



March 1, 2010

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

ANR Pipeline Company
P.O. Box 2446
Houston, TX 77252-2446

John A. Roscher
Director, Rates & Tariffs

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RE: ANR Pipeline Company
Docket No. RP10-____-____
Re-determination of Transporter's Use (%) and EPC Charges

Dear Ms. Bose:

ANR Pipeline Company ("ANR"), pursuant to Section 4 of the Natural Gas Act and Subpart C of Part 154 of the regulations of the Federal Energy Regulatory Commission ("FERC" or "Commission") submits for filing as part of its FERC Gas Tariff, Second Revised Volume No. 1 ("Tariff"), the tariff sheets listed in Appendix A-1. The purpose of this filing is to comply with the annual fuel and electric power cost re-determination provisions of Sections 1.68 and 37 of the General Terms & Conditions ("GT&C") of ANR's Tariff. ANR respectfully requests that the Commission accept these tariff sheets to become effective April 1, 2010.

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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* Persons designated for official service pursuant to Rule 2010.

Statement of Nature, Reasons and Basis for Proposed Changes

The purpose of this filing is to comply with the annual fuel and electric power cost re-determination provisions of Sections 1.68 and 37 of the GT&C of ANR's Tariff. As such, ANR is proposing revisions to its Transporters Use (%)s and EPC Charges for its general system transportation and storage services and to its Transporter's Use (%) and EPC Charge for the Cold Springs 1 Storage facility, as further described below.

General System Transportation and Storage Services

The Transporter's Use (%)s for ANR's general system transportation and storage services are comprised of: (i) a current fuel use percentage, reflecting ANR's gas usage in the previous calendar year; and (ii) an annual volumetric adjustment, reflecting the true-up of over and under collections of gas during the previous calendar year. The EPC Charges for ANR's general system transportation services are comprised of: (i) a current electric power charge, reflecting ANR's electric power costs incurred during the previous calendar year; and (ii) an annual electric power cost adjustment, reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges¹ on the monthly net over and under collection activity. Further, in accordance with Section 1.68 of the GT&C, the method used to calculate the Transporter's Use (%)s and the EPC Charges in this filing employs the "modified transactional throughput" methodology, as adjusted to reflect the reallocation of the Center Point transactional throughput from the Southwest Mainline Area to the Southeast Mainline Area.

Summary level workpapers in support of the re-determined Transportation Use (%) matrix and EPC Charge matrix for ANR's general system are provided in Appendix B, Attachments 1 and 2, respectively.

Cold Springs 1 Storage Facility

ANR is also filing to re-determine the Transporter's Use (%) and EPC Charge for the Cold Springs 1 Storage facility. The Transporter's Use (%) is comprised of: (i) a current fuel use percentage, reflecting Cold Springs 1 gas usage in the previous calendar year; and (ii) an annual volumetric adjustment, reflecting the true-up of over and under collections of gas during the previous calendar

¹ Carrying charges have been calculated in accordance with Section 154.501 of the Commission's regulations.

year. The EPC Charge is comprised of: (i) a current electric power charge, reflecting Cold Springs 1 power costs incurred during the previous calendar year, as adjusted for known and measurable changes projected to occur in 2010; and (ii) an annual electric power cost adjustment, reflecting the true-up of over and under collections of electric power costs for the previous calendar year, inclusive of carrying charges on the monthly net over and under collection activity. Again, the method used to calculate the Cold Springs 1 Transporter's Use (%) and the EPC Charge employs the "modified transactional throughput" methodology, as adjusted for known and measurable changes projected to occur in 2010. Such known and measurable adjustments will have the effect of better matching cost incurrence with cost recovery.

Summary level workpapers in support of the Cold Springs 1 re-determined Transporter's Use (%) and EPC Charge are provided in Appendix B, Attachments 3 and 4, respectively.

Detailed workpapers in support of Appendix B, Attachments 1 through 4, are included in Appendix C and provide monthly support for company use gas volumes, electric power costs incurred and the volume of gas retained by ANR from its customers. Appendix C is being furnished to the Commission Staff and will be made available to any party upon request. In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting a reconciliation of the fuel and electric power cost data used in this filing with the data to be included in its upcoming Form No. 2 filing. (Appendix B, Attachment 5).

Pursuant to Section 154.7(a)(8) of the Commission's Regulations, ANR states that the Transporter's Use (%)s and EPC Charges for ANR's general system and Cold Springs 1 Storage Facility, as set forth in this filing, supersede the Transporter's Use (%)s and EPC Charges that were initially filed in Docket No. RP09-428-000 on February 27, 2009 and subsequently revised in ANR's compliance filing submitted on April 2, 2009, in Docket No. RP09-428-001, pursuant to the Commission's order issued on March 31, 2009.²

Motion to Place Tariff into Effect

ANR Pipeline Company, pursuant to Section 154.7(a) of the Commission's regulations, respectfully moves at this time that the proposed tariff sheets, if approved without addition, modification, or deletion, be placed into effect on April 1, 2010. Apart from the foregoing, ANR Pipeline Company

² ANR Pipeline Company, 12C FEREC ¶ 61,313 (2009) ("March 31 Order").

reserves its right under Section 154.7(a) to file a motion to place the proposed revised tariff sheets into effect at the end of any suspension period ordered by the Commission.

Other Filings Which May Affect this Proceeding

On February 27, 2009, in Docket No. RP09-428-000, ANR filed its 2009 Re-Determination of Transporter's Use (%)s and EPC Charges. In its March 31 Order, the Commission accepted and suspended ANR's proposed tariff sheets to become effective April 1, 2009, subject to refund, conditions stated in the order, and the outcome of the technical conference established in the order. Specifically, the Commission accepted and suspended ANR's proposed revisions to its general system Transporter's Use (%)s and EPC Charges subject to ANR removing the Hurricane Ike-related gas losses from the L&U component, and filing the 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 (%), the EPC Charge and the fuel charges assessed on in-field storage transfers between Cold Springs 1, and ANR's integrated system, and made such proposed changes subject to the outcome of a technical conference.

On April 2, 2009, in compliance with the March 31 Order, ANR filed revised tariff sheets reflecting the elimination of the Hurricane Ike gas losses from the L&U component included in the general system Transporter's Use (%)s. ANR requested that the rates be made effective April 3, 2009. On May 19, 2009, a technical conference was held to discuss the Cold Springs 1 facility issues addressed in the March 31 Order. At this time, the 2009 proceeding remains pending before the Commission and its outcome could potentially affect the Transporter's Use (%)s and EPC Charges proposed in this filing.

Material Enclosed

In accordance with Section 154.7(a) (1) of the Commission's Regulations, ANR is submitting the following, including an original and five (5) copies of items 1-4:

- 1) This transmittal letter;
- 2) Paper copies of the proposed tariff sheets (Appendix A-1);
- 3) A redlined version of the revised tariff sheets pursuant to 18 C.F.R. Section 154.201(a) showing changes to ANR's currently effective tariff sheets; (Appendix A-2);

- 4) Summary level and detailed level workpapers in support of the proposed changes pursuant to 18 C.F.R. Section 154.201(b) (Appendices B and C, respectively). Due to its voluminous size, Appendix C is being submitted in paper form (2 copies) and on CD Rom (4 copies); and
- 5) A computer diskette containing the required electronic filing information for the above-referenced filing.

Certificate of Service

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

Pursuant to § 385.2005 and § 385.2011(c)(5), the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing, and certifies that the paper copies contain the same information as is contained on the enclosed diskette.

Please confirm receipt of this filing by so indicating on the enclosed copy of this filing and returning it to me in the envelope provided.

Any questions regarding this filing may be directed to Joan Collins at (832) 320-5651.

Respectfully submitted,

ANR Pipeline Company



John A. Roscher
Director, Rates and Tariffs

APPENDIX A-1

Second Revised Sheet No. 10A
Twenty-Eighth Revised Sheet No. 19
Fifth Revised Sheet No. 19A
Fifteenth Revised Sheet No. 68H

RATE SCHEDULE FSS
 RESERVATION AND COMMODITY CHARGES
 FIRM STORAGE SERVICE 1/

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

Docket No. CP06-464 (Cold Springs 1 Storage Project):

	Maximum Rate per Dth	Minimum Rate per Dth	Maximum Daily Capacity Release Rate per Dth

With Ratchets and Seasonal Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 2.28	\$ 0	\$ 0.0750
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
With Ratchets and Flexible Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 2.68	\$ 0	\$ 0.0881
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
Without Ratchets and Seasonal Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 2.85	\$ 0	\$ 0.0937
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
Without Ratchets and Flexible Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 3.25	\$ 0	\$ 0.1068
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		

RATE SCHEDULE DDS 1/

1. Storage Commodity Rate	\$.0993	\$ 0.0126
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- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 24 of the General Terms and Conditions of this Tariff. Sheet No. 17 reflects the applicable charges and surcharges under this Section.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ For Rate Schedule FSS and DDS, Transporter's Use (%): 1.64%
 For Rate Schedule FSS and DDS, EPC Charge: \$0.1909
 Transporter's Use (%) and EPC Charge on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

ANR PIPELINE COMPANY
 TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			
TO:	FROM:	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)
	SOUTHEAST AREA (SE)	0.27	1.62	2.74	1.02	1.85	3.23	3.23
S.E.	SOUTHERN SEGMENT (ML-2)	--	1.47	2.59	0.87	1.70	3.08	3.08
S.E.	CENTRAL SEGMENT (ML-3)	--	--	1.24	0.00	0.35	1.73	1.73
	SOUTHWEST AREA (SW)	0.69	2.04	3.16	0.46	1.29	2.67	3.16
S.W.	SOUTHERN SEGMENT (ML-5)	0.35	1.70	2.82	--	0.95	2.33	2.82
S.W.	CENTRAL SEGMENT (ML-6)	--	0.87	1.99	--	--	1.50	1.99
	NORTHERN SEGMENT (ML-7)	--	--	0.61	--	--	0.61	0.61

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 (%): 0.81%. 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: 0.12%

ANR PIPELINE COMPANY
 EPC CHARGE

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

(DOLLARS PER DTH)

	SOUTHEAST			SOUTHWEST			
	S.E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S.W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	NORTHERN SEGMENT
TO:	(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:							
SOUTHEAST AREA (SE)	\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0002	\$0.0002	\$0.0002
S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0002	\$0.0002	\$0.0002	\$0.0002
S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0002	\$0.0002	\$0.0002	\$0.0002
SOUTHWEST AREA (SW)	\$0.0002	\$0.0002	\$0.0002	\$0.0000	\$0.0000	\$0.0000	\$0.0002
S.W. SOUTHERN SEGMENT (ML-5)	\$0.0002	\$0.0002	\$0.0002	--	\$0.0000	\$0.0000	\$0.0002
S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0002	\$0.0002	--	--	\$0.0000	\$0.0002
NORTHERN SEGMENT (ML-7)	--	--	\$0.0002	--	--	\$0.0002	\$0.0002

NOTES:

- There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.
- The areas and segments listed above are defined in Section 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.
- 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.

