

April 2, 2009

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

Re: ANR Pipeline Company
Docket No. RP09-428
Compliance Filing

Dear Ms. Bose:

In compliance with the Order issued by the Federal Energy Regulatory Commission (“Commission”) on March 31, 2009, in Docket No. RP09-428,¹ ANR Pipeline Company (“ANR”) tenders for filing and acceptance an original and five (5) copies of the following tariff sheet to become effective April 3, 2009:

Twenty-Seventh Revised Sheet No. 19

Background

On February 27, 2009, ANR filed revised tariff sheets to comply with the annual fuel and electric power cost (“EPC”) re-determination provisions of sections 1.68 and 37 of the General Terms and Conditions (“GT&C”) of its tariff.² The lost and unaccounted for component (“L&U”) of the general system Transporter’s Use percentages included an adjustment for gas losses due to Hurricane Ike, which damaged ANR’s facilities in the Gulf of Mexico in 2008. ANR also proposed to increase the Transporter’s Use percentage and the EPC rate for its Cold Springs 1 Storage Field (“Cold Springs 1”) in Michigan. Finally, ANR proposed to charge the applicable Transporter’s Use percentage and EPC rate for in-field storage transfers between the Cold Springs 1 storage facility and ANR’s other storage facilities. ANR requested that these tariff sheets become effective April 1, 2009.

¹ *ANR Pipeline Co.*, 126 FERC ¶ 61,313 (2009) (“March 31 Order”).

² First Revised Sheet No. 10A, Twenty-Sixth Revised Sheet No. 19, Fourth Revised Sheet No. 19A and Seventh Revised Sheet No. 149 to FERC Gas Tariff, Second Revised Volume No. 1.

Ms. Kimberly D. Bose, Secretary
April 2, 2009
Page 2 of 4

On March 31, 2009, the Commission issued its Order accepting and suspending ANR's revisions to the proposed tariff sheets to become effective April 1, 2009, subject to refund and conditions, and the outcome of the technical conference as established in the Order. Specifically, the Commission accepted and suspended ANR's proposed revisions to its general system Transporter's Use percentages and EPC charges subject to ANR removing the Hurricane Ike-related gas losses from the L&U component, and filing revised tariff sheets reflecting these revisions within 30 days of the date of the Order. Furthermore, the Commission accepted and suspended effective April 1, 2009, the proposed revisions to the Cold Springs 1 Transporter's Use percentage, EPC charge and the fuel charges assessed on in-field storage transfers between Cold Springs 1 and ANR's integrated system. Such proposed changes relative to Cold Springs 1 are subject to refund and subject to the outcome of a technical conference as established by the Order, but no revisions are required to those tariff sheets.

Description of Filing

ANR is submitting this filing in compliance with the March 31 Order which directed ANR to file revised tariff sheets reflecting the removal of the Hurricane Ike-related gas loss from its general system fuel rates. As such, gas losses totaling 187,540 Mcf have been removed from the L&U component of the general system Transporter's Use percentages. Summary level workpapers in support of the revised general system fuel matrix are furnished as Attachment 1.

Due to the time required to implement the revised general system fuel rates, in conjunction with the timing of the issuance of the Order, ANR is requesting that the revised Transporter's Use percentages reflected on the enclosed tariff sheet be made effective April 3 instead of April 1. By the time the Commission Order was issued on the afternoon of March 31, shipper nominations for April 1 business had already occurred. Furthermore, ANR's tariff provides general system shippers with the ability to maintain their MDQ delivered to the city gate in the event of a change in their Transporter's Use percentage.³ Such a change requires calculation of corresponding adjustments to the MSQ, Base MDWQ and Base MDIQ of shippers' Firm Storage Service ("FSS") Agreements and any necessary changes to the MDQ of related firm transportation contracts to inject gas into such FSS Agreements. ANR has undertaken to complete these administrative tasks as quickly as possible and has committed to its shippers in an April 1 posting on its website to implement the revised general system fuel rates in time for nominations for the April 3 gas day. Accordingly, ANR proposes herein that Twenty-Seventh Revised Sheet No. 19 become effective April 3, 2009.⁴ The Cold Springs 1 Transporter's Use percentage, EPC charge and associated fuel charges for in-field storage transfers were implemented April 1, subject to refund, as required by the Commission Order.

³ ANR FERC Gas Tariff, Tenth Revised Sheet No. 69.

⁴ Any over or undercollection arising from fuel use and retention from April 1-2, 2009 will be trued up in the next annual filing, to be submitted in 2010.

Ms. Kimberly D. Bose, Secretary
April 2, 2009
Page 3 of 4

Pursuant to Section 154.7(a)(8) of the Commission's Regulations, ANR states that the Transporter's Use percentages set forth in this filing supersede the Transporter's Use percentages accepted by the Commission in its letter order issued on March 20, 2008 in Docket No. RP08-238.

Material Enclosed

In accordance with 18 C.F.R. Section 154.7(a)(1), ANR states that the following items are included in this filing:

1. The instant transmittal letter;
2. A paper copy of the revised tariff sheet;
3. A redlined version of the revised tariff sheet pursuant to 18 C.F.R. Section 154.201(a) showing changes to ANR's currently effective tariff sheet;
4. An electronic version of the revised tariff sheet on a 3 ½-inch diskette;
5. Associated workpapers in support of the proposed changes pursuant to 18 C.F.R. Section 154.201(b).

Service and Correspondence

Pursuant to 18 C.F.R. Section 385.2011 of the Commission's Regulations, the undersigned states that the paper copies of the attached tariff sheet contains the same information as is contained on the electronic media, that the undersigned knows the contents of the paper copies and the electronic media, and that the contents as stated in the copies and the electronic media are true to the best knowledge and belief of the undersigned.

