



February 27, 2013

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

**ANR Pipeline Company**  
717 Texas Street, Suite 2400  
Houston, TX 77002-2761

John A. Roscher  
Director, Rates & Tariffs

**tel** 832.320.5675  
**fax** 832.320.6675  
**email** John\_Roscher@TransCanada.com  
**web** www.anrpl.com

RE: ANR Pipeline Company  
Re-determination of Transporter's Use (%) and EPC Charges  
Docket No. RP13-\_\_\_\_\_ - \_\_\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission ("FERC" or "Commission") regulations,<sup>1</sup> ANR Pipeline Company ("ANR") submits for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), the tariff sections listed in Appendix A-1. This tariff filing is being submitted to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the General Terms & Conditions ("GT&C") of ANR's Tariff.<sup>2</sup> ANR respectfully requests that the Commission accept the tariff sections included in Appendix A-1 to become effective April 1, 2013.

### **Correspondence**

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

---

<sup>1</sup> 18 C.F.R. Part 154 (2013).

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

David R. Hammel \*  
Legal Counsel  
ANR Pipeline Company  
717 Texas Street, Suite 2400  
Houston, Texas 77002-2761  
Tel. (832) 320-5861  
Fax (832) 320-6861  
dave\_hammel@transcanada.com

John A. Roscher  
Director, Rates and Tariffs  
Joan F. Collins \*  
Manager, Tariffs and Compliance  
ANR Pipeline Company  
717 Texas Street, Suite 2400  
Houston, Texas 77002-2761  
Tel. (832) 320-5651  
Fax (832) 320-6651  
joan\_collins@transcanada.com

\* 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 6.1.86 and 6.34 of the GT&C of ANR's Tariff. As such, ANR is proposing revisions to its general system Transporters Use (%)s and EPC Charges for its transportation and storage services. Such revisions are further described below and supported by workpapers included in Appendix B.

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

The EPC Charge for ANR's transportation services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Weyauwega compressor station in Waupaca County, Wisconsin, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges<sup>3</sup> on the monthly net over and under collection activity.

The EPC Charge for ANR's storage services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Cold Springs 1 Storage facility located in

---

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

Kalkaska County, Michigan, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges on the monthly net over and under collection activity.

In accordance with Section 6.1.86 of the GT&C of ANR's Tariff, the method used to calculate the Transporter's Use (%)s and the EPC Charges in this filing employs the "modified transactional throughput" methodology, as adjusted to reflect the reallocation of the Center Point transactional throughput from the Southwest Mainline Area to the Southeast Mainline Area.

In compliance with Section 154.201(b) of the Commission's regulations, summary level workpapers in support of the re-determined Transporter's Use (%) matrix, the EPC Charge for transportation matrix, and the EPC Charge for storage are provided in the instant filing (Appendix B, Attachments 1, 2 and 3). In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting a reconciliation of the fuel and electric power cost data used in this filing with the data to be included in its upcoming Form No. 2 filing (Appendix B, Attachment 4). Finally, detailed workpapers which provide monthly support for company use gas volumes, electric power costs incurred, and the volume of gas retained by ANR from its customers are also included herein (Appendices C1 and C2).

### **Motion to Place Tariff into Effect**

ANR respectfully requests that the proposed tariff sections included in Appendix A-1 be approved without addition, modification, or deletion and be placed into effect on April 1, 2013. Apart from the foregoing, ANR Pipeline Company reserves its right under Section 154.7(a) to file a motion to place the proposed revised tariff sheets into effect at the end of any suspension period ordered by the Commission.

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

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

## **Material Enclosed**

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

- 1) This transmittal letter;
- 2) The clean tariff sections (Appendix A-1);
- 3) A marked version of the tariff sections (Appendix A-2);
- 4) Summary level workpapers in support of the proposed changes (Appendix B); and
- 5) Detailed level workpapers in support of the proposed changes (Appendices C1 and C2).

## **Certificate of Service**

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

Pursuant to Section 385.2005 and Section 385.2011(c)(5), the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing.

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

Respectfully submitted,

ANR Pipeline Company



---

John A. Roscher  
Director, Rates and Tariffs

Enclosures

# Appendix A-1

## Clean Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.3.0.0
4.19	Statement of Rates, EPC Charge	v.3.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.3.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
-----		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:								
-----								
SOUTHEAST AREA (SE)		0.35	1.26	2.01	0.42	1.13	2.30	2.30
S.E. SOUTHERN SEGMENT (ML-2)		--	0.98	1.73	0.14	0.85	2.02	2.02
S.E. CENTRAL SEGMENT (ML-3)		--	--	0.82	0.00	0.00	1.11	1.11
SOUTHWEST AREA (SW)		1.63	2.54	3.29	1.12	1.83	3.00	3.29
S.W. SOUTHERN SEGMENT (ML-5)		0.58	1.49	2.24	--	0.78	1.95	2.24
S.W. CENTRAL SEGMENT (ML-6)		--	0.78	1.53	--	--	1.24	1.53
NORTHERN SEGMENT (ML-7)		--	--	0.36	--	--	0.36	0.36

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
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 (%): 0.00%.
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: 0.07%.

EPC CHARGE

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

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

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.0131.

NOTES:

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

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

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

### 2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.07% 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 0.07% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.



# Appendix A-2

## Marked Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.3.0.0
4.19	Statement of Rates, EPC Charge	v.3.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.3.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:								
	SOUTHEAST AREA (SE)	0.35	1.7426	2.8401	0.9442	1.8413	3.25230	3.25230
	S.E. SOUTHERN SEGMENT (ML-2)	--	1.29098	2.33173	0.4314	1.39085	2.7402	2.7402
	S.E. CENTRAL SEGMENT (ML-3)	--	--	0.9782	0.00	0.00	1.3811	1.3811
	SOUTHWEST AREA (SW)	1.4063	2.7654	3.8929	1.4712	2.04183	3.4800	3.8929
	S.W. SOUTHERN SEGMENT (ML-5)	0.0758	1.4349	2.5624	--	0.7178	2.15195	2.5624
	S.W. CENTRAL SEGMENT (ML-6)	--	0.5678	1.6953	--	--	1.2824	1.6953
	NORTHERN SEGMENT (ML-7)	--	--	0.2536	--	--	0.2536	0.2536

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 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
- 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 (%): 0.9200%.
- 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.
- 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: 0.0007%.

EPC CHARGE

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

		(DOLLARS PER DTH)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
SOUTHEAST AREA (SE)		\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0005	\$0.0005	\$0.0005
S.E. SOUTHERN SEGMENT (ML-2)		--	\$0.0000	\$0.0000	\$0.0005	\$0.0005	\$0.0005	\$0.0005
S.E. CENTRAL SEGMENT (ML-3)		--	--	\$0.0000	\$0.0005	\$0.0005	\$0.0005	\$0.0005
SOUTHWEST AREA (SW)		\$0.0005	\$0.0005	\$0.0005	\$0.0000	\$0.0000	\$0.0000	\$0.0000
S.W. SOUTHERN SEGMENT (ML-5)		\$0.0005	\$0.0005	\$0.0005	--	\$0.0000	\$0.0000	\$0.0000
S.W. CENTRAL SEGMENT (ML-6)		--	\$0.0005	\$0.0005	--	--	\$0.0000	\$0.0005
NORTHERN SEGMENT (ML-7)		--	--	\$0.0005	--	--	\$0.0005	\$0.0005

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.00740131.

