



March 12, 2020

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

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Re: ANR Pipeline Company
Amendment to March 2, 2020 Annual Re-determination of Transporter's Use
and EPC Charges
Docket No. RP20-636 _____

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act ("NGA") and Part 154 of the Federal Energy Regulatory Commission's ("FERC" or "Commission") regulations,¹ ANR Pipeline Company ("ANR") submits an amendment to ANR's March 2, 2020 Re-determination of Transporter's Use and EPC Charges filing under docket No. RP20-636-000 ("March 2, 2020 Filing"). By the instant filing, ANR includes revised Summary Workpapers (previously filed as Appendix B in the March 2, 2020 Filing) as an amendment to this proceeding.

Correspondence

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

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¹ 18 C.F.R. Part 154 (2020).

Statement of Nature, Reasons and Basis for Filing

On March 2, 2020, in Docket No. RP20-636-000, ANR filed its Annual Re-determination of Transporter's Use and EPC Charges. It has since come to ANR's attention that ANR inadvertently included incorrect adjustments to Fuel and L&U Retained by Rate Segment within Attachment 1, Pages 14 and 15 of the Summary Workpapers² previously included as Appendix B in the March 2, 2020 Filing. ANR is amending the March 2, 2020 Filing with a revised Appendix B incorporating the correct adjustments within Attachment 1, Pages 14 and 15 of the Summary Workpapers. ANR has confirmed that the corrected information included in Appendix B does not affect the tariff revisions proposed in the March 2, 2020 Filing.³

Other Filings Which May Affect This Proceeding

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

Contents of Filing

In accordance with Section 154.7 of the Commission's regulations, ANR is submitting the following via its electronic tariff filing:

1. This transmittal letter;
2. A revised Appendix B incorporating the corrections to Attachment 1, Pages 14 and 15 of the Summary Workpapers.

² To highlight which numbers were updated, ANR has presented the corrected numbers within Attachment 1, Pages 14 and 15 of the Summary Workpapers in red text. Also noted in red is the addition of Footnote 1 on Page 14 that was inadvertently removed during formatting of the workpapers for filing, and the deletion of extraneous data inadvertently included on Attachment 4, Page 3 of 3.

³ As the proposed Transporter's Use (%) and EPC Charge revisions are unaffected by the corrections submitted herein, ANR maintains its request for the Commission to accept the tariff revisions proposed in the March 2, 2020 Filing to become effective April 1, 2020.

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 upon 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. Additionally, 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 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

Revised Appendix B - Summary Workpapers

Appendix B

Summary Workpapers

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

From	Southeast			Southwest			
	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 0.26 + 0.13 = 0.39	SEA + SES + LU 0.26 + 0.79 + 0.13 = 1.18	SEA + SES SEC + LU 0.26 + 0.79 0.66 + 0.13 = 1.84	SEA+SES+SEC+N+ SWC+SWS+SWA+LU 0.26 + 0.79 + 0.66 + 0.48 +1.06+0.64+0.29+0.13 = 4.31	SEA + SES + SEC + N + SWC + SWS + LU 0.26 + 0.79 + 0.66 + 0.48+1.06+0.64+0.13 = 4.02	SEA + SES + SEC + N + SWC + LU 0.26 + 0.79 + 0.66 + 0.48 + 1.06 + 0.13 = 3.38	SEA + SES + SEC + N + LU 0.26 + 0.79 + 0.66 + 0.48 + 0.13 = 2.32
Southeast Southern ML-2	SES + SEA + LU 0.79 + 0.26 + 0.13 = 1.18	SES + LU 0.79 + 0.13 = 0.92	SES + SEC + LU 0.79 + 0.66 + 0.13 = 1.58	SES + SEC + N + SWC + SWS + SWA + LU 0.79 + 0.66 + 0.48 1.06+0.64+0.29+0.13 = 4.05	SES + SEC + N + SWC + SWS + LU 0.79 + 0.66 + 0.48 1.06 + 0.64 + 0.13 = 3.76	SES + SEC N + SWC + LU 0.79 + 0.66 + 0.48 1.06 + 0.13 = 3.12	SES + SEC N + LU 0.79 + 0.66 + 0.48 + 0.13 = 2.06
Southeast Central ML-3	SEC + SES + SEA + LU 0.66 + 0.79 + 0.26 + 0.13 = 1.84	SEC + SES + LU 0.66 + 0.79 + 0.13 = 1.58	SEC + LU 0.66 + 0.13 = 0.79	SEC + N + SWC + SWS + SWA + LU 0.66 + 0.48 + 1.06 + 0.64 + 0.29 + 0.13 = 3.26	SEC + N + SWC + SWS + LU 0.66 + 0.48 + 1.06 + 0.64 + 0.13 = 2.97	SEC + N + SWC + LU 0.66 + 0.48 + 1.06 + 0.13 = 2.33	SEC + N + LU 0.66 + 0.48 + 0.13 = 1.27
Southwest Area SW	SWA + SWS + SWC + N + SEC + SES + SEA + LU 0.29 + 0.64+1.06+0.48 + 0.66+0.79+0.26+0.13 = 4.31	SWA + SWS + SWC + N + SEC + SES + LU 0.29 + 0.64 + 1.06 + 0.48+0.66+0.79+0.13 = 4.05	SWA + SWS + SWC + N + SEC + LU 0.29 + 0.64+1.06+ 0.48 + 0.66 + 0.13 = 3.26	SWA + LU 0.29 + 0.13 = 0.42	SWA + SWS + LU 0.29 + 0.64 + 0.13 = 1.06	SWA+SWS+SWC + LU 0.29 + 0.64 + 1.06 + + 0.13 = 2.12	SWA + SWS + SWC + N + LU 0.29 + 0.64 + 1.06 + 0.48 + 0.13 = 2.60
Southwest Southern ML-5	SWS + SWC + N + SEC + SES + SEA + LU 0.64 + 1.06 + 0.48 0.66 + 0.79 + 0.26 + 0.13 = 4.02	SWS + SWC + N + SEC + SES + LU 0.64 + 1.06 + 0.48 + 0.66 + 0.79 + 0.13 = 3.76	SWS + SWC + N + SEC + LU 0.64 + 1.06 + 0.48 + 0.66 + 0.13 = 2.97	SWS + SWA + LU 0.64 + 0.29 + 0.13 = 1.06	SWS + LU 0.64 + 0.13 = 0.77	SWS + SWC + LU 0.64 + 1.06 + 0.13 = 1.83	SWS + SWC + N + LU 0.64 + 1.06 + 0.48 + 0.13 = 2.31
Southwest Central ML-6	SWC + N + SEC + SES + SEA + LU 1.06 + 0.48 + 0.66 + 0.79 + 0.26 + 0.13 = 3.38	SWC+N+SEC+SES+LU 1.06 + 0.48 + 0.66 + 0.79 + 0.13 = 3.12	SWC + N + SEC + LU 1.06 + 0.48 + 0.66 + 0.13 = 2.33	SWC + SWS + SWA + LU 1.06 + 0.64 + 0.29 + 0.13 = 2.12	SWC + SWS + LU 1.06 + 0.64 + 0.13 = 1.83	SWC + LU 1.06 + 0.13 = 1.19	SWC + N + LU 1.06 + 0.48 + 0.13 = 1.67
Northern Segment ML-7	N + SEC + SES + SEA + LU 0.48 + 0.66 + 0.79 + 0.26 + 0.13 = 2.32	N + SEC + SES + LU 0.48 + 0.66 + 0.79 + 0.13 = 2.06	N + SEC + LU 0.48 + 0.66 + 0.13 = 1.27	N + SWC + SWS + SWA + LU 0.48 + 1.06 + 0.64 + 0.29 + 0.13 = 2.60	N + SWC + SWS + LU 0.48 + 1.06 + 0.64 + 0.13 = 2.31	N + SWC + LU 0.48 + 1.06 + 0.13 = 1.67	N + LU 0.48 + 0.13 = 0.61