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

M. Catharine Davis
Associate General Counsel
ANR Pipeline Company
717 Texas Street
Houston, Texas 77002-2761
Tel. (832) 320-5509
Fax (832) 320-5555
catharine_davis@transcanada.com

Robert D. Jackson
Director, Rates and Regulatory Affairs
ANR Pipeline Company
717 Texas Street
Houston, Texas 77002-2761
Tel. (832) 320-5487
Fax (832) 320-5555
robert_jackson@transcanada.com

Ms. Kimberly D. Bose, Secretary
April 2, 2009
Page 4 of 4

The undersigned certifies that a copy of this filing has been mailed to each of ANR's customers and affected state regulatory commissions. In addition, a copy of this filing is available for public inspection during regular business hours in ANR's office at 717 Texas Street, Houston, Texas 77002-2761.

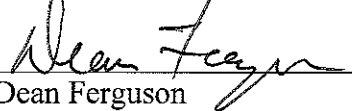
Effective Date

ANR requests all waivers of the Commission's regulations that may be necessary to allow this filing to become effective on April 3, 2009.

Any questions regarding this filing may be directed to the undersigned at (832) 320-5503.

Respectfully submitted,

ANR Pipeline Company



Dean Ferguson

Vice President, Marketing and
Business Development

Enclosures

ANR PIPELINE COMPANY
 TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			
TO:		S.E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S.W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	NORTHERN SEGMENT
---	---	(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:	----							
	SOUTHEAST AREA (SE)	0.03	1.14	2.06	1.25	1.81	2.74	2.74
	S.E. SOUTHERN SEGMENT (ML-2)	--	1.00	1.92	1.11	1.67	2.60	2.60
	S.E. CENTRAL SEGMENT (ML-3)	--	--	0.81	0.00	0.56	1.49	1.49
	SOUTHWEST AREA (SW)	0.21	1.32	2.24	0.07	0.63	1.56	2.24
	S.W. SOUTHERN SEGMENT (ML-5)	0.03	1.14	2.06	--	0.45	1.38	2.06
	S.W. CENTRAL SEGMENT (ML-6)	--	0.58	1.50	--	--	0.82	1.50
	NORTHERN SEGMENT (ML-7)	--	--	0.57	--	--	0.57	0.57

NOTES: (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 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.

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 (%): 1.31%. Transporter's Use (%) on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

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: 0.00%

Issued by: Dean Ferguson, Vice President

Issued on: April 2, 2009

Effective on: April 3, 2009

Filed to comply with order of the Federal Energy Regulatory Commission, Docket No. RP09-428, issued March 31, 2009, 126 FERC ¶ 61,313

ANR PIPELINE COMPANY
 TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			
TO:		S.E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S.W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	NORTHERN SEGMENT
---	----	----	----	----	----	----	----	----
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
----	----	----	----	----	----	----	----	----
	SOUTHEAST AREA (SE)	0.00 0.03	0.92 1.14	1.71 2.06	0.10 1.25	0.97 1.81	2.41 2.74	2.41 2.74
S.E.	SOUTHERN SEGMENT (ML-2)	--	0.76 1.00	1.55 1.92	0.00 1.11	0.81 1.67	2.25 2.60	2.25 2.60
S.E.	CENTRAL SEGMENT (ML-3)	--	--	0.61 0.81	0.00	0.00 0.56	1.31 1.49	1.31 1.49
	SOUTHWEST AREA (SW)	1.75 0.21	2.69 1.32	3.48 2.24	0.47 0.07	1.34 0.63	2.78 1.56	3.48 2.24
S.W.	SOUTHERN SEGMENT (ML-5)	1.10 0.03	2.04 1.14	2.83 2.06	--	0.69 0.45	2.13 1.38	2.83 2.06
S.W.	CENTRAL SEGMENT (ML-6)	--	1.17 0.58	1.96 1.50	--	--	1.26 0.82	1.96 1.50
	NORTHERN SEGMENT (ML-7)	--	--	0.52 0.57	--	--	0.52 0.57	0.52 0.57

NOTES: (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 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.

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 (%): 1.3107%
Transporter's Use (%) on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.
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: 0.00%