GATHERING SERVICE
(Continued)

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.12% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and 0.12% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

APPENDIX A-2

Second Revised Sheet No. 10A
Twenty-Eighth Revised Sheet No. 19
Fifth Revised Sheet No. 19A
Fifteenth Revised Sheet No. 68H

RATE SCHEDULE FSS
 RESERVATION AND COMMODITY CHARGES
 FIRM STORAGE SERVICE 1/

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

Docket No. CP06-464 (Cold Springs 1 Storage Project):

	Maximum Rate per Dth	Minimum Rate per Dth	Maximum Daily Capacity Release Rate per Dth
<u>With Ratchets and Seasonal Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 2.28	\$ 0	\$ 0.0750
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>With Ratchets and Flexible Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 2.68	\$ 0	\$ 0.0881
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>Without Ratchets and Seasonal Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 2.85	\$ 0	\$ 0.0937
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>Without Ratchets and Flexible Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 3.25	\$ 0	\$ 0.1068
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>RATE SCHEDULE DDS 1/</u>			
1. Storage Commodity Rate	\$.0993	\$ 0.0126	

- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 24 of the General Terms and Conditions of this Tariff. Sheet No. 17 reflects the applicable charges and surcharges under this Section.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ For Rate Schedule FSS and DDS, Transporter's Use (%): ~~2.06~~1.64%
 For Rate Schedule FSS and DDS, EPC Charge: ~~\$0.1060~~1909
 Transporter's Use (%) and EPC Charge on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

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)	<u>0.27</u>	<u>1.62</u>	<u>2.74</u>	<u>1.02</u>	<u>1.85</u>	<u>3.23</u>	<u>3.23</u>
		0.03	1.14	2.06	1.25	1.81	2.74	2.74
	S.E. SOUTHERN SEGMENT (ML-2)	--	<u>1.47</u>	<u>2.59</u>	<u>0.87</u>	<u>1.70</u>	<u>3.08</u>	<u>3.08</u>
			1.00	1.92	1.11	1.67	2.60	2.60
	S.E. CENTRAL SEGMENT (ML-3)	--	--	<u>1.24</u>	0.00	<u>0.35</u>	<u>1.73</u>	<u>1.73</u>
				0.81		0.56	1.49	1.49
	SOUTHWEST AREA (SW)	<u>0.69</u>	<u>2.04</u>	<u>3.16</u>	<u>0.46</u>	<u>1.29</u>	<u>2.67</u>	<u>3.16</u>
		0.21	1.32	2.24	0.07	0.62	1.56	2.24
	S.W. SOUTHERN SEGMENT (ML-5)	<u>0.35</u>	<u>1.70</u>	<u>2.82</u>	--	<u>0.95</u>	<u>2.33</u>	<u>2.82</u>
		0.03	1.14	2.06		0.45	1.38	2.06
	S.W. CENTRAL SEGMENT (ML-6)	--	<u>0.87</u>	<u>1.99</u>	--	--	<u>1.50</u>	<u>1.99</u>
			0.58	1.50			0.82	1.50
	NORTHERN SEGMENT (ML-7)	--	--	<u>0.61</u>	--	--	<u>0.61</u>	<u>0.61</u>
				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 (%): ~~1.21~~0.81%. 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%~~12%

ANR PIPELINE COMPANY
 EPC CHARGE

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

(DOLLARS PER DTH)

	SOUTHEAST			SOUTHWEST			
	S. E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S. W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	NORTHERN SEGMENT
TO:	(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:							
SOUTHEAST AREA (SE)	\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0002	\$0.0002	\$0.0002
				\$0.0003	\$0.0003	\$0.0003	\$0.0003
S. E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0002	\$0.0002	\$0.0002	\$0.0002
				\$0.0003	\$0.0003	\$0.0003	\$0.0003
S. E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0002	\$0.0002	\$0.0002	\$0.0002
				\$0.0003	\$0.0003	\$0.0003	\$0.0003
SOUTHWEST AREA (SW)	\$0.0002	\$0.0002	\$0.0002	\$0.0000	\$0.0000	\$0.0000	\$0.0002
	\$0.0003	\$0.0003	\$0.0003				\$0.0003
S. W. SOUTHERN SEGMENT (ML-5)	\$0.0002	\$0.0002	\$0.0002	--	\$0.0000	\$0.0000	\$0.0002
	\$0.0003	\$0.0003	\$0.0003				\$0.0003
S. W. CENTRAL SEGMENT (ML-6)	--	\$0.0002	\$0.0002	--	--	\$0.0000	\$0.0002
		\$0.0003	\$0.0003				\$0.0003
NORTHERN SEGMENT (ML-7)	--	--	\$0.0002	--	--	\$0.0002	\$0.0002
			\$0.0003			\$0.0003	\$0.0003

NOTES:

- There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.
- The areas and segments listed above are defined in Section 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.
- 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.

GATHERING SERVICE
(Continued)

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain ~~0.00~~12% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and ~~0.00~~12% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

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 0.15 + 0.12 = 0.27	SEA + SES + LU 0.15 + 1.35 + 0.12 = 1.62	SEA + SES SEC + LU 0.15 + 1.35 1.12 + 0.12 = 2.74	SEA+SES+SEC+N -SWC-SWS+LU 0.15 + 1.35 + 1.12 + 0.49-1.38-0.83+0.12 = 1.02	SEA+SES+SEC+N -SWC+LU 0.15+1.35+1.12+ 0.49 - 1.38 + 0.12 = 1.85	SEA+SES+SEC+ N + LU 0.15+1.35+1.12+ 0.49+0.12 = 3.23	SEA+SES+SEC+ N + LU 0.15+1.35+1.12+ 0.49+0.12 = 3.23	
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU 1.35 + 0.12 = 1.47	SES + SEC + LU 1.35 + 1.12 + 0.12 = 2.59	SES+SEC+N -SWC-SWS+LU 1.35 + 1.12 + 0.49-1.38-0.83+0.12 = 0.87	SES+SEC+N -SWC+LU 1.35 + 1.12 + 0.49 - 1.38 + 0.12 = 1.70	SES+SEC N + LU 1.35 + 1.12 + 0.49 + 0.12 = 3.08	SES+SEC N + LU 1.35 + 1.12 + 0.49 + 0.12 = 3.08	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 1.12 + 0.12 = 1.24	SEC + N -SWC-SWS+LU 1.12 + 0.49 - 1.38 - 0.83 + 0.12 = 0.00	SEC + N - SWC + LU 1.12 + 0.49 - 1.38 + 0.12 = 0.35	SEC + N + LU 1.12 + 0.49 + 0.12 = 1.73	SEC + N + LU 1.12 + 0.49 + 0.12 = 1.73	
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU 0.34 + 0.83+1.38+ 0.49-1.12-1.35+0.12 = 0.69	SWA+SWS+SWC+ N-SEC+LU 0.34 + 0.83+1.38+ 0.49-1.12+0.12 = 2.04	SWA+SWS+SWC+ N+LU 0.34 + 0.83+1.38+ 0.49 + 0.12 = 3.16	SWA + LU 0.34 + 0.12 = 0.46	SWA + SWS + LU 0.34 + 0.83 + 0.12 = 1.29	SWA+SWS+SWC + LU 0.34 + 0.83 + 1.38 + + 0.12 = 2.67	SWA+SWS+SWC+ N+LU 0.34 + 0.83 + 1.38 + 0.49 + 0.12 = 3.16	
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU 0.83+1.38+ 0.49-1.12-1.35+0.12 = 0.35	SWS+SWC+ N-SEC+LU 0.83 + 1.38 + 0.49 - 1.12 + 0.12 = 1.70	SWS+SWC+ N+LU 0.83 + 1.38 + 0.49 + 0.12 = 2.82	Complete Backhaul No Charge	SWS + LU 0.83 + 0.12 = 0.95	SWS+SWC+LU 0.83 + 1.38 + 0.12 = 2.33	SWS+SWC+ N+LU 0.83 + 1.38 + 0.49 + 0.12 = 2.82	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU 1.38 + 0.49 - 1.12 + 0.12 = 0.87	SWC + N + LU 1.38 + 0.49 + 0.12 = 1.99	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 1.38 + 0.12 = 1.50	SWC + N + LU 1.38 + 0.49 + 0.12 = 1.99	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.49 + 0.12 = 0.61	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.49 + 0.12 = 0.61	N + LU 0.49 + 0.12 = 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	0.27	0.03	0.24	1.62	1.14	0.48	2.74	2.06	0.68	1.02	1.25	-0.23	1.85	1.81	0.04	3.23	2.74	0.49	3.23	2.74	0.49
Southeast Southern ML-2	-----			1.47	1.00	0.47	2.59	1.92	0.67	0.87	1.11	-0.24	1.70	1.67	0.03	3.08	2.60	0.48	3.08	2.60	0.48
Southeast Central ML-3	-----			-----			1.24	0.81	0.43	0.00	0.00	0.00	0.35	0.56	-0.21	1.73	1.49	0.24	1.73	1.49	0.24
Southwest Area SW	0.69	0.21	0.48	2.04	1.32	0.72	3.16	2.24	0.92	0.46	0.07	0.39	1.29	0.63	0.66	2.67	1.56	1.11	3.16	2.24	0.92
Southwest Southern ML-5	0.35	0.03	0.32	1.70	1.14	0.56	2.82	2.06	0.76	-----			0.95	0.45	0.50	2.33	1.38	0.95	2.82	2.06	0.76
Southwest Central ML-6	-----			0.87	0.58	0.29	1.99	1.50	0.49	-----			-----			1.50	0.82	0.68	1.99	1.50	0.49
Northern Segment ML-7	-----			-----			0.61	0.57	0.04	-----			-----			0.61	0.57	0.04	0.61	0.57	0.04

