



February 28, 2019

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

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

John A. Roscher
Director, Rates & Tariffs

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RE: ANR Pipeline Company
Re-determination of Transporter's Use (%) and EPC Charges
Docket No. RP19-_____-_____

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission's ("FERC" or "Commission") regulations,¹ ANR Pipeline Company ("ANR") submits for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), the tariff sections included as Appendix A-1. This tariff filing is being submitted to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the General Terms & Conditions ("GT&C") of ANR's Tariff.² ANR respectfully requests that the Commission accept the tariff sections included as Appendix A-1 to become effective April 1, 2019.

Correspondence

The names, titles and mailing address of the persons to whom correspondence and communications concerning this filing should be directed are as follows:

¹ 18 C.F.R. Part 154 (2018).

² 6.1.86 – GT&C, Definitions ("Section 6.1.86"); 6.34 – GT&C, Transporter's Use and Transporter's EPC Adjustment ("Section 6.34").

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Statement of Nature, Reasons and Basis for Proposed Changes

Background

The Transporter's Use (%)s for ANR's transportation and storage services are comprised of: (i) a current fuel use percentage reflecting ANR's gas usage in the previous calendar year; and (ii) an annual volumetric adjustment reflecting the true-up of over- and under-collections of gas during the previous calendar year.

The EPC Charge for ANR's transportation services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Weyauwega compressor station in Waupaca County, Wisconsin, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over- and under-collections of electric power costs for the previous calendar year and inclusive of carrying charges³ on the monthly net over- and under-collection activity.

The EPC Charge for ANR's storage services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Cold Springs 1 Storage facility located in Kalkaska County, Michigan, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over- and under-collections of electric power costs for the previous calendar year and inclusive of carrying charges on the monthly net over- and under-collection activity.

In accordance with Section 6.1.86 of the GT&C of ANR's Tariff, the method used to calculate the Transporter's Use (%)s and the EPC Charges in this filing employs the "modified transactional throughput" methodology.

³ Carrying charges have been calculated in accordance with Section 154.501 of the Commission's regulations.

Instant Filing

In order to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the GT&C of ANR's Tariff, ANR is proposing revisions to its general system Transporters Use (%)s and EPC Charges for its transportation and storage services.

In the instant filing, ANR is proposing an increase in its Transporter's Use (%) for storage services from 0.53% to 0.74% and a decrease in Transporter's Use (%) for lost and unaccounted for-gas from 0.47% to 0.23%. For transportation service, the summary workpapers included herein as Appendix B generally reflect minor increases or decreases to Transporter's Use (%)s for the various transportation zones and paths along ANR's system. However, the Transportation Use (%) for services on or through the Southeast Leg ("SE Leg") reflect a moderate adjustment to account for an increase in under-recoveries during calendar year 2018, resulting from the fact that ANR's approved 2017 Transporter's Use (%) did not anticipate the magnitude of retainage necessary for transportation services on ANR's SE Leg between January and March 2018.⁴ Conversely, during the time period April through December 2018, when ANR's approved 2018 Transporter Use (%)s were in effect, ANR experienced a slight over-recovery across its system. While ANR's overall system retainage requirements remained under-recovered at the end of calendar year 2018, ANR believes that its proposed 2019 Transporter's Use (%)s will continue to reduce the overall under-recovered balance, including any under-recovered balance on ANR's SE Leg.

Finally, in compliance with Section 154.201(b) of the Commission's regulations, summary level workpapers in support of the re-determined Transporter's Use (%) matrix, the EPC Charge for transportation matrix, and the EPC Charge for storage services are provided in the instant filing (Appendix B, Attachments 1, 2, and 3). In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting a reconciliation of the fuel and electric power cost data used in this filing with the data to be included in its upcoming Form No. 2 filing (Appendix B, Attachment 4). Finally, detailed workpapers which provide monthly support for company use gas volumes, electric power costs incurred, and the volume of gas retained by ANR from its customers are also included herein (Appendices C-1 and C-2).