NOTES:

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

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

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

### 2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.0007% 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 0.0007% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

# **Appendix B**

Summary Workpapers

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

<u>To</u>		Southeast			Southwest			
<u>From</u>	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
	<b>Southeast Area SE</b>	SEA + LU 0.28 + 0.07 = 0.35	SEA + SES + LU 0.28 + 0.91 + 0.07 = 1.26	SEA + SES SEC + LU 0.28 + 0.91 0.75 + 0.07 = 2.01	SEA+SES+SEC+N -SWC-SWS+LU 0.28 + 0.91 + 0.75 + 0.29-1.17-0.71+0.07 = 0.42	SEA+SES+SEC+N -SWC+LU 0.28+0.91+0.75+ 0.29 - 1.17 + 0.07 = 1.13	SEA+SES+SEC+ N + LU 0.28+0.91+0.75+ 0.29+0.07 = 2.30	SEA+SES+SEC+ N + LU 0.28+0.91+0.75+ 0.29+0.07 = 2.30
<b>Southeast Southern ML-2</b>	Complete Backhaul No Charge	SES + LU 0.91 + 0.07 = 0.98	SES + SEC + LU 0.91 + 0.75 + 0.07 = 1.73	SES+SEC+N -SWC-SWS+LU 0.91 + 0.75 + 0.29-1.17-0.71+0.07 = 0.14	SES+SEC+N -SWC+LU 0.91 + 0.75 + 0.29 - 1.17 + 0.07 = 0.85	SES+SEC N + LU 0.91 + 0.75 + 0.29 + 0.07 = 2.02	SES+SEC N + LU 0.91 + 0.75 + 0.29 + 0.07 = 2.02	
<b>Southeast Central ML-3</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 0.75 + 0.07 = 0.82	SEC + N -SWC-SWS+LU 0.75 + 0.29 - 1.17 - 0.71 + 0.07 = 0.00	SEC + N - SWC + LU 0.75 + 0.29 - 1.17 + 0.07 = 0.00	SEC + N + LU 0.75 + 0.29 + 0.07 = 1.11	SEC + N + LU 0.75 + 0.29 + 0.07 = 1.11	
<b>Southwest Area SW</b>	SWA+SWS+SWC+ N-SEC-SES+LU 1.05 + 0.71+1.17+ 0.29-0.75-0.91+0.07 = 1.63	SWA+SWS+SWC+ N-SEC+LU 1.05 + 0.71+1.17+ 0.29-0.75+0.07 = 2.54	SWA+SWS+SWC+ N+LU 1.05 + 0.71+1.17+ 0.29 + 0.07 = 3.29	SWA + LU 1.05 + 0.07 = 1.12	SWA + SWS + LU 1.05 + 0.71 + 0.07 = 1.83	SWA+SWS+SWC + LU 1.05 + 0.71 + 1.17 + + 0.07 = 3.00	SWA+SWS+SWC+ N+LU 1.05 + 0.71 + 1.17 + 0.29 + 0.07 = 3.29	
<b>Southwest Southern ML-5</b>	SWS+SWC+ N-SEC-SES+LU 0.71+1.17+ 0.29-0.75-0.91+0.07 = 0.58	SWS+SWC+ N-SEC+LU 0.71 + 1.17 + 0.29 - 0.75 + 0.07 = 1.49	SWS+SWC+ N+LU 0.71 + 1.17 + 0.29 + 0.07 = 2.24	Complete Backhaul No Charge	SWS + LU 0.71 + 0.07 = 0.78	SWS+SWC+LU 0.71 + 1.17 + 0.07 = 1.95	SWS+SWC+ N+LU 0.71 + 1.17 + 0.29 + 0.07 = 2.24	
<b>Southwest Central ML-6</b>	Complete Backhaul No Charge	SWC+N-SEC+LU 1.17 + 0.29 - 0.75 + 0.07 = 0.78	SWC + N + LU 1.17 + 0.29 + 0.07 = 1.53	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 1.17 + 0.07 = 1.24	SWC + N + LU 1.17 + 0.29 + 0.07 = 1.53	
<b>Northern Segment ML-7</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.29 + 0.07 = 0.36	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.29 + 0.07 = 0.36	N + LU 0.29 + 0.07 = 0.36	

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	0.35	0.35	0.00	1.26	1.71	-0.45	2.01	2.84	-0.83	0.42	0.94	-0.52	1.13	1.81	-0.68	2.30	3.25	-0.95	2.30	3.25	-0.95
Southeast Southern ML-2	-----			0.98	1.20	-0.22	1.73	2.33	-0.60	0.14	0.43	-0.29	0.85	1.30	-0.45	2.02	2.74	-0.72	2.02	2.74	-0.72
Southeast Central ML-3	-----			-----			0.82	0.97	-0.15	0.00	0.00	0.00	0.00	0.00	0.00	1.11	1.38	-0.27	1.11	1.38	-0.27
Southwest Area SW	1.63	1.40	0.23	2.54	2.76	-0.22	3.29	3.89	-0.60	1.12	1.17	-0.05	1.83	2.04	-0.21	3.00	3.48	-0.48	3.29	3.89	-0.60
Southwest Southern ML-5	0.58	0.07	0.51	1.49	1.43	0.06	2.24	2.56	-0.32	-----			0.78	0.71	0.07	1.95	2.15	-0.20	2.24	2.56	-0.32
Southwest Central ML-6	-----			0.78	0.56	0.22	1.53	1.69	-0.16	-----			-----			1.24	1.28	-0.04	1.53	1.69	-0.16
Northern Segment ML-7	-----			-----			0.36	0.25	0.11	-----			-----			0.36	0.25	0.11	0.36	0.25	0.11

Storage	0.00	0.92	-0.92
---------	------	------	-------

L & U	0.07	-0.16	0.23
-------	------	-------	------

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Transportation by Area and Segment**  
**Volumes Reported in Bcf**  
**2012**

Line No.	SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA			TOTAL (Co. 7)	
	GATHERING (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)		
1	THROUGHPUT	251.2 (1)	344.2	264.3	369.1	220.6	1063.3	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	0.934	2.634	5.951	4.876	3.857	18.252
3	858 ACCOUNT	0.000	0.000	0.000	0.794	0.000	0.918	1.712
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.046	0.046
5	TOTAL FUEL	0.000	0.934	2.634	6.745	4.876	4.821	20.010
6	THROUGHPUT	251.20	344.20	264.30	369.10	220.60	1063.30	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	0.00%	0.27%	0.99%	1.79%	2.16%	0.45%	
8	(OVER)/UNDER RECOVERIES (5)	0.000	0.031	0.157	(0.493)	(0.606)	(1.672)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	0.00%	0.01%	0.06%	-0.13%	-0.28%	-0.16%	
10	TRANSPORTER'S USE (%) - FUEL (6)	0.00%	0.28%	1.05%	1.66%	1.88%	0.29%	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.91%	(2)	0.71%	(3)
CENTRAL	0.75%	(2)	1.17%	(3)
TOTAL	1.66%		1.88%	

- (1) Based on ANR SE gathering receipt percentage of 73%.  
(2) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x 1.66% = 0.91%). Central has 5 stations (5/11 x 1.66% = 0.75%).  
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.88% = 0.71%). Central has 5 stations (5/8 x 1.88% = 1.17%).  
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].  
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2012; 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  
2012

<u>Line No.</u>		
1	L&U	1.109
2	THROUGHPUT	1,358
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.08%</u>
4	(OVER)/UNDER RECOVERIES (2)	(0.175)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.01%</u>
6	<b>TRANSPORTER'S USE (%) - L&amp;U (3)</b>	<u>0.07%</u>

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

(2) (Over)/under recoveries for the period Jan 1 - Dec 31, 2012;

L&U Percentage =  $1 - [(\text{Throughput}) / (\text{Previous Year's (O)/U Recoveries} + \text{Throughput})]$ . 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  
2012

<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 Company	SEML	32.375	0.794
2	Great Lakes Gas Transmission L.P.	NORTH	39.204	0.107
3	Michigan Consolidated Gas Company	NORTH	44.098	0.811
4	Total			<u><u>1.712</u></u>

ANR PIPELINE COMPANY  
Derivation of Transporter's Use (%) for Storage  
Volumes Reported in Bcf  
2012

<u>Line No.</u>		<u>Storage Transporter's Use (%) (1)</u>
<b><u>INJECTION COMPANY USE</u></b>		
1	ANRPL STORAGE AREA	0.470
2	STORAGE FUEL REIMBURSED TO OTHERS (2)	<u>0.430</u>
3	GROSS STORAGE CO USE	0.900
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)	0.046
6	NET COMPANY USE FOR STORAGE	<u>0.854</u>
7	<b><u>STORAGE GAS INJECTED</u></b>	
8	TOTAL STORAGE GAS INJECTED	118.82
9	LESS: SYSTEM BALANCING VOLUME	6.08
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>112.74</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (4)	<u>0.75%</u>
12	(OVER)/UNDER RECOVERIES (5)	-0.975
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>-0.87%</u>
14	<b>TRANSPORTER'S USE (%) - STORAGE</b>	<u>0.00%</u> (6)

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

(2) ANRSCO Storage	0.100
Blue Lake	<u>0.330</u>
Total	0.430

(3) Fuel associated with system balancing is reflected in Mainline Northern Segment transportation.