Storage	0.81	1.31	-0.50
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L & U	0.12	-0.11	0.23
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ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Transportation by Area and Segment
Volumes Reported in Bcf
2009

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	287.1 (1)	393.3	308.5	351.3	242.2	1048.0	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	0.679	1.578	6.676	5.306	4.714	18.953
3	858 ACCOUNT	0.000	0.000	0.000	0.679	0.000	1.728	2.407
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.034	0.034
5	TOTAL FUEL	0.000	0.679	1.578	7.355	5.306	6.476	21.394
6	THROUGHPUT	287.10	393.30	308.50	351.30	242.20	1048.00	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	0.00%	0.17%	0.51%	2.05%	2.14%	0.61%	
8	(OVER)/UNDER RECOVERIES (5)	0.000	(0.063)	(0.527)	1.477	0.176	(1.208)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	0.00%	-0.02%	-0.17%	0.42%	0.07%	-0.12%	
10	TRANSPORTER'S USE (%) - FUEL (6)	0.00%	0.15%	0.34%	2.47%	2.21%	0.49%	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	1.35%	(2)	0.83%	(3)
CENTRAL	1.12%	(2)	1.38%	(3)
TOTAL	2.47%		2.21%	

- (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 2.47% = 1.35%). Central has 5 stations (5/11 x 2.47% = 1.12%).
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 2.21% = 0.83%). Central has 5 stations (5/8 x 2.21% = 1.38%).
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].
(5) (Over)/under recoveries for the period Jan 1 - Dec 31 2009; 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
2009

Line No.		
1	L&U	0.663
2	THROUGHPUT	1,357
3	CURRENT TRANSPORTER'S USE (%) - L&U (%) (1)	<u>0.05%</u>
4	(OVER)/UNDER RECOVERIES (2)	0.920
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>0.07%</u>
6	TRANSPORTER'S USE (%) - L&U (%) (3)	<u>0.12%</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 2009;

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
2009

<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	35.880	0.679
2	Great Lakes	NORTH	60.436	0.181
3	Mich Con	NORTH	97.860	1.547
4	Total			<u><u>2.407</u></u>

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Storage
Volumes Reported in Bcf
2009

<u>Line No.</u>	<u>INJECTION COMPANY USE</u>	
1	ANRPL STORAGE AREA	0.841
2	STORAGE FUEL REIMBURSED TO OTHERS (1)	<u>0.811</u>
3	TOTAL GROSS STORAGE CO USE	1.652
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (2)	0.034
6	NET COMPANY USE FOR STORAGE	<u>1.618</u>
7	<u>STORAGE GAS INJECTED</u>	
8	TOTAL STORAGE GAS INJECTED	165.41
9	LESS: SYSTEM BALANCING VOLUME	3.91
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>161.50</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (3)	<u>0.99%</u>
12	(OVER)/UNDER RECOVERIES (4)	-0.283
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (4)	<u>-0.18%</u>
14	TRANSPORTER'S USE (%) - STORAGE (5)	<u>0.81%</u>

(1) ANRSCO Storage	0.317
Blue Lake	<u>0.494</u>
Total	0.811

(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 2009; 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 2009

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	0.679	1.578	6.676	5.306	4.714	18.953	0.663	19.616	1.618	21.234
2	858 ACCOUNT	0.000	0.000	0.679	0.000	1.728	2.407		2.407		2.407
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.034	0.034		0.034		0.034
4	TOTAL COMPANY USE (1)	0.679	1.578	7.355	5.306	6.476	21.394	0.663	22.057	1.618	23.675
5	FUEL AND L&U RETAINED (2)	0.742	2.105	5.878	5.130	7.684	21.539	(0.257)	21.282	1.901	23.183
6	TOTAL (OVER)/UNDER RECOVERIES	(0.063)	(0.527)	1.477	0.176	(1.208)	(0.145)	0.920	0.775	(0.283)	0.492

(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
2009

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		0.060	0.122	0.787	0.426	0.465	0.850
2	February		0.051	0.104	0.782	0.383	0.367	0.472
3	March		0.061	0.103	0.540	0.403	0.430	0.400
4	April		0.060	0.097	0.658	0.417	0.419	0.222
5	May		0.055	0.106	0.634	0.381	0.473	0.035
6	June		0.069	0.112	0.439	0.320	0.527	(0.047)
7	July		0.057	0.127	0.255	0.460	0.510	(0.099)
8	August		0.054	0.135	0.180	0.481	0.447	(0.431)
9	September		0.048	0.145	0.249	0.420	0.313	(0.435)
10	October		0.048	0.186	0.695	0.488	0.200	0.075
11	November		0.059	0.156	0.706	0.556	0.229	(0.070)
12	December		0.057	0.185	0.751	0.571	0.334	(0.309)
13	Total	-	0.679	1.578	6.676	5.306	4.714	0.663
		<u>Storage</u>				<u>Account 858</u>		
		Storage Fuel Reimbursed to Others			System Balancing	Center Point	Great Lakes	Mich Con
		ANR P/L Storage Area	ANR Storage	Blue Lake				
14	January	-	0.013	0.056	-	0.058	0.030	0.251
15	February	-	0.012	0.034	-	0.053	0.027	0.224
16	March	-	0.008	0.020	-	0.058	0.018	0.224
17	April	0.114	0.088	0.029	0.014	0.056	0.013	0.130
18	May	0.128	0.044	0.084	0.010	0.058	0.014	0.153
19	June	0.137	0.062	0.064	-	0.056	0.010	0.128
20	July	0.151	0.037	0.060	-	0.058	0.010	0.102
21	August	0.128	0.034	0.048	0.001	0.058	0.004	0.123
22	September	0.105	0.008	0.047	0.008	0.056	0.002	0.084
23	October	0.078	0.001	0.023	-	0.046	0.007	0.058
24	November	-	0.002	0.001	0.001	0.060	0.008	0.042
25	December	-	0.008	0.028	-	0.062	0.038	0.028
26	Total	0.841	0.317	0.494	0.034	0.679	0.181	1.547

ANR Pipeline Company

Transactional Throughput Derived From Fuel Retention By Rate Route

Inputs:

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

Transactional Throughput Derived from Retention by Rate Route Calculations:

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

Non Gathered Quantities

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

Gathered Quantities

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

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

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

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

Fuel Matrix Determination Calculation:

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

ANR PIPELINE COMPANY
Transactional Throughput Derived From Fuel Retention By Rate Segment
2009

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	176,312,276	176,312,276	0	0	0	0
2	SE	ML-2	6,548,959	6,548,959	0	6,548,959	0	0
3	SE	ML-3	51,021,458	51,021,458	0	51,021,458	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	185,226	185,226	0	185,226	0	185,226
7	SE	ML-7	167,077,918	167,077,918	0	167,077,918	0	167,077,918
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	1,130,730	0	0	1,130,730	0	0
10	ML-2	ML-3	10,615,813	0	0	10,615,813	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	450	0	0	450	0	450
14	ML-2	ML-7	54,534,479	0	0	54,534,479	0	54,534,479
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	9,178,232	0	0	9,178,232	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	21,495,734	0	0	21,495,734	0	21,495,734
22	SW	SE	9,979	0	9,979	(9,979)	9,979	9,979
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	39,706,464	0	39,706,464	0	39,706,464	39,706,464
25	SW	SW	41,100,451	0	41,100,451	0	0	0
26	SW	ML-5	2,640,476	0	2,640,476	0	2,640,476	0
27	SW	ML-6	16,393,254	0	16,393,254	0	16,393,254	0
28	SW	ML-7	214,774,754	0	214,774,754	0	214,774,754	214,774,754
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	4,626,355	0	0	0	4,626,355	4,626,355
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	13,937	0	0	0	13,937	0
34	ML-5	ML-6	208,247	0	0	0	208,247	0
35	ML-5	ML-7	4,399,847	0	0	0	4,399,847	4,399,847
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	33,400	0	0	0	33,400	0
42	ML-6	ML-7	817,656	0	0	0	817,656	817,656
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	38,863,602	0	0	0	0	38,863,602
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	6,408,462	0	0	0	0	6,408,462
49	ML-7	ML-7	516,093,945	0	0	0	0	516,093,945
50	TOTAL (Dth)		1,384,192,104	401,145,837	314,625,378	321,779,020	283,624,369	1,068,994,871
51	TOTAL (Mcf) (1)		1,357,051,082	393,280,232	308,456,253	315,469,627	278,063,107	1,048,034,187
52	CenterPoint Reallocation		0			35,880,000	(35,880,000)	
53	Adjusted TOTAL Transport (Mcf) (1)		1,357,051,082	393,280,232	308,456,253	351,349,627	242,183,107	1,048,034,187