⁴ While the overall over- and under-collection of gas on a particular segment is calculated on a calendar-year basis (*i.e.*, January 1 through December 31), ANR's annual Transporter's Use (%)s are in effect from April 1 through March 31. As a result, the first three months (*i.e.*, January through March) of over- and under-collection calculations in the instant filing utilize the applicable Transporter's Use (%)s determined in ANR's 2017 Transporter's Use (%) re-determination filing in Docket No. RP17-439-000, while the calculations for the remaining nine months (*i.e.*, April through December 1) are based on the applicable Transporter's Use (%)s determined in ANR's 2018 Transporter's Use (%) re-determination filing in Docket No. RP18-490-000.

Motion to Place Tariff into Effect

ANR respectfully requests that the proposed tariff sections included as Appendix A-1 be accepted without addition, modification, or deletion and become effective on April 1, 2019. Apart from the foregoing, ANR reserves its right under Section 154.7(a) to file a motion to place the proposed revised tariff sheets into effect at the end of any suspension period ordered by the Commission.

Other Filings Which May Affect this Proceeding

There are no other filings before the Commission that may significantly affect the changes proposed herein.

Material Enclosed

In accordance with Section 154.7(a)(1) of the Commission's Regulations, ANR is submitting the following XML filing package, which includes:

- 1) This transmittal letter;
- 2) The clean tariff sections (Appendix A-1);
- 3) A marked version of the 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 and C-2).

Certificate of Service

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

Pursuant to Section 385.2005 and Section 385.2011(c)(5), 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 Brown at (832) 320-5512.

Respectfully submitted,

ANR Pipeline Company

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

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, Transporter's Use (%)	v.11.0.0
4.19	Statement of Rates, EPC Charge	v.9.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.11.0.0

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)	0.58	1.46	2.20	0.37	1.23	2.66	2.66
	S.E. SOUTHERN SEGMENT (ML-2)	--	1.11	1.85	0.02	0.88	2.31	2.31
	S.E. CENTRAL SEGMENT (ML-3)	--	--	0.97	0.00	0.00	1.43	1.43
	SOUTHWEST AREA (SW)	2.38	3.26	4.00	1.25	2.11	3.54	4.00
	S.W. SOUTHERN SEGMENT (ML-5)	1.36	2.24	2.98	--	1.09	2.52	2.98
	S.W. CENTRAL SEGMENT (ML-6)	--	1.38	2.12	--	--	1.66	2.12
	NORTHERN SEGMENT (ML-7)	--	--	0.69	--	--	0.69	0.69

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: 0.23%.

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	\$0.0006	\$0.0006	\$0.0006	\$0.0006
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$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	\$0.0006
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0006	\$0.0006	--	--	\$0.0000	\$0.0006
	NORTHERN SEGMENT (ML-7)	--	--	\$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 0.23% 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 0.23% 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, Transporter's Use (%)	v.11.0.0
4.19	Statement of Rates, EPC Charge	v.9.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.11.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:	FROM:	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)
	SOUTHEAST AREA (SE)	1.69 <u>0.58</u>	2.37 <u>1.46</u>	2.94 <u>2.20</u>	1.11 <u>0.37</u>	1.92 <u>1.23</u>	3.28 <u>2.66</u>	3.28 <u>2.66</u>
	S.E. SOUTHERN SEGMENT (ML-2)	--	1.15 <u>1.11</u>	1.72 <u>1.85</u>	0.00 <u>0.02</u>	0.70 <u>0.88</u>	2.06 <u>2.31</u>	2.06 <u>2.31</u>
	S.E. CENTRAL SEGMENT (ML-3)	--	--	1.04 <u>0.97</u>	0.00	0.02 <u>0.00</u>	1.38 <u>1.43</u>	1.38 <u>1.43</u>
	SOUTHWEST AREA (SW)	2.66 <u>2.38</u>	3.34 <u>3.26</u>	3.91 <u>4.00</u>	1.40 <u>1.25</u>	2.21 <u>2.11</u>	3.57 <u>3.54</u>	3.91 <u>4.00</u>
	S.W. SOUTHERN SEGMENT (ML-5)	1.73 <u>1.36</u>	2.41 <u>2.24</u>	2.98 <u>2.98</u>	--	1.28 <u>1.09</u>	2.64 <u>2.52</u>	2.98
	S.W. CENTRAL SEGMENT (ML-6)	--	1.60 <u>1.38</u>	2.17 <u>2.12</u>	--	--	1.83 <u>1.66</u>	2.17 <u>2.12</u>
	NORTHERN SEGMENT (ML-7)	--	--	0.81 <u>0.69</u>	--	--	0.81 <u>0.69</u>	0.81 <u>0.69</u>

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~~0.23%.