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	0.39	0.58	-0.19	1.18	1.46	-0.28	1.84	2.20	-0.36	4.31	0.37	3.94	4.02	1.23	2.79	3.38	2.66	0.72	2.32	2.66	-0.34
Southeast Southern ML-2	1.18	-	1.18	0.92	1.11	-0.19	1.58	1.85	-0.27	4.05	0.02	4.03	3.76	0.88	2.88	3.12	2.31	0.81	2.06	2.31	-0.25
Southeast Central ML-3	1.84	-	1.84	1.58	-	1.58	0.79	0.97	-0.18	3.26	-	3.26	2.97	-	2.97	2.33	1.43	0.90	1.27	1.43	-0.16
Southwest Area SW	4.31	2.38	1.93	4.05	3.26	0.79	3.26	4.00	-0.74	0.42	1.25	-0.83	1.06	2.11	-1.05	2.12	3.54	-1.42	2.60	4.00	-1.40
Southwest Southern ML-5	4.02	1.36	2.66	3.76	2.24	1.52	2.97	2.98	-0.01	1.06	-	1.06	0.77	1.09	-0.32	1.83	2.52	-0.69	2.31	2.98	-0.67
Southwest Central ML-6	3.38	-	3.38	3.12	1.38	1.74	2.33	2.12	0.21	2.12	-	2.12	1.83	-	1.83	1.19	1.66	-0.47	1.67	2.12	-0.45
Northern Segment ML-7	2.32	-	2.32	2.06	-	2.06	1.27	0.69	0.58	2.60	-	2.60	2.31	-	2.31	1.67	0.69	0.98	0.61	0.69	-0.08

Storage	0.73	0.74	-0.01
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L & U	0.13	0.23	-0.10
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ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Transportation by Area and Segment
Volumes Reported in Bcf
2019

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	356.1 (1)	487.8	233.3	933.3	226.0	1208.9	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	1.422	1.541	6.573	4.242	4.167	17.945
3	858 ACCOUNT	0.000	0.000	0.000	0.000	0.000	1.231	1.231
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.100	0.100
5	TOTAL FUEL	<u>0.000</u>	<u>1.422</u>	<u>1.541</u>	<u>6.573</u>	<u>4.242</u>	<u>5.498</u>	<u>19.276</u>
6	THROUGHPUT	356.10	487.80	233.30	933.30	226.00	1208.90	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	<u>0.00%</u>	<u>0.29%</u>	<u>0.66%</u>	<u>0.70%</u>	<u>1.84%</u>	<u>0.45%</u>	
8	(OVER)/UNDER RECOVERIES (5)	0.000	(0.128)	(0.849)	7.078	(0.310)	0.350	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>	<u>-0.03%</u>	<u>-0.37%</u>	<u>0.75%</u>	<u>-0.14%</u>	<u>0.03%</u>	
10	TRANSPORTER'S USE (%) - FUEL (6)	<u>0.00%</u>	<u>0.26%</u>	<u>0.29%</u>	<u>1.45%</u>	<u>1.70%</u>	<u>0.48%</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.79%	(2)	0.64%	(3)
CENTRAL	0.66%	(2)	1.06%	(3)
TOTAL	1.45%		1.70%	

- (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 1.45% = 0.79%). Central has 5 stations (5/11 x 1.45% = 0.66%).
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.7% = 0.64%). Central has 5 stations (5/8 x 1.7% = 1.06%).
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2019; 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
2019

Line No.		
1	L&U	3,811
2	THROUGHPUT	1,996
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.19%</u>
4	(OVER)/UNDER RECOVERIES (2)	(1.252)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.06%</u>
6	TRANSPORTER'S USE (%) - L&U (3)	<u>0.13%</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, 2019; 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
2019

<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	25,442	0.047
2	DTE Gas Company	NORTH	117,210	1.184
3	Total			<u><u>1.231</u></u>

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Storage
Volumes Reported in Bcf
2019

<u>Line No.</u>	<u>Storage Transporter's Use (%) (1)</u>
<u>INJECTION COMPANY USE</u>	
1 ANRPL STORAGE AREA	0.656
2 STORAGE FUEL REIMBURSED TO OTHERS (2)	<u>0.847</u>
3 GROSS STORAGE CO USE	1.503
4 LESS:	
5 FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)	0.100
6 NET COMPANY USE FOR STORAGE	<u>1.403</u>
7 <u>STORAGE GAS INJECTED</u>	
8 TOTAL STORAGE GAS INJECTED	206.63
9 LESS: SYSTEM BALANCING VOLUME	14.97
10 CALCULATED TRANSACTIONAL THROUGHPUT	<u>191.66</u>
11 CURRENT TRANSPORTER'S USE (%) - STORAGE (4)	<u>0.73%</u>
12 (OVER)/UNDER RECOVERIES (5)	-0.005
13 ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>
14 TRANSPORTER'S USE (%) - STORAGE	<u>0.73%</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 0.329
Blue Lake 0.518
Total 0.847

(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, 2019; 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, 2019

Line No.	SE AREA	SW AREA	MAINLINE AREA			TRANSMISSION		TOTAL	STORAGE (Co. 9)	TOTAL (Co. 10)	
	TRANSMISSION	TRANSMISSION	SOUTHEAST LEG	SOUTHWEST LEG	NORTHERN SEGMENT	FUEL	L&U	TRANS.			
	(Col. 1)	(Col. 2)	(Col. 3)	(Col. 4)	(Col. 5)	(Co. 6)	(Co. 7)	(Co. 8)			
1	FUEL USE AND L&U	1.422	1.541	6.573	4.242	4.167	17.945	3.811	21.756	1.403	23.159
2	858 ACCOUNT	0.000	0.000	0.000	0.000	1.231	1.231		1.231		1.231
3	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.100</u>	<u>0.100</u>		<u>0.100</u>		<u>0.100</u>
4	TOTAL COMPANY USE (1)	<u>1.422</u>	<u>1.541</u>	<u>6.573</u>	<u>4.242</u>	<u>5.498</u>	<u>19.276</u>	<u>3.811</u>	<u>23.087</u>	<u>1.403</u>	<u>24.490</u>
5	CURRENT TRANSPORTER'S USE (2)	<u>1.550</u>	<u>2.390</u>	<u>(0.505)</u>	<u>4.552</u>	<u>5.148</u>	<u>13.135</u>	<u>5.063</u>	<u>18.198</u>	<u>1.408</u>	<u>19.606</u>
6	TOTAL (OVER)/UNDER RECOVERIES	<u>(0.128)</u>	<u>(0.849)</u>	<u>7.078</u>	<u>(0.310)</u>	<u>0.350</u>	<u>6.141</u>	<u>(1.252)</u>	<u>4.889</u>	<u>(0.005)</u>	<u>4.884</u>