(1) Conversion Factor

1.020

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 2009 (Col. 13)
1	SE	SE	9,540,738	12,658,633	16,332,900	12,137,710	15,335,398	15,198,772	17,511,412	17,408,109	17,324,801	13,675,896	16,018,526	13,169,381	176,312,276
2	SE	ML-2	1,196,176	496,908	284,640	249,145	401,510	558,732	417,467	581,366	467,851	128,171	639,642	1,127,351	6,548,959
3	SE	ML-3	7,289,842	5,857,279	4,542,550	4,178,472	2,161,479	3,109,024	3,328,439	3,551,656	2,999,341	4,164,114	4,741,675	5,097,587	51,021,458
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	26,361	3,320	0	155,545	0	0	0	0	0	0	0	0	185,226
7	SE	ML-7	16,061,168	14,198,292	14,723,011	18,126,566	15,859,201	12,338,141	10,379,275	8,244,489	8,562,536	19,305,329	13,674,898	15,605,012	167,077,918
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	44,005	129,012	83,048	19,404	20,889	438,570	114,741	50,094	132,264	91,179	7,524	0	1,130,730
10	ML-2	ML-3	1,904,150	704,457	1,666,028	840,321	979,063	755,727	525,954	395,640	926,039	546,847	774,270	597,317	10,615,813
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	0	0	0	0	0	0	0	0	0	450	0	0	450
14	ML-2	ML-7	5,032,691	7,051,902	3,087,249	2,620,135	8,483,465	5,547,080	3,223,903	1,658,872	996,627	2,503,779	6,094,505	8,234,271	54,534,479
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	220,124	158,861	725,547	913,528	579,221	1,069,415	1,121,092	67,719	752,497	1,237,426	829,155	1,503,647	9,178,232
18	ML-3	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
19	ML-3	ML-5	N/A	N/A	N/A	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	95,601	452,241	462,638	1,275,010	1,706,206	1,418,478	2,732,562	2,736,661	3,480,643	4,026,282	2,529,062	580,350	21,495,734
22	SW	SE	0	0	0	6,177	3,802	0	0	0	0	0	0	0	9,979
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	3,673,640	3,108,859	4,705,017	3,382,671	3,676,212	4,422,985	3,185,929	3,993,845	2,549,747	1,964,845	2,318,701	2,724,013	39,706,464
25	SW	SW	3,563,809	2,152,389	2,158,954	1,110,651	5,049,320	5,487,585	5,556,108	5,320,559	3,878,712	1,760,196	3,683,134	1,379,034	41,100,451
26	SW	ML-5	106,685	87,469	161,758	169,718	331,864	303,946	323,820	286,280	253,157	297,164	194,324	124,291	2,640,476
27	SW	ML-6	1,753,422	1,493,691	1,575,908	1,478,241	1,041,508	971,148	874,475	1,079,369	959,853	1,334,367	1,593,340	2,237,932	16,393,254
28	SW	ML-7	16,926,890	15,386,675	18,736,057	19,055,606	17,605,747	15,101,171	18,174,544	17,195,111	17,646,466	18,932,533	20,153,093	19,860,861	214,774,754
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	2,082,013	2,215,201	9,648	0	14,691	289,208	5,182	5,182	0	0	0	5,230	4,626,355
32	ML-5	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
33	ML-5	ML-5	0	0	0	0	0	13,937	0	0	0	0	0	0	13,937
34	ML-5	ML-6	0	0	0	170,727	4,860	3,216	0	0	0	8,862	4,574	16,008	208,247
35	ML-5	ML-7	1,038,449	824,709	89,616	147,433	718,385	1,451,556	27,575	98,511	761	903	1,949	0	4,399,847
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	27,898	0	2,116	0	0	1,330	2,056	0	0	0	0	0	33,400
42	ML-6	ML-7	20,008	42,517	83,034	86,811	93,706	80,179	86,811	96,202	50,826	65,995	59,231	52,336	817,656
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	10,703,091	7,912,295	5,581,593	1,602,916	3,197,983	1,696,415	707,349	755,319	598,324	430,166	657,634	5,020,517	38,863,602
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	1,326,910	744,187	626,533	358,646	241,074	210,896	219,793	272,124	176,183	337,539	539,015	1,355,562	6,408,462
49	ML-7	ML-7	82,004,234	61,303,020	62,792,733	38,793,051	30,910,170	34,031,749	30,756,490	33,166,185	29,089,729	29,939,071	28,503,616	54,803,897	516,093,945
50	TOTAL (Dth)		164,637,905	136,981,917	138,430,578	106,878,484	108,415,754	104,497,930	99,274,251	96,965,349	90,846,357	100,751,114	103,017,868	133,494,597	1,384,192,104
51	TOTAL (Mcf) (2)		161,409,711	134,295,997	135,716,253	104,782,827	106,289,955	102,448,951	97,327,697	95,064,068	89,065,056	98,775,602	100,997,910	130,877,056	1,357,051,083
52	Storage (Dth) (1)		1,750,506	6,080,219	10,386,633	19,010,255	22,254,520	24,140,704	24,406,866	22,961,924	18,018,685	11,503,864	3,104,516	1,110,300	164,728,992
53	Storage (Mcf) (1) (2)		1,716,182	5,960,999	10,182,974	18,637,505	21,818,157	23,667,357	23,928,300	22,511,690	17,665,377	11,278,298	3,043,643	1,088,529	161,499,011

(1) Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.
(2) Conversion Factor 1.020

ANR PIPELINE COMPANY
Fuel Percentages By Rate Route
2009

Line No.	REC-SEG	DEL-SEG	01/01/09 - 04/02/09 Fuel (1)		04/03/09 - 12/31/09 Fuel (1)	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.00%	0.00%	0.03%	0.00%
2	SE	ML-2	0.92%	0.00%	1.14%	0.00%
3	SE	ML-3	1.71%	0.00%	2.06%	0.00%
4	SE	SW	0.10%	0.00%	1.25%	0.00%
5	SE	ML-5	0.97%	0.00%	1.81%	0.00%
6	SE	ML-6	2.41%	0.00%	2.74%	0.00%
7	SE	ML-7	2.41%	0.00%	2.74%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	0.76%	0.00%	1.00%	0.00%
10	ML-2	ML-3	1.55%	0.00%	1.92%	0.00%
11	ML-2	SW	0.00%	0.00%	1.11%	0.00%
12	ML-2	ML-5	0.81%	0.00%	1.67%	0.00%
13	ML-2	ML-6	2.25%	0.00%	2.60%	0.00%
14	ML-2	ML-7	2.25%	0.00%	2.60%	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	0.61%	0.00%	0.81%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.00%	0.00%	0.56%	0.00%
20	ML-3	ML-6	1.31%	0.00%	1.49%	0.00%
21	ML-3	ML-7	1.31%	0.00%	1.49%	0.00%
22	SW	SE	1.75%	0.00%	0.21%	0.00%
23	SW	ML-2	2.69%	0.00%	1.32%	0.00%
24	SW	ML-3	3.48%	0.00%	2.24%	0.00%
25	SW	SW	0.47%	0.00%	0.07%	0.00%
26	SW	ML-5	1.34%	0.00%	0.63%	0.00%
27	SW	ML-6	2.78%	0.00%	1.56%	0.00%
28	SW	ML-7	3.48%	0.00%	2.24%	0.00%
29	ML-5	SE	1.10%	0.00%	0.03%	0.00%
30	ML-5	ML-2	2.04%	0.00%	1.14%	0.00%
31	ML-5	ML-3	2.83%	0.00%	2.06%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	0.69%	0.00%	0.45%	0.00%
34	ML-5	ML-6	2.13%	0.00%	1.38%	0.00%
35	ML-5	ML-7	2.83%	0.00%	2.06%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.17%	0.00%	0.58%	0.00%
38	ML-6	ML-3	1.96%	0.00%	1.50%	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	1.26%	0.00%	0.82%	0.00%
42	ML-6	ML-7	1.96%	0.00%	1.50%	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	0.52%	0.00%	0.57%	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	0.52%	0.00%	0.57%	0.00%
49	ML-7	ML-7	0.52%	0.00%	0.57%	0.00%
50	STORAGE		1.07%	0.00%	1.31%	0.00%

(1) ANR effecuated the Transporter's Use (%)s on April 3, 2009 (instead of April 1, 2009) pursuant to it's compliance filing made on April 2, 2009 in Docket No. RP09-428-001. This proceeding is still pending before the Commission.