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	\$0.00040006	\$0.00040006	\$0.00040006	\$0.00040006
S.E. CENTRAL SEGMENT (ML-3)		--	--	\$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
S.W. CENTRAL SEGMENT (ML-6)		--	\$0.00040006	\$0.00040006	--	--	\$0.0000	\$0.00040006
NORTHERN SEGMENT (ML-7)		--	--	\$0.00040006	--	--	\$0.00040006	\$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.

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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 0.4723% 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 0.4723% 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>		Southeast			Southwest			
<u>From</u>	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
	Southeast Area SE	SEA + LU $0.35 + 0.23 =$ 0.58	SEA + SES + LU $0.35 + 0.88 + 0.23 =$ 1.46	SEA + SES SEC + LU $0.35 + 0.88$ $0.74 + 0.23 =$ 2.20	SEA+SES+SEC+N -SWC-SWS+LU $0.35 + 0.88 + 0.74 +$ $0.46-1.43-0.86+0.23 =$ 0.37	SEA+SES+SEC+N -SWC+LU $0.35+0.88+0.74+$ $0.46 - 1.43 + 0.23 =$ 1.23	SEA+SES+SEC+ N + LU $0.35+0.88+0.74+$ $0.46+0.23 =$ 2.66	SEA+SES+SEC+ N + LU $0.35+0.88+0.74+$ $0.46+0.23 =$ 2.66
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU $0.88 + 0.23 =$ 1.11	SES + SEC + LU $0.88 + 0.74 + 0.23 =$ 1.85	SES+SEC+N -SWC-SWS+LU $0.88 + 0.74 +$ $0.46-1.43-0.86+0.23 =$ 0.02	SES+SEC+N -SWC+LU $0.88 + 0.74 +$ $0.46 - 1.43 + 0.23 =$ 0.88	SES+SEC N + LU $0.88 + 0.74 +$ $0.46 + 0.23 =$ 2.31	SES+SEC N + LU $0.88 + 0.74 +$ $0.46 + 0.23 =$ 2.31	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU $0.74 + 0.23 =$ 0.97	SEC + N -SWC-SWS+LU $0.74 + 0.46 -$ $1.43 - 0.86 + 0.23 =$ 0.00	SEC + N - SWC + LU $0.74 + 0.46 -$ $1.43 + 0.23 =$ 0.00	SEC + N + LU $0.74 +$ $0.46 + 0.23 =$ 1.43	SEC + N + LU $0.74 +$ $0.46 + 0.23 =$ 1.43	
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU $1.02 + 0.86+1.43+$ $0.46-0.74-0.88+0.23 =$ 2.38	SWA+SWS+SWC+ N-SEC+LU $1.02 + 0.86+1.43+$ $0.46-0.74+0.23 =$ 3.26	SWA+SWS+SWC+ N+LU $1.02 + 0.86+1.43+$ $0.46 + 0.23 =$ 4.00	SWA + LU $1.02 + 0.23 =$ 1.25	SWA + SWS + LU $1.02 + 0.86 + 0.23 =$ 2.11	SWA+SWS+SWC + LU $1.02 + 0.86 + 1.43 +$ $+ 0.23 =$ 3.54	SWA+SWS+SWC+ N+LU $1.02 + 0.86 + 1.43 +$ $0.46 + 0.23 =$ 4.00	
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU $0.86+1.43+$ $0.46-0.74-0.88+0.23 =$ 1.36	SWS+SWC+ N-SEC+LU $0.86 + 1.43 +$ $0.46 - 0.74 + 0.23 =$ 2.24	SWS+SWC+ N+LU $0.86 + 1.43 +$ $0.46 + 0.23 =$ 2.98	Complete Backhaul No Charge	SWS + LU $0.86 + 0.23 =$ 1.09	SWS+SWC+LU $0.86 + 1.43 + 0.23 =$ 2.52	SWS+SWC+ N+LU $0.86 + 1.43 +$ $0.46 + 0.23 =$ 2.98	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU $1.43 + 0.46 -$ $0.74 + 0.23 =$ 1.38	SWC + N + LU $1.43 + 0.46$ $+ 0.23 =$ 2.12	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU $1.43 + 0.23 =$ 1.66	SWC + N + LU $1.43 + 0.46$ $+ 0.23 =$ 2.12	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU $0.46 + 0.23 =$ 0.69	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU $0.46 + 0.23 =$ 0.69	N + LU $0.46 + 0.23 =$ 0.69	

