 1               | January                 | \$ 48,636           |
| 2               | February                | 48,860              |
| 3               | March                   | 72,309              |
| 4               | April                   | 47,437              |
| 5               | May                     | 117,702             |
| 6               | June                    | 134,412             |
| 7               | July                    | 105,139             |
| 8               | August                  | 169,262             |
| 9               | September               | 175,923             |
| 10              | October                 | 272,192             |
| 11              | November                | 75,432              |
| 12              | December                | 35,093              |
| 13              | Total                   | <u>\$ 1,302,397</u> |

**Storage EPC Collected**

|    | <u>Production Month</u> | <u>Amount</u>     |
|----|-------------------------|-------------------|
| 14 | January                 | \$ 63,669         |
| 15 | February                | 31,847            |
| 16 | March                   | 36,957            |
| 17 | April                   | 58,780            |
| 18 | May                     | 127,223           |
| 19 | June                    | 102,513           |
| 20 | July                    | 107,427           |
| 21 | August                  | 99,868            |
| 22 | September               | 101,644           |
| 23 | October                 | 124,903           |
| 24 | November                | 56,559            |
| 25 | December                | 27,307            |
| 26 | Total                   | <u>\$ 938,697</u> |

(1) Electric compression costs incurred at the Cold Springs 1 Storage facility compressor station in Kalkaska County, Michigan, and authorized by the Commission's Certificate order issued on May 3, 2007, in Docket No. CP06-464.

ANR PIPELINE COMPANY  
Storage EPC  
Interest Calculation

| Line No. | Accounting Month | Prior Month Interest Base<br>(= Col. 5)<br>(Col. 1) | (1)<br>Quarterly Interest<br>(Col. 2) | (2)<br>Electric Power Costs<br>(Col. 3) | (3)<br>Storage EPC<br>(Col. 4) | Current Month Interest Base<br>(Col. 1+2 + 3 - 4)<br>(Col. 5) | (4)<br>Monthly Interest Rate<br>(Col. 6) | Interest<br>(Col. 1 + Col. 2<br>x Col. 6<br>(Col. 7) | (5)<br>Interest<br>(Col. 8) | Total Monthly Interest<br>(Col. 7 + 8)<br>(Col. 9) |
|----------|------------------|---|---------------------------------------|---|--------------------------------|---|--|--|-----------------------------|--|
| 1        | February, 2018   | \$ (409,248)  | (6)                                   | \$ 48,636                               | \$ 63,669                      | \$ (424,281)  | 0.3300%                                  | \$ (1,351)   | \$ (14)                     | \$ (1,365)   |
| 2        | March            | (424,281)   |                                       | 48,860                                  | 31,847                         | (407,268)   | 0.3600%                                  | (1,527)  | 22                          | (1,505)  |
| 3        | April            | (407,268)   | (2,870)                               | 72,309                                  | 36,957                         | (374,786)   | 0.3700%                                  | (1,518)  | 43                          | (1,475)  |
| 4        | May              | (374,786)   |                                       | 47,437                                  | 58,780                         | (386,129)   | 0.3800%                                  | (1,424)  | (15)                        | (1,439)  |
| 5        | June             | (386,129)   |                                       | 117,702                                 | 127,223                        | (395,650)   | 0.3700%                                  | (1,429)  | (12)                        | (1,441)  |
| 6        | July             | (395,650)   | (4,355)                               | 134,412                                 | 102,513                        | (368,106)   | 0.4000%                                  | (1,600)  | 45                          | (1,555)  |
| 7        | August           | (368,106)   |                                       | 105,139                                 | 107,427                        | (370,394)   | 0.4000%                                  | (1,472)  | (3)                         | (1,475)  |
| 8        | September        | (370,394)   |                                       | 169,262                                 | 99,868                         | (301,000)   | 0.3900%                                  | (1,445)  | 89                          | (1,356)  |
| 9        | October          | (301,000)   | (4,386)                               | 175,923                                 | 101,644                        | (231,107)   | 0.4200%                                  | (1,283)  | 111                         | (1,172)  |
| 10       | November         | (231,107)   |                                       | 272,192                                 | 124,903                        | (83,818)  | 0.4100%                                  | (948)  | 200                         | (748)  |
| 11       | December         | (83,818)  |                                       | 75,432                                  | 56,559                         | (64,945)  | 0.4200%                                  | (352)  | 28                          | (324)  |
| 12       | January, 2019    | (64,945)  | (2,244)                               | 35,093                                  | 27,307                         | (59,403)  | 0.4400%                                  | (296)  | 12                          | (284)  |
| 13       | Total            |   |                                       | \$ 1,302,397                            | \$ 938,697                     |   |  | \$ (14,645)  | \$ 506                      | \$ (14,139)  |