(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

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 Segment
2019

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	170,944,896	170,944,896	0	0	0	0
2	SE	ML-2	12,866,385	12,866,385	0	12,866,385	0	0
3	SE	ML-3	4,074,889	4,074,889	0	4,074,889	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	10,373,173	10,373,173	0	10,373,173	0	10,373,173
8	ML-2	SE	70,163,893	70,163,893	0	70,163,893	0	0
9	ML-2	ML-2	23,791,160	0	0	23,791,160	0	0
10	ML-2	ML-3	2,718,809	0	0	2,718,809	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	345,935	0	0	345,935	345,935	345,935
14	ML-2	ML-7	4,295,562	0	0	4,295,562	0	4,295,562
15	ML-3	SE	244,274,553	244,274,553	0	244,274,553	0	0
16	ML-3	ML-2	136,458,062	0	0	136,458,062	0	0
17	ML-3	ML-3	91,798,571	0	0	91,798,571	0	0
18	ML-3	SW	1,398	0	1,398	1,398	1,398	1,398
19	ML-3	ML-5	0	0	0	0	0	0
20	ML-3	ML-6	239,689	0	0	239,689	239,689	239,689
21	ML-3	ML-7	368,721,469	0	0	368,721,469	0	368,721,469
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	1,359,787	0	1,359,787	1,359,787	1,359,787	1,359,787
25	SW	SW	14,016,407	0	14,016,407	0	0	0
26	SW	ML-5	2,939,731	0	2,939,731	0	2,939,731	0
27	SW	ML-6	51,745,345	0	51,745,345	0	51,745,345	0
28	SW	ML-7	174,233,091	0	174,233,091	0	174,233,091	174,233,091
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	379,697	0	379,697	0	379,697	0
33	ML-5	ML-5	77	0	0	0	77	0
34	ML-5	ML-6	38,995	0	0	0	38,995	0
35	ML-5	ML-7	466,769	0	0	0	466,769	466,769
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	556,134	0	0	0	556,134	0
42	ML-6	ML-7	684,691	0	0	0	684,691	684,691
43	ML-7	SE	10,400	10,400	0	10,400	0	10,400
44	ML-7	ML-2	822,905	0	0	822,905	0	822,905
45	ML-7	ML-3	8,568,178	0	0	8,568,178	0	8,568,178
46	ML-7	SW	531,171	0	531,171	0	531,171	531,171
47	ML-7	ML-5	82,300	0	0	0	82,300	82,300
48	ML-7	ML-6	3,932,890	0	0	0	3,932,890	3,932,890
49	ML-7	ML-7	695,916,421	0	0	0	0	695,916,421
50	TOTAL (Dth)		2,097,353,433	512,708,189	245,206,627	980,884,818	237,537,700	1,270,585,829
51	TOTAL (Mcf) (1)		1,995,578,909	487,828,914	233,307,923	933,287,172	226,011,132	1,208,930,380

(1) Conversion Factor 1.051

ANR PIPELINE COMPANY
Derived Transactional Throughput By Rate Route
2019

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 2019 (Col. 13)
1	SE	SE	14,158,792	12,631,090	14,255,241	15,621,453	15,355,248	13,940,912	10,479,554	12,700,562	15,322,165	16,546,231	13,868,062	16,065,586	170,944,896
2	SE	ML-2	1,400,434	1,321,548	2,294,140	1,186,597	916,624	987,290	981,688	859,120	804,181	132,017	1,294,721	688,025	12,866,385
3	SE	ML-3	723,064	370,941	566,513	217,205	186,131	120,205	115,360	93,532	93,532	130,030	702,382	757,994	4,074,889
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	1,868,819	1,300,383	1,898,720	1,340,108	440,958	640,468	228,859	119,736	74,249	360,524	1,534,862	565,487	10,373,173
8	ML-2	SE	5,178,179	6,443,655	6,634,524	5,782,816	4,791,417	5,341,969	5,382,276	6,485,553	6,278,822	4,196,412	4,052,273	9,595,997	70,163,893
9	ML-2	ML-2	1,590,454	1,632,142	1,686,811	1,272,563	2,126,224	1,828,841	2,315,719	2,211,038	2,218,254	1,311,495	2,757,071	2,840,548	23,791,160
10	ML-2	ML-3	993,428	206,788	835,151	18,144	40,958	12,680	13,157	7,215	9,178	353,128	198,900	30,082	2,718,809
11	ML-2	SW	N/A	N/A	N/A	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	131,506	147,671	64,517	0	0	2,241	0	0	0	0	0	0	345,935
14	ML-2	ML-7	447,624	988,623	1,417,563	27,911	89,697	35,904	8,712	4,440	14,083	179,479	261,818	819,708	4,295,562
15	ML-3	SE	19,854,758	15,404,109	18,558,281	21,684,368	23,192,398	21,241,328	22,120,613	20,192,034	20,242,760	22,456,416	20,445,778	18,881,710	244,274,553
16	ML-3	ML-2	11,023,462	8,393,613	10,628,943	10,906,361	12,275,501	11,645,225	12,223,499	12,894,370	12,559,162	10,980,715	11,545,306	11,381,905	136,458,062
17	ML-3	ML-3	13,185,564	10,285,940	10,849,442	5,720,259	6,254,102	6,196,930	6,742,922	5,694,429	5,294,634	6,265,740	7,646,852	7,661,757	91,798,571
18	ML-3	SW	-	-	1,369	-	-	29	-	-	-	-	-	-	1,398
19	ML-3	ML-5	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
20	ML-3	ML-6	0	27,799	0	15,647	0	0	0	0	0	40,255	95,123	60,865	239,689
21	ML-3	ML-7	16,903,111	23,281,824	25,701,301	34,208,822	37,806,144	36,144,516	30,716,756	30,662,990	31,378,002	32,415,882	33,844,044	35,658,077	368,721,469
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	153,744	106,289	115,922	115,728	106,440	132,480	115,080	109,200	95,496	91,848	99,984	117,576	1,359,787
25	SW	SW	1,089,812	1,435,405	844,439	1,361,565	948,237	1,554,483	1,308,082	1,492,310	528,036	695,832	1,286,831	1,471,375	14,016,407
26	SW	ML-5	270,139	298,459	243,811	214,013	240,642	207,935	238,601	236,003	198,842	256,231	271,030	264,025	2,939,731
27	SW	ML-6	4,955,476	4,418,601	4,773,366	4,422,310	4,188,626	3,926,521	2,237,491	4,005,379	4,019,058	4,764,470	5,155,542	4,878,505	51,745,345
28	SW	ML-7	13,916,412	11,744,828	14,853,523	15,085,848	15,895,896	13,440,048	15,338,184	15,058,224	14,913,576	14,304,480	15,519,216	14,162,856	174,233,091
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	-	-	120,000	-	-	-	2,056	20,135	57,606	115,246	64,654	-	379,697
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	1,217	9,367	5,163	0	0	542	0	0	0	1,160	8,704	12,765	38,995
35	ML-5	ML-7	0	0	17,092	0	0	49,877	9,995	29,106	227,281	124,042	9,376	0	466,769
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	0	72,474	13,465	14,751	54,679	90,757	64,276	133,114	42,476	55,272	8,294	6,576	556,134
42	ML-6	ML-7	36,247	39,222	95,350	77,658	48,340	60,575	55,358	44,508	27,056	41,830	78,535	80,012	684,691
43	ML-7	SE	400	-	10,000	-	-	-	-	-	-	-	-	-	10,400
44	ML-7	ML-2	273,432	56,547	119,381	33,162	34,653	33,901	33,987	33,465	29,793	33,264	87,952	53,368	822,905
45	ML-7	ML-3	2,506,935	1,801,462	1,223,343	209,990	128,959	19,430	238,488	54,836	75,994	178,038	899,691	1,231,012	8,568,178
46	ML-7	SW	-	394,992	135,701	-	107	58	-	-	-	-	-	313	531,171
47	ML-7	ML-5	-	25,500	56,800	-	-	-	-	-	-	-	-	-	82,300
48	ML-7	ML-6	816,419	922,957	731,067	-	58,722	62,896	26,195	8,060	14,968	37,997	155,442	542,895	555,272
49	ML-7	ML-7	92,844,779	78,944,341	67,322,457	40,562,954	40,993,441	39,664,126	51,284,835	45,153,235	47,204,202	52,239,219	62,707,213	76,995,619	695,916,421
50	TOTAL (Dth)		204,324,207	182,706,570	186,073,473	160,158,955	166,178,395	157,345,466	162,263,608	158,307,502	161,746,435	168,424,698	184,987,109	204,837,015	2,097,353,433
51	TOTAL (Mcf) (2)		194,409,331	173,840,695	177,044,218	152,387,207	158,114,553	149,710,244	154,389,732	150,625,597	153,897,655	160,251,853	176,010,570	194,897,255	1,995,578,910
52	Storage (Dth) (1)		2,147,614	581,618	4,238,173	18,819,428	27,887,634	26,186,263	24,170,615	24,551,022	31,033,773	28,512,972	7,836,845	5,467,348	201,433,305
53	Storage (Mcf) (2)		2,043,401	553,395	4,032,515	17,906,211	26,534,381	24,915,569	22,997,731	23,359,678	29,527,853	27,129,374	7,456,560	5,202,044	191,658,712