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

<u>To</u>		<u>Southeast</u>			<u>Southwest</u>			
<u>From</u>	Southeast Area	Southern	Central	Southwest Area	Southern	Central	Northern	
	SE	ML-2	ML-3	SW	ML-5	ML-6	ML-7	
Southeast Area SE	SEA + LU 0.14 + -0.11 = 0.03	SEA + SES + LU 0.14 + 1.11 + -0.11 = 1.14	SEA + SES SEC + LU 0.14 + 1.11 0.92 + -0.11 = 2.06	SEA+SES+SEC+N -SWC-SWS+LU 0.14 + 1.11 + 0.92 + 0.68-0.93-0.56+-0.11 = 1.25	SEA+SES+SEC+N -SWC+LU 0.14+1.11+0.92+ 0.68 - 0.93 + -0.11 = 1.81	SEA+SES+SEC+ N + LU 0.14+1.11+0.92+ 0.68+-0.11 = 2.74	SEA+SES+SEC+ N + LU 0.14+1.11+0.92+ 0.68+-0.11 = 2.74	
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU 1.11 + -0.11 = 1.00	SES + SEC + LU 1.11 + 0.92 + -0.11 = 1.92	SES+SEC+N -SWC-SWS+LU 1.11 + 0.92 + 0.68-0.93-0.56+-0.11 = 1.11	SES+SEC+N -SWC+LU 1.11 + 0.92 + 0.68 - 0.93 + -0.11 = 1.67	SES+SEC N + LU 1.11 + 0.92 + 0.68 + -0.11 = 2.60	SES+SEC N + LU 1.11 + 0.92 + 0.68 + -0.11 = 2.60	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 0.92 + -0.11 = 0.81	SEC + N -SWC-SWS+LU 0.92 + 0.68 - 0.93 - 0.56 + -0.11 = 0.00	SEC + N - SWC + LU 0.92 + 0.68 - 0.93 + -0.11 = 0.56	SEC + N + LU 0.92 + 0.68 + -0.11 = 1.49	SEC + N + LU 0.92 + 0.68 + -0.11 = 1.49	
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU 0.18 + 0.56+0.93+ 0.68-0.92-1.11+-0.11 = 0.21	SWA+SWS+SWC+ N-SEC+LU 0.18 + 0.56+0.93+ 0.68-0.92+-0.11 = 1.32	SWA+SWS+SWC+ N+LU 0.18 + 0.56+0.93+ 0.68 + -0.11 = 2.24	SWA + LU 0.18 + -0.11 = 0.07	SWA + SWS + LU 0.18 + 0.56 + -0.11 = 0.63	SWA+SWS+SWC + LU 0.18 + 0.56 + 0.93 + + -0.11 = 1.56	SWA+SWS+SWC+ N+LU 0.18 + 0.56 + 0.93 + 0.68 + -0.11 = 2.24	
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU 0.56+0.93+ 0.68-0.92-1.11+-0.11 = 0.03	SWS+SWC+ N-SEC+LU 0.56 + 0.93 + 0.68 - 0.92 + -0.11 = 1.14	SWS+SWC+ N+LU 0.56 + 0.93 + 0.68 + -0.11 = 2.06	Complete Backhaul No Charge	SWS + LU 0.56 + -0.11 = 0.45	SWS+SWC+LU 0.56 + 0.93 + -0.11 = 1.38	SWS+SWC+ N+LU 0.56 + 0.93 + 0.68 + -0.11 = 2.06	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU 0.93 + 0.68 - 0.92 + -0.11 = 0.58	SWC + N + LU 0.93 + 0.68 + -0.11 = 1.50	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 0.93 + -0.11 = 0.82	SWC + N + LU 0.93 + 0.68 + -0.11 = 1.50	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.68 + -0.11 = 0.57	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.68 + -0.11 = 0.57	N + LU 0.68 + -0.11 = 0.57	

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	0.03	-	0.03	1.14	0.92	0.22	2.06	1.71	0.35	1.25	0.10	1.15	1.81	0.97	0.84	2.74	2.41	0.33	2.74	2.41	0.33
Southeast Southern ML-2	-----			1.00	0.76	0.24	1.92	1.55	0.37	1.11	0.00	1.11	1.67	0.81	0.86	2.60	2.25	0.35	2.60	2.25	0.35
Southeast Central ML-3	-----			-----			0.81	0.61	0.20	0.00	0.00	0.00	0.56	0.00	0.56	1.49	1.31	0.18	1.49	1.31	0.18
Southwest Area SW	0.21	1.75	-1.54	1.32	2.69	-1.37	2.24	3.48	-1.24	0.07	0.47	-0.40	0.63	1.34	-0.71	1.56	2.78	-1.22	2.24	3.48	-1.24
Southwest Southern ML-5	0.03	1.10	-1.07	1.14	2.04	-0.90	2.06	2.83	-0.77	-----			0.45	0.69	-0.24	1.38	2.13	-0.75	2.06	2.83	-0.77
Southwest Central ML-6	-----			0.58	1.17	-0.59	1.50	1.96	-0.46	-----			-----			0.82	1.26	-0.44	1.50	1.96	-0.46
Northern Segment ML-7	-----			-----			0.57	0.52	0.05	-----			-----			0.57	0.52	0.05	0.57	0.52	0.05

Storage	1.31	1.07	0.24
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L & U	-0.11	-0.18	0.07
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ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Transportation by Area and Segment
Volumes Reported in Bcf
2008

Line No.	SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA			TOTAL (Co. 7)	
	GATHERING (Co. 1)	TRANSMISSION (Co. 2)	TRANSMISSION (Co. 3)	SOUTHEAST LEG (Co. 4)	SOUTHWEST LEG (Co. 5)	NORTHERN SEGMENT (Co. 6)		
1	THROUGHPUT	250.9 (1)	343.7	279.4	274.0	249.1	1044.2	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	0.662	1.696	4.148	4.726	5.731	16.963
3	858 ACCOUNT	0.000	0.000	0.000	0.876	0.000	1.780	2.656
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.020	0.020
5	TOTAL FUEL	0.000	0.662	1.696	5.024	4.726	7.531	19.639
6	THROUGHPUT	250.90	343.70	279.40	274.00	249.10	1044.20	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	0.00%	0.19%	0.60%	1.80%	1.86%	0.72%	
8	(OVER)/UNDER RECOVERIES (5)	0.000	(0.163)	(1.178)	0.641	(0.919)	(0.377)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	0.00%	-0.05%	-0.42%	0.23%	-0.37%	-0.04%	
10	TRANSPORTER'S USE (%) - FUEL (6)	0.00%	0.14%	0.18%	2.03%	1.49%	0.68%	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	1.11% (2)	0.56% (3)
CENTRAL	0.92% (2)	0.93% (3)
TOTAL	2.03%	1.49%

- (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 2.03% = 1.11%). Central has 5 stations (5/11 x 2.03% = 0.92%).
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.49% = 0.56%). Central has 5 stations (5/8 x 1.49% = 0.93%).
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].
(5) (Over)/under recoveries for the period Jan 1 - Dec 31 2008; 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
2008

<u>Line</u> <u>No.</u>		
1	L&U	0.092
2	THROUGHPUT	1,353
3	CURRENT TRANSPORTER'S USE (%) - L&U (%) (1)	<u>0.01%</u>
4	(OVER)/UNDER RECOVERIES (2)	(1.554)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.12%</u>
6	TRANSPORTER'S USE (%) - L&U (%) (3)	<u>-0.11%</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 2008;

L&U Percentage = $1 - \frac{\text{Throughput}}{\text{Previous Year's (O)/U Recoveries} + \text{Throughput}}$. Refer to Attachment 1, Page 7 of 15.