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	0.58	1.69	-1.11	1.46	2.37	-0.91	2.20	2.94	-0.74	0.37	1.11	-0.74	1.23	1.92	-0.69	2.66	3.28	-0.62	2.66	3.28	-0.62
Southeast Southern ML-2	-----			1.11	1.15	-0.04	1.85	1.72	0.13	0.02	0.00	0.02	0.88	0.70	0.18	2.31	2.06	0.25	2.31	2.06	0.25
Southeast Central ML-3	-----			-----			0.97	1.04	-0.07	0.00	0.00	0.00	0.00	0.02	-0.02	1.43	1.38	0.05	1.43	1.38	0.05
Southwest Area SW	2.38	2.66	-0.28	3.26	3.34	-0.08	4.00	3.91	0.09	1.25	1.40	-0.15	2.11	2.21	-0.10	3.54	3.57	-0.03	4.00	3.91	0.09
Southwest Southern ML-5	1.36	1.73	-0.37	2.24	2.41	-0.17	2.98	2.98	0.00	-----			1.09	1.28	-0.19	2.52	2.64	-0.12	2.98	2.98	0.00
Southwest Central ML-6	-----			1.38	1.60	-0.22	2.12	2.17	-0.05	-----			-----			1.66	1.83	-0.17	2.12	2.17	-0.05
Northern Segment ML-7	-----			-----			0.69	0.81	-0.12	-----			-----			0.69	0.81	-0.12	0.69	0.81	-0.12

Storage	0.74	0.53	0.21
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L & U	0.23	0.47	-0.24
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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 (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)	
1	THROUGHPUT	167.9 (1)	230.0	236.6	565.4	222.1	1282.3
<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	167.90	230.00	236.60	565.40	222.10	1282.30
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	0.00%	0.54%	1.01%	0.88%	2.03%	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%	-0.19%	0.01%	0.74%	0.26%	0.01%
10	TRANSPORTER'S USE (%) - FUEL (6)	0.00%	0.35%	1.02%	1.62%	2.29%	0.46%

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.88% (2)	0.86% (3)
CENTRAL	0.74% (2)	1.43% (3)
TOTAL	1.62%	2.29%

- (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 1.62% = 0.88%). Central has 5 stations (5/11 x 1.62% = 0.74%).
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 2.29% = 0.86%). Central has 5 stations (5/8 x 2.29% = 1.43%).
(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	1,709
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.25%</u>
4	(OVER)/UNDER RECOVERIES (2)	(0.325)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.02%</u>
6	TRANSPORTER'S USE (%) - L&U (3)	<u>0.23%</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 NO.</u>	<u>TRANSPORTING COMPANY</u>	<u>SEGMENT</u> (Col. 1)	<u>THROUGHPUT</u> (Col. 2)	<u>CO. USE</u> (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)
<u>INJECTION COMPANY USE</u>		
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	<u>STORAGE GAS INJECTED</u>	
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	TRANSPORTER'S USE (%) - STORAGE	<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		1.175
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.081	0.081	0.081	0.081		0.081
4	TOTAL COMPANY USE (1)	1.255	2.417	5.023	4.609	5.755	19.059	4.319	23.378	1.181	24.559
5	CURRENT TRANSPORTER'S USE (2)	1.692	2.398	0.800	4.022	5.633	14.545	4.644	19.189	1.153	20.342
6	TOTAL (OVER)/UNDER RECOVERIES	(0.437)	0.019	4.223	0.587	0.122	4.514	(0.325)	4.189	0.028	4.217

