



February 29, 2016

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

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

John A. Roscher
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RE: ANR Pipeline Company
Re-determination of Transporter's Use (%) and EPC Charges
Docket No. RP16-_____ - _____

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,¹ ANR Pipeline Company ("ANR") submits for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), the tariff sections included as Appendix A-1. This tariff filing is being submitted to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the General Terms & Conditions ("GT&C") of ANR's Tariff.² ANR respectfully requests that the Commission accept the tariff sections included as Appendix A-1 to become effective April 1, 2016.

Correspondence

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

¹ 18 C.F.R. Part 154 (2016).

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

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Statement of Nature, Reasons and Basis for Proposed Changes

In order to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the GT&C of ANR's Tariff, ANR is proposing revisions to its general system Transporters Use (%)s and EPC Charges for its transportation and storage services. Additionally, ANR is proposing a revision to its incremental Sulphur Springs Transporter's Use (%). Such revisions are further described below and supported by workpapers included as 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 charges³ on the monthly net over- and under-collection activity.

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

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

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

The incremental Transporter's Use (%) for transportation services provided at ANR's Sulphur Springs compressor station located near Sulphur Springs, Indiana,⁴ is comprised of: (i) the current fuel percentage of 0.97%, which ANR proposes remain unchanged from the fuel rate accepted by the Commission and made effective November 1, 2015⁵ (as two months of actual fuel-use experience is inadequate for purposes of re-determining the current portion of the fuel charge for the upcoming year); and (ii) a volumetric true-up of over- and under-collections for the period November through December 2015.

⁴ On December 2, 2014, in Docket No. CP14-514-000, the Commission approved ANR's certificate application to construct a 10,915 horsepower compressor unit at ANR's Sulphur Springs Compressor Station in order to provide an additional 133,643 Dth/day of firm transportation service on ANR's Lebanon Lateral, located within ANR's Southeast Central segment ("ML-3"). See *ANR Pipeline Company*, 149 FERC 61,197 (2014). The certificate order required that ANR charge an incremental fuel rate to those "project shippers" subscribing to the capacity created by the project and required ANR to separately identify the incremental fuel associated with the Sulphur Springs project (as reflected herein as Attachment 5).

⁵ *ANR Pipeline Company*, 153 FERC 61,078 (2015). On September 4, 2015, in Docket No. RP15-1257-000, ANR submitted a compliance filing to add the incremental Sulphur Springs Transporter's Use (%) of 1.30% to its Tariff, consisting of a projected fuel rate of 0.97% and an L&U charge of 0.33% (as determined in ANR's 2015 fuel filing in Docket No. RP15-533-001). This fuel charge would be assessed only to the project shippers entering ANR's system at Sulphur Springs and no additional fuel charge would be assessed to the project shippers for services provided solely within ML-3. However, the project shippers would be assessed a fuel charge for each additional zone traversed outside ML-3, consistent with the methodology set forth in ANR's fuel matrix (see Attachment 1, Page 1). On October 22, 2015, the Commission conditionally accepted the filing to be effective November 1, 2015, the in-service date of the facility.

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, the EPC Charge for storage, and the incremental Sulphur Springs Transporter's Use (%) matrix are provided in the instant filing (Appendix B, Attachments 1, 2, 3, and 5). In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting a reconciliation of the fuel and electric power cost data used in this filing with the data to be included in its upcoming Form No. 2 filing (Appendix B, Attachment 4). Finally, detailed workpapers which provide monthly support for company use gas volumes, electric power costs incurred, and the volume of gas retained by ANR from its customers are also included herein (Appendices C-1 and C-2).

Motion to Place Tariff into Effect

ANR respectfully requests that the proposed tariff sections included as Appendix A-1 be accepted without addition, modification, or deletion and be placed into effect on April 1, 2016. Apart from the foregoing, ANR reserves its right under Section 154.7(a) to file a motion to place the proposed revised tariff sheets into effect at the end of any suspension period ordered by the Commission.

Other Filings Which May Affect this Proceeding

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

Material Enclosed

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

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

- 4) Summary level workpapers in support of the proposed changes (Appendix B); and
- 5) Detailed level workpapers in support of the proposed changes (Appendices C-1 and C-2).