(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
2008

<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	CenterPoint Energy	SEML	36.600	0.876
2	Great Lakes	NORTH	53.964	0.153
3	Mich Con	NORTH	105.111	1.627
4	Total			<u><u>2.656</u></u>

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Storage
Volumes Reported in Bcf
2008

<u>Line No.</u>	<u>INJECTION COMPANY USE</u>	
1	ANRPL STORAGE AREA	1.011
2	STORAGE FUEL REIMBURSED TO OTHERS (1)	<u>0.898</u>
3	TOTAL GROSS STORAGE CO USE	1.909
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (2)	0.020
6	NET COMPANY USE FOR STORAGE	<u>1.889</u>
7	<u>STORAGE GAS INJECTED</u>	
8	TOTAL STORAGE GAS INJECTED	165.53
9	LESS: SYSTEM BALANCING VOLUME	3.77
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>161.76</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (3)	<u>1.15%</u>
12	(OVER)/UNDER RECOVERIES (4)	0.255
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (4)	<u>0.16%</u>
14	TRANSPORTER'S USE (%) - STORAGE (5)	<u>1.31%</u>

(1) ANRSCO Storage	0.261
Blue Lake	<u>0.637</u>
Total	0.898

- (2) 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
- (3) Fuel Percentage = 1-[(Throughput)/(Fuel + Throughput)]
- (4) (Over)/under recoveries for the period Jan 1 - Dec 31 2008; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]
Refer to Attachment 1, Page 7 of 15.
- (5) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Previous Year's Fuel (Over)/Under Recoveries
Volumes Reported in Bcf
Jan 1 - Dec 31 2008

Line No.		SE AREA	SW AREA	MAINLINE AREA			TRANSMISSION		TOTAL	STORAGE	TOTAL
		TRANSMISSION	TRANSMISSION	SOUTHEAST	SOUTHWEST	NORTHERN	FUEL	L&U	TRANS.		
		(Col. 1)	(Col. 2)	LEG	LEG	SEGMENT	(Co. 6)	(Co. 7)	(Co. 8)		
		(Col. 3)	(Col. 4)	(Col. 5)				(Co. 9)	(Co. 10)		
1	FUEL USE AND L&U	0.662	1.696	4.148	4.726	5.731	16.963	0.092	17.055	1.889	18.944
2	858 ACCOUNT	0.000	0.000	0.876	0.000	1.780	2.656		2.656		2.656
3	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.020</u>	<u>0.020</u>		<u>0.020</u>		<u>0.020</u>
4	TOTAL COMPANY USE (1)	<u>0.662</u>	<u>1.696</u>	<u>5.024</u>	<u>4.726</u>	<u>7.531</u>	<u>19.639</u>	<u>0.092</u>	<u>19.731</u>	<u>1.889</u>	<u>21.620</u>
5	FUEL AND L&U RETAINED (2)	<u>0.825</u>	<u>2.874</u>	<u>4.383</u>	<u>5.645</u>	<u>7.908</u>	<u>21.635</u>	<u>1.646</u>	<u>23.281</u>	<u>1.634</u>	<u>24.915</u>
6	TOTAL (OVER)/UNDER RECOVERIES	<u>(0.163)</u>	<u>(1.178)</u>	<u>0.641</u>	<u>(0.919)</u>	<u>(0.377)</u>	<u>(1.996)</u>	<u>(1.554)</u>	<u>(3.550)</u>	<u>0.255</u>	<u>(3.295)</u>

(1) Refer to Attachment 1, Page 8 of 15.

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

ANR PIPELINE COMPANY
Transporter's Actual Fuel Usage
Volumes Reported in Bcf
2008

Line No.		<u>Transportation</u>						
		<u>SOUTHEAST AREA</u>		<u>SOUTHWEST AREA</u>	<u>MAINLINE TRANSMISSION</u>			
		<u>Gathering</u>	<u>Transmission</u>	<u>Transmission</u>	<u>SE Leg</u>	<u>SW Leg</u>	<u>Northern</u>	<u>L&U</u>
1	January		0.087	0.196	0.335	0.551	0.551	(0.305)
2	February		0.067	0.160	0.392	0.410	0.455	(0.018)
3	March		0.058	0.145	0.524	0.469	0.371	(0.309)
4	April		0.056	0.127	0.683	0.388	0.395	(0.276)
5	May		0.059	0.121	0.557	0.310	0.474	0.402
6	June		0.061	0.114	0.380	0.319	0.535	(0.132)
7	July		0.053	0.114	0.417	0.329	0.546	0.358
8	August		0.061	0.132	0.226	0.337	0.579	0.194
9	September		0.031	0.175	0.094	0.491	0.541	0.096
10	October		0.041	0.125	0.087	0.344	0.409	0.361
11	November		0.042	0.160	0.130	0.373	0.468	(0.117)
12	December		0.046	0.127	0.323	0.405	0.407	(0.162)
13	Total	-	0.662	1.696	4.148	4.726	5.731	0.092