(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

		Transportation						
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
		Storage				Account 858		
		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:

$$\begin{aligned} \text{Area Transactional Throughput for Fuel Retention} = & \\ & \text{Sum of all Transactional Throughputs for Fuel Retention through Area} \\ & - \text{Sum of all Backhauls for which a Fuel Retention credit is Accrued} \end{aligned}$$

- 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 (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (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	0	0	0	0	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	0	321,345
14	ML-2	ML-7	7,575,235	0	0	7,575,235	0	7,575,235
15	ML-3	SE	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	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	(10,983)	24,406	24,406
24	SW	ML-3	1,683,274	0	1,683,274	0	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	0	0	0	0	0	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	0	0	0	0	0	0
45	ML-7	ML-3	8,988,451	0	0	0	0	8,988,451
46	ML-7	SW	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0
48	ML-7	ML-6	3,629,481	0	0	0	0	3,629,481
49	ML-7	ML-7	737,658,882	0	0	0	0	737,658,882
50	TOTAL (Dth)		1,786,394,670	240,381,404	247,214,734	590,803,886	232,096,997	1,340,034,667
51	TOTAL (Mcf) (1)		1,709,468,584	230,030,052	236,569,123	565,362,571	222,102,389	1,282,329,825

(1) Conversion Factor 1.045

ANR PIPELINE COMPANY
Derived Transactional Throughput By Rate Route
2018

Line No.	REC-SEG	DEL-SEG	JANUARY (Col. 1)	FEBRUARY (Col. 2)	MARCH (Col. 3)	APRIL (Col. 4)	MAY (Col. 5)	JUNE (Col. 6)	JULY (Col. 7)	AUGUST (Col. 8)	SEPTEMBER (Col. 9)	OCTOBER (Col. 10)	NOVEMBER (Col. 11)	DECEMBER (Col. 12)	TOTAL 2018 (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	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
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	7,575,255
15	ML-3	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
16	ML-3	ML-2	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
17	ML-3	ML-3	18,782,922	11,494,140	12,704,274	8,655,099	9,650,693	10,594,144	7,125,215	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	4,582,556	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	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
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	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
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	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
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)		185,090,411	153,288,279	155,801,315	142,242,043	145,833,887	133,149,907	139,769,300	142,782,610	140,754,570	140,861,876	152,849,179	153,971,293	1,786,394,670
51	TOTAL (Mcf) (2)		177,120,011	146,687,348	149,092,167	136,116,788	139,553,959	127,416,179	133,750,526	136,634,077	134,693,368	134,796,054	146,267,157	147,340,950	1,709,468,584