Certificate of Service

As required by Section 154.7(b) and 154.208 of the Commission's regulations, copies of this filing are being served on all of ANR's existing customers and upon 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, Tariffs, and Certificates

Enclosures

Appendix A-1

Clean Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.7.0.0
4.19	Statement of Rates, EPC Charge	v.6.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.7.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
-----		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:								

SOUTHEAST AREA (SE)		0.51	0.76	0.96	0.00	0.37	1.59	1.59
S.E. SOUTHERN SEGMENT (ML-2)		--	0.46	0.66	0.00	0.07	1.29	1.29
S.E. CENTRAL SEGMENT (ML-3)		--	--	0.41	0.00	0.00	1.04	1.04
SOUTHWEST AREA (SW)		3.25	3.50	3.70	1.12	1.85	3.07	3.70
S.W. SOUTHERN SEGMENT (ML-5)		2.34	2.59	2.79	--	0.94	2.16	2.79
S.W. CENTRAL SEGMENT (ML-6)		--	1.86	2.06	--	--	1.43	2.06
NORTHERN SEGMENT (ML-7)		--	--	0.84	--	--	0.84	0.84

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): 0.95%.
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: 0.21%.

2. Incremental Transporter's Use (%) for the Sulphur Springs Compression Station:

		(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:								

SULPHUR SPRINGS (ML-3)		1.14	1.14	1.14	1.14	1.14	1.77	1.77

NOTES:

1. Pursuant to Commission Orders issued in Docket No. CP14-514, Shippers subscribing to capacity created by the Sulphur Springs Compression Station Project ("Project Shippers") shall be charged an incremental Transporter's Use (%).
2. (a) For forward haul service outside of ML-3, Project Shippers shall pay a Transporter's Use (%) inclusive of fuel charges for all segments traversed.
 (b) Project Shippers shall pay no additional fuel charge for backhaul service to ML-2 or the Southeast Area, or for services performed within any Hub.
3. 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 ANR's system map in Section 3.

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	\$0.0012	\$0.0012	\$0.0012	\$0.0012
	S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0012	\$0.0012	\$0.0012	\$0.0012
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0012	\$0.0012	\$0.0012	\$0.0012
	SOUTHWEST AREA (SW)	\$0.0012	\$0.0012	\$0.0012	\$0.0000	\$0.0000	\$0.0000	\$0.0012
	S.W. SOUTHERN SEGMENT (ML-5)	\$0.0012	\$0.0012	\$0.0012	--	\$0.0000	\$0.0000	\$0.0012
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0012	\$0.0012	--	--	\$0.0000	\$0.0012
	NORTHERN SEGMENT (ML-7)	--	--	\$0.0012	--	--	\$0.0012	\$0.0012

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 \$0.0095.

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 0.21% 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 0.21% 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.7.0.0
4.19	Statement of Rates, EPC Charge	v.6.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.7.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:	FROM:	S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
	SOUTHEAST AREA (SE)	0.501	1.060.76	1.520.96	0.2900	1.050.37	2.321.59	2.321.59
	S.E. SOUTHERN SEGMENT (ML-2)	--	0.8946	1.350.66	0.1200	0.8807	2.151.29	2.151.29
	S.E. CENTRAL SEGMENT (ML-3)	--	--	0.7941	0.00	0.3200	1.5904	1.5904
	SOUTHWEST AREA (SW)	3.1125	3.6750	4.133.70	1.3012	2.061.85	3.3307	4.133.70
	S.W. SOUTHERN SEGMENT (ML-5)	2.1434	2.7059	3.162.79	--	1.090.94	2.3616	3.162.79
	S.W. CENTRAL SEGMENT (ML-6)	--	1.9486	2.4006	--	--	1.6043	2.4006
	NORTHERN SEGMENT (ML-7)	--	--	1.130.84	--	--	1.130.84	1.130.84

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): ~~0.8595~~%.
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: ~~0.3321~~%.