- (1) Quarterly interest based upon Col. 9.  
(2) Reflects prior month electric power cost activity. Please refer to Attachment 3, Page 2 of 3.  
(3) Reflects prior month Transporter's EPC collected. Refer to Attachment 3, Page 2 of 3.  
(4) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.  
(5) Interest calculated assuming amount is due and received on the 20th of each month. (Column 3 - Column 4 x Column 6 x (No. of days in the month - 20) / No. of days in the month).  
(6) Refer to Attachment 3, Page 1 of 3, Line 8.

ANR PIPELINE COMPANY  
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2  
2018

| Line No.      | 2018<br>FORM 2<br>Dth<br>(A)<br>(Col. 1) | Dec. 2017<br>Dth<br>(B)<br>(Col. 2) | Dec. 2018<br>Dth<br>(C)<br>(Col. 3) | 2018<br>Fuel Filing<br>Dth<br>(A) - (B) + (C)<br>(Col. 4) | 2018<br>Fuel Filing<br>Mcf<br>(Col. 5) |
|---------------|--|-------------------------------------|-------------------------------------|---|--|
| 1 Company Use | 19,047,412 (1)                           | 1,514,076                           | 1,621,306                           | 19,154,642 (3)  | 18,327,000 (5)                         |
| 2 L&U         | 4,712,492 (2)                            | 428,588                             | 229,818                             | 4,513,722 (4)   | 4,319,000 (6)                          |

(1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812).

(2) FORM 2 Page 331, Line 6 (Acct. 812).

(3) Company Use of Gas reports included in Appendix C of the Detailed Workpapers.

(4) L&U from Attachment 1, Page 4, Line 1 converted to Dth using a 1.045 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 ( $17.803 + 0.524 = 18.327$ ). Additionally, see Company Use of Gas reports included in Appendix C.

(6) L&U from Attachment 1, Page 4, Line 1

ANR PIPELINE COMPANY  
RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2  
2018

| <u>Line No.</u>         | <u>2018<br/>FORM 2<br/>\$<br/>(A)<br/>(Col. 1)</u> | <u>Dec. 2017<br/>\$<br/>(B)<br/>(Col. 2)</u> | <u>Dec. 2018<br/>\$<br/>(C)<br/>(Col. 3)</u> | <u>2018<br/>Electric Power<br/>\$<br/>(A) - (B) + (C)<br/>(Col. 4)</u> |
|-------------------------|--|--|--|--|
| 1 Weyauwega, WI         | 1,053,542 (1)                                      | 178,357                                      | 171,145                                      | 1,046,330 (2)  |
| 2 Fuel Tracker Electric | 699,268 (3)  | 0  | 123,030                                      | 822,298 (4)  |

(1) FORM 2 Page 323, Account 855

(2) Electric Power Costs by Segment, Attachment 2, Page 4

(3) FORM 2 Page 232, Account 182.3

(4) Derivation of EPC Charge, excluding interest, Attachment 2, Page 3 (Line 4 + Line 6 - Line 12)



**ANR PIPELINE COMPANY  
STORAGE  
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2  
2018**

| <u>Line No.</u>           | <u>2018<br/>FORM 2<br/>\$<br/>(A)<br/>(Col. 1)</u> | <u>Dec. 2017<br/>\$<br/>(B)<br/>(Col. 2)</u> | <u>Dec. 2018<br/>\$<br/>(C)<br/>(Col. 3)</u> | <u>2018<br/>Fuel Filing<br/>\$<br/>(A) - (B) + (C)<br/>(Col. 4)</u> |
|---------------------------|--|--|--|---|
| 1 Cold Springs 1, MI      | 1,035,448  | 38,144                                       | 35,093                                       | 1,032,397 (1)   |
| 2 Fuel Tracker - Electric | 53,335 (2)   | 0  | (7,786)                                      | 45,549 (3)  |

(1) Electric Power Costs, Attachment 3, Page 2 Line 13

(2) FORM 2 Page 278, Account 254

(3) Electric Power Costs, Attachment 3, Page 1 Line 12