Line No.		<u>Storage</u>				<u>Account 858</u>		
		<u>ANR P/L Storage Area</u>	<u>Storage Fuel Reimbursed to Others</u>		<u>System Balancing</u>	<u>Center Point</u>	<u>Great Lakes</u>	<u>Mich Con</u>
<u>ANR Storage</u>	<u>Blue Lake</u>							
14	January	-	0.010	0.053	0.014	0.079	0.023	0.199
15	February	-	0.009	0.054	(0.025)	0.074	0.028	0.178
16	March	-	0.006	0.029	0.002	0.079	0.019	0.074
17	April	0.133	0.051	0.093	0.003	0.076	0.015	0.136
18	May	0.170	0.037	0.113	-	0.080	0.010	0.199
19	June	0.152	0.037	0.070	0.011	0.078	0.008	0.179
20	July	0.185	0.036	0.061	0.010	0.080	0.007	0.162
21	August	0.125	0.017	0.039	-	0.080	0.006	0.109
22	September	0.119	0.027	0.035	0.005	0.078	0.004	0.068
23	October	0.127	0.003	0.037	-	0.058	0.005	0.037
24	November	-	0.008	0.003	-	0.056	0.008	0.151
25	December	-	0.020	0.050	-	0.058	0.020	0.135
26	Total	1.011	0.261	0.637	0.020	0.876	0.153	1.627

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:
 Area Transactional Throughput for Fuel Retention =
 Sum of all Transactional Throughputs for Fuel Retention through Area
 - Sum of all Backhauls for which a Fuel Retention credit is Accrued
- 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
2008

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	172,635,293	172,635,293	0	0	0	0
2	SE	ML-2	8,090,955	8,090,955	0	8,090,955	0	0
3	SE	ML-3	59,020,021	59,020,021	0	59,020,021	0	0
4	SE	SW	19,266	19,266	0	19,266	(19,266)	19,266
5	SE	ML-5	8,108	8,108	0	8,108	(5,108)	8,108
6	SE	ML-6	499,192	499,192	0	499,192	0	499,192
7	SE	ML-7	112,046,643	112,046,643	0	112,046,643	0	112,046,643
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	1,665,156	0	0	1,665,156	0	0
10	ML-2	ML-3	22,039,633	0	0	22,039,633	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	0	0	0	0	0	0
14	ML-2	ML-7	20,273,885	0	0	20,273,885	0	20,273,885
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	5,926,584	0	0	5,926,584	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	13,795,806	0	0	13,795,806	0	13,795,806
22	SW	SE	45,756	0	45,756	(45,756)	45,756	45,756
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	44,048,398	0	44,048,398	0	44,048,398	44,048,398
25	SW	SW	27,753,885	0	27,753,885	0	0	0
26	SW	ML-5	1,146,280	0	1,146,280	0	1,146,280	0
27	SW	ML-6	17,499,892	0	17,499,892	0	17,499,892	0
28	SW	ML-7	195,867,906	0	195,867,906	0	195,867,906	195,867,906
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	15,336,117	0	0	0	15,336,117	15,336,117
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	135,867	0	0	0	135,867	0
34	ML-5	ML-6	86,980	0	0	0	86,980	0
35	ML-5	ML-7	17,674,256	0	0	0	17,674,256	17,674,256
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	29,622	0	0	0	29,622	0
42	ML-6	ML-7	989,722	0	0	0	989,722	989,722
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	52,877,180	0	0	0	0	52,877,180
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	6,561,244	0	0	0	0	6,561,244
49	ML-7	ML-7	590,262,379	0	0	0	0	590,262,379
50	TOTAL (Dth)		1,386,336,026	352,319,478	286,362,117	243,339,493	292,836,422	1,070,305,858
51	TOTAL (Mcf) (1)		1,352,522,952	343,726,320	279,377,675	237,404,383	285,694,070	1,044,200,837
52	CenterPoint Reallocation		0			36,600,000	(36,600,000)	
53	Adjusted TOTAL Transport (Mcf) (1)		1,352,522,952	343,726,320	279,377,675	274,004,383	249,094,070	1,044,200,837