2. Incremental Transporter's Use (%) for the Sulphur Springs Compression Station:

		(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:								

	SULPHUR SPRINGS (ML-3)	1.3014	1.3014	1.3014	1.3014	1.3014	2.101.77	2.101.77

NOTES:

1. Pursuant to Commission Orders issued in Docket No. CP14-514, Shippers subscribing to capacity created by the Sulphur Springs Compression Station Project ("Project Shippers") shall be charged an incremental Transporter's Use (%).
2. (a) For forward haul service outside of ML-3, Project Shippers shall pay a Transporter's Use (%) inclusive of fuel charges for all segments traversed.
 (b) Project Shippers shall pay no additional fuel charge for backhaul service to ML-2 or the Southeast Area, or for services performed within any Hub.
3. 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 ANR's system map in Section 3.

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	\$0.0010 2	\$0.0010 2	\$0.0010 2	\$0.0010 2
	S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0010 2	\$0.0010 2	\$0.0010 2	\$0.0010 2
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0010 2	\$0.0010 2	\$0.0010 2	\$0.0010 2
	SOUTHWEST AREA (SW)	\$0.0010 2	\$0.0010 2	\$0.0010 2	\$0.0000	\$0.0000	\$0.0000	\$0.0010 2
	S.W. SOUTHERN SEGMENT (ML-5)	\$0.0010 2	\$0.0010 2	\$0.0010 2	--	\$0.0000	\$0.0000	\$0.0010 2
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0010 2	\$0.0010 2	--	--	\$0.0000	\$0.0010 2
	NORTHERN SEGMENT (ML-7)	--	--	\$0.0010 2	--	--	\$0.0010 2	\$0.0010 2

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 \$0.00~~1995~~.

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.~~33~~21% 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.~~33~~21% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

Appendix B

Summary Workpapers

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

<u>To</u>		Southeast			Southwest			
<u>From</u>	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
	Southeast Area SE	SEA + LU 0.3 + 0.21 = 0.51	SEA + SES + LU 0.3 + 0.25 + 0.21 = 0.76	SEA + SES SEC + LU 0.3 + 0.25 0.2 + 0.21 = 0.96	SEA+SES+SEC+N -SWC-SWS+LU 0.3 + 0.25 + 0.2 + 0.63-1.22-0.73+0.21 = 0.00	SEA+SES+SEC+N -SWC+LU 0.3+0.25+0.2+ 0.63 - 1.22 + 0.21 = 0.37	SEA+SES+SEC+ N + LU 0.3+0.25+0.2+ 0.63+0.21 = 1.59	SEA+SES+SEC+ N + LU 0.3+0.25+0.2+ 0.63+0.21 = 1.59
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU 0.25 + 0.21 = 0.46	SES + SEC + LU 0.25 + 0.2 + 0.21 = 0.66	SES+SEC+N -SWC-SWS+LU 0.25 + 0.2 + 0.63-1.22-0.73+0.21 = 0.00	SES+SEC+N -SWC+LU 0.25 + 0.2 + 0.63 - 1.22 + 0.21 = 0.07	SES+SEC N + LU 0.25 + 0.2 + 0.63 + 0.21 = 1.29	SES+SEC N + LU 0.25 + 0.2 + 0.63 + 0.21 = 1.29	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 0.2 + 0.21 = 0.41	SEC + N -SWC-SWS+LU 0.2 + 0.63 - 1.22 - 0.73 + 0.21 = 0.00	SEC + N - SWC + LU 0.2 + 0.63 - 1.22 + 0.21 = 0.00	SEC + N + LU 0.2 + 0.63 + 0.21 = 1.04	SEC + N + LU 0.2 + 0.63 + 0.21 = 1.04	
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU 0.91 + 0.73+1.22+ 0.63-0.2-0.25+0.21 = 3.25	SWA+SWS+SWC+ N-SEC+LU 0.91 + 0.73+1.22+ 0.63-0.2+0.21 = 3.50	SWA+SWS+SWC+ N+LU 0.91 + 0.73+1.22+ 0.63 + 0.21 = 3.70	SWA + LU 0.91 + 0.21 = 1.12	SWA + SWS + LU 0.91 + 0.73 + 0.21 = 1.85	SWA+SWS+SWC + LU 0.91 + 0.73 + 1.22 + + 0.21 = 3.07	SWA+SWS+SWC+ N+LU 0.91 + 0.73 + 1.22 + 0.63 + 0.21 = 3.70	
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU 0.73+1.22+ 0.63-0.2-0.25+0.21 = 2.34	SWS+SWC+ N-SEC+LU 0.73 + 1.22 + 0.63 - 0.2 + 0.21 = 2.59	SWS+SWC+ N+LU 0.73 + 1.22 + 0.63 + 0.21 = 2.79	Complete Backhaul No Charge	SWS + LU 0.73 + 0.21 = 0.94	SWS+SWC+LU 0.73 + 1.22 + 0.21 = 2.16	SWS+SWC+ N+LU 0.73 + 1.22 + 0.63 + 0.21 = 2.79	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU 1.22 + 0.63 - 0.2 + 0.21 = 1.86	SWC + N + LU 1.22 + 0.63 + 0.21 = 2.06	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 1.22 + 0.21 = 1.43	SWC + N + LU 1.22 + 0.63 + 0.21 = 2.06	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.63 + 0.21 = 0.84	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.63 + 0.21 = 0.84	N + LU 0.63 + 0.21 = 0.84	