Fuel associated with system balancing = System balancing volume/(Storage transactional throughput + system balancing volume) x Total Gross Storage Company Use (for those months in which system balancing occurred).

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

(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2012; 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 (%). The total of the Current Transporter's Use (%) and the Annual Transporter's Use Adjustment (%) results in a negative amount of (0.12)%. Consequently, the Transporter's Use (%) to be charged has been adjusted to a rate of 0.00%.

ANR PIPELINE COMPANY  
Deferred Transporter's Use Account  
Volumes Reported in Bcf  
Jan 1 - Dec 31, 2012

Line No.	SE AREA TRANSMISSION (Col. 1)	SW AREA TRANSMISSION (Col. 2)	MAINLINE AREA			TRANSMISSION		TOTAL TRANS. (Co. 8)	STORAGE (Co. 9)	TOTAL (Co. 10)	
			SOUTHEAST LEG (Col. 3)	SOUTHWEST LEG (Col. 4)	NORTHERN SEGMENT (Col. 5)	FUEL (Co. 6)	L&U (Co. 7)				
1	FUEL USE AND L&U	0.934	2.634	5.951	4.876	3.857	18.252	1.109	19.361	0.854	20.215
2	858 ACCOUNT	0.000	0.000	0.794	0.000	0.918	1.712		1.712		1.712
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.046	0.046		0.046		0.046
4	<b>TOTAL COMPANY USE (1)</b>	<b><u>0.934</u></b>	<b><u>2.634</u></b>	<b><u>6.745</u></b>	<b><u>4.876</u></b>	<b><u>4.821</u></b>	<b><u>20.010</u></b>	<b><u>1.109</u></b>	<b><u>21.119</u></b>	<b><u>0.854</u></b>	<b><u>21.973</u></b>
5	<b>CURRENT TRANSPORTER'S USE (2)</b>	<b><u>0.903</u></b>	<b><u>2.477</u></b>	<b><u>7.238</u></b>	<b><u>5.482</u></b>	<b><u>6.493</u></b>	<b><u>22.593</u></b>	<b><u>1.284</u></b>	<b><u>23.877</u></b>	<b><u>1.829</u></b>	<b><u>25.706</u></b>
6	<b>TOTAL (OVER)/UNDER RECOVERIES</b>	<b><u>0.031</u></b>	<b><u>0.157</u></b>	<b><u>(0.493)</u></b>	<b><u>(0.606)</u></b>	<b><u>(1.672)</u></b>	<b><u>(2.583)</u></b>	<b><u>(0.175)</u></b>	<b><u>(2.758)</u></b>	<b><u>(0.975)</u></b>	<b><u>(3.733)</u></b>

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

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

ANR PIPELINE COMPANY  
Transporter's Actual Fuel Usage  
Volumes Reported in Bcf  
2012

Line No.		<b>Transportation</b>						
		SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE TRANSMISSION			
		Gathering	Transmission	Transmission	SE Leg	SW Leg	Northern	L&U
1	January		0.142	0.237	0.755	0.479	0.382	(0.119)
2	February		0.070	0.226	0.815	0.422	0.470	(0.032)
3	March		0.054	0.224	0.926	0.485	0.532	(0.082)
4	April		0.059	0.151	0.420	0.369	0.317	0.156
5	May		0.076	0.187	0.327	0.368	0.282	(0.205)
6	June		0.068	0.188	0.182	0.358	0.263	0.411
7	July		0.096	0.207	0.167	0.376	0.182	0.091
8	August		0.091	0.232	0.196	0.387	0.250	(0.186)
9	September		0.076	0.222	0.280	0.395	0.239	0.223
10	October		0.125	0.263	0.458	0.422	0.148	(0.042)
11	November		0.037	0.258	0.740	0.427	0.365	0.443
12	December		0.040	0.239	0.685	0.388	0.427	0.451
13	Total	-	0.934	2.634	5.951	4.876	3.857	1.109
		<b>Storage</b>				<b>Account 858</b>		
		Storage Fuel Reimbursed to Others			System Balancing	Center Point	Great Lakes	Mich Con
ANR P/L Storage Area		ANR Storage	Blue Lake					
14	January	-	0.010	0.041	0.004	0.089	0.006	0.130
15	February	-	0.016	0.025	0.004	0.071	0.006	0.032
16	March	-	0.020	0.020	0.012	0.075	0.012	0.097
17	April	0.099	0.010	0.034	0.006	0.086	0.010	0.109
18	May	0.057	0.004	0.055	0.007	0.068	0.010	0.134
19	June	0.059	0.006	0.043	0.004	0.070	0.007	0.043
20	July	0.047	0.006	0.031	-	0.074	0.017	0.056
21	August	0.077	0.001	0.029	0.001	0.076	0.014	0.037
22	September	0.079	0.008	0.014	0.008	0.056	0.009	0.026
23	October	0.052	0.007	-	-	0.043	0.008	0.084
24	November	-	0.005	0.025	-	0.036	0.004	0.034
25	December	-	0.007	0.013	-	0.050	0.004	0.029
26	Total	0.470	0.100	0.330	0.046	0.794	0.107	0.811

**ANR Pipeline Company**

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

**Inputs:**

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

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

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

**Non Gathered Quantities**

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

**Gathered Quantities**

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

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

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

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

**Fuel Matrix Determination Calculation:**

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

ANR PIPELINE COMPANY  
Transactional Throughput Derived From Fuel Retention By Rate Segmen  
2012

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	209,218,999	209,218,999	0	0	0	0
2	SE	ML-2	8,090,728	8,090,728	0	8,090,728	0	0
3	SE	ML-3	22,406,724	22,406,724	0	22,406,724	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	8,080	8,080	0	8,080	0	8,080
7	SE	ML-7	112,687,576	112,687,576	0	112,687,576	0	112,687,576
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	1,182,553	0	0	1,182,553	0	0
10	ML-2	ML-3	20,019,463	0	0	20,019,463	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	129,312,900	0	0	129,312,900	0	129,312,900
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	10,588,942	0	0	10,588,942	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	40,532,101	0	0	40,532,101	0	40,532,101
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	12,965,572	0	12,965,572	0	12,965,572	12,965,572
25	SW	SW	12,979,351	0	12,979,351	0	0	0
26	SW	ML-5	1,480,670	0	1,480,670	0	1,480,670	0
27	SW	ML-6	15,926,079	0	15,926,079	0	15,926,079	0
28	SW	ML-7	227,294,597	0	227,294,597	0	227,294,597	227,294,597
29	ML-5	SE	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0
34	ML-5	ML-6	57,434	0	0	0	57,434	0
35	ML-5	ML-7	1,063,240	0	0	0	1,063,240	1,063,240
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	19,127	0	0	0	19,127	0
42	ML-6	ML-7	265,111	0	0	0	265,111	265,111
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	13,710,502	0	0	0	0	13,710,502
46	ML-7	SW	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0
48	ML-7	ML-6	3,039,892	0	0	0	0	3,039,892
49	ML-7	ML-7	547,971,225	0	0	0	0	547,971,225
50	<b>TOTAL (Dth)</b>		<b>1,390,820,866</b>	<b>352,412,107</b>	<b>270,646,269</b>	<b>344,829,067</b>	<b>259,071,830</b>	<b>1,088,850,796</b>
51	<b>TOTAL (Mcf) (1)</b>		1,358,223,502	344,152,448	264,302,997	336,747,136	252,999,834	1,063,330,855
52	<b>CenterPoint Reallocation</b>		0			32,375,000	(32,375,000)	
53	<b>Adjusted TOTAL Transport (Mcf) (1)</b>		1,358,223,502	344,152,448	264,302,997	369,122,136	220,624,834	1,063,330,855