(1) Conversion Factor

1.025

ANR PIPELINE COMPANY
Derived Transactional Throughput By Rate Route

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 2008 (Col. 13)
1	SE	SE	14,296,195	11,904,736	12,411,492	12,944,444	16,844,518	17,805,120	19,394,520	19,705,309	10,024,226	13,690,928	13,284,091	10,329,714	172,635,293
2	SE	ML-2	1,167,309	1,589,148	1,526,382	191,698	227,453	223,145	331,487	301,117	269,562	174,682	1,062,956	1,026,016	8,090,955
3	SE	ML-3	7,207,648	7,054,380	6,614,864	5,104,182	4,362,869	5,184,136	5,325,191	3,632,821	1,973,790	3,272,482	3,934,589	5,353,069	59,020,021
4	SE	SW	285	0	0	0	0	0	5,994	3,996	0	1,998	6,993	0	19,266
5	SE	ML-5	2,762	2,584	2,762	0	0	0	0	0	0	0	0	0	8,108
6	SE	ML-6	161,196	166,036	62,181	0	0	0	36,890	0	0	6,479	9,111	57,299	499,192
7	SE	ML-7	8,678,828	10,342,634	12,143,723	15,365,930	15,207,721	11,096,064	11,024,714	9,044,325	2,116,974	3,078,985	3,736,482	10,210,263	112,046,643
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	39,056	358,663	317,346	30,033	22,329	22,198	16,322	198,349	394,218	22,590	23,635	220,417	1,665,156
10	ML-2	ML-3	2,079,474	2,837,638	2,747,489	1,158,407	1,947,214	1,388,081	1,263,653	1,594,572	1,709,092	1,726,051	1,547,443	2,040,519	22,039,633
11	ML-2	SW	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0
14	ML-2	ML-7	1,354,878	745,401	2,360,002	4,020,696	4,839,494	1,318,626	1,764,366	746,636	969,115	472,458	532,108	1,150,105	20,273,885
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	68,033	159,546	179,113	781,922	904,612	1,092,312	779,152	764,000	632,023	113,565	227,456	224,850	5,926,584
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	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	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	76,168	67,551	154,610	1,853,715	1,972,971	2,175,022	2,955,125	1,797,514	1,331,712	870,732	449,153	91,533	13,795,806
22	SW	SE	876	0	2,548	0	0	14,934	0	0	27,398	0	0	0	45,756
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	5,300,848	3,880,809	6,219,912	2,475,266	2,345,270	2,801,687	2,594,141	2,277,900	4,492,756	3,063,733	4,131,111	4,464,965	44,048,398
25	SW	SW	283,041	464,805	130,185	1,777,352	2,250,437	2,554,533	1,709,163	2,247,896	4,417,861	4,940,288	3,507,480	3,470,844	27,753,885
26	SW	ML-5	63,019	78,257	77,085	107,127	59,122	22,677	199,602	149,757	126,565	116,257	59,270	87,542	1,146,280
27	SW	ML-6	2,040,530	1,943,048	1,803,962	1,345,413	1,088,409	932,368	1,122,646	1,084,248	1,220,251	1,521,353	1,716,248	1,681,416	17,499,892
28	SW	ML-7	16,934,364	15,636,272	16,162,182	16,535,734	16,634,584	16,065,782	16,198,802	16,657,632	16,747,801	16,624,849	15,718,726	15,951,178	195,867,906
29	ML-5	SE	N/A	N/A	N/A	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	371,454	1,692,592	837,160	851,010	389,676	1,548,128	1,311,864	1,521,380	218,478	1,772,717	2,287,856	2,533,802	15,336,117
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	90,386	21,589	23,892	0	0	0	0	0	135,867
34	ML-5	ML-6	0	0	0	4,043	16,587	43,559	20,677	827	1,287	0	0	0	86,980
35	ML-5	ML-7	479,307	639,963	646,849	2,501,149	3,301,308	2,814,599	1,997,616	2,132,521	332,541	974,172	957,142	897,089	17,674,256
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	0	0	14,262	0	0	15,360	0	0	0	0	0	29,622
42	ML-6	ML-7	104,328	32,137	58,933	108,394	110,795	55,623	106,393	65,977	109,645	102,642	99,341	35,514	989,722
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	10,222,434	9,585,626	5,641,528	1,787,388	1,273,918	2,044,123	1,720,047	1,896,433	2,852,015	2,949,008	5,373,833	7,530,827	52,877,180
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	1,330,342	1,195,603	520,211	232,821	126,837	116,698	220,578	178,107	178,299	237,987	866,433	1,357,328	6,561,244
49	ML-7	ML-7	77,037,581	71,110,609	59,640,563	38,076,544	35,551,474	36,726,103	37,531,700	38,406,741	34,640,275	39,053,744	48,269,226	74,217,819	590,262,379
50	TOTAL (Dth)		149,299,956	141,488,038	130,261,082	107,267,530	109,567,984	106,067,107	107,646,003	104,431,950	84,784,597	94,788,987	107,800,683	142,932,109	1,386,336,026
51	TOTAL (Mcf) (2)		145,658,494	138,037,110	127,083,982	104,651,249	106,895,594	103,480,104	105,020,491	101,884,829	82,716,680	92,477,060	105,171,398	139,445,960	1,352,522,951
52	Storage (Dth) (1)		1,957,201	(912,663)	6,720,945	23,424,867	26,019,422	22,886,855	23,093,868	22,086,354	18,582,845	14,058,785	4,118,539	3,770,435	165,807,453
53	Storage (Mcf) (1) (2)		1,909,464	(890,403)	6,557,020	22,853,529	25,384,802	22,328,639	22,530,603	21,547,662	18,129,605	13,715,888	4,018,087	3,678,473	161,763,369

(1) Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.
(2) Conversion Factor 1.025

ANR PIPELINE COMPANY
Fuel Percentages By Rate Route
2008

Line No.	REC-SEG	DEL-SEG	1/08-3/08 Fuel		4/08-12/08 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.26%	0.00%	0.00%	0.00%
2	SE	ML-2	1.00%	0.00%	0.92%	0.00%
3	SE	ML-3	1.61%	0.00%	1.71%	0.00%
4	SE	SW	0.35%	0.00%	0.10%	0.00%
5	SE	ML-5	1.11%	0.00%	0.97%	0.00%
6	SE	ML-6	2.38%	0.00%	2.41%	0.00%
7	SE	ML-7	2.38%	0.00%	2.41%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	0.79%	0.00%	0.76%	0.00%
10	ML-2	ML-3	1.40%	0.00%	1.55%	0.00%
11	ML-2	SW	0.14%	0.00%	0.00%	0.00%
12	ML-2	ML-5	0.90%	0.00%	0.81%	0.00%
13	ML-2	ML-6	2.17%	0.00%	2.25%	0.00%
14	ML-2	ML-7	2.17%	0.00%	2.25%	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	0.66%	0.00%	0.61%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.16%	0.00%	0.00%	0.00%
20	ML-3	ML-6	1.43%	0.00%	1.31%	0.00%
21	ML-3	ML-7	1.43%	0.00%	1.31%	0.00%
22	SW	SE	2.45%	0.00%	1.75%	0.00%
23	SW	ML-2	3.19%	0.00%	2.69%	0.00%
24	SW	ML-3	3.80%	0.00%	3.48%	0.00%
25	SW	SW	1.00%	0.00%	0.47%	0.00%
26	SW	ML-5	1.76%	0.00%	1.34%	0.00%
27	SW	ML-6	3.03%	0.00%	2.78%	0.00%
28	SW	ML-7	3.80%	0.00%	3.48%	0.00%
29	ML-5	SE	0.00%	0.00%	1.10%	0.00%
30	ML-5	ML-2	2.24%	0.00%	2.04%	0.00%
31	ML-5	ML-3	2.85%	0.00%	2.83%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	0.81%	0.00%	0.69%	0.00%
34	ML-5	ML-6	2.08%	0.00%	2.13%	0.00%
35	ML-5	ML-7	2.85%	0.00%	2.83%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.48%	0.00%	1.17%	0.00%
38	ML-6	ML-3	2.09%	0.00%	1.96%	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	1.32%	0.00%	1.26%	0.00%
42	ML-6	ML-7	2.09%	0.00%	1.96%	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	0.82%	0.00%	0.52%	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	0.82%	0.00%	0.52%	0.00%
49	ML-7	ML-7	0.82%	0.00%	0.52%	0.00%
50	STORAGE		0.57%	0.00%	1.07%	0.00%