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	0.51	0.50	0.01	0.76	1.06	-0.30	0.96	1.52	-0.56	0.00	0.29	-0.29	0.37	1.05	-0.68	1.59	2.32	-0.73	1.59	2.32	-0.73
Southeast Southern ML-2	-----			0.46	0.89	-0.43	0.66	1.35	-0.69	0.00	0.12	-0.12	0.07	0.88	-0.81	1.29	2.15	-0.86	1.29	2.15	-0.86
Southeast Central ML-3	-----			-----			0.41	0.79	-0.38	0.00	0.00	0.00	0.00	0.32	-0.32	1.04	1.59	-0.55	1.04	1.59	-0.55
Southwest Area SW	3.25	3.11	0.14	3.50	3.67	-0.17	3.70	4.13	-0.43	1.12	1.30	-0.18	1.85	2.06	-0.21	3.07	3.33	-0.26	3.70	4.13	-0.43
Southwest Southern ML-5	2.34	2.14	0.20	2.59	2.70	-0.11	2.79	3.16	-0.37	-----			0.94	1.09	-0.15	2.16	2.36	-0.20	2.79	3.16	-0.37
Southwest Central ML-6	-----			1.86	1.94	-0.08	2.06	2.40	-0.34	-----			-----			1.43	1.60	-0.17	2.06	2.40	-0.34
Northern Segment ML-7	-----			-----			0.84	1.13	-0.29	-----			-----			0.84	1.13	-0.29	0.84	1.13	-0.29

Storage	0.95	0.85	0.10
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L & U	0.21	0.33	-0.12
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ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Transportation by Area and Segment
Volumes Reported in Bcf
2015

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	144.7 (1)	198.2	232.3	431.5	214.1	1120.8	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	0.472	2.254	2.526	4.395	4.422	14.069
3	858 ACCOUNT	0.000	0.000	0.000	0.369	0.000	1.925	2.294
4	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.084</u>	<u>0.084</u>
5	TOTAL FUEL	<u>0.000</u>	<u>0.472</u>	<u>2.254</u>	<u>2.895</u>	<u>4.395</u>	<u>6.431</u>	<u>16.447</u>
6	THROUGHPUT	144.70	198.20	232.30	431.50	214.10	1120.80	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	<u>0.00%</u>	<u>0.24%</u>	<u>0.96%</u>	<u>0.67%</u>	<u>2.01%</u>	<u>0.57%</u>	
8	(OVER)/UNDER RECOVERIES (5)	0.000	0.115	(0.107)	(0.945)	(0.124)	0.721	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>	<u>0.06%</u>	<u>-0.05%</u>	<u>-0.22%</u>	<u>-0.06%</u>	<u>0.06%</u>	
10	TRANSPORTER'S USE (%) - FUEL (6)	<u>0.00%</u>	<u>0.30%</u>	<u>0.91%</u>	<u>0.45%</u>	<u>1.95%</u>	<u>0.63%</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.25%	(2)	0.73%	(3)
CENTRAL	0.20%	(2)	1.22%	(3)
TOTAL	0.45%		1.95%	

- (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 0.45% = 0.25%). Central has 5 stations (5/11 x 0.45% = 0.2%).
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.95% = 0.73%). Central has 5 stations (5/8 x 1.95% = 1.22%).
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2015; 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
2015