ANR PIPELINE COMPANY
Fuel and L&U Retained By Rate Route
2009

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 2009 (Col. 13)	
1	SE	SE	Note A	5	0	0	3,404	4,602	4,561	5,255	5,224	5,199	4,104	4,807	3,952	41,113
2	SE	ML-2		11,107	4,614	2,643	2,873	4,630	6,443	4,814	6,704	5,395	1,478	7,376	13,000	71,077
3	SE	ML-3		126,825	101,902	79,029	87,887	45,463	65,393	70,008	74,703	63,086	87,585	99,733	107,219	1,008,833
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		651	82	0	4,382	0	0	0	0	0	0	0	0	5,115
7	SE	ML-7		396,633	350,629	363,587	510,660	446,784	347,589	292,404	232,263	241,223	543,868	385,248	439,623	4,550,511
8	ML-2	SE		0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2		337	988	636	196	211	4,430	1,159	506	1,336	921	76	0	10,796
10	ML-2	ML-3		29,979	11,091	26,230	16,450	19,166	14,794	10,296	7,745	18,128	10,705	15,157	11,693	191,434
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	12	0	0	12
14	ML-2	ML-7		115,842	162,320	71,062	69,942	226,458	148,074	86,059	44,282	26,604	66,836	162,687	219,806	1,399,972
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		1,351	975	4,453	7,460	4,730	8,733	9,155	553	6,145	10,105	6,771	12,279	72,710
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		1,269	6,003	6,141	19,285	25,807	21,455	41,331	41,393	52,646	60,899	38,253	8,778	323,260
22	SW	SE		0	0	0	13	8	0	0	0	0	0	0	0	21
23	SW	ML-2		0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3		132,452	112,089	169,638	77,508	84,234	101,345	73,000	91,512	58,423	45,021	53,129	62,416	1,060,767
25	SW	SW		16,829	10,164	10,195	778	3,537	3,844	3,892	3,727	2,717	1,233	2,580	966	60,462
26	SW	ML-5		1,449	1,188	2,197	1,076	2,104	1,927	2,053	1,815	1,605	1,884	1,232	788	19,318
27	SW	ML-6		50,139	42,712	45,063	23,426	16,505	15,390	13,858	17,105	15,211	21,146	25,250	35,465	321,270
28	SW	ML-7		610,294	554,762	675,523	436,626	403,405	346,017	416,438	393,996	404,338	433,806	461,773	455,077	5,592,055
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		60,637	64,516	281	0	309	6,083	109	109	0	0	0	110	132,154
32	ML-5	SW		0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5		0	0	0	0	0	63	0	0	0	0	0	0	63
34	ML-5	ML-6		0	0	0	2,389	68	45	0	0	0	124	64	224	2,914
35	ML-5	ML-7		30,244	24,019	2,610	3,101	15,110	30,531	580	2,072	16	19	41	0	108,343
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		356	0	27	0	0	0	11	17	0	0	0	0	411
42	ML-6	ML-7		400	850	1,660	1,322	1,427	1,221	1,322	1,465	774	1,005	902	797	13,145
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		55,947	41,359	29,176	9,189	18,333	9,725	4,055	4,330	3,430	2,466	3,770	28,781	210,561
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		6,936	3,890	3,275	2,056	1,382	1,209	1,260	1,560	1,010	1,935	3,090	7,771	35,374
49	ML-7	ML-7		428,651	320,442	328,229	222,388	177,198	195,093	176,317	190,131	166,762	171,631	163,402	314,173	2,854,417
50	TOTAL TRANSPORTATION (Dth)			2,078,333	1,814,595	1,821,655	1,502,411	1,501,471	1,333,965	1,213,376	1,121,212	1,074,048	1,466,783	1,435,341	1,722,918	18,086,108
51	TOTAL TRANSPORTATION (McF) (1)			2,037,581	1,779,015	1,785,936	1,472,952	1,472,030	1,307,809	1,189,584	1,099,227	1,052,988	1,438,023	1,407,197	1,689,135	17,731,478
52	STORAGE INJ. FUEL (Dth)			18,933	65,762	112,339	252,340	295,404	320,441	323,974	304,794	239,178	152,701	41,209	14,738	2,141,813
53	STORAGE CYCLING FUEL (Dth)			0	0	0	58,792	0	0	0	0	0	0	0	0	58,792
54	TOTAL STORAGE FUEL (Dth)			18,933	65,762	112,339	311,132	295,404	320,441	323,974	304,794	239,178	152,701	41,209	14,738	2,200,605
55	STORAGE FUEL RETAINED (McF) (1)			18,562	64,473	110,136	305,031	289,612	314,158	317,622	298,818	234,488	149,707	40,401	14,449	2,157,456
56	TOTAL FUEL RETAINED (Dth)			2,097,266	1,880,357	1,933,994	1,813,543	1,796,875	1,654,406	1,537,350	1,426,006	1,313,226	1,619,484	1,476,550	1,737,656	20,286,713
57	TOTAL FUEL RETAINED (McF) (1)			2,056,143	1,843,487	1,896,073	1,777,983	1,761,642	1,621,967	1,507,206	1,398,045	1,287,476	1,587,729	1,447,598	1,703,584	19,888,934

(1) Conversion Factor 1.020

Note A: SE Area includes prior period adjustments

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2009

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		176,353,622	176,353,622	0	0	0	0	176,353,622		
2	SE	ML-2	6,620,036	6,620,036	0	6,620,036	0	0	6,620,036		
3	SE	ML-3	52,030,291	52,030,291	0	52,030,291	0	0	52,030,291		
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	190,341	190,341	0	190,341	0	190,341	190,341		
7	SE	ML-7	171,628,429	171,628,429	0	171,628,429	0	171,628,429	171,628,429		
8	ML-2	SE	0	0	0	0	0	0	0		
9	ML-2	ML-2	1,141,526	0	0	1,141,526	0	0	1,141,526		
10	ML-2	ML-3	10,807,247	0	0	10,807,247	0	0	10,807,247		
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	462	0	0	462	0	462	462		
14	ML-2	ML-7	55,934,451	0	0	55,934,451	0	55,934,451	55,934,451		
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	9,250,942	0	0	9,250,942	0	0	9,250,942		
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	21,818,994	0	0	21,818,994	0	21,818,994	21,818,994		
22	SW	SE	10,000	0	10,000	(10,000)	10,000	10,000	10,000		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	40,767,231	0	40,767,231	0	40,767,231	40,767,231	40,767,231		
25	SW	SW	41,160,913	0	41,160,913	0	0	0	41,160,913		
26	SW	ML-5	2,659,794	0	2,659,794	0	2,659,794	0	2,659,794		
27	SW	ML-6	16,714,524	0	16,714,524	0	16,714,524	0	16,714,524		
28	SW	ML-7	220,366,809	0	220,366,809	0	220,366,809	220,366,809	220,366,809		
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	4,758,509	0	0	4,758,509	4,758,509	4,758,509	4,758,509		
32	ML-5	SW	0	0	0	0	0	0	0		
33	ML-5	ML-5	14,000	0	0	0	14,000	0	14,000		
34	ML-5	ML-6	211,161	0	0	0	211,161	0	211,161		
35	ML-5	ML-7	4,508,190	0	0	0	4,508,190	4,508,190	4,508,190		
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	33,811	0	0	0	33,811	0	33,811		
42	ML-6	ML-7	830,801	0	0	0	830,801	830,801	830,801		
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	39,074,163	0	0	0	39,074,163	39,074,163	39,074,163		
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	6,443,836	0	0	0	6,443,836	6,443,836	6,443,836		
49	ML-7	ML-7	518,948,362	0	0	0	518,948,362	518,948,362	518,948,362		
50	TOTAL (Dth)		1,402,278,445	406,822,719	321,679,271	329,412,719	290,874,830	1,085,280,578	1,402,278,445		
51	Fuel and L&U Retained by Rate Segment										
52	Unadjusted Fuel and L&U Retainec		18,520,460	590,482	945,745	6,421,958	4,963,257	7,453,561	(1,854,542)		
53	Adjustments										
54	SE-SE (L&U)		7,473	0	0	0	0	0	7,473		
54	SE-ML2		(58,309)	0	0	(58,309)	0	0	0		
55	ML2-ML2		(10,167)	0	0	(10,167)	0	0	0		
56	ML3-ML3		(100,796)	0	0	(100,796)	0	0	0		
57	ML3-ML6		0	0	0	0	0	0	0		
58	ML3-ML7		(240,450)	0	0	(240,450)	0	0	0		
59	SW-ML5		(26,576)	0	0	0	(26,576)	0	0		
60	ML5-ML-5		(130)	0	0	0	(130)	0	0		
61	ML6-ML3		0	0	0	0	0	0	0		
62	ML6-ML6		(284)	0	0	0	(284)	0	0		
63	ML6-ML7		(5,113)	0	0	0	(5,113)	0	0		
64	Total Fuel and L&U Retained (Dth)		18,086,108	590,482	945,745	6,012,235	4,931,155	7,453,561	(1,847,069)		
65	Total Fuel and L&U Retained (Mcf)		17,731,478	578,904	927,200	5,894,348	4,834,465	7,307,412	(1,810,852)		
66	CenterPoint Reallocation		0			623,817	(623,817)				
67	Adjusted Total Fuel and L&U Retained (Mcf)		17,731,478	578,904	927,200	6,518,166	4,210,648	7,307,412	(1,810,852)		
			Transportation				Storage		Total Co. Use		
68	Fuel & L&U Retained by Rate Segment		17,731,478	578,904	927,200	6,518,166	4,210,648	7,307,412	(1,810,852)	2,157,456	19,888,934
69	Less: Def.Transporter's Use Bal. - (Over)/Under Rec		(3,550,012)	(162,855)	(1,177,967)	640,363	(919,320)	(376,151)	(1,554,082)	256,027	(3,293,985)
70	Current Transporter's Use		21,281,490	741,759	2,105,167	5,877,803	5,129,968	7,683,563	-256,770	1,901,429	23,182,919