ANR PIPELINE COMPANY
Fuel and L&U Retained By Rate Route
2008

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 2008 (Col. 13)
1	SE	SE	37,267	31,033	32,354	0	0	0	0	0	0	0	0	0	100,654
2	SE	ML-2	11,791	16,052	15,418	1,780	2,112	2,072	3,078	2,796	2,503	1,622	9,870	9,527	78,621
3	SE	ML-3	117,942	115,434	108,242	88,800	75,903	90,191	92,645	63,202	34,339	56,933	68,452	93,130	1,005,213
4	SE	SW	1	0	0	0	0	0	6	4	0	2	7	0	20
5	SE	ML-5	31	29	31	0	0	0	0	0	0	0	0	0	91
6	SE	ML-6	3,930	4,048	1,516	0	0	0	911	0	0	160	225	1,415	12,205
7	SE	ML-7	211,592	252,156	296,067	379,464	375,557	274,019	272,257	223,351	52,279	76,036	92,273	252,144	2,757,195
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	311	2,856	2,527	230	171	170	125	1,519	3,019	173	181	1,688	12,970
10	ML-2	ML-3	29,526	40,291	39,011	18,238	30,657	21,854	19,895	25,105	26,908	27,175	24,363	32,126	335,149
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	0	0	0	0	0	0	0	0	0	0	0	0	0
14	ML-2	ML-7	30,053	16,534	52,348	92,548	111,395	30,352	40,612	17,186	22,307	10,875	12,248	26,473	462,931
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	452	1,060	1,190	4,799	5,552	6,704	4,782	4,689	3,879	697	1,396	1,380	36,580
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	1,105	980	2,243	24,606	26,189	28,871	39,226	23,860	17,677	11,558	5,962	1,215	183,492
22	SW	SE	22	0	64	0	0	266	0	0	488	0	0	0	840
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	209,389	153,296	245,693	89,245	84,558	101,014	93,531	82,129	161,985	110,462	148,946	160,983	1,641,231
25	SW	SW	2,859	4,695	1,315	8,393	10,627	12,063	8,071	10,615	20,862	23,329	16,563	16,390	135,782
26	SW	ML-5	1,129	1,402	1,381	1,455	803	1,719	2,034	1,719	1,579	805	1,189	1,189	16,515
27	SW	ML-6	63,760	60,714	56,368	38,472	31,123	26,661	32,102	31,004	34,893	43,503	49,076	48,080	515,756
28	SW	ML-7	668,925	617,649	638,423	596,191	599,755	579,247	584,043	600,586	603,837	599,404	566,734	575,115	7,229,909
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	10,897	49,654	24,559	24,785	11,349	45,088	38,207	44,309	6,363	51,629	66,632	73,795	447,267
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	628	150	0	166	0	0	0	0	944
34	ML-5	ML-6	0	0	0	88	361	948	450	18	0	28	0	0	1,893
35	ML-5	ML-7	14,061	18,774	18,976	72,844	96,148	81,973	58,179	62,108	9,685	28,372	27,876	26,127	515,123
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	0	0	182	0	0	196	0	0	0	0	0	378
42	ML-6	ML-7	2,227	686	1,258	2,167	2,215	1,112	2,127	1,319	2,192	2,052	1,986	710	20,051
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	84,517	79,252	46,643	9,343	6,659	10,685	8,991	9,913	14,908	15,415	28,090	39,365	353,781
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	10,999	9,885	4,301	1,217	663	610	1,153	931	932	1,244	4,529	7,095	43,559
49	ML-7	ML-7	636,931	587,928	493,096	199,033	185,834	191,974	196,185	200,759	181,071	204,141	252,312	387,950	3,717,214
50	TOTAL TRANSPORTATION (Dth)		2,149,717	2,064,408	2,083,024	1,653,880	1,658,259	1,506,332	1,499,483	1,407,603	1,201,846	1,266,389	1,378,526	1,755,897	19,625,364
51	TOTAL TRANSPORTATION (Mcf) (1)		2,097,285	2,014,057	2,032,219	1,613,541	1,617,814	1,469,592	1,462,910	1,373,271	1,172,533	1,235,501	1,344,903	1,713,070	19,146,697
52	STORAGE INJ. FUEL (Dth)		11,220	(5,232)	38,529	253,357	281,419	247,538	249,777	238,880	200,987	152,056	44,545	40,780	1,753,856
53	STORAGE CYCLING FUEL (Dth)		0	0	0	19,875	0	0	0	0	0	0	0	0	19,875
54	TOTAL STORAGE FUEL (Dth)		11,220	(5,232)	38,529	273,032	281,419	247,538	249,777	238,880	200,987	152,056	44,545	40,780	1,773,531
55	STORAGE FUEL RETAINED (Mcf) (1)		10,946	(5,104)	37,589	266,373	274,555	241,500	243,685	233,054	196,085	148,347	43,459	39,785	1,730,274
56	TOTAL FUEL RETAINED (Dth)		2,160,937	2,059,176	2,121,553	1,926,912	1,939,678	1,753,870	1,749,260	1,646,483	1,402,833	1,418,445	1,423,071	1,796,677	21,398,895
57	TOTAL FUEL RETAINED (Mcf) (1)		2,108,231	2,008,952	2,069,808	1,879,914	1,892,369	1,711,093	1,706,595	1,606,325	1,368,618	1,383,849	1,388,362	1,752,856	20,876,971