<u>Line No.</u>		
1	L&U	3,299
2	THROUGHPUT (1)	1,416
3	CURRENT TRANSPORTER'S USE (%) - L&U (2)	<u>0.23%</u>
4	(OVER)/UNDER RECOVERIES (3)	(0.243)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (3)	<u>-0.02%</u>
6	TRANSPORTER'S USE (%) - L&U (4)	<u>0.21%</u>

- (1) Throughput is inclusive of Sulphur Springs. See Attachment 5, Page 2 of 3.
(2) $L\&U \text{ Percentage} = 1 - \frac{\text{Throughput}}{L\&U + \text{Throughput}}$
(3) (Over)/under recoveries for the period Jan 1 - Dec 31, 2015; Refer to Attachment 1, Page 7 of 15.
 $L\&U \text{ Percentage} = 1 - \frac{\text{Throughput}}{\text{Previous Year's (O)/U Recoveries} + \text{Throughput}}$.
(4) 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
2015

<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	Enable Gas Transmission, LLC (1)	SEML	11.552	0.369
2	Great Lakes Gas Transmission L.P.	NORTH	40.331	0.193
3	DTE Gas Company	NORTH	104.545	1.732
4	Total			<u><u>2.294</u></u>

(1) Previously CenterPoint Energy Company

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Storage
Volumes Reported in Bcf
2015

<u>Line No.</u>		<u>Storage Transporter's Use (%) (1)</u>
<u>INJECTION COMPANY USE</u>		
1	ANRPL STORAGE AREA	0.754
2	STORAGE FUEL REIMBURSED TO OTHERS (2)	<u>0.927</u>
3	GROSS STORAGE CO USE	1.681
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)	0.084
6	NET COMPANY USE FOR STORAGE	<u>1.597</u>
7	<u>STORAGE GAS INJECTED</u>	
8	TOTAL STORAGE GAS INJECTED	184.64
9	LESS: SYSTEM BALANCING VOLUME	9.60
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>175.05</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (4)	<u>0.90%</u>
12	(OVER)/UNDER RECOVERIES (5)	0.083
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.05%</u>
14	TRANSPORTER'S USE (%) - STORAGE	<u>0.95%</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	0.277
Blue Lake	<u>0.650</u>
Total	0.927

(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, 2015; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]
Refer to Attachment 1, Page 7 of 15.

(6) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Deferred Transporter's Use Account
Volumes Reported in Bcf
Jan 1 - Dec 31, 2015

Line No.		MAINLINE AREA					TRANSMISSION		TOTAL TRANS. (Co. 8)	STORAGE (Co. 9)	TOTAL (Co. 10)
		SE AREA	SW AREA	SOUTHEAST	SOUTHWEST	NORTHERN	FUEL	L&U			
		TRANSMISSION (Col. 1)	TRANSMISSION (Col. 2)	LEG (Col. 3)	LEG (Col. 4)	SEGMENT (Col. 5)	(Co. 6)	(Co. 7)			
1	FUEL USE AND L&U	0.472	2.254	2.526	4.395	4.422	14.069	3.299	17.368	1.597	18.965
2	858 ACCOUNT	0.000	0.000	0.369	0.000	1.925	2.294		2.294		2.294
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.084	0.084		0.084		0.084
4	TOTAL COMPANY USE (1)	0.472	2.254	2.895	4.395	6.431	16.447	3.299	19.746	1.597	21.343
5	CURRENT TRANSPORTER'S USE (2)	0.357	2.361	3.840	4.519	5.710	16.787	3.542	20.329	1.514	21.843
6	TOTAL (OVER)/UNDER RECOVERIES	0.115	(0.107)	(0.945)	(0.124)	0.721	(0.340)	(0.243)	(0.583)	0.083	(0.500)

(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
2015

Line No.		Transportation						
		<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		0.044	0.147	0.255	0.493	0.528	0.245
2	February		0.038	0.211	0.335	0.418	0.528	(0.090)
3	March		0.038	0.212	0.277	0.436	0.450	0.350
4	April		0.037	0.172	0.150	0.310	0.387	0.655
5	May		0.038	0.185	0.179	0.290	0.372	0.251
6	June		0.040	0.194	0.151	0.393	0.304	0.402
7	July		0.042	0.171	0.120	0.325	0.271	0.157
8	August		0.041	0.202	0.163	0.321	0.299	0.088
9	September		0.038	0.195	0.191	0.314	0.338	(0.073)
10	October		0.039	0.160	0.185	0.345	0.377	0.274
11	November		0.039	0.205	0.212	0.420	0.279	0.672
12	December		0.038	0.200	0.308	0.330	0.289	0.368
13	Total	-	0.472	2.254	2.526	4.395	4.422	3.299