(1) Conversion Factor

1.024

**ANR PIPELINE COMPANY**  
**Derived Transactional Throughput By Rate Route**  
**2012**

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 2012 (Col. 13)
1	SE	SE	19,354,608	15,428,109	16,196,068	15,998,665	20,271,372	22,188,354	19,439,437	16,395,272	19,222,485	16,890,960	14,671,612	13,162,057	209,218,999
2	SE	ML-2	632,176	592,034	815,992	417,301	899,095	943,124	1,436,184	505,418	398,563	184,222	785,170	481,449	8,090,728
3	SE	ML-3	2,672,720	2,625,988	2,062,858	1,638,070	1,588,258	1,268,520	1,692,602	1,333,726	1,221,240	1,420,657	2,500,228	2,381,857	22,406,724
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	6,191	668	0	0	0	0	0	0	1,221	0	0	0	8,080
7	SE	ML-7	10,294,666	10,638,326	11,115,275	10,241,211	7,680,908	5,550,979	5,941,432	5,776,124	7,253,303	12,477,178	14,219,124	11,499,050	112,687,576
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	49,772	66,559	28,494	27,499	34,745	98,141	137,661	108,515	74,676	144,824	63,726	347,941	1,182,553
10	ML-2	ML-3	3,238,134	3,136,370	2,365,624	1,232,948	919,397	1,218,947	1,487,518	1,296,999	1,205,575	1,352,499	1,305,844	1,259,608	20,019,463
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	15,131,343	14,696,772	17,997,340	8,636,475	9,393,328	5,225,702	6,280,440	6,657,944	8,788,328	11,280,279	11,916,231	13,308,718	129,312,900
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	237,698	388,502	426,052	447,064	1,424,296	721,286	777,845	1,056,456	1,550,279	955,486	1,256,762	1,347,216	10,588,942
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	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	1,951,452	3,315,668	5,061,392	4,272,176	3,001,192	2,308,208	2,496,730	3,259,462	3,237,880	3,872,407	4,452,836	3,302,698	40,532,101
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	1,497,440	1,447,252	1,248,558	883,075	1,209,924	958,209	992,750	1,047,895	873,514	891,797	928,956	986,202	12,965,572
25	SW	SW	149,304	169,221	272,698	788,359	474,637	556,658	921,738	2,202,389	3,531,187	2,706,759	443,890	762,511	12,979,351
26	SW	ML-5	101,243	81,565	107,600	87,636	91,093	82,258	195,248	130,277	173,495	230,734	103,578	95,943	1,480,670
27	SW	ML-6	1,671,110	1,317,090	1,110,768	1,087,348	1,322,352	1,162,178	926,786	1,065,381	1,133,749	1,570,974	1,851,880	1,706,463	15,926,079
28	SW	ML-7	20,294,807	18,900,722	19,594,939	17,984,133	18,831,260	18,847,566	19,005,567	18,778,585	18,016,326	18,851,495	19,028,075	19,161,122	227,294,597
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	18,552	17,355	0	0	0	0	0	0	0	2,094	9,557	9,876	57,434
35	ML-5	ML-7	0	0	50,015	607,363	117,271	50,319	914	92,949	34,789	31,135	43,924	34,561	1,063,240
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	0	0	9,872	9,255	0	0	0	0	0	19,127
42	ML-6	ML-7	11,166	6,024	16,921	18,324	29,028	33,681	26,410	29,435	25,828	24,723	26,759	16,812	265,111
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	3,563,465	2,712,210	1,822,493	324,786	332,367	459,648	593,712	385,434	457,653	467,628	821,541	1,769,565	13,710,502
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	726,312	652,169	275,285	117,705	74,613	76,608	172,368	62,244	80,199	127,680	199,500	475,209	3,039,892
49	ML-7	ML-7	65,567,172	60,121,223	54,416,800	42,537,390	37,642,857	37,485,651	41,570,214	34,713,798	31,477,509	29,231,139	52,054,338	61,153,134	547,971,225
50	TOTAL (Dth)		147,169,331	136,313,827	134,985,172	107,347,528	105,337,993	99,236,037	104,105,428	94,907,558	98,757,799	102,714,670	126,683,531	133,261,992	1,390,820,866
51	TOTAL (Mcf) (2)		143,720,050	133,118,972	131,821,457	104,831,570	102,869,134	96,910,192	101,665,457	92,683,162	96,443,163	100,307,295	123,714,386	130,138,664	1,358,223,502
52	Storage (Dth) (1)		1,215,582	1,240,603	5,225,410	12,843,676	16,969,604	15,906,217	14,066,237	14,829,368	13,656,563	11,119,253	4,119,143	4,256,348	115,448,004
53	Storage (Mcf) (2)		1,187,092	1,211,526	5,102,939	12,542,652	16,571,879	15,533,415	13,736,560	14,481,805	13,336,487	10,858,646	4,022,601	4,156,590	112,742,192

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

(2) Conversion Factor 1.024



ANR PIPELINE COMPANY  
Fuel Percentages By Rate Route  
2012

Line No.	REC-SEG	DEL-SEG	1/12-3/12 Fuel		4/12-12/12 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.37%	0.00%	0.35%	0.00%
2	SE	ML-2	1.55%	0.00%	1.71%	0.00%
3	SE	ML-3	2.53%	0.00%	2.84%	0.00%
4	SE	SW	0.43%	0.00%	0.94%	0.00%
5	SE	ML-5	1.47%	0.00%	1.81%	0.00%
6	SE	ML-6	3.19%	0.00%	3.25%	0.00%
7	SE	ML-7	3.19%	0.00%	3.25%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	1.34%	0.00%	1.20%	0.00%
10	ML-2	ML-3	2.32%	0.00%	2.33%	0.00%
11	ML-2	SW	0.22%	0.00%	0.43%	0.00%
12	ML-2	ML-5	1.26%	0.00%	1.30%	0.00%
13	ML-2	ML-6	2.98%	0.00%	2.74%	0.00%
14	ML-2	ML-7	2.98%	0.00%	2.74%	0.00%
15	ML-3	SE	0.00%	0.00%	0.00%	0.00%
16	ML-3	ML-2	0.00%	0.00%	0.00%	0.00%
17	ML-3	ML-3	1.14%	0.00%	0.97%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.08%	0.00%	0.00%	0.00%
20	ML-3	ML-6	1.80%	0.00%	1.38%	0.00%
21	ML-3	ML-7	1.80%	0.00%	1.38%	0.00%
22	SW	SE	2.48%	0.00%	1.40%	0.00%
23	SW	ML-2	3.66%	0.00%	2.76%	0.00%
24	SW	ML-3	4.64%	0.00%	3.89%	0.00%
25	SW	SW	1.22%	0.00%	1.17%	0.00%
26	SW	ML-5	2.26%	0.00%	2.04%	0.00%
27	SW	ML-6	3.98%	0.00%	3.48%	0.00%
28	SW	ML-7	4.64%	0.00%	3.89%	0.00%
29	ML-5	SE	1.42%	0.00%	0.07%	0.00%
30	ML-5	ML-2	2.60%	0.00%	1.43%	0.00%
31	ML-5	ML-3	3.58%	0.00%	2.56%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	1.20%	0.00%	0.71%	0.00%
34	ML-5	ML-6	2.92%	0.00%	2.15%	0.00%
35	ML-5	ML-7	3.58%	0.00%	2.56%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.56%	0.00%	0.56%	0.00%
38	ML-6	ML-3	2.54%	0.00%	1.69%	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	1.88%	0.00%	1.28%	0.00%
42	ML-6	ML-7	2.54%	0.00%	1.69%	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%	0.25%	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%	0.25%	0.00%
49	ML-7	ML-7	0.82%	0.00%	0.25%	0.00%
50	STORAGE		0.73%		0.92%	