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2009

Line No.	REC-SEG	DEL-SEG	JAN thru MAR							APR thru DEC								
			System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)		
Transactional Throughput Crossed Up for Fuel and L&U																		
1	SE		38,532,271	38,532,271	0	0	0	0	0	0	0	38,532,271	137,821,351	137,821,351	0	0	0	137,821,351
2	SE	ML-2	1,996,088	1,996,088	0	1,996,088	0	0	0	0	0	1,996,088	4,623,948	4,623,948	0	4,623,948	0	4,623,948
3	SE	ML-3	17,997,427	17,997,427	0	17,997,427	0	0	0	0	0	17,997,427	34,032,864	34,032,864	0	34,032,864	0	34,032,864
4	SE	SW	0	0	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	0	0
6	SE	ML-6	30,414	30,414	0	30,414	0	0	0	0	0	30,414	159,927	159,927	0	159,927	0	159,927
7	SE	ML-7	46,093,320	46,093,320	0	46,093,320	0	0	0	0	0	46,093,320	125,535,109	125,535,109	0	125,535,109	0	125,535,109
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	258,026	258,026	0	258,026	0	0	0	0	0	258,026	883,500	883,500	0	883,500	0	883,500
10	ML-2	ML-3	4,341,935	4,341,935	0	4,341,935	0	0	0	0	0	4,341,935	6,465,312	6,465,312	0	6,465,312	0	6,465,312
11	ML-2	SW	0	0	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	0	0
13	ML-2	ML-6	0	0	0	0	0	0	0	0	0	0	462	462	0	462	0	462
14	ML-2	ML-7	15,521,066	15,521,066	0	15,521,066	0	0	0	15,521,066	15,521,066	15,521,066	40,413,385	40,413,385	0	40,413,385	0	40,413,385
15	ML-3	SE	0	0	0	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	0	0	0
17	ML-3	ML-3	1,111,311	1,111,311	0	1,111,311	0	0	0	0	0	1,111,311	8,139,631	8,139,631	0	8,139,631	0	8,139,631
18	ML-3	SW	0	0	0	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	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	1,023,893	1,023,893	0	1,023,893	0	0	0	1,023,893	1,023,893	1,023,893	20,795,101	20,795,101	0	20,795,101	0	20,795,101
22	SW	SE	0	0	0	0	0	0	0	0	0	10,000	10,000	10,000	(10,000)	10,000	10,000	10,000
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	11,901,695	11,901,695	0	11,901,695	0	11,901,695	11,901,695	11,901,695	11,901,695	28,865,536	28,865,536	28,865,536	0	28,865,536	28,865,536	28,865,536
25	SW	SW	7,912,340	7,912,340	0	7,912,340	0	7,912,340	7,912,340	7,912,340	7,912,340	33,248,573	33,248,573	33,248,573	0	33,248,573	33,248,573	33,248,573
26	SW	ML-5	360,746	360,746	0	360,746	0	360,746	0	360,746	0	2,299,048	2,299,048	2,299,048	0	2,299,048	0	2,299,048
27	SW	ML-6	4,960,935	4,960,935	0	4,960,935	0	4,960,935	0	4,960,935	0	11,753,589	11,753,589	11,753,589	0	11,753,589	0	11,753,589
28	SW	ML-7	52,890,201	52,890,201	0	52,890,201	0	52,890,201	52,890,201	52,890,201	52,890,201	167,476,608	167,476,608	167,476,608	0	167,476,608	167,476,608	167,476,608
29	ML-5	SE	0	0	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	0	0
31	ML-5	ML-3	4,432,296	4,432,296	0	4,432,296	0	4,432,296	4,432,296	4,432,296	4,432,296	326,213	326,213	326,213	326,213	326,213	326,213	326,213
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	14,000	14,000	14,000	0	14,000	0	14,000
34	ML-5	ML-6	0	0	0	0	0	0	0	0	0	211,161	211,161	211,161	0	211,161	0	211,161
35	ML-5	ML-7	2,009,647	2,009,647	0	2,009,647	0	2,009,647	2,009,647	2,009,647	2,009,647	2,498,543	2,498,543	2,498,543	0	2,498,543	2,498,543	2,498,543
36	ML-6	SE	0	0	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	0	0
38	ML-6	ML-3	0	0	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	0	0
40	ML-6	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	30,397	30,397	0	30,397	0	30,397	0	30,397	0	3,414	3,414	3,414	0	3,414	0	3,414
42	ML-6	ML-7	148,469	148,469	0	148,469	0	148,469	148,469	148,469	148,469	682,332	682,332	682,332	0	682,332	682,332	682,332
43	ML-7	SE	0	0	0	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	0	0	0
45	ML-7	ML-3	24,323,461	24,323,461	0	24,323,461	0	24,323,461	24,323,461	24,323,461	24,323,461	14,750,702	14,750,702	14,750,702	0	14,750,702	14,750,702	14,750,702
46	ML-7	SW	0	0	0	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	0	0	0
48	ML-7	ML-6	2,711,731	2,711,731	0	2,711,731	0	2,711,731	0	2,711,731	0	3,732,105	3,732,105	3,732,105	0	3,732,105	0	3,732,105
49	ML-7	ML-7	207,177,309	207,177,309	0	207,177,309	0	207,177,309	207,177,309	207,177,309	207,177,309	311,771,053	311,771,053	311,771,053	0	311,771,053	311,771,053	311,771,053
50	TOTAL (Dth)		445,764,978	104,649,520	78,025,917	88,373,480	76,734,386	368,263,502	445,764,978	445,764,978	445,764,978	956,513,467	302,173,199	243,653,354	241,039,239	214,140,444	717,017,076	956,513,467
51	Fuel and L&U %			0.16%	0.65%	1.73%	2.31%	0.70%	-0.18%			0.14%	0.18%	2.03%	1.49%	0.68%	-0.11%	
52	Fuel and L&U Retained by Rate Segment																	
53	Unadjusted Fuel and L&U Retained		5,751,501	167,439	507,168	1,528,861	1,772,564	2,577,845	-802,377			12,768,959	423,042	438,576	4,893,097	3,190,693	4,875,716	-1,052,165
54	Adjustments																	
55	SE-SE (L&U)		7,706										(234)	(1,090)				857
56	SE-ML2		(15,769)			(15,769)							(42,540)		(42,540)			
57	ML2-ML2		(2,038)			(2,038)							(8,128)		(8,128)			
58	ML3-ML3		(10,446)			(10,446)							(90,350)		(90,350)			
59	ML3-ML6		0			0							0		0			
60	ML3-ML7		(9,625)			(9,625)							(230,826)		(230,826)			
61	SW-ML5		(5,195)			(5,195)							(21,381)		(21,381)			
62	ML5-ML5		0			0							(130)		(130)			
63	ML6-ML3		0			0							0		0			
64	ML6-ML6		(264)			(264)							(19)		(19)			
65	ML6-ML7		(1,292)			(1,292)							(3,821)		(3,821)			
66	Total Fuel and L&U Retained (Dth)		5,714,578	167,439	507,168	1,490,983	1,765,813	2,577,845	-794,671			12,371,530	421,952	438,576	4,521,253	3,165,341	4,875,716	-1,051,308
67	Total Fuel and L&U Retained (Mcf)		5,602,527	164,156	497,224	1,461,748	1,731,190	2,527,299	-779,089			12,128,951	413,678 </					

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

To		Southeast			Southwest		
From	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 \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWC-SWS 0 + 0 + 0 + 0.0002 - 0 - 0 = \$0.0002	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0002 - 0 = \$0.0002	SEA+SES+SEC+N 0 + 0 0 + 0.0002 = \$0.0002	SEA+SES+SEC+N 0 + 0 = 0 + 0.0002 = \$0.0002
Southeast Southern ML-2	Complete Backhaul No Charge	SES \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0002 + - 0 - 0 = \$0.0002	SES+SEC+N-SWC 0 + 0 0.0002 - 0 = \$0.0002	SES+SEC+N 0 + 0 + 0.0002 = \$0.0002	SES+SEC+N 0 + 0 + 0.0002 = \$0.0002
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC \$0.0000	SEC+N-SWC-SWS 0 + 0.0002 0 - 0 = \$0.0002	SEC+N-SWC 0 + 0.0002 - 0 = \$0.0002	SEC+N 0 + 0.0002 = \$0.0002	SEC+N 0 + 0.0002 = \$0.0002
Southwest Area SW	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0002 - 0 - 0 = \$0.0002	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0002 - 0 = \$0.0002	SWA+SWS+SWC+N 0 + 0 0 + 0.0002 = \$0.0002	SWA \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0002 = \$0.0002
Southwest Southern ML-5	SWS+SWC+N-SEC-SES 0 + 0 + 0.0002 - 0 - 0 = \$0.0002	SWS+SWC+N-SEC 0 + 0 0.0002 - 0 = \$0.0002	SWS+SWC+N 0 + 0 + 0.0002 = \$0.0002	Complete Backhaul No Charge	SWS \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0002 = \$0.0002
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0002 - 0 = \$0.0002	SWC+N 0 + 0.0002 = \$0.0002	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC \$0.0000	SWC + N 0 + 0.0002 = \$0.0002
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0002	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0002	N \$0.0002

ANR PIPELINE COMPANY
COMPARISON OF EPC CHARGE BY ROUTE

TO	Southeast Area SE			Southeast Southern ML-2			Central ML-3			Southwest Area SW			Southwest Southern ML-5			Central ML-6			Northern ML-7		
	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
FROM																					
Southeast Area SE	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)
Southwest Area SW	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0003	(\$0.0001)
Southwest Southern ML-5	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0003	(\$0.0001)
Southwest Central ML-6	-----			\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0002	\$0.0003	(\$0.0001)
Northern Segment ML-7	-----			-----			\$0.0002	\$0.0003	(\$0.0001)	-----			-----			\$0.0002	\$0.0003	(\$0.0001)	\$0.0002	\$0.0003	(\$0.0001)

ANR PIPELINE COMPANY
Derivation of EPC Charge for Transportation by Area and Segment
2009

Line No.		SOUTHEAST AREA		SOUTHWEST AREA		MAINLINE AREA			TOTAL
		TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)		(Co. 7)	
1	THROUGHPUT								
2	Bcf (1)	354.7	308.5	351.3	242.2	1048.0			
3	MMDth (1)	361.8	314.7	358.3	247.0	1069.0			
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 342,346		\$ 342,346	
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00032</u>			
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ (105,586)		\$ (105,586)	
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>-\$0.00010</u>			
8	EPC CHARGE, \$/Dth - (5)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0002</u>		<u>\$ 236,760</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 (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)			
9	Deferred Balance - January 1, 2009 (7)	\$ -	\$ -	\$ -	\$ -	\$ 316,242		\$ 316,242
10	Less: Transporter's EPC Collected (8)	-	-	-	-	429,729		429,729
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ -	\$ (113,487)		\$ (113,487)
12	Prior Year Interest Calculation Correction (9)	-	-	-	-	(264)		(264)
13	Interest (10)	-	-	-	-	8,165		8,165
14	(Over)/Under Recoveries Including Interest	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$(105,586)</u>		<u>\$(105,586)</u>

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.02 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/09 - 12/31/09. Refer to Attachment 2, Page 4 of 6.
- (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, 2009 per RP09-428, Attachment 2, Page 3 of 5 - line 8.
- (8) Refer to Attachment 2, Page 4 of 6.
- (9) Refer to Attachment 2, Page 6 of 6.
- (10) Refer to Attachment 2, Page 5 of 6