Line No.		Storage			Account 858			
		<u>ANR P/L Storage Area</u>	<u>Storage Fuel Reimbursed to Others</u>		<u>System Balancing</u>	<u>Enable</u>	<u>Great Lakes</u>	<u>DTE</u>
<u>ANR Storage</u>	<u>Blue Lake</u>							
14	January	-	0.009	0.051	0.002	0.076	0.020	0.065
15	February	-	0.008	0.075	-	0.069	0.035	0.080
16	March	-	0.004	0.040	-	0.076	0.024	0.046
17	April	0.075	0.046	0.062	0.038	0.074	0.015	0.128
18	May	0.098	0.043	0.077	0.032	0.074	0.014	0.219
19	June	0.108	0.030	0.064	0.002	- *	0.007	0.229
20	July	0.119	0.023	0.057	0.010	- *	0.007	0.162
21	August	0.122	0.022	0.047	-	- *	0.008	0.177
22	September	0.115	0.050	0.037	-	- *	0.024	0.256
23	October	0.117	0.038	0.074	-	- *	0.020	0.283
24	November	-	0.004	0.033	-	- *	0.009	0.058
25	December	-	-	0.033	-	- *	0.010	0.029
26	Total	0.754	0.277	0.650	0.084	0.369	0.193	1.732

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
2015

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	131,953,919	131,953,919	0	0	0	0
2	SE	ML-2	11,956,006	11,956,006	0	11,956,006	0	0
3	SE	ML-3	24,269,846	24,269,846	0	24,269,846	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	34,603	34,603	0	34,603	0	34,603
7	SE	ML-7	38,125,361	38,125,361	0	38,125,361	0	38,125,361
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	6,905,767	0	0	6,905,767	0	0
10	ML-2	ML-3	10,625,855	0	0	10,625,855	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	300,388	0	0	300,388	0	300,388
14	ML-2	ML-7	31,988,020	0	0	31,988,020	0	31,988,020
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	38,387,267	0	0	38,387,267	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	11,141	0	0	11,141	0	11,141
21	ML-3	ML-7	274,519,589	0	0	274,519,589	0	274,519,589
22	SW	SE	2,710	0	2,710	(2,710)	2,710	2,710
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	3,276,686	0	3,276,686	0	3,276,686	3,276,686
25	SW	SW	8,497,181	0	8,497,181	0	0	0
26	SW	ML-5	1,879,818	0	1,879,818	0	1,879,818	0
27	SW	ML-6	21,960,180	0	21,960,180	0	21,960,180	0
28	SW	ML-7	206,188,790	0	206,188,790	0	206,188,790	206,188,790
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	4,265	0	0	0	4,265	0
34	ML-5	ML-6	97,237	0	0	0	97,237	0
35	ML-5	ML-7	183,031	0	0	0	183,031	183,031
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	168,819	0	0	0	168,819	0
42	ML-6	ML-7	1,147,876	0	0	0	1,147,876	1,147,876
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	15,110,846	0	0	0	0	15,110,846
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	2,687,210	0	0	0	0	2,687,210
49	ML-7	ML-7	593,136,770	0	0	0	0	593,136,770
50	TOTAL (Dth)		1,423,419,181	206,339,735	241,805,365	437,121,133	234,909,412	1,166,713,021
51	TOTAL (Mcf) (1)		1,367,357,523	198,213,002	232,281,811	419,905,027	225,657,456	1,120,761,788
52	Enable Reallocation		0			11,552,000	(11,552,000)	
53	Sulphur Springs Throughput (2)		48,764,000					
54	Adjusted TOTAL Transport (Mcf) (1)		1,416,121,523	198,213,002	232,281,811	431,457,027	214,105,456	1,120,761,788