**ANR PIPELINE COMPANY**  
**Fuel and L&U Retained By Rate Route**  
**2012**

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 2012 (Col. 13)
1	SE	SE	71,878	57,296	60,148	56,192	71,199	77,932	68,277	57,585	67,515	59,326	51,531	46,229	745,108
2	SE	ML-2	9,953	9,321	12,847	7,260	15,642	16,408	24,986	8,793	6,934	3,205	13,660	8,376	137,385
3	SE	ML-3	69,375	68,162	53,545	47,881	46,425	37,079	49,475	38,985	35,697	41,526	73,082	69,622	630,854
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	204	22	0	0	0	0	0	0	41	0	0	0	267
7	SE	ML-7	339,221	350,545	366,261	344,020	258,015	186,467	199,583	194,030	243,651	419,130	477,645	386,273	3,764,841
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	676	904	387	334	422	1,192	1,672	1,318	907	1,759	774	4,226	14,571
10	ML-2	ML-3	76,909	74,492	56,186	29,413	21,933	29,079	35,486	30,941	28,760	32,265	31,152	30,049	476,665
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	464,764	451,416	552,794	243,306	264,628	147,218	176,932	187,567	247,584	317,787	335,703	374,932	3,764,631
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	2,741	4,480	4,913	4,379	13,951	7,065	7,619	10,348	15,185	9,359	12,310	13,196	105,546
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	35,770	60,776	92,775	59,781	41,996	32,299	34,937	45,610	45,308	54,187	62,309	46,215	611,963
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	72,862	70,420	60,752	35,742	48,971	38,783	40,181	42,413	35,355	36,095	37,599	39,916	559,089
25	SW	SW	1,844	2,090	3,368	5,619	6,590	10,912	10,912	26,073	41,804	32,044	5,255	9,027	153,959
26	SW	ML-5	2,341	1,886	2,488	1,825	1,897	1,713	4,066	2,713	3,613	4,805	2,157	1,998	31,502
27	SW	ML-6	69,267	54,593	46,041	39,204	47,677	41,902	33,415	38,412	40,877	56,641	66,769	61,526	596,324
28	SW	ML-7	987,499	919,666	953,445	727,898	762,185	762,845	769,240	760,053	729,201	763,004	770,151	775,536	9,680,723
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	558	522	0	0	0	0	0	0	0	46	210	217	1,553
35	ML-5	ML-7	0	0	1,857	15,957	3,081	1,322	24	2,442	914	818	1,154	908	28,477
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	0	0	0	128	120	0	0	0	0	248
42	ML-6	ML-7	291	157	441	315	499	579	454	506	444	425	460	289	4,860
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	29,462	22,424	15,068	814	833	1,152	1,488	966	1,147	1,172	2,059	4,435	81,020
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	6,005	5,392	2,276	295	187	192	432	156	201	320	500	1,191	17,147
49	ML-7	ML-7	542,096	497,070	449,907	106,610	94,343	93,949	104,186	87,002	78,891	73,261	130,462	153,266	2,411,043
50	TOTAL TRANSPORTATION (Dth)		2,783,716	2,651,634	2,735,499	1,730,559	1,699,503	1,483,766	1,563,493	1,536,033	1,624,029	1,907,175	2,074,942	2,027,427	23,817,776
51	TOTAL TRANSPORTATION (Mcf) (1)		2,718,473	2,589,486	2,671,386	1,689,999	1,659,671	1,448,990	1,526,849	1,500,032	1,585,966	1,862,476	2,026,311	1,979,909	23,259,547
52	STORAGE INJ. FUEL (Dth)		8,939	9,123	38,426	119,259	157,570	147,696	130,611	137,697	126,807	103,247	38,248	39,522	1,057,145
53	STORAGE CYCLING FUEL (Dth)		0	0	0	760,913	0	0	0	0	0	0	0	0	760,913
54	TOTAL STORAGE FUEL RETAINED (Dth)		8,939	9,123	38,426	880,172	157,570	147,696	130,611	137,697	126,807	103,247	38,248	39,522	1,818,058
55	STORAGE FUEL RETAINED (Mcf) (1)		8,729	8,909	37,525	859,543	153,877	144,234	127,550	134,470	123,835	100,827	37,352	38,596	1,775,447
56	TOTAL FUEL RETAINED (Dth)		2,792,655	2,660,757	2,773,925	2,610,731	1,857,073	1,631,462	1,694,104	1,673,730	1,750,836	2,010,422	2,113,190	2,066,949	25,635,834
57	TOTAL FUEL RETAINED (Mcf) (1)		2,727,202	2,598,396	2,708,911	2,549,542	1,813,548	1,593,225	1,654,398	1,634,502	1,709,801	1,963,303	2,063,662	2,018,505	25,034,994

(1) Conversion Factor

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2012

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)		
<b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b>											
1	SE		209,964,107	209,964,107	0	0	0	0	209,964,107		
2	SE	ML-2	8,228,113	8,228,113	0	8,228,113	0	0	8,228,113		
3	SE	ML-3	23,037,578	23,037,578	0	23,037,578	0	0	23,037,578		
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	8,347	8,347	0	8,347	0	8,347	8,347		
7	SE	ML-7	116,452,417	116,452,417	0	116,452,417	0	116,452,417	116,452,417		
8	ML-2	SE	0	0	0	0	0	0	0		
9	ML-2	ML-2	1,197,124	0	0	1,197,124	0	0	1,197,124		
10	ML-2	ML-3	20,496,128	0	0	20,496,128	0	0	20,496,128		
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	133,077,531	0	0	133,077,531	0	133,077,531	133,077,531		
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	10,694,488	0	0	10,694,488	0	0	10,694,488		
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	41,144,064	0	0	41,144,064	0	41,144,064	41,144,064		
22	SW	SE	0	0	0	0	0	0	0		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	13,524,661	0	13,524,661	0	13,524,661	13,524,661	13,524,661		
25	SW	SW	13,133,310	0	13,133,310	0	0	0	13,133,310		
26	SW	ML-5	1,512,172	0	1,512,172	0	1,512,172	0	1,512,172		
27	SW	ML-6	16,522,403	0	16,522,403	0	16,522,403	0	16,522,403		
28	SW	ML-7	236,975,320	0	236,975,320	0	236,975,320	236,975,320	236,975,320		
29	ML-5	SE	0	0	0	0	0	0	0		
30	ML-5	ML-2	0	0	0	0	0	0	0		
31	ML-5	ML-3	0	0	0	0	0	0	0		
32	ML-5	SW	0	0	0	0	0	0	0		
33	ML-5	ML-5	0	0	0	0	0	0	0		
34	ML-5	ML-6	58,987	0	0	0	58,987	0	58,987		
35	ML-5	ML-7	1,091,717	0	0	0	1,091,717	1,091,717	1,091,717		
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	19,375	0	0	0	19,375	0	19,375		
42	ML-6	ML-7	269,971	0	0	0	269,971	269,971	269,971		
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	13,791,522	0	0	0	0	13,791,522	13,791,522		
46	ML-7	SW	0	0	0	0	0	0	0		
47	ML-7	ML-5	0	0	0	0	0	0	0		
48	ML-7	ML-6	3,057,039	0	0	0	0	3,057,039	3,057,039		
49	ML-7	ML-7	550,382,268	0	0	0	0	550,382,268	550,382,268		
50	<b>TOTAL (Dth)</b>		<b>1,414,638,642</b>	<b>357,690,562</b>	<b>281,667,866</b>	<b>354,335,790</b>	<b>269,974,606</b>	<b>1,109,774,857</b>	<b>1,414,638,642</b>		
51	<b>Fuel and L&amp;U Retained by Rate Segment</b>										
52	Unadjusted Fuel and L&U Retainec		24,630,293	1,542,509	3,553,908	8,451,026	6,554,735	5,426,291	(898,176)		
53	Adjustments										
54	SE-SE (L&U)		0	0	0	0	0	0	0		
54	SE-ML2		(89,869)	0	0	(89,869)	0	0	0		
55	ML2-ML2		(13,307)	0	0	(13,307)	0	0	0		
56	ML3-ML3		(143,529)	0	0	(143,529)	0	0	0		
57	ML3-ML6		0	0	0	0	0	0	0		
58	ML3-ML7		(540,627)	0	0	(540,627)	0	0	0		
59	SW-ML5		(22,607)	0	0	0	(22,607)	0	0		
60	ML5-ML-5		0	0	0	0	0	0	0		
61	ML6-ML3		0	0	0	0	0	0	0		
62	ML6-ML6		(169)	0	0	0	(169)	0	0		
63	ML6-ML7		(2,408)	0	0	0	(2,408)	0	0		
64	Total Fuel and L&U Retained (Dth)		23,817,776	1,542,509	3,553,908	7,663,694	6,529,551	5,426,291	(898,176)		
65	<b>Total Fuel and L&amp;U Retained (Mcf)</b>		<b>23,259,547</b>	<b>1,506,356</b>	<b>3,470,613</b>	<b>7,484,076</b>	<b>6,376,515</b>	<b>5,299,112</b>	<b>(877,125)</b>		
66	CenterPoint Reallocation		0	0	0	815,968	(815,968)	0	0		
67	<b>Adjusted Total Fuel and L&amp;U Retained (Mcf)</b>		<b>23,259,547</b>	<b>1,506,356</b>	<b>3,470,613</b>	<b>8,300,043</b>	<b>5,560,547</b>	<b>5,299,112</b>	<b>(877,125)</b>		
<b>Transporter's Use</b>			<b>Transportation</b>							<b>Storage</b>	<b>Total Co. Use</b>
68	Fuel & L&U Retained by Rate Segment		23,259,547	1,506,356	3,470,613	8,300,043	5,560,547	5,299,112	(877,125)	1,775,447	25,034,994
69	Less: Def.Transporter's Use Bal. - 2011 (Over)/Under Rec.		(617,700)	603,683	993,170	1,061,902	78,598	(1,193,907)	(2,161,146)	(53,402)	(671,102)
70	<b>Current Transporter's Use</b>		<b>23,877,247</b>	<b>902,673</b>	<b>2,477,443</b>	<b>7,238,141</b>	<b>5,481,949</b>	<b>6,493,019</b>	<b>1,284,021</b>	<b>1,828,849</b>	<b>25,706,096</b>