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

(2) Conversion Factor 1.051

ANR PIPELINE COMPANY
Fuel Percentages By Rate Route
2019

Line No.	REC-SEG	DEL-SEG	1/19-3/19 Fuel		4/19-12/19 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	1.69%	0.00%	0.58%	0.00%
2	SE	ML-2	2.37%	0.00%	1.46%	0.00%
3	SE	ML-3	2.94%	0.00%	2.20%	0.00%
4	SE	SW	1.11%	0.00%	0.37%	0.00%
5	SE	ML-5	1.92%	0.00%	1.23%	0.00%
6	SE	ML-6	3.28%	0.00%	2.66%	0.00%
7	SE	ML-7	3.28%	0.00%	2.66%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	1.15%	0.00%	1.11%	0.00%
10	ML-2	ML-3	1.72%	0.00%	1.85%	0.00%
11	ML-2	SW	0.00%	0.00%	0.02%	0.00%
12	ML-2	ML-5	0.70%	0.00%	0.88%	0.00%
13	ML-2	ML-6	2.06%	0.00%	2.31%	0.00%
14	ML-2	ML-7	2.06%	0.00%	2.31%	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	1.04%	0.00%	0.97%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.02%	0.00%	0.00%	0.00%
20	ML-3	ML-6	1.38%	0.00%	1.43%	0.00%
21	ML-3	ML-7	1.38%	0.00%	1.43%	0.00%
22	SW	SE	2.66%	0.00%	2.38%	0.00%
23	SW	ML-2	3.34%	0.00%	3.26%	0.00%
24	SW	ML-3	3.91%	0.00%	4.00%	0.00%
25	SW	SW	1.40%	0.00%	1.25%	0.00%
26	SW	ML-5	2.21%	0.00%	2.11%	0.00%
27	SW	ML-6	3.57%	0.00%	3.54%	0.00%
28	SW	ML-7	3.91%	0.00%	4.00%	0.00%
29	ML-5	SE	1.73%	0.00%	1.36%	0.00%
30	ML-5	ML-2	2.41%	0.00%	2.24%	0.00%
31	ML-5	ML-3	2.98%	0.00%	2.98%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	1.28%	0.00%	1.09%	0.00%
34	ML-5	ML-6	2.64%	0.00%	2.52%	0.00%
35	ML-5	ML-7	2.98%	0.00%	2.98%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.60%	0.00%	1.38%	0.00%
38	ML-6	ML-3	2.17%	0.00%	2.12%	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	1.83%	0.00%	1.66%	0.00%
42	ML-6	ML-7	2.17%	0.00%	2.12%	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	0.81%	0.00%	0.69%	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	0.81%	0.00%	0.69%	0.00%
49	ML-7	ML-7	0.81%	0.00%	0.69%	0.00%
50	STORAGE		0.53%		0.74%	

ANR PIPELINE COMPANY
Fuel and L&U Retained By Rate Route
2019

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 2019 (Col. 13)
1	SE	SE	243,397	217,135	245,055	91,133	89,580	81,329	61,136	74,093	89,387	96,528	80,904	93,724	1,463,401
2	SE	ML-2	33,996	32,081	55,691	17,581	13,581	14,628	14,545	12,729	11,915	1,956	19,183	10,194	238,080
3	SE	ML-3	21,902	11,236	17,160	4,886	4,187	2,704	2,595	2,059	2,104	2,925	15,800	17,051	104,609
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	63,376	44,099	64,390	36,621	12,050	17,502	6,254	3,272	2,029	9,852	41,943	15,453	316,841
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	18,503	18,988	19,624	14,284	23,866	20,528	25,993	24,818	24,899	14,721	30,947	31,884	269,055
10	ML-2	ML-3	17,386	3,619	14,616	342	772	239	248	136	173	6,656	3,749	567	48,503
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	2,766	3,106	1,357	0	0	53	0	0	0	0	0	0	7,282
14	ML-2	ML-7	9,415	20,794	29,816	660	2,121	849	206	105	333	4,244	6,191	19,383	94,117
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	138,571	108,098	114,020	56,030	61,259	60,699	66,047	55,777	51,861	61,373	74,901	75,047	923,683
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	389	0	227	0	0	0	0	0	584	1,380	883	3,463
21	ML-3	ML-7	236,527	325,785	359,641	496,283	548,471	524,365	445,622	444,842	455,215	470,272	490,991	517,308	5,315,322
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	6,256	4,325	4,717	4,822	4,435	5,520	4,795	4,550	3,979	3,827	4,166	4,899	56,291
25	SW	SW	15,474	20,381	11,990	17,235	12,003	19,677	16,558	18,890	6,684	8,808	16,289	18,625	182,614
26	SW	ML-5	6,105	6,745	5,510	4,613	5,187	4,482	5,143	5,087	4,286	5,523	5,842	5,691	64,214
27	SW	ML-6	183,460	163,584	176,718	162,295	153,719	144,100	82,114	146,994	147,496	174,852	189,204	179,037	1,903,573
28	SW	ML-7	566,273	477,909	604,405	628,577	662,329	560,002	639,091	627,426	621,399	596,020	646,634	590,119	7,220,184
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	1	0	0	0	0	0	0	0	0	0	1
34	ML-5	ML-6	33	254	140	0	2	14	0	0	0	30	225	330	1,028
35	ML-5	ML-7	0	0	525	0	0	1,532	307	894	6,981	3,810	288	0	14,337
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	0	1,351	251	249	923	1,532	1,085	2,247	717	933	140	111	9,539
42	ML-6	ML-7	804	870	2,115	1,682	1,047	1,312	1,199	964	586	906	1,701	1,733	14,919
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	20,472	14,711	9,990	1,459	896	135	1,657	381	528	1,237	6,251	8,553	66,270
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	6,667	7,537	5,970	408	437	182	56	104	264	1,080	3,772	3,858	30,335
49	ML-7	ML-7	758,184	644,671	549,765	281,829	284,820	275,584	356,324	313,722	327,972	362,955	435,686	534,961	5,126,473
50	TOTAL TRANSPORTATION (Dth)		2,349,567	2,127,668	2,293,467	1,821,216	1,881,685	1,736,968	1,730,975	1,739,090	1,758,808	1,829,092	2,076,187	2,129,411	23,474,134
51	TOTAL TRANSPORTATION (Mcf) (1)		2,235,554	2,024,422	2,182,176	1,732,841	1,790,376	1,652,681	1,646,979	1,654,700	1,673,461	1,740,335	1,975,440	2,026,081	22,335,047
52	STORAGE INJ. FUEL (Dth)		11443	3099	22582	140302	207907	195223	180196	183032	231362	212569	58425	40760	1,486,900
53	STORAGE CYCLING FUEL (Dth)		0	0	0	21,820	0	0	0	0	0	0	0	0	21,820
54	TOTAL STORAGE FUEL RETAINED (Dth)		11,443	3,099	22,582	162,122	207,907	195,223	180,196	183,032	231,362	212,569	58,425	40,760	1,508,720
55	STORAGE FUEL RETAINED (Mcf) (1)		10,888	2,949	21,486	154,255	197,818	185,750	171,452	174,150	220,135	202,254	55,590	38,782	1,435,509
56	TOTAL FUEL RETAINED (Dth)		2,361,010	2,130,767	2,316,049	1,983,338	2,089,592	1,932,191	1,911,171	1,922,122	1,990,170	2,041,661	2,134,612	2,170,171	24,982,854
57	TOTAL FUEL RETAINED (Mcf) (1)		2,246,441	2,027,371	2,203,662	1,887,096	1,988,194	1,838,431	1,818,431	1,828,851	1,893,597	1,942,589	2,031,029	2,064,863	23,770,556