(1) Conversion Factor
(2) Refer to Attachment 5, Page 2, Line 2

1.041

ANR PIPELINE COMPANY
Fuel Percentages By Rate Route
2015

Line No.	REC-SEG	DEL-SEG	1/15-3/15 Fuel		4/15-12/15 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.45%	0.00%	0.50%	0.00%
2	SE	ML-2	1.24%	0.00%	1.06%	0.00%
3	SE	ML-3	1.89%	0.00%	1.52%	0.00%
4	SE	SW	0.43%	0.00%	0.29%	0.00%
5	SE	ML-5	1.16%	0.00%	1.05%	0.00%
6	SE	ML-6	2.37%	0.00%	2.32%	0.00%
7	SE	ML-7	2.37%	0.00%	2.32%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	1.22%	0.00%	0.89%	0.00%
10	ML-2	ML-3	1.87%	0.00%	1.35%	0.00%
11	ML-2	SW	0.41%	0.00%	0.12%	0.00%
12	ML-2	ML-5	1.14%	0.00%	0.88%	0.00%
13	ML-2	ML-6	2.35%	0.00%	2.15%	0.00%
14	ML-2	ML-7	2.35%	0.00%	2.15%	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	1.08%	0.00%	0.79%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.35%	0.00%	0.32%	0.00%
20	ML-3	ML-6	1.56%	0.00%	1.59%	0.00%
21	ML-3	ML-7	1.56%	0.00%	1.59%	0.00%
22	SW	SE	2.26%	0.00%	3.11%	0.00%
23	SW	ML-2	3.05%	0.00%	3.67%	0.00%
24	SW	ML-3	3.70%	0.00%	4.13%	0.00%
25	SW	SW	1.28%	0.00%	1.30%	0.00%
26	SW	ML-5	2.01%	0.00%	2.06%	0.00%
27	SW	ML-6	3.22%	0.00%	3.33%	0.00%
28	SW	ML-7	3.70%	0.00%	4.13%	0.00%
29	ML-5	SE	1.41%	0.00%	2.14%	0.00%
30	ML-5	ML-2	2.20%	0.00%	2.70%	0.00%
31	ML-5	ML-3	2.85%	0.00%	3.16%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	1.16%	0.00%	1.09%	0.00%
34	ML-5	ML-6	2.37%	0.00%	2.36%	0.00%
35	ML-5	ML-7	2.85%	0.00%	3.16%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.47%	0.00%	1.94%	0.00%
38	ML-6	ML-3	2.12%	0.00%	2.40%	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	1.64%	0.00%	1.60%	0.00%
42	ML-6	ML-7	2.12%	0.00%	2.40%	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	0.91%	0.00%	1.13%	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	0.91%	0.00%	1.13%	0.00%
49	ML-7	ML-7	0.91%	0.00%	1.13%	0.00%
50	STORAGE		1.07%		0.85%	