ANR Pipeline Company
Electric Power Costs by Segment

<u>Line No.</u>	<u>Production Month</u>		<u>Southeast Area</u>	<u>Southwest Area</u>	<u>Mainline Area</u>			<u>Total</u>
					<u>Southeast Leg</u>	<u>Southwest Leg</u>	<u>Northern Segment</u>	
1	January	2009	-	-	-	-	\$ 37,954	\$ 37,954
2	February		-	-	-	-	32,568	32,568
3	March		-	-	-	-	66,766	66,766
4	April		-	-	-	-	10,772	10,772
5	May		-	-	-	-	11,082	11,082
6	June		-	-	-	-	11,442	11,442
7	July		-	-	-	-	11,210	11,210
8	August		-	-	-	-	11,363	11,363
9	September		-	-	-	-	63,466	63,466
10	October		-	-	-	-	45,758	45,758
11	November		-	-	-	-	11,598	11,598
12	December		-	-	-	-	28,367	28,367
13	Total		-	-	-	-	\$ 342,346	\$ 342,346

Transporter's EPC Collected by Segment

<u>Line No.</u>	<u>Production Month</u>		<u>Southeast Area</u>	<u>Southwest Area</u>	<u>Mainline Area</u>			<u>Total</u>
					<u>Southeast Leg</u>	<u>Southwest Leg</u>	<u>Northern Segment</u>	
14	January	2009	-	-	-	-	\$ 83,421	\$ 83,421
15	February		-	-	-	-	67,971	67,971
16	March		-	-	-	-	66,318	66,318
17	April		-	-	-	-	25,642	25,642
18	May		-	-	-	-	24,811	24,811
19	June		-	-	-	-	23,026	23,026
20	July		-	-	-	-	20,903	20,903
21	August		-	-	-	-	20,527	20,527
22	September		-	-	-	-	18,986	18,986
23	October		-	-	-	-	23,297	23,297
24	November		-	-	-	-	22,366	22,366
25	December		-	-	-	-	32,461	32,461
26	Total		-	-	-	-	\$ 429,729	\$ 429,729

ANR PIPELINE COMPANY
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	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, 2009	\$ 316,242	(6)	\$ 37,954	\$ 83,421	\$ 270,775	0.3468%	\$ 1,097	\$ (44)	\$ 1,053
2	March	270,775		32,568	67,971	235,372	0.3800%	1,029	\$ (47)	982
3	April	235,372	2,035	66,766	66,318	237,855	0.2800%	665	\$ 0	665
4	May	237,855		10,772	25,642	222,985	0.2900%	690	\$ (15)	675
5	June	222,985		11,082	24,811	209,256	0.2800%	624	\$ (12)	612
6	July	209,256	1,952	11,442	23,026	199,624	0.2800%	591	\$ (11)	580
7	August	199,624		11,210	20,903	189,931	0.2800%	559	\$ (10)	549
8	September	189,931		11,363	20,527	180,767	0.2700%	513	\$ (8)	505
9	October	180,767	1,634	63,466	18,986	226,881	0.2800%	511	\$ 44	555
10	November	226,881		45,758	23,297	249,342	0.2700%	613	\$ 20	633
11	December	249,342		11,598	22,366	238,574	0.2800%	698	\$ (11)	687
12	January, 2010	238,574	1,875	28,367	32,461	236,355	0.2800%	673	\$ (4)	669
13	Total			<u>\$ 342,346</u>	<u>\$ 429,729</u>			<u>\$ 8,263</u>	<u>\$ (98)</u>	<u>\$ 8,165</u>

- (1) Quarterly interest based upon Col. 9.
(2) Reflects prior month EPC activity. Please refer to Attachment 2, Page 4 of 6.
(3) Reflects prior month Transporter's EPC collected. Refer to Attachment 2, Page 4 of 6.
(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 6 - line 9.

ANR PIPELINE COMPANY
Interest Calculation
Correction of Interest as filed in RP09-428

As Filed in RP09-248:

<u>Line No.</u>	<u>Accounting Month</u>	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, 2008	\$ 563,900	(6)	\$ 42,963	\$ 36,499	\$ 570,364	0.6200%	\$ 3,496	\$ 12	\$ 3,508
2	March	570,364		45,044	34,489	580,919	0.6600%	3,764	\$ 24	3,788
3	April	580,919	7,296	11,593	31,314	568,494	0.5600%	3,294	\$ (37)	3,257
4	May	568,494		11,555	50,384	536,961	0.5700%	3,240	\$ (81)	3,159
5	June	536,961		11,548	49,186	499,323	0.5600%	3,007	\$ (72)	2,935
6	July	499,323	9,351	11,742	46,287	474,129	0.4500%	2,289	\$ (57)	2,232
7	August	474,129		11,017	46,619	438,527	0.4500%	2,134	\$ (59)	2,075
8	September	438,527		11,079	44,959	404,647	0.4400%	1,930	\$ (51)	1,879
9	October	404,647	6,186	10,904	38,498	383,239	0.4200%	1,725	\$ (42)	1,683
10	November	383,239		18,383	41,603	360,019	0.4100%	1,571	\$ (33)	1,538
11	December	360,019		11,165	49,516	321,668	0.4200%	1,512	\$ (59)	1,453
12	January, 2009	321,668	4,674	66,613	70,782	322,173	0.4200%	1,371	\$ (6)	1,365
13	Total			<u>\$ 263,606</u>	<u>\$ 540,136</u>			<u>\$ 29,333</u>	<u>\$ (461)</u>	<u>\$ 28,872</u>

As Corrected:

<u>Line No.</u>	<u>Accounting Month</u>	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, 2008	\$ 563,900	(6)	\$ 42,963	\$ 36,499	\$ 570,364	0.6200%	\$ 3,496	\$ 12	\$ 3,508
2	March	570,364		45,044	34,489	580,919	0.6600%	3,764	\$ 24	3,788
3	April	580,919	7,296	11,593	31,314	568,494	0.5600%	3,294	\$ (37)	3,257
4	May	568,494		11,555	50,384	529,665	0.5700%	3,240	\$ (81)	3,159
5	June	529,665		11,548	49,186	492,027	0.5600%	2,966	\$ (72)	2,894
6	July	492,027	9,310	11,742	46,287	466,792	0.4500%	2,256	\$ (57)	2,199
7	August	466,792		11,017	46,619	431,190	0.4500%	2,101	\$ (59)	2,042
8	September	431,190		11,079	44,959	397,310	0.4400%	1,897	\$ (51)	1,846
9	October	397,310	6,087	10,904	38,498	375,803	0.4200%	1,694	\$ (42)	1,652
10	November	375,803		18,383	41,603	352,583	0.4100%	1,541	\$ (33)	1,508
11	December	352,583		11,165	49,516	314,232	0.4200%	1,481	\$ (59)	1,422
12	January, 2009	314,232	4,582	66,613	70,782	314,645	0.4200%	1,339	\$ (6)	1,333
13	Total			<u>\$ 263,606</u>	<u>\$ 540,136</u>			<u>\$ 29,069</u>	<u>\$ (461)</u>	<u>\$ 28,608</u>

Interest Correction Amount

\$ (264)

**ANR PIPELINE COMPANY
Cold Springs 1 Storage (1)
Derivation of Transporter's Use (%)
Volumes Reported in Bcf
2009**

<u>Line No.</u>	<u>Transporter's Use (%)</u>
<u>Current Transporter's Use (%):</u>	
1 Cold Springs 1 Company Use (2)	0.0400
2 Storage Gas Injected (Transactional Throughput) (3)	6.00
3 Current Transporter's Use (%) (4)	0.66%
<u>True Up Adjustment (%):</u>	
4 (Over)/Under Recoveries (Line 12)	0.0592
5 Storage Gas Injected (Transactional Throughput)	6.00
6 Annual Transporter's Use Adjustment (%) (5)	0.98%
7 Transporter's Use (%) (6)	1.64%
Derivation of (Over) Under Recoveries	
8 Prior Year Over/Under Recoveries	0.1800
9 Actual Fuel Use 2009 (Attachment 3, Page 2 of 2, line 13)	0.0403
10 Net Under Recoveries	0.2203
11 Fuel Retained 2009 (Attachment 3, Page 2 of 2, line 27)	0.1611
12 Total (Over)/Under Recoveries	0.0592

- (1) The Cold Springs 1 Storage Facility is an incremental facility approved in FERC Orders issued on May 3, 2007 and March 21, 2008 in Docket Nos. CP06-464 & RP08-240 respectively.
- (2) Projected 2010 Cold Springs 1 fuel usage is based upon actual 2009 fuel usage.
- (3) Actual 2009 Storage Gas Injections (7.8 Bcf, as reflected on Attachment 3, page 2 of 2) have been adjusted for known and measurable changes in projecting 2010 injections. It is currently estimated that the field will cycle down to a 57% (8 Bcf) inventory level by March 31, 2010. As a result, 43% (6 Bcf) of storage capacity sold is projected to be injected in 2010.
- (4) Current Transporter's Use % = $1 - \frac{\text{Transactional Throughput}}{\text{Fuel} + \text{Transactional Throughput}}$
- (5) Annual Transporter's Use Adjustment % = $1 - \frac{\text{Transactional Throughput}}{\text{((Over) Under Recoveries} + \text{Transactional Throughput})}$
- (6) Transporter's Use (%) = Current Transporter's Use (%) + Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Cold Springs 1 Storage

Actual Fuel Usage, Fuel Retained and Calculation of Transactional Throughput

<u>Line No</u>	<u>Production Month</u> (Col. 1)	<u>Company Use (Mcf) (1)</u> (Col. 2)
1	Jan-09	8,283
2	Feb-09	3,647
3	Mar-09	2,841
4	Apr-09	1,653
5	May-09	2,039
6	Jun-09	2,339
7	Jul-09	2,435
8	Aug-09	2,881
9	Sep-09	2,808
10	Oct-09	2,785
11	Nov-09	2,769
12	Dec-09	5,821
13	Total	40,301

	<u>Production Month</u> (Col. 1)	<u>Transporter's Use (%)</u> (Col. 2)	<u>Fuel Retained (Dth)</u> (Col. 3)
14	Jan-09	0.5%	658
15	Feb-09	0.5%	627
16	Mar-09	0.5%	3,915
17	Apr-09	2.06%	37,832
18	May-09	2.06%	26,978
19	Jun-09	2.06%	28,464
20	Jul-09	2.06%	26,664
21	Aug-09	2.06%	24,420
22	Sep-09	2.06%	4,918
23	Oct-09	2.06%	6,265
24	Nov-09	2.06%	2,468
25	Dec-09	2.06%	605
26	Total (Dth)		163,814
27	Total (Mcf) (2)		161,076

**2009 Storage Gas Injected
(Transactional Throughput)**

28	Total MMDth	7.79
29	Total Bcf (2)	7.66
30	Projected 2010 Injections Bcf	6.00

(1) Company Use includes fuel required to operate the Cold Springs 1 withdrawal gas heater, glycol regeneration skid, hot water boiler and L&U incurred at the facility.