(1) Conversion Factor 1.051

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2019

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	SE	172,408,297	172,408,297	0	0	0	0	172,408,297
2	SE	ML-2	13,104,465	13,104,465	0	13,104,465	0	0	13,104,465
3	SE	ML-3	4,179,498	4,179,498	0	4,179,498	0	0	4,179,498
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	10,690,014	10,690,014	0	10,690,014	0	10,690,014	10,690,014
8	ML-2	SE	70,163,893	70,163,893	0	70,163,893	0	0	70,163,893
9	ML-2	ML-2	24,060,215	0	0	24,060,215	0	0	24,060,215
10	ML-2	ML-3	2,767,312	0	0	2,767,312	0	0	2,767,312
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	353,217	0	0	353,217	353,217	353,217	353,217
14	ML-2	ML-7	4,389,679	0	0	4,389,679	0	4,389,679	4,389,679
15	ML-3	SE	244,274,553	244,274,553	0	244,274,553	0	0	244,274,553
16	ML-3	ML-2	136,458,062	0	0	136,458,062	0	0	136,458,062
17	ML-3	ML-3	92,722,254	0	0	92,722,254	0	0	92,722,254
18	ML-3	SW	1,398	0	1,398	1,398	1,398	1,398	1,398
19	ML-3	ML-5	0	0	0	0	0	0	0
20	ML-3	ML-6	243,152	0	0	243,152	243,152	243,152	243,152
21	ML-3	ML-7	374,036,791	0	0	374,036,791	0	374,036,791	374,036,791
22	SW	SE	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0
24	SW	ML-3	1,416,078	0	1,416,078	1,416,078	1,416,078	1,416,078	1,416,078
25	SW	SW	14,199,021	0	14,199,021	0	0	0	14,199,021
26	SW	ML-5	3,003,945	0	3,003,945	3,003,945	0	0	3,003,945
27	SW	ML-6	53,648,918	0	53,648,918	0	53,648,918	0	53,648,918
28	SW	ML-7	181,453,275	0	181,453,275	0	181,453,275	181,453,275	181,453,275
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	379,697	0	379,697	0	379,697	0	379,697
33	ML-5	ML-5	78	0	0	78	0	0	78
34	ML-5	ML-6	40,023	0	0	40,023	0	0	40,023
35	ML-5	ML-7	481,106	0	0	481,106	481,106	481,106	481,106
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	565,673	0	0	565,673	0	0	565,673
42	ML-6	ML-7	699,610	0	0	699,610	699,610	699,610	699,610
43	ML-7	SE	10,400	10,400	0	10,400	0	0	10,400
44	ML-7	ML-2	822,905	0	0	822,905	0	0	822,905
45	ML-7	ML-3	8,634,448	0	0	8,634,448	0	0	8,634,448
46	ML-7	SW	531,171	0	531,171	531,171	531,171	531,171	531,171
47	ML-7	ML-5	82,300	0	0	82,300	82,300	82,300	82,300
48	ML-7	ML-6	3,963,225	0	0	3,963,225	3,963,225	3,963,225	3,963,225
49	ML-7	ML-7	701,042,894	0	0	0	701,042,894	701,042,894	701,042,894
50	TOTAL (Dth)		2,120,827,567	514,831,120	254,633,503	988,328,334	246,862,866	1,288,851,663	2,120,827,567
Fuel and L&U Retained by Rate Segment									
51	Unadjusted Fuel and L&U Retained		37,924,794	2,897,440	2,541,348	15,150,826	5,578,812	5,486,765	6,269,603
52	Adjustments								
53	SE-ML2		(88,239)	0	0	(88,239)	0	0	0
54	ML2-SE		(488,177)	0	0	(488,177)	0	0	0
55	ML2-ML2		(169,603)	0	0	(169,603)	0	0	0
56	ML2-ML6		(2,862)	0	0	(2,862)	0	0	0
57	ML3-ML3		(746,593)	0	0	(746,593)	0	0	0
58	ML3-ML3		(4,160)	0	0	(2,083)	(2,077)	0	0
59	ML3-SW		(9)	0	0	(9)	0	0	0
60	ML3-ML7		(3,157,907)	0	0	(3,157,907)	0	0	0
61	SW-ML3		(11,679)	0	0	(11,679)	0	0	0
62	SW-ML5		(42,375)	0	0	0	(42,375)	0	0
63	ML5-ML-5		(1)	0	0	(1)	0	0	0
64	ML6-ML3		0	0	0	0	0	0	0
65	ML6-ML6		(4,821)	0	0	(4,821)	0	0	0
66	ML6-ML7		(5,929)	0	0	(5,929)	0	0	0
67	ML7-ML3		(64,829)	0	0	(64,829)	0	0	0
68	ML7-ML6		(32,838)	0	0	0	(32,838)	0	0
69	Total Fuel and L&U Retained (Dth)		33,104,772	2,897,440	2,541,348	10,421,707	5,487,908	5,486,765	6,269,603
70	Total Fuel and L&U Retained (Mcf)		31,498,356	2,756,841	2,418,029	9,915,992	5,221,606	5,220,519	5,965,369
71	Total Fuel not calculated on North to South Flow (Mcf)		(9,163,309)	(1,643,864)	(8,295)	(6,198,420)	(80,958)	(5,112)	(1,226,659)
72	Actual Total Fuel and L&U Retained (Mcf)		22,335,047	1,112,977	2,409,734	3,717,572	5,140,647	5,215,407	4,738,710
Transporter's Use									
73	Fuel and L&U Retained by Rate Segment		22,335,047	1,112,977	2,409,734	3,717,572	5,140,647	5,215,407	4,738,710
74	Def. Transporter's Use Bal. - 2018 (Over)/Under Rec.		4,188,112	(437,264)	19,194	4,222,100	587,626	121,139	(324,683)
75	Def. Transporter's Use Adjustment: Btu Correction		(51,146)	206	398	826	760	(53,336)	0
76	Current Transporter's Use		18,198,081	1,550,035	2,390,142	(505,354)	4,552,261	5,147,604	5,063,393
77									

Storage

1,435,509

23,770,556

27,996

(51,415)