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 (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (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 (Col. 1)	FEBRUARY (Col. 2)	MARCH (Col. 3)	APRIL (Col. 4)	MAY (Col. 5)	JUNE (Col. 6)	JULY (Col. 7)	AUGUST (Col. 8)	SEPTEMBER (Col. 9)	OCTOBER (Col. 10)	NOVEMBER (Col. 11)	DECEMBER (Col. 12)	Total 2018 (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	1,795	0	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)
Transactional Throughput Grossed Up for Fuel and L&U									
1	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	0	0	0	0	0	0	0
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	0	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	0	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	0	0	0
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	(11,240)	24,978	24,978	24,978
24	SW	ML-3	1,744,541	0	1,744,541	0	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	3,186,187	0	3,186,187
27	SW	ML-6	53,422,644	0	53,422,644	0	0	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	0	0	0	0	0	0	0
33	ML-5	ML-5	703	0	0	0	703	0	703
34	ML-5	ML-6	150,085	0	0	0	150,085	0	150,085
35	ML-5	ML-7	712,920	0	0	0	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	0	514,404	0	514,404
42	ML-6	ML-7	918,979	0	0	0	918,979	918,979	918,979
43	ML-7	SE	0	0	0	0	0	0	0
44	ML-7	ML-2	0	0	0	0	0	0	0
45	ML-7	ML-3	9,041,676	0	0	0	9,041,676	0	9,041,676
46	ML-7	SW	0	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0	0
48	ML-7	ML-6	3,652,417	0	0	0	3,652,417	0	3,652,417
49	ML-7	ML-7	742,790,043	0	0	0	742,790,043	0	742,790,043
50	TOTAL (Dth)		1,810,277,802	244,214,827	255,685,746	598,150,927	240,377,404	1,357,131,878	1,810,277,802
51	Fuel and L&U Retained by Rate Segment								
52	Unadjusted Fuel and L&U Retainec		27,276,704	2,509,224	2,417,186	6,517,401	4,563,701	4,354,671	6,914,521
53	Adjustments								
54	SE-ML2		(142,598)	0	0	(142,598)	0	0	0
55	ML2-ML2		(80,955)	0	0	(80,955)	0	0	0
56	ML3-ML3		(712,514)	0	0	(712,514)	0	0	0
57	ML3-ML6		0	0	0	0	0	0	0
58	ML3-ML7		(2,408,724)	0	0	(2,408,724)	0	0	0
59	SW-ML5		(38,226)	0	0	0	(38,226)	0	0
60	ML5-ML-5		(10)	0	0	0	(10)	0	0
61	ML6-ML3		0	0	0	0	0	0	0
62	ML6-ML6		(3,771)	0	0	0	(3,771)	0	0
63	ML6-ML7		(6,773)	0	0	0	(6,773)	0	0
64	Total Fuel and L&U Retained (Dth)		23,883,133	2,509,224	2,417,186	3,172,610	4,514,921	4,354,671	6,914,521
65	Total Fuel and L&U Retained (Mcf)		22,854,673	2,401,172	2,313,096	3,035,991	4,320,498	4,167,149	6,616,767
			Transportation						
66	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
67	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
68	Def. Transporter's Use Adjustment: Btu Correctior		(51,158)	(828)	(738)	(1,368)	(195,937)	(44,640)	192,353
69	Current Transporter's Use		19,189,406	1,691,896	2,398,399	800,445	4,021,884	5,632,748	4,644,034
			Storage						
			Total Co. Use						
			889,310 23,743,983						
			(261,591) 3,454,834						
			(2,471) (53,629)						
			1,153,372 20,342,778						