(2) Btu conversion factor = 1.017

ANR PIPELINE COMPANY
Cold Springs 1 Storage (1)
Derivation of EPC Charge
2009

<u>Line No.</u>		<u>EPC Charge</u>
1	Storage Gas Injected (Transactional Throughput)	
2	Bcf (2)	6.00
3	MMDth (2)	6.10
	<u>Current EPC Charge</u>	
4	Electric Power Costs, \$ (3)	\$ 1,275,000
5	Current EPC Charge, \$/Dth (4)	\$0.2090
	<u>EPC Charge Adjustment</u>	
6	(Over)/Under Recoveries, \$ (Line 15)	\$ (110,639)
7	Annual EPC Charge Adjustment, \$/Dth (5)	(\$0.0181)
8	EPC Charge, \$/Dth (6)	\$0.1909
		<u>Derivation of EPC (Over)Under Recoveries</u>
9	Deferred Balance - January 1, 2009 (7)	\$ (432,450)
10	Actual Electric Power Costs 2009 (Attachment 4 Pg 2 of 3, Line 13)	<u>1,196,356</u>
11	Total	\$ 763,906
12	Transporter's EPC Collected 2009 (Attachment 4 Page 2 of 3 Line 26)	<u>864,696</u>
13	Total (Over)/Under Recoveries	\$ (100,790)
14	Interest (8)	(9,849)
15	Total (Over)/Under Recoveries Including Interest	<u>\$ (110,639)</u>

- (1) The Cold Springs 1 Storage Facility is an incremental facility approved in FERC Orders issued on May 3, 2007 and March 21, 2008 in Docket Nos. CP06-464 & RP08-240 respectively.
- (2) Refer to Attachment 3, Page 1 of 2, Line 2. Conversion factor of 1.017 Dth/Mcf.
- (3) Actual Cold Springs 1 electric power costs incurred in 2009 have been adjusted for known and measurable changes projected to occur in 2010 which include an estimated injection level of 6 Bcf and a rate increase anticipated by the electric provider.
- (4) Current EPC Charge = Line 4 ÷ Line 3.
- (5) Annual EPC Charge Adjustment = Line 6 ÷ Line 3.
- (6) EPC Charge = (Line 4 + Line 6) / Line 3.
- (7) Deferred balances at January 1, 2009 per RP09-428, Attachment 4, Page 1 of 3, Line 13.
- (8) Refer to Attachment 4, Page 3 of 3, for the interest calculation.

ANR Pipeline Company
Cold Springs 1 Storage
2009

Electric Power Costs

<u>Line No.</u>	<u>Production Month</u>	<u>Amount</u>
1	January	\$ 42,463
2	February	39,665
3	March	48,919
4	April	129,993
5	May	253,249
6	June	197,297
7	July	107,178
8	August	210,603
9	September	55,292
10	October	36,160
11	November	35,599
12	December	39,938
13	Total	<u>\$ 1,196,356</u>

Transporter's EPC Collected

	<u>Production Month</u>	<u>Amount</u>
14	January	\$ 5,212
15	February	4,987
16	March	27,958
17	April	190,659
18	May	135,944
19	June	143,361
20	July	141,463
21	August	129,203
22	September	27,102
23	October	36,883
24	November	17,551
25	December	4,373
26	Total	<u>\$ 864,696</u>
27	Net (Over)Under Recovery (Line 13 - Line 26)	<u>\$ 331,660</u>

**ANR PIPELINE COMPANY
Cold Springs 1 Storage
Interest Calculation**

<u>Line No.</u>	<u>Accounting Month</u>	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 Monthl: Interest (Col. 7 + 8) (Col. 9)
1	February, 2009	\$ (432,450)	(6)	\$ 42,463	\$ 5,212	\$ (395,199)	0.3468%	\$ (1,500)	\$ 36	\$ (1,464)
2	March	(395,199)		39,665	4,987	(360,521)	0.3800%	(1,502)	46	(1,456)
1	April	(360,521)	(2,920)	48,919	27,958	(342,480)	0.2800%	(1,018)	19	(999)
2	May	(342,480)		129,993	190,659	(403,146)	0.2900%	(993)	(60)	(1,053)
3	June	(403,146)		253,249	135,944	(285,841)	0.2800%	(1,129)	106	(1,023)
4	July	(285,841)	(3,075)	197,297	143,361	(234,980)	0.2800%	(809)	53	(756)
5	August	(234,980)		107,178	141,463	(269,265)	0.2800%	(658)	(34)	(692)
6	September	(269,265)		210,603	129,203	(187,865)	0.2700%	(727)	73	(654)
7	October	(187,865)	(2,102)	55,292	27,102	(161,777)	0.2800%	(532)	28	(504)
8	November	(161,777)		36,160	36,883	(162,500)	0.2700%	(437)	(1)	(438)
9	December	(162,500)		35,599	17,551	(144,452)	0.2800%	(455)	18	(437)
10	January, 2010	(144,452)	(1,379)	39,938	4,373	(110,266)	0.2800%	(408)	35	(373)
11	Total			<u>\$ 1,196,356</u>	<u>\$ 864,696</u>			<u>\$ (10,168)</u>	<u>\$ 318</u>	<u>\$ (9,849)</u>

- (1) Quarterly interest based upon Col. 9.
- (2) Reflects prior month electric power cost activity. Please refer to Attachment 4, Page 2 of 3.
- (3) Reflects prior month Transporter's EPC collected. Refer to Attachment 4, 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 4, Page 1 of 3, Line 9.

ANR PIPELINE COMPANY
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2
2009

<u>Line No.</u>	<u>2009 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2008 Dth</u> (B) (Col. 2)	<u>Dec. 2009 Dth</u> (C) (Col. 3)	<u>2009 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2009 Fuel Filing Mcf</u> (Col. 5)
1 Company Use	19,832,796 (1)	1,506,012	1,870,221	20,197,005 (3)	19,794,000 (5)
2 L&U	582,474 (2)	(320,346) (7)	(226,106)	676,714 (4)	663,000 (6)

- (1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812). The total is 19,863,173 Dth of which 19,832,796 ANR's general system company use, 30,377 Dth Cold Springs 1 company use.
- (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 1.02 Dth/Mcf conversion factor.
- (5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (18.953 + 0.841 = 19.794) additionally, see Company Use of Gas reports included in Appendix C.
- (6) L&U from Attachment 1, Page 4, Line 1
- (7) Included in the Dec. 2008 column was 203,030 Dth related to Hurricane Ike gas losses which were eliminated from L&U in ANR's April 2, 2009 compliance filing in Docket No. RP09-428-001.

**ANR PIPELINE COMPANY
RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2
2009**

<u>Line No.</u>	<u>2009 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2008 \$ (B) (Col. 2)</u>	<u>Dec. 2009 \$ (C) (Col. 3)</u>	<u>2009 Electric Power \$ (A) - (B) + (C) (Col. 4)</u>
1 Weyauwega, WI	391,758 (1)	77,778	28,366	342,346 (2)
2 Fuel Tracker Electric	232,690 (3)	0	(4,095)	228,595 (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, per Attachment 2, Page 3 (Line 4 + Line 6 - Line 13)

**ANR PIPELINE COMPANY
COLD SPRINGS 1 STORAGE
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2
2009**

<u>Line No.</u>	<u>2009 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2008 Dth</u> (B) (Col. 2)	<u>Dec. 2009 Dth</u> (C) (Col. 3)	<u>2009 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2009 Fuel Filing Mcf</u> (Col. 5)
1 Company Use	30,377 (1)	3,830	14,429	40,976 (2)	40,301 (3)

- (1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812). The total is 19,863,173 Dth of which 19,832,796 Dth is ANR's general system company use, 30,377 Dths is Cold Springs 1 company use.
(2) Company Use of Gas reports included in Appendix C
(3) Fuel Total from Attachment 3, Page 2, Line 13, Col. 2

<u>Line No.</u>	<u>2009 FORM 2 \$</u> (A) (Col. 1)	<u>Dec. 2008 \$</u> (B) (Col. 2)	<u>Dec. 2009 \$</u> (C) (Col. 3)	<u>2009 Electric Power \$</u> (A) - (B) + (C) (Col. 4)
2 Cold Springs 1, MI	1,278,320	121,901	39,937	1,196,356 (4)
3 Fuel Tracker - Electric	(136,355) (5)	0	35,565	(100,790) (6)

- (4) Electric Power Costs, Attachment 4, Page 2 Line 13
(5) FORM 2 Page 278, Account 254
(6) Electric Power Costs, Attachment 4, Page 1 Line 13