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

Line No.	REC-SEG	DEL-SEG	IAN thru MAR					APR thru DEC					L&U			
			System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)		SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	
Transactional Throughput Grossed Up for Fuel and L&U																
1	SE	SE	51,168,107	51,168,107	0	0	0	0	0	0	0	51,168,107				
2	SE	ML-2	2,072,323	2,072,323	0	2,072,323	0	0	0	0	0	2,072,323				
3	SE	ML-3	7,552,648	7,552,648	0	7,552,648	0	0	0	0	0	7,552,648				
4	SE	SW	0	0	0	0	0	0	0	0	0	0				
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0				
6	SE	ML-6	7,085	7,085	0	7,085	0	7,085	7,085	0	0	7,085				
7	SE	ML-7	33,104,294	33,104,294	0	33,104,294	0	33,104,294	33,104,294	0	0	33,104,294				
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0				
9	ML-2	ML-2	146,792	0	0	146,792	0	0	0	0	0	146,792				
10	ML-2	ML-3	8,947,715	0	0	8,947,715	0	0	0	0	0	8,947,715				
11	ML-2	SW	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				
13	ML-2	ML-6	0	0	0	0	0	0	0	0	0	0				
14	ML-2	ML-7	49,294,429	0	0	49,294,429	0	49,294,429	49,294,429	0	0	49,294,429				
15	ML-3	SE	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				
17	ML-3	ML-3	1,064,386	0	0	1,064,386	0	0	0	0	0	1,064,386				
18	ML-3	SW	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				
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0				
21	ML-3	ML-7	10,517,833	0	0	10,517,833	0	10,517,833	10,517,833	0	0	10,517,833				
22	SW	SE	0	0	0	0	0	0	0	0	0	0				
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0				
24	SW	ML-3	4,397,284	0	4,397,284	0	4,397,284	4,397,284	4,397,284	0	0	4,397,284				
25	SW	SW	598,525	0	598,525	0	598,525	598,525	598,525	0	0	598,525				
26	SW	ML-5	297,123	0	297,123	0	297,123	297,123	297,123	0	0	297,123				
27	SW	ML-6	4,268,869	0	4,268,869	0	4,268,869	4,268,869	4,268,869	0	0	4,268,869				
28	SW	ML-7	61,651,078	0	61,651,078	0	61,651,078	61,651,078	61,651,078	0	0	61,651,078				
29	ML-5	SE	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				
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0				
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0				
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0				
34	ML-5	ML-6	36,987	0	0	36,987	0	36,987	36,987	0	0	36,987				
35	ML-5	ML-7	51,872	0	0	51,872	51,872	51,872	51,872	0	0	51,872				
36	ML-6	SE	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				
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0				
39	ML-6	SW	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				
41	ML-6	ML-6	0	0	0	0	0	0	0	0	0	0				
42	ML-6	ML-7	35,000	0	0	35,000	35,000	35,000	35,000	0	0	35,000				
43	ML-7	SE	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				
45	ML-7	ML-3	8,165,122	0	0	8,165,122	8,165,122	8,165,122	8,165,122	0	0	8,165,122				
46	ML-7	SW	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				
48	ML-7	ML-6	1,667,439	0	0	1,667,439	0	1,667,439	1,667,439	0	0	1,667,439				
49	ML-7	ML-7	181,594,268	0	0	181,594,268	181,594,268	181,594,268	181,594,268	0	0	181,594,268				
50	TOTAL (Dth)		426,639,179	93,904,457	71,212,879	112,707,505	70,738,213	350,485,704	426,639,179	987,999,463	263,786,105	210,454,987	241,628,285	199,236,393	759,289,153	987,999,463
51	Fuel and L&U %			0.21%	1.06%	2.16%	2.76%	0.66%	0.16%		0.51%	1.33%	2.49%	2.31%	0.41%	-0.16%
52	Fuel and L&U Retained by Rate Segment															
53	Unadjusted Fuel and L&U Retained		8,334,741	197,199	754,857	2,434,482	1,952,375	2,313,206	682,623	16,295,552	1,345,309	2,799,051	6,016,544	4,602,361	3,113,086	-1,580,799
54	Adjustments															0
55	SE-SE (L&U)		0							0	0					
56	SE-ML2		(20,309)			(20,309)				(69,560)			(69,560)			
57	ML2-ML2		(1,439)			(1,439)				(11,869)			(11,869)			
58	ML3-ML3		(12,560)			(12,560)				(130,969)			(130,969)			
59	ML3-ML6		0			0				0			0			
60	ML3-ML7		(124,110)			(124,110)				(416,517)			(416,517)			
61	SW-ML5		(5,111)			(5,111)				(17,497)			(17,497)			
62	ML5-ML5		0			0				0			0			
63	ML6-ML3		0			0				0			0			
64	ML6-ML6		0			0				(169)			(169)			
65	ML6-ML7		(364)			(364)				(2,044)			(2,044)			
66	Total Fuel and L&U Retained (Dth)		8,170,849	197,199	754,857	2,276,065	1,946,900	2,313,206	682,623	15,646,927	1,345,309	2,799,051	5,387,629	4,582,651	3,113,086	-1,580,799
67	Total Fuel and L&U Retained (Mcf)		7,979,345	192,578	737,165	2,222,719	1,901,270	2,258,990	666,624	15,280,202	1,313,778	2,733,449	5,261,356	4,475,245	3,040,123	-1,543,749
68	CenterPoint Reallocation					243,295	(243,295)						572,673	(572,673)		
69	Adjusted Total Fuel and L&U Retained (Mcf)		7,979,345	192,578	737,165	2,466,014	1,657,975	2,258,990	666,624	15,280,202	1,313,778	2,733,449	5,834,029	3,902,573	3,040,123	(1,543,749)

SE AREA		SW AREA	MAINLINE AREA				NORTH	L&U
SE	SW	SE LEG	ML-2	ML-3	ML-5	ML-6	ML-7	L&U
0.21%	1.06%	2.16%			2.76%			0.16%
0.21%	1.06%	55%	1.18%	0.98%	1.04%	1.72%	0.66%	0.16%