1,407,782

19,605,863

Footnote 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 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	DEL-SEG	JAN thru MAR 2019						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	41,750,710	41,750,710	0	0	0	0	41,750,710	130,657,587	130,657,587	0	0	0	0	130,657,587
2	SE	ML-2	5,137,890	5,137,890	0	5,137,890	0	0	5,137,890	7,966,575	7,966,575	0	7,966,575	0	0	7,966,575
3	SE	ML-3	1,710,816	1,710,816	0	1,710,816	0	0	1,710,816	2,468,682	2,468,682	0	2,468,682	0	0	2,468,682
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	5,239,787	5,239,787	0	5,239,787	0	5,239,787	5,239,787	5,450,227	5,450,227	0	5,450,227	0	5,450,227	5,450,227
8	ML-2	SE	18,256,358	18,256,358	0	18,256,358	0	0	18,256,358	51,907,535	51,907,535	0	51,907,535	0	0	51,907,535
9	ML-2	ML-2	4,966,522	0	0	4,966,522	0	0	4,966,522	19,093,693	0	0	19,093,693	0	0	19,093,693
10	ML-2	ML-3	2,070,988	0	0	2,070,988	0	0	2,070,988	696,324	0	0	696,324	0	0	696,324
11	ML-2	SW	0	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	0
13	ML-2	ML-6	350,923	0	0	350,923	350,923	350,923	350,923	2,294	0	0	2,294	2,294	2,294	2,294
14	ML-2	ML-7	2,913,835	0	0	2,913,835	0	2,913,835	2,913,835	1,475,844	0	0	1,475,844	0	1,475,844	1,475,844
15	ML-3	SE	53,817,148	53,817,148	0	53,817,148	0	0	53,817,148	190,457,405	190,457,405	0	190,457,405	0	0	190,457,405
16	ML-3	ML-2	30,046,018	0	0	30,046,018	0	0	30,046,018	106,412,044	0	0	106,412,044	0	0	106,412,044
17	ML-3	ML-3	34,681,635	0	0	34,681,635	0	0	34,681,635	58,040,619	0	0	58,040,619	0	0	58,040,619
18	ML-3	SW	1,369	0	1,369	1,369	1,369	1,369	1,369	29	29	29	29	29	29	29
19	ML-3	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	28,188	0	0	28,188	28,188	28,188	28,188	214,964	0	0	214,964	214,964	214,964	214,964
21	ML-3	ML-7	66,808,189	0	0	66,808,189	0	66,808,189	66,808,189	307,228,602	0	0	307,228,602	0	307,228,602	307,228,602
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	391,253	0	0	391,253	391,253	391,253	391,253	1,024,825	0	1,024,825	1,024,825	1,024,825	1,024,825	1,024,825
25	SW	SW	3,417,501	0	0	3,417,501	0	0	3,417,501	10,781,520	0	0	10,781,520	0	0	10,781,520
26	SW	ML-5	830,769	0	830,769	830,769	830,769	830,769	830,769	2,173,176	0	2,173,176	2,173,176	0	2,173,176	2,173,176
27	SW	ML-6	14,671,205	0	14,671,205	14,671,205	14,671,205	14,671,205	14,671,205	38,977,713	0	38,977,713	38,977,713	0	38,977,713	38,977,713
28	SW	ML-7	42,163,350	0	42,163,350	42,163,350	42,163,350	42,163,350	42,163,350	139,289,925	0	139,289,925	139,289,925	139,289,925	139,289,925	139,289,925
29	ML-5	SE	0	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	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	120,000	0	120,000	0	120,000	120,000	120,000	259,697	0	259,697	259,697	0	259,697	259,697
33	ML-5	ML-5	78	0	0	78	78	78	78	0	0	0	0	0	0	0
34	ML-5	ML-6	16,174	0	0	16,174	16,174	16,174	16,174	23,849	0	0	23,849	0	23,849	23,849
35	ML-5	ML-7	17,617	0	0	17,617	17,617	17,617	17,617	463,489	0	0	463,489	463,489	463,489	463,489
36	ML-6	SE	0	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	0
38	ML-6	ML-3	0	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	0
40	ML-6	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	87,541	0	0	87,541	87,541	87,541	87,541	478,132	0	0	478,132	0	478,132	478,132
42	ML-6	ML-7	174,608	0	0	174,608	174,608	174,608	174,608	525,002	0	0	525,002	525,002	525,002	525,002
43	ML-7	SE	10,400	10,400	0	10,400	0	10,400	10,400	0	0	0	0	0	0	0
44	ML-7	ML-2	449,360	0	0	449,360	0	449,360	449,360	373,545	0	0	373,545	0	373,545	373,545
45	ML-7	ML-3	5,576,913	0	0	5,576,913	0	5,576,913	5,576,913	3,057,535	0	0	3,057,535	0	3,057,535	3,057,535
46	ML-7	SW	530,693	0	530,693	530,693	530,693	530,693	530,693	478	0	478	478	0	478	478
47	ML-7	ML-5	82,300	0	82,300	82,300	82,300	82,300	82,300	0	0	0	0	0	0	0
48	ML-7	ML-6	2,490,617	0	0	2,490,617	2,490,617	2,490,617	2,490,617	1,472,608	0	0	1,472,608	1,472,608	1,472,608	1,472,608
49	ML-7	ML-7	241,064,197	0	0	241,064,197	241,064,197	241,064,197	241,064,197	459,978,697	0	0	459,978,697	0	459,978,697	459,978,697
50	TOTAL (Dth)		579,874,952	125,923,109	62,126,147	232,457,592	61,956,685	368,293,599	579,874,952	1,540,952,615	388,908,011	192,507,363	755,870,742	184,906,181	920,558,064	1,540,952,615
51	Fuel and L&U %			1.22%	0.93%	1.25%	2.17%	0.34%	0.47%		0.35%	1.02%	1.62%	2.29%	0.46%	0.23%
52	Fuel and L&U Retained by Rate Segment															
53	Unadjusted Fuel and L&U Retained		10,341,826	1,536,262	577,773	2,905,720	1,344,460	1,252,198	2,725,412	27,582,969	1,361,178	1,963,575	12,245,106	4,234,352	4,234,567	3,544,191
54	Adjustments															
55	SE-ML2		(29,286)			(29,286)			(29,286)	(58,953)			(58,953)			
56	ML2-SE		(104,061)			(104,061)			(104,061)	(384,116)			(384,116)			
57	ML2-ML2		(28,309)			(28,309)			(28,309)	(141,293)			(141,293)			
58	ML2-ML6		(2,842)			(2,842)		(2,842)	(2,842)	(20)			(20)			
59	ML3-ML3		(235,835)			(235,835)			(235,835)	(510,757)			(510,757)			
60	ML3-SW		(9)			(9)			(9)	0			0			
61	ML3-ML6		(420)			(192)	(228)		(420)	(3,740)			(1,849)	(1,849)		
62	ML3-ML7		(454,296)			(454,296)			(454,296)	(2,703,612)			(2,703,612)			
63	SW-ML3		(2,661)			(2,661)			(2,661)	(9,018)			(9,018)			
64	SW-ML5		(11,298)			(11,298)		(11,298)	(31,076)				(31,076)			
65	ML5-ML5		(1)			(1)			(1)	0			0			
66	ML6-ML3		0			0			0	0			0			
67	ML6-ML6		(709)			(709)		(709)	(4,112)				(4,112)			
68	ML6-ML7		(1,414)			(1,414)		(1,414)	(4,515)				(4,515)			
69	ML7-ML3		(37,923)			(37,923)		(37,923)	(26,906)				(26,906)			
70	ML7-ML6		(20,174)			(20,174)		(20,174)	(12,664)				(12,664)			
71	Total Fuel and L&U Retained (Dth)		9,412,586	1,536,262	577,773	2,013,149	1,307,792	1,252,198	2,725,412	23,692,185	1,361,178	1,963,575	8,408,559	4,180,115	4,234,567	3,544,191
72	Total Fuel and L&U Retained (Mcf)		8,955,839	1,461,714	549,737	1,915,460	1,244,331	1,191,435	2,593,161	22,542,517	1,295,127	1,868,292	8,000,532	3,977,274	4,029,084	3,372,208