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

Line No.	REC-SEG	DEL-SEG	2018						2018							
			JAN thru MAR						APR thru DEC							
			System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthWest 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)	SouthWest Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)
Transactional Throughput Grossed Up for Fuel and L&U																
1	SE	SE	52,946,000	52,946,000	0	0	0	0	52,946,000	145,702,662	145,702,662	0	0	0	0	145,702,662
2	SE	ML-2	6,221,546	6,221,546	0	6,221,546	0	0	6,221,546	22,070,168	22,070,168	0	22,070,168	0	0	22,070,168
3	SE	ML-3	2,175,000	2,175,000	0	2,175,000	0	0	2,175,000	2,531,905	2,531,905	0	2,531,905	0	0	2,531,905
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
9	ML-2	ML-2	4,834,467	0	0	4,834,467	0	0	4,834,467	11,912,608	0	0	11,912,608	0	0	
10	ML-2	ML-3	1,176,621	0	0	1,176,621	0	0	1,176,621	1,063,257	0	0	1,063,257	0	0	
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	0	125,544	125,544	201,214	0	0	201,214	0	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	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	43,162,619	0	0	43,162,619	0	0	43,162,619	84,469,615	0	0	84,469,615	0	0	
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	0	24,978	(11,240)	24,978	24,978	24,978	0	0	0	0	0	0	
24	SW	ML-3	514,414	0	514,414	0	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	1,882,719	0	1,882,719	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	797,771	0	797,771	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	13,874,017	0	13,874,017	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	48,419,610	0	48,419,610	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
33	ML-5	ML-5	0	0	0	0	0	0	703	703	0	0	703	0	703	
34	ML-5	ML-6	58,153	0	0	0	58,153	58,153	58,153	91,932	0	0	91,932	0	91,932	
35	ML-5	ML-7	0	0	0	0	0	0	0	712,920	0	0	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	0	104,023	104,023	104,023	410,381	0	0	410,381	0	410,381	
42	ML-6	ML-7	176,491	0	0	0	176,491	176,491	176,491	742,488	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	
45	ML-7	ML-3	5,131,429	0	0	0	0	5,131,429	5,131,429	3,910,247	0	0	3,910,247	3,910,247	3,910,247	
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	1,704,762	0	0	0	1,704,762	1,704,762	1,704,762	1,947,655	0	0	1,947,655	1,947,655	1,947,655	
49	ML-7	ML-7	227,035,476	0	0	0	227,035,476	227,035,476	227,035,476	515,754,567	0	0	515,754,567	515,754,567	515,754,567	
50	TOTAL (Dth)		498,057,709	65,305,062	65,513,509	145,376,626	63,969,457	370,824,773	498,057,709	1,312,220,093	178,909,765	190,172,237	452,774,301	176,407,947	986,307,105	1,312,220,093
51	Fuel and L&U %			0.50%	0.99%	0.59%	1.15%	0.27%	0.15%		1.22%	0.93%	1.25%	2.17%	0.34%	0.47%
52	Fuel and L&U Retained by Rate Segment															
53	Unadjusted Fuel and L&U Retained		4,316,793	326,525	648,584	857,722	735,649	1,001,227	747,087	22,959,911	2,182,699	1,768,602	5,659,679	3,828,052	3,353,444	6,167,434
54	Adjustments															
55	SE-ML2		(16,798)			(16,798)			(16,798)	(125,800)			(125,800)			
56	ML2-ML2		(13,053)			(13,053)			(13,053)	(67,902)			(67,902)			
57	ML3-ML3		(138,120)			(138,120)			(138,120)	(574,393)			(574,393)			
58	ML3-ML6		0			0			0	0			0		0	
59	ML3-ML7		(264,166)			(264,166)			(264,166)	(2,144,557)			(2,144,557)			
60	SW-ML5		(5,744)			(5,744)			(5,744)	(32,482)			(32,482)			
61	ML5-ML5		0			0			0	(10)			(10)			
62	ML6-ML3		0			0			0	0			0		0	
63	ML6-ML6		(447)			(447)			(447)	(3,324)			(3,324)			
64	ML6-ML7		(759)			(759)			(759)	(6,014)			(6,014)			
65	Total Fuel and L&U Retained (Dth)		3,877,705	326,525	648,584	425,584	728,699	1,001,227	747,087	20,005,428	2,182,699	1,768,602	2,747,026	3,786,222	3,353,444	6,167,434
66	Total Fuel and L&U Retained (McF)		3,710,723	312,464	620,654	407,257	697,319	958,112	714,915	19,143,950	2,088,707	1,692,442	2,628,733	3,623,179	3,209,037	5,901,851

SE AREA	SW AREA	MAINLINE AREA					NORTH	L&U	
SE	SW	SE LEG	ML-2	ML-3	SW LEG	ML-5	ML-6	ML-7	L&U
0.50%	0.99%	0.59%	0.32%	0.27%	1.15%	0.43%	0.72%	0.27%	0.15%
0.50%	0.99%	0.59%	0.32%	0.27%	1.15%	0.43%	0.72%	0.27%	0.15%
		54%	46%	37%	63%				

SE AREA	SW AREA	MAINLINE AREA					NORTH	L&U	
SE	SW	SE LEG	ML-2	ML-3	SW LEG	ML-5	ML-6	ML-7	L&U
1.22%	0.93%	1.25%	0.68%	0.57%	1.22%	0.68%	0.57%	0.34%	0.47%
1.22%	0.93%	1.25%	0.68%	0.57%	1.22%	0.68%	0.57%	0.34%	0.47%
		54%	46%	37%	63%				