SE AREA		SW AREA	MAINLINE AREA				NORTH	L&U
SE	SW	SE LEG	ML-2	ML-3	ML-5	ML-6	ML-7	L&U
0.51%	1.33%	2.49%			2.31%			0.41%
0.51%	1.33%	55%	1.13%	1.33%	1.36%	1.13%	0.87%	0.16%

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

<b>To</b>		<b>Southeast</b>			<b>Southwest</b>			
<b>From</b>	<b>Southeast Area SE</b>	<b>Southern ML-2</b>	<b>Central ML-3</b>	<b>Southwest Area SW</b>	<b>Southern ML-5</b>	<b>Central ML-6</b>	<b>Northern ML-7</b>	
<b>Southeast Area SE</b>	SEA \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWC-SWS 0 + 0 + 0 + 0.0006 - 0 - 0 = \$0.0006	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0006 - 0 = \$0.0006	SEA+SES+SEC+N 0 + 0 0 + 0.0006 = \$0.0006	SEA+SES+SEC+N 0 + 0 = 0 + 0.0006 = \$0.0006	
<b>Southeast Southern ML-2</b>	Complete Backhaul No Charge	SES \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0006 + - 0 - 0 = \$0.0006	SES+SEC+N-SWC 0 + 0 0.0006 - 0 = \$0.0006	SES+SEC+N 0 + 0 + 0.0006 = \$0.0006	SES+SEC+N 0 + 0 + 0.0006 = \$0.0006	
<b>Southeast Central ML-3</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC \$0.0000	SEC+N-SWC-SWS 0 + 0.0006 0 - 0 = \$0.0006	SEC+N-SWC 0 + 0.0006 - 0 = \$0.0006	SEC+N 0 + 0.0006 = \$0.0006	SEC+N 0 + 0.0006 = \$0.0006	
<b>Southwest Area SW</b>	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0006 - 0 - 0 = \$0.0006	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0006 - 0 = \$0.0006	SWA+SWS+SWC+N 0 + 0 0 + 0.0006 = \$0.0006	SWA \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0006 = \$0.0006	
<b>Southwest Southern ML-5</b>	SWS+SWC+N-SEC-SES 0 + 0 + 0.0006 - 0 - 0 = \$0.0006	SWS+SWC+N-SEC 0 + 0 0.0006 - 0 = \$0.0006	SWS+SWC+N 0 + 0 + 0.0006 = \$0.0006	Complete Backhaul No Charge	SWS \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0006 = \$0.0006	
<b>Southwest Central ML-6</b>	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0006 - 0 = \$0.0006	SWC+N 0 + 0.0006 = \$0.0006	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC \$0.0000	SWC + N 0 + 0.0006 = \$0.0006	
<b>Northern Segment ML-7</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0006	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0006	N \$0.0006	

ANR PIPELINE COMPANY  
COMPARISON OF TRANSPORTATION EPC CHARGE BY ROUTE

FROM	Southeast Area SE			Southeast Southern ML-2			Central ML-3			Southwest Area SW			Southwest Southern ML-5			Central ML-6			Northern ML-7		
	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
Southeast Area SE	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001
Southwest Area SW	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0005	\$0.0001
Southwest Southern ML-5	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0005	\$0.0001
Southwest Central ML-6	-----			\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0005	\$0.0001
Northern Segment ML-7	-----			-----			\$0.0006	\$0.0005	\$0.0001	-----			-----			\$0.0006	\$0.0005	\$0.0001	\$0.0006	\$0.0005	\$0.0001

**ANR PIPELINE COMPANY**  
**Derivation of Transportation EPC Charge by Area and Segment**  
**2012**

Line No.		<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
		<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	(Co. 7)
1	THROUGHPUT						
2	Bcf (1)	344.2	264.3	369.1	220.6	1063.3	
3	MMDth (1)	352.4	270.6	378.0	225.9	1088.8	
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 624,530	\$ 624,530
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00057</u>	
6	(OVER)/UNDER RECOVERIES, \$ (Line 14)	\$ -	\$ -	\$ -	\$ -	\$ 32,429	\$ 32,429
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00003</u>	
8	<b>TRANSPORTATION EPC CHARGE, \$/Dth - (5)</b>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0006</u>	<u>\$ 656,959</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

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

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

	<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
	<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	
9	Deferred Balance - January 1, 2012 (7)	\$ -	\$ -	\$ -	\$ 629,781	\$ 629,781
10	Less: Transporter's EPC Collected (8)	-	-	-	614,103	614,103
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ 15,678	\$ 15,678
13	Interest (9)	-	-	-	16,751	16,751
14	(Over)/Under Recoveries Including Interest	\$ -	\$ -	\$ -	\$ 32,429	\$ 32,429

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.024 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/12 - 12/31/12. Refer to Attachment 2, Page 4 of 5.
- (3) Current EPC Charge = Line 4 ÷ Line 3.
- (4) Annual EPC Charge Adjustment = Line 6 ÷ Line 3.
- (5) EPC Charge = (Line 4 + Line 6) / Line 3.
- (6) The SEML and SWML have no electric compressor stations.
- (7) Deferred Balance at January 1, 2012 per RP12-442-000, Attachment 2, Page 3 of 5 - line 8.
- (8) Refer to Attachment 2, Page 4 of 5.
- (9) Refer to Attachment 2, Page 5 of 5.

**ANR Pipeline Company  
Transportation Electric Power Costs by Segment  
2012**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			(1)	Total
				Southeast Leg	Southwest Leg	Northern Segment		
1	January	-	-	-	-	\$ 107,287	\$ 107,287	
2	February	-	-	-	-	21,682	21,682	
3	March	-	-	-	-	12,381	12,381	
4	April	-	-	-	-	11,811	11,811	
5	May	-	-	-	-	12,050	12,050	
6	June	-	-	-	-	12,079	12,079	
7	July	-	-	-	-	11,734	11,734	
8	August	-	-	-	-	11,913	11,913	
9	September	-	-	-	-	11,386	11,386	
10	October	-	-	-	-	78,855	78,855	
11	November	-	-	-	-	194,258	194,258	
12	December	-	-	-	-	139,094	139,094	
13	Total	-	-	-	-	<u>\$ 624,530</u>	<u>\$ 624,530</u>	

**Transportation EPC Collected by Segment  
2012**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			Total
				Southeast Leg	Southwest Leg	Northern Segment	
14	January	-	-	-	-	\$ 82,762	\$ 82,762
15	February	-	-	-	-	78,195	78,195
16	March	-	-	-	-	78,002	78,002
17	April	-	-	-	-	42,957	42,957
18	May	-	-	-	-	39,309	39,309
19	June	-	-	-	-	35,747	35,747
20	July	-	-	-	-	38,719	38,719
21	August	-	-	-	-	35,619	35,619
22	September	-	-	-	-	35,308	35,308
23	October	-	-	-	-	39,588	39,588
24	November	-	-	-	-	51,840	51,840
25	December	-	-	-	-	56,057	56,057
26	Total	-	-	-	-	<u>\$ 614,103</u>	<u>\$ 614,103</u>

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



**ANR PIPELINE COMPANY  
Transportation EPC  
Interest Calculation**

<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, 2012	\$ 629,781	(6)	\$ 107,287	\$ 82,762	\$ 654,306	0.2600%	\$ 1,637	\$ 20	\$ 1,657
2	March	654,306		21,682	78,195	597,793	0.2800%	1,832	\$ (56)	1,776
3	April	597,793	3,433	12,381	78,002	535,605	0.2700%	1,623	\$ (59)	1,564
4	May	535,605		11,811	42,957	504,459	0.2800%	1,500	\$ (31)	1,469
5	June	504,459		12,050	39,309	477,200	0.2700%	1,362	\$ (25)	1,337
6	July	477,200	4,370	12,079	35,747	457,902	0.2800%	1,348	\$ (23)	1,325
7	August	457,902		11,734	38,719	430,917	0.2800%	1,282	\$ (27)	1,255
8	September	430,917		11,913	35,619	407,211	0.2700%	1,163	\$ (21)	1,142
9	October	407,211	3,722	11,386	35,308	387,011	0.2800%	1,151	\$ (24)	1,127
10	November	387,011		78,855	39,588	426,278	0.2700%	1,045	\$ 35	1,080
11	December	426,278		194,258	51,840	568,696	0.2800%	1,194	\$ 141	1,335
12	January, 2013	568,696	3,542	139,094	56,057	655,275	0.2800%	1,602	\$ 82	1,684
13	Total			<u>\$ 624,530</u>	<u>\$ 614,103</u>			<u>\$ 16,739</u>	<u>\$ 13</u>	<u>\$ 16,751</u>