SE AREA	SW AREA	MAINLINE AREA						L&U
SE	SW	SE LEG						

**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 + SWA 0 + 0 + 0 + 0.0011 + 0 + 0 + 0 = \$0.0011	SEA+SES+SEC+N+SWC+SWS 0 + 0 + 0 0.0011 + 0 = \$0.0011	SEA + SES + SEC + N + SWC 0 + 0 0 + 0.0011 + 0 = \$0.0011	SEA + SES + SEC + N 0 + 0 = 0 + 0.0011 = \$0.0011	
Southeast Southern ML-2	SES + SEA 0 + 0 = \$0.0000	SES 0 = \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES + SEC + N + SWC + SWS + SWA 0 + 0 + 0.0011 + + 0 + 0 + 0 = \$0.0011	SES + SEC + N + SWC + SWS 0 + 0 0.0011 + 0 + 0 = \$0.0011	SES + SEC + N + SWC 0 + 0 + 0.0011 + 0 = \$0.0011	SES + SEC + N 0 + 0 + 0.0011 = \$0.0011	
Southeast Central ML-3	SEC + SES + SEA 0 + 0 + 0 = 0.00	SEC + SES 0 + 0 = 0.00	SEC 0 = \$0.0000	SEC + N + SWC + SWS + SWA 0 + 0.0011 0 + 0 + 0 = \$0.0011	SEC + N + SWC + SWS 0 + 0.0011 + 0 + 0 = \$0.0011	SEC + N + SWC 0 + 0.0011 + 0 = \$0.0011	SEC + N 0 + 0.0011 = \$0.0011	
Southwest Area SW	SWA + SWS + SWC + N + SEC + SES + SEA 0 + 0 + 0 + 0.0011 + 0 + 0 + 0 = \$0.0011	SWA + SWS + SWC + N + SEC + SES 0 + 0 + 0 + 0.0011 + 0 + 0 = \$0.0011	SWA + SWS + SWC + N + SEC 0 + 0 0 + 0.0011 + 0 = \$0.0011	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 + 0.0011 = \$0.0011	
Southwest Southern ML-5	SWS + SWC + N + SEC + SES + SEA 0 + 0 + 0.0011 + 0 + 0 + 0 = \$0.0011	SWS + SWC + N + SEC + SES 0 + 0 0.0011 + 0 + 0 = \$0.0011	SWS + SWC + N + SEC 0 + 0 + 0.0011 + 0 = \$0.0011	SWS + SWA 0 + 0 = 0.00	SWS 0 = \$0.0000	SWS + SWC 0 + 0 = \$0.0000	SWS + SWC + N 0 + 0 + 0.0011 = \$0.0011	
Southwest Central ML-6	SWC + N + SEC + SES + SEA 0 + 0.0011 + 0 + 0 + 0 = \$0.0011	SWC + N + SEC + SES 0 + 0.0011 + 0 + 0 = \$0.0011	SWC + N + SEC 0 + 0.0011 + 0 = \$0.0011	SWC + SWS + SWA 0 + 0 + 0 = \$0.0000	SWC + SWS 0 + 0 = 0.00	SWC 0 = \$0.0000	SWC + N 0 + 0.0011 = \$0.0011	
Northern Segment ML-7	N + SEC + SES + SEA 0.0011 + 0 + 0 + 0 = \$0.0011	N + SEC + SES 0.0011 + 0 + 0 = \$0.0011	N + SEC 0.0011 + 0 = \$0.0011	N + SWC + SWS + SWA 0.0011 + 0 + 0 + 0 = \$0.0011	N + SWC + SWS 0.0011 + 0 + 0 = \$0.0011	N + SWC 0.0011 + 0 = \$0.0011	N 0.0011 = \$0.0011	

ANR PIPELINE COMPANY
COMPARISON OF TRANSPORTATION EPC CHARGE BY ROUTE

TO	Southeast						Southwest						Northern								
	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	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005
Southeast Southern ML-2	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005
Southeast Central ML-3	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005
Southwest Area SW	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0011	\$0.0006	\$0.0005
Southwest Southern ML-5	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0011	\$0.0006	\$0.0005
Southwest Central ML-6	\$0.0011	\$0.0000	\$0.0011	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0011	\$0.0006	\$0.0005
Northern Segment ML-7	\$0.0011	\$0.0000	\$0.0011	\$0.0011	\$0.0000	\$0.0011	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0000	\$0.0011	\$0.0011	\$0.0000	\$0.0011	\$0.0011	\$0.0006	\$0.0005	\$0.0011	\$0.0006	\$0.0005

ANR PIPELINE COMPANY
Derivation of Transportation EPC Charge by Area and Segment
2019

Line No.		SOUTHEAST AREA		SOUTHWEST AREA		MAINLINE AREA			TOTAL
		TRANSMISSION		TRANSMISSION		SOUTHEAST	SOUTHWEST	NORTHERN	
		(Col. 2)	(Col. 3)	LEG	LEG	LEG	LEG	SEGMENT	
		(Col. 4)	(Col. 5)	(Col. 6)	(Col. 7)				
1	THROUGHPUT								
2	Bcf (1)	487.8	233.3	933.3	226.0	1208.9			
3	MMDth (1)	512.7	245.2	980.9	237.5	1270.6			
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 1,162,717			\$ 1,162,717
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0009</u>			
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ 220,440			\$ 220,440
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0002</u>			
8	TRANSPORTATION EPC CHARGE, \$/Dth - (5)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0011</u>			<u>\$ 1,383,157</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

	SOUTHEAST AREA		SOUTHWEST AREA		MAINLINE AREA			TOTAL
	TRANSMISSION		TRANSMISSION		SOUTHEAST	SOUTHWEST	NORTHERN	
	(Col. 2)	(Col. 3)	LEG	LEG	LEG	LEG	SEGMENT	
		(Col. 4)	(Col. 5)	(Co. 6)				
9	Deferred Balance - January 1, 2019 (7)	\$ -	\$ -	\$ -	\$ -	\$ 851,307		\$ 851,307
10	Less: Transporter's EPC Collected (8)	-	-	-	-	693,898		693,898
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ -	\$ 157,409		\$ 157,409
12	Interest (9)	-	-	-	-	63,031		63,031
13	(Over)/Under Recoveries Including Interest	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 220,440</u>		<u>\$ 220,440</u>

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.051 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/19 - 12/31/19. 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, 2019 per RP19-741-000, 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
2019**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			(1)	Total
				Southeast Leg	Southwest Leg	Northern Segment		
1	January	-	-	-	-	\$ 195,161	\$ 195,161	
2	February	-	-	-	-	177,540	177,540	
3	March	-	-	-	-	144,895	144,895	
4	April	-	-	-	-	85,147	85,147	
5	May	-	-	-	-	15,273	15,273	
6	June	-	-	-	-	15,288	15,288	
7	July	-	-	-	-	15,307	15,307	
8	August	-	-	-	-	15,426	15,426	
9	September	-	-	-	-	85,128	85,128	
10	October	-	-	-	-	146,722	146,722	
11	November	-	-	-	-	101,429	101,429	
12	December	-	-	-	-	165,401	165,401	
13	Total	-	-	-	-	<u>\$ 1,162,717</u>	<u>\$ 1,162,717</u>	