(1) Conversion Factor

1.025

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2008

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	172,735,947	172,735,947	0	0	0	0	172,735,947		
2	SE	ML-2	8,169,576	8,169,576	0	8,169,576	0	0	8,169,576		
3	SE	ML-3	60,025,234	60,025,234	0	60,025,234	0	0	60,025,234		
4	SE	SW	19,286	19,286	0	19,286	(19,286)	19,286	19,286		
5	SE	ML-5	8,199	8,199	0	8,199	(5,165)	8,199	8,199		
6	SE	ML-6	511,397	511,397	0	511,397	0	511,397	511,397		
7	SE	ML-7	114,803,838	114,803,838	0	114,803,838	0	114,803,838	114,803,838		
8	ML-2	SE	0	0	0	0	0	0	0		
9	ML-2	ML-2	1,678,126	0	0	1,678,126	0	0	1,678,126		
10	ML-2	ML-3	22,374,782	0	0	22,374,782	0	0	22,374,782		
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	0	0	0	0	0	0	0		
14	ML-2	ML-7	20,736,816	0	0	20,736,816	0	20,736,816	20,736,816		
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	5,963,164	0	0	5,963,164	0	0	5,963,164		
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	13,979,298	0	0	13,979,298	0	13,979,298	13,979,298		
22	SW	SE	46,596	0	46,596	(46,596)	46,596	46,596	46,596		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	45,689,629	0	45,689,629	0	45,689,629	45,689,629	45,689,629		
25	SW	SW	27,889,667	0	27,889,667	0	0	27,889,667	27,889,667		
26	SW	ML-5	1,162,795	0	1,162,795	0	1,162,795	0	1,162,795		
27	SW	ML-6	18,015,648	0	18,015,648	0	18,015,648	0	18,015,648		
28	SW	ML-7	203,097,815	0	203,097,815	0	203,097,815	203,097,815	203,097,815		
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	15,783,384	0	0	0	15,783,384	15,783,384	15,783,384		
32	ML-5	SW	0	0	0	0	0	0	0		
33	ML-5	ML-5	136,811	0	0	0	136,811	0	136,811		
34	ML-5	ML-6	88,873	0	0	0	88,873	0	88,873		
35	ML-5	ML-7	18,189,379	0	0	0	18,189,379	18,189,379	18,189,379		
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	30,000	0	0	0	30,000	0	30,000		
42	ML-6	ML-7	1,009,773	0	0	0	1,009,773	1,009,773	1,009,773		
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	53,230,961	0	0	0	53,230,961	53,230,961	53,230,961		
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	6,604,803	0	0	0	6,604,803	6,604,803	6,604,803		
49	ML-7	ML-7	593,979,593	0	0	0	593,979,593	593,979,593	593,979,593		
50	TOTAL (Dth)		1,405,961,390	356,273,477	295,902,150	248,223,120	303,226,252	1,087,690,767	1,405,961,390		
51	Fuel and L&U Retained by Rate Segment										
52	Unadjusted Fuel and L&U Retained		19,880,469	618,333	2,144,610	4,022,032	6,786,518	7,856,811	(1,547,834)		
53	Adjustments										
54	SE-SE (L&U)		26,805	0	0	0	0	0	26,805		
54	SE-ML2		(56,753)	0	0	(56,753)	0	0	0		
55	ML2-ML2		(11,960)	0	0	(11,960)	0	0	0		
56	ML3-ML3		(55,235)	0	0	(55,235)	0	0	0		
57	ML3-ML6		0	0	0	0	0	0	0		
58	ML3-ML7		(130,800)	0	0	(130,800)	0	0	0		
59	SW-ML5		(16,366)	0	0	0	(16,366)	0	0		
60	ML5-ML-5		(1,970)	0	0	0	(1,970)	0	0		
61	ML6-ML3		0	0	0	0	0	0	0		
62	ML6-ML6		(261)	0	0	0	(261)	0	0		
63	ML6-ML7		(8,565)	0	0	0	(8,565)	0	0		
64	Total Fuel and L&U Retained (Dth)		19,625,363	618,333	2,144,610	3,767,284	6,759,355	7,856,811	(1,521,030)		
65	Total Fuel and L&U Retained (Mcf)		19,146,696	603,251	2,092,303	3,675,399	6,594,492	7,665,181	(1,483,931)		
66	CenterPoint Reallocation		0	0	0	844,814	(844,814)	0	0		
67	Adjusted Total Fuel and L&U Retained (Mcf)		19,146,696	603,251	2,092,303	4,520,214	5,749,678	7,665,181	(1,483,931)		
Transporter's Use			Transportation							Storage	Total Co. Use
68	Fuel & L&U Retained by Rate Segment		19,146,696	603,251	2,092,303	4,520,214	5,749,678	7,665,181	(1,483,931)	1,730,274	
69	Less: Def.Transporter's Use Bal. - (Over)/Under Rec		(4,133,642)	(221,385)	(781,536)	137,407	104,595	(242,749)	(3,129,974)	96,368	
70	Current Transporter's Use		23,280,338	824,636	2,873,839	4,382,807	5,645,083	7,907,930	1,646,043	24,914,244	