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

To		Southeast			Southwest			
From	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
Southeast Area SE	SEA 0 = \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWC-SWS 0 + 0 + 0 + 0.0006 - 0 - 0 = \$0.0006	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0006 - 0 = \$0.0006	SEA+SES+SEC+N 0 + 0 0 + 0.0006 = \$0.0006	SEA+SES+SEC+N 0 + 0 = 0 + 0.0006 = \$0.0006	
Southeast Southern ML-2	Complete Backhaul No Charge	SES 0 = \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0006 + - 0 - 0 = \$0.0006	SES+SEC+N-SWC 0 + 0 0.0006 - 0 = \$0.0006	SES+SEC+N 0 + 0 + 0.0006 = \$0.0006	SES+SEC+N 0 + 0 + 0.0006 = \$0.0006	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC 0 = \$0.0000	SEC+N-SWC-SWS 0 + 0.0006 0 - 0 = \$0.0006	SEC+N-SWC 0 + 0.0006 - 0 = \$0.0006	SEC+N 0 + 0.0006 = \$0.0006	SEC+N 0 + 0.0006 = \$0.0006	
Southwest Area SW	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0006 - 0 - 0 = \$0.0006	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0006 - 0 = \$0.0006	SWA+SWS+SWC+N 0 + 0 0 + 0.0006 = \$0.0006	SWA 0 = \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0006 = \$0.0006	
Southwest Southern ML-5	SWS+SWC+N-SEC-SES 0 + 0 + 0.0006 - 0 - 0 = \$0.0006	SWS+SWC+N-SEC 0 + 0 0.0006 - 0 = \$0.0006	SWS+SWC+N 0 + 0 + 0.0006 = \$0.0006	Complete Backhaul No Charge	SWS 0 = \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0006 = \$0.0006	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0006 - 0 = \$0.0006	SWC+N 0 + 0.0006 = \$0.0006	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC 0 = \$0.0000	SWC + N 0 + 0.0006 = \$0.0006	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0006 = \$0.0006	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0006 = \$0.0006	N 0.0006 = \$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	\$0.0006	\$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	\$0.0006	\$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	\$0.0006	\$0.0004	\$0.0002
Southwest Central ML-6	-----			\$0.0006	\$0.0004	\$0.0002	\$0.0006	\$0.0004	\$0.0002	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0004	\$0.0002
Northern Segment ML-7	-----			-----			\$0.0006	\$0.0004	\$0.0002	-----			-----			\$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> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	(Co. 7)
1	THROUGHPUT						
2	Bcf (1)	230.0	236.6	565.4	222.1	1282.3	
3	MMDth (1)	240.4	247.2	590.8	232.1	1340.0	
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	TRANSPORTATION EPC CHARGE, \$/Dth - (5)	<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> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (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 (= Col. 5) (Col. 1)	(1) Quarterly Interest (Col. 2)	(2) Electric Power Costs (Col. 3)	(3) Transporter's EPC (Col. 4)	Current Month Interest Base (Col. 1+ 2 + 3 - 4) (Col. 5)	(4) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6) (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (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	Storage EPC Charge, \$/Dth (6)	\$0.0073

	<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 (= Col. 5) (Col. 1)	(1) Quarterly Interest (Col. 2)	(2) Electric Power Costs (Col. 3)	(3) Storage EPC (Col. 4)	Current Month Interest Base (Col. 1+2 + 3 - 4) (Col. 5)	(4) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (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

<u>Line No.</u>	<u>2018 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2017 Dth</u> (B) (Col. 2)	<u>Dec. 2018 Dth</u> (C) (Col. 3)	<u>2018 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2018 Fuel Filing Mcf</u> (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 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2017 \$ (B) (Col. 2)</u>	<u>Dec. 2018 \$ (C) (Col. 3)</u>	<u>2018 Electric Power \$ (A) - (B) + (C) (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 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2017 \$ (B) (Col. 2)</u>	<u>Dec. 2018 \$ (C) (Col. 3)</u>	<u>2018 Fuel Filing \$ (A) - (B) + (C) (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