**Transportation EPC Collected by Segment
2019**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			Total
				Southeast Leg	Southwest Leg	Northern Segment	
14	January	-	-	-	-	\$ 51,747	\$ 51,747
15	February	-	-	-	-	47,493	47,493
16	March	-	-	-	-	45,298	45,298
17	April	-	-	-	-	55,507	55,507
18	May	-	-	-	-	57,988	57,988
19	June	-	-	-	-	54,836	54,836
20	July	-	-	-	-	59,555	59,555
21	August	-	-	-	-	55,421	55,421
22	September	-	-	-	-	57,320	57,320
23	October	-	-	-	-	61,183	61,183
24	November	-	-	-	-	69,314	69,314
25	December	-	-	-	-	78,236	78,236
26	Total	-	-	-	-	<u>\$ 693,898</u>	<u>\$ 693,898</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, 2019	\$ 851,307	(6)	\$ 195,161	\$ 51,747	\$ 994,721	0.4000%	\$ 3,405	\$ 163	\$ 3,568
2	March	994,721		177,540	47,493	1,124,768	0.4400%	4,377	203	4,580
3	April	1,124,768	8,148	144,895	45,298	1,232,513	0.4500%	5,098	149	5,247
4	May	1,232,513		85,147	55,507	1,262,153	0.4600%	5,670	49	5,719
5	June	1,262,153		15,273	57,988	1,219,438	0.4500%	5,680	(64)	5,616
6	July	1,219,438	16,582	15,288	54,836	1,196,472	0.4700%	5,809	(66)	5,743
7	August	1,196,472		15,307	59,555	1,152,224	0.4700%	5,623	(73)	5,550
8	September	1,152,224		15,426	55,421	1,112,229	0.4500%	5,185	(60)	5,125
9	October	1,112,229	16,418	85,128	57,320	1,156,455	0.4600%	5,192	45	5,237
10	November	1,156,455		146,722	61,183	1,241,994	0.4500%	5,204	127	5,331
11	December	1,241,994		101,429	69,314	1,274,109	0.4600%	5,713	52	5,765
12	January, 2020	1,274,109	16,333	165,401	78,236	1,377,607	0.4200%	5,420	130	5,550
13	Total			<u>\$ 1,162,717</u>	<u>\$ 693,898</u>			<u>\$ 62,376</u>	<u>\$ 655</u>	<u>\$ 63,031</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
2019

Line No.	Storage EPC Charge	(1)
<u>Storage Gas Injected (Transactional Throughput)</u>		
1	Bcf (2)	191.66
2	MMDth (2)	201.43
<u>Current EPC Charge</u>		
3	Electric Power Costs, \$ (3)	\$ 1,661,083
4	Current EPC Charge, \$/Dth (4)	\$0.0083
<u>EPC Charge Adjustment</u>		
5	(Over)/Under Recoveries, \$ (Line 14)	\$ 79,426
6	Annual EPC Charge Adjustment, \$/Dth (5)	\$0.0004
7	Storage EPC Charge, \$/Dth (6)	\$0.0086
 <u>Derivation of EPC (Over)Under Recoveries</u>		
8	Deferred Balance - December 31, 2018 (7)	\$ (59,687)
9	Actual Electric Power Costs - 2019 (Attach 3, Pg 2 of 3)	1,661,083
10	Total	\$ 1,601,396
11	Transporter's EPC Collected - 2019 (Attach 3, Pg 2 of 3)	1,525,728
12	Total (Over)/Under Recoveries	\$ 75,668
13	Interest (8)	3,758
14	Deferred Balance - December 31, 2019	\$ 79,426

- (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 1.051 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. RP19-741-000, filed February 28, 2019 (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
2019

Electric Power Costs

Line No.	Production Month	Amount
1	January	\$ 48,466
2	February	61,850
3	March	76,525
4	April	128,714
5	May	242,176
6	June	210,500
7	July	194,428
8	August	199,119
9	September	209,940
10	October	184,720
11	November	69,107
12	December	35,538
13	Total	<u>\$ 1,661,083</u>

Storage EPC Collected

	Production Month	Amount
14	January	\$ 21,640
15	February	14,118
16	March	29,115
17	April	141,129
18	May	206,466
19	June	191,752
20	July	180,594
21	August	182,197
22	September	228,960
23	October	217,399
24	November	63,782
25	December	48,576
26	Total	<u>\$ 1,525,728</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

<u>Line No.</u>	<u>Accounting Month</u>	<u>Prior Month Interest Base</u> (= Col. 5) (Col. 1)	<u>(1) Quarterly Interest</u> (Col. 2)	<u>(2) Electric Power Costs</u> (Col. 3)	<u>(3) Storage EPC</u> (Col. 4)	<u>Current Month Interest Base</u> (Col. 1 + 2 + 3 - 4) (Col. 5)	<u>(4) Monthly Interest Rate</u> (Col. 6)	<u>Interest</u> (Col. 1 + Col. 2 x Col. 6) (Col. 7)	<u>(5) Interest</u> (Col. 8)	<u>Total Monthly Interest</u> (Col. 7 + 8) (Col. 9)
1	February, 2019	\$ (59,687) (6)		\$ 48,466	\$ 21,640	\$ (32,861)	0.4000%	\$ (239)	\$ 30	\$ (209)
2	March	(32,861)		61,850	14,118	14,871	0.4400%	(145)	75	(70)
3	April	14,871	(279)	76,525	29,115	62,002	0.4500%	66	71	137
4	May	62,002		128,714	141,129	49,587	0.4600%	285	(20)	265
5	June	49,587		242,176	206,466	85,297	0.4500%	223	53	276
6	July	85,297	678	210,500	191,752	104,723	0.4700%	404	31	435
7	August	104,723		194,428	180,594	118,557	0.4700%	492	23	515
8	September	118,557		199,119	182,197	135,479	0.4500%	534	25	559
9	October	135,479	1,509	209,940	228,960	117,968	0.4600%	630	(31)	599
10	November	117,968		184,720	217,399	85,289	0.4500%	531	(49)	482
11	December	85,289		69,107	63,782	90,614	0.4600%	392	9	401
12	January, 2020	90,614	1,482	35,538	48,576	79,058	0.4200%	387	(19)	368
13	Total			<u>\$ 1,661,083</u>	<u>\$ 1,525,728</u>			<u>\$ 3,560</u>	<u>\$ 198</u>	<u>\$ 3,758</u>

- (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
2019

<u>Line No.</u>	<u>2019 FORM 2 Dth (A) (Col. 1)</u>	<u>Dec. 2018 Dth (B) (Col. 2)</u>	<u>Dec. 2019 Dth (C) (Col. 3)</u>	<u>2019 Fuel Filing Dth (A) - (B) + (C) (Col. 4)</u>	<u>2019 Fuel Filing Mcf (Col. 5)</u>
1 Company Use	19,449,833 (1)	1,621,306	1,728,621	19,557,148 (3)	18,601,000 (5)
2 L&U	3,668,125 (2)	229,818	566,713	4,005,020 (4)	3,811,000 (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 1.051 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (17.945 + 0.656 = 18.601). 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
2019

Line No.	2019 FORM 2 \$ (A) (Col. 1)	Dec. 2018 \$ (B) (Col. 2)	Dec. 2019 \$ (C) (Col. 3)	2019 Electric Power \$ (A) - (B) + (C) (Col. 4)
1 Weyauwega, WI	1,168,460 (1)	171,145	165,402	1,162,717 (2)
2 Fuel Tracker Electric	1,232,961 (3)	0	87,165	1,320,126 (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
2019**

<u>Line No.</u>	<u>2019 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2018 \$ (B) (Col. 2)</u>	<u>Dec. 2019 \$ (C) (Col. 3)</u>	<u>2019 Fuel Filing \$ (A) - (B) + (C) (Col. 4)</u>
1	Cold Springs 1, MI 1,660,638	35,093	35,538	1,661,083 (1)
2	Fuel Tracker - Electric 88,706 (2)	0	(13,038)	75,668 (3)

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

(2) FORM 2 Page 232, Account 182.3

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