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

ANR PIPELINE COMPANY  
Derivation of Storage EPC Charge  
2012

<u>Line No.</u>		<u>Storage EPC Charge</u> (1)
	<u>Storage Gas Injected (Transactional Throughput)</u>	
1	Bcf (2)	112.74
2	MMDth (2)	115.45
	<u>Current EPC Charge</u>	
3	Electric Power Costs, \$ (3)	\$ 1,449,303
4	Current EPC Charge, \$/Dth (4)	\$0.0126
	<u>EPC Charge Adjustment</u>	
5	(Over)/Under Recoveries, \$ (Line 14)	\$ 60,358
6	Annual EPC Charge Adjustment, \$/Dth (5)	\$0.0005
7	<b>Storage EPC Charge, \$/Dth (6)</b>	<b>\$0.0131</b>

	<u>Derivation of EPC (Over)Under Recoveries</u>
8	Deferred Balance - December 31, 2011 (7) \$ (434,278)
9	Actual Electric Power Costs - 2012 (Attach 3, Pg 2 of 3) 1,449,303
10	Total \$ 1,015,025
11	Transporter's EPC Collected - 2012 (Attach 3, Pg 2 of 3) 948,481
12	Total (Over)/Under Recoveries \$ 66,544
13	Interest (8) (6,186)
14	Deferred Balance - December 31, 2012 \$ 60,358

(1) ANR's general system Storage EPC Charge became effective on August 1, 2010, pursuant to orders issued in Docket No. RP09-428-000, *et al.*, on July 1, 2010, and Docket No. RP10-977-000 on August 9, 2010 in which the Commission approved the inclusion of Cold Springs 1 facility fuel costs in ANR's general system storage fuel rates.

(2) Refer to Attachment 1, Page 10 of 15, Footnote (1). Conversion factor of 1.024 Dth/Mcf.

(3) Refer to Attachment 3, Page 2 of 3, Line 13.

(4) Current EPC Charge = Line 3 ÷ Line 2.

(5) Annual EPC Charge Adjustment = Line 5 ÷ Line 2.

(6) EPC Charge = (Line 3 + Line 5) / Line 2.

(7) Deferred balance per Docket No. RP12-442-000, filed March 1, 2012(see Attachment 3, Page 1 of 3, Line 14).

(8) Refer to Attachment 3, Page 3 of 3, for the interest calculation.

ANR Pipeline Company  
Storage EPC  
2012

**Electric Power Costs**

<u>Line No.</u>	<u>Production Month</u>	<u>Amount</u>
1	January	\$ 47,511
2	February	46,179
3	March	44,725
4	April	158,537
5	May	224,311
6	June	195,146
7	July	214,311
8	August	205,460
9	September	150,134
10	October	83,741
11	November	36,436
12	December	42,812
13	Total	<u>\$ 1,449,303</u>

**Storage EPC Collected**

	<u>Production Month</u>	<u>Amount</u>
14	January	\$ 31,082
15	February	29,502
16	March	68,380
17	April	97,961
18	May	126,836
19	June	119,190
20	July	105,737
21	August	110,589
22	September	102,787
23	October	84,310
24	November	35,992
25	December	36,115
26	Total	<u>\$ 948,481</u>
27	Net (Over)Under Recovery (Line 13 - Line 26)	<u>\$ 500,822</u>

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

ANR PIPELINE COMPANY  
Storage EPC  
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	Prior Month Interest Base (Col. 5) (Col. 1)	(1) Quarterly Interest (Col. 2)	(2) Electric Power Costs (Col. 3)	(3) Storage EPC (Col. 4)	Current Month Interest Base (Col. 1+2+3-4) (Col. 5)	(4) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2012	\$ (434,278) (6)		\$ 47,511	\$ 31,082	\$ (417,849)	0.2600%	\$ (1,129)	\$ 13	\$ (1,116)
2	March	(417,849)		46,179	29,502	(401,172)	0.2800%	(1,170)	\$ 17	(1,153)
1	April	(401,172)	(2,269)	44,725	68,380	(427,096)	0.2700%	(1,089)	\$ (21)	(1,110)
2	May	(427,096)		158,537	97,961	(366,520)	0.2800%	(1,196)	\$ 60	(1,136)
3	June	(366,520)		224,311	126,836	(269,045)	0.2700%	(990)	\$ 88	(902)
4	July	(269,045)	(3,148)	195,146	119,190	(196,237)	0.2800%	(762)	\$ 75	(687)
5	August	(196,237)		214,311	105,737	(87,663)	0.2800%	(549)	\$ 107	(442)
6	September	(87,663)		205,460	110,589	7,208	0.2700%	(237)	\$ 85	(152)
7	October	7,208	(1,281)	150,134	102,787	53,274	0.2800%	17	\$ 47	64
8	November	53,274		83,741	84,310	52,705	0.2700%	144	\$ (1)	143
9	December	52,705		36,436	35,992	53,149	0.2800%	148	\$ 0	148
10	January, 2013	53,149	355	42,812	36,115	60,201	0.2800%	150	\$ 7	157
11	Total			<u>\$ 1,449,303</u>	<u>\$ 948,481</u>			<u>\$ (6,663)</u>	<u>\$ 477</u>	<u>\$ (6,186)</u>

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

ANR PIPELINE COMPANY  
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2  
2012

<u>Line No.</u>	<u>2012 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2011 Dth</u> (B) (Col. 2)	<u>Dec. 2012 Dth</u> (C) (Col. 3)	<u>2012 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2012 Fuel Filing Mcf</u> (Col. 5)
1 Company Use	19,452,841 (1)	2,119,324	1,828,494	19,162,011 (3)	18,722,000 (5)
2 L&U	678,262 (2)	(142,916)	314,350	1,135,528 (4)	1,109,000 (6)

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

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

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

(4) L&U from Attachment 1, Page 4, Line 1 converted to Dth using a 1.024 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (18.252 + 0.470 = 18.722). Additionally, see Company Use of Gas reports included in Appendix C.

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

**ANR PIPELINE COMPANY**  
**RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2**  
**2012**

<u>Line No.</u>	<u>2012 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2011 \$ (B) (Col. 2)</u>	<u>Dec. 2012 \$ (C) (Col. 3)</u>	<u>2012 Electric Power \$ (A) - (B) + (C) (Col. 4)</u>
1 Weyauwega, WI	554,429 (1)	68,994	139,095	624,530 (2)
2 Fuel Tracker Electric	557,171 (3)	0	83,037	640,208 (4)

(1) FORM 2 Page 323, Account 855

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

(3) FORM 2 Page 232, Account 182.3

(4) Derivation of EPC Charge, excluding interest, Attachment 2, Page 3 (Line 4 + Line 6 - Line 13)

**ANR PIPELINE COMPANY  
STORAGE  
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2  
2012**

<u>Line No.</u>	<u>2012 FORM 2 \$ ( A ) (Col. 1)</u>	<u>Dec. 2011 \$ ( B ) (Col. 2)</u>	<u>Dec. 2012 \$ ( C ) (Col. 3)</u>	<u>2012 Fuel Filing \$ ( A ) - ( B ) + ( C ) (Col. 4)</u>	<u>2012 Fuel Filing \$ (Col. 5)</u>
1 Cold Springs 1, MI	1,447,040	40,549	42,812	1,449,303 (1)	
2 Fuel Tracker - Electric	59,846 (2)	0	6,698	66,544 (3)	

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

(2) FORM 2 Page 232, Account 182.3

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