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2015

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		132,601,889	132,601,889	0	0	0	0	132,601,889		
2	SE	ML-2	12,096,317	12,096,317	0	12,096,317	0	0	12,096,317		
3	SE	ML-3	24,701,050	24,701,050	0	24,701,050	0	0	24,701,050		
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	35,443	35,443	0	35,443	0	35,443	35,443		
7	SE	ML-7	39,037,724	39,037,724	0	39,037,724	0	39,037,724	39,037,724		
8	ML-2	SE	0	0	0	0	0	0	0		
9	ML-2	ML-2	6,972,436	0	0	6,972,436	0	0	6,972,436		
10	ML-2	ML-3	10,803,948	0	0	10,803,948	0	0	10,803,948		
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	307,474	0	0	307,474	0	307,474	307,474		
14	ML-2	ML-7	32,701,031	0	0	32,701,031	0	32,701,031	32,701,031		
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	38,728,027	0	0	38,728,027	0	0	38,728,027		
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	11,321	0	0	11,321	0	11,321	11,321		
21	ML-3	ML-7	278,934,798	0	0	278,934,798	0	278,934,798	278,934,798		
22	SW	SE	2,797	0	2,797	(2,797)	2,797	2,797	2,797		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	3,410,315	0	3,410,315	0	3,410,315	3,410,315	3,410,315		
25	SW	SW	8,608,623	0	8,608,623	0	0	0	8,608,623		
26	SW	ML-5	1,919,170	0	1,919,170	0	1,919,170	0	1,919,170		
27	SW	ML-6	22,709,172	0	22,709,172	0	22,709,172	0	22,709,172		
28	SW	ML-7	214,797,302	0	214,797,302	0	214,797,302	214,797,302	214,797,302		
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	4,312	0	0	0	4,312	0	4,312		
34	ML-5	ML-6	99,592	0	0	0	99,592	0	99,592		
35	ML-5	ML-7	188,719	0	0	0	188,719	188,719	188,719		
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	171,564	0	0	0	171,564	0	171,564		
42	ML-6	ML-7	1,175,440	0	0	0	1,175,440	1,175,440	1,175,440		
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	15,261,206	0	0	0	0	15,261,206	15,261,206		
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	2,713,684	0	0	0	0	2,713,684	2,713,684		
49	ML-7	ML-7	599,396,587	0	0	0	0	599,396,587	599,396,587		
50	TOTAL (Dth)		1,447,389,941	208,472,423	251,447,379	444,326,772	244,478,383	1,187,973,841	1,447,389,941		
51	Fuel and L&U Retained by Rate Segment										
52	Unadjusted Fuel and L&U Retainec		26,067,070	256,493	2,352,598	5,062,106	4,899,866	8,245,664	5,250,345		
53	Adjustments										
54	SE-SE (L&U)		0	0	0	0	0	0	0		
54	SE-ML2		(68,405)	0	0	(68,405)	0	0	0		
55	ML2-ML2		(34,730)	0	0	(34,730)	0	0	0		
56	ML3-ML3		(244,484)	0	0	(244,484)	0	0	0		
57	ML3-ML6		(63)	0	0	(63)	0	0	0		
58	ML3-ML7		(1,714,251)	0	0	(1,714,251)	0	0	0		
59	SW-ML5		(24,154)	0	0	0	(24,154)	0	0		
60	ML5-ML-5		(55)	0	0	0	(55)	0	0		
61	ML6-ML3		0	0	0	0	0	0	0		
62	ML6-ML6		(1,304)	0	0	0	(1,304)	0	0		
63	ML6-ML7		(8,864)	0	0	0	(8,864)	0	0		
64	Total Fuel and L&U Retained (Dth)		23,970,760	256,493	2,352,598	3,000,173	4,865,489	8,245,664	5,250,345		
65	Total Fuel and L&U Retained (Mcf)		23,026,667	246,391	2,259,940	2,882,010	4,673,861	7,920,906	5,043,559		
66	Enable Reallocation		0	0	0	239,267	(239,267)	0	0		
67	Adjusted Total Fuel and L&U Retained (Mcf)		23,026,667	246,391	2,259,940	3,121,278	4,434,593	7,920,906	5,043,559		
Transporter's Use			Transportation							Storage	Total Co. Use
68	Fuel & L&U Retained by Rate Segment		23,026,667	246,391	2,259,940	3,121,278	4,434,593	7,920,906	5,043,559	1,540,973	24,567,640
69	Less: Def.Transporter's Use Bal. - 2014 (Over)/Under Rec.		2,698,999	(110,139)	(101,185)	(718,580)	(84,009)	2,211,081	1,501,831	27,156	2,726,155
70	Current Transporter's Use		20,327,668	356,530	2,361,125	3,839,858	4,518,602	5,709,825	3,541,728	1,513,817	21,841,485

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

To		Southeast			Southwest			
From	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
Southeast Area SE	SEA 0 = \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWS-SWS 0 + 0 + 0 + 0.0012 - 0 - 0 = \$0.0012	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0012 - 0 = \$0.0012	SEA+SES+SEC+N 0 + 0 0 + 0.0012 = \$0.0012	SEA+SES+SEC+N 0 + 0 = 0 + 0.0012 = \$0.0012	
Southeast Southern ML-2	Complete Backhaul No Charge	SES 0 = \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWS-SWS 0 + 0 + 0.0012 + - 0 - 0 = \$0.0012	SES+SEC+N-SWC 0 + 0 0.0012 - 0 = \$0.0012	SES+SEC+N 0 + 0 + 0.0012 = \$0.0012	SES+SEC+N 0 + 0 + 0.0012 = \$0.0012	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC 0 = \$0.0000	SEC+N-SWC-SWS 0 + 0.0012 0 - 0 = \$0.0012	SEC+N-SWC 0 + 0.0012 - 0 = \$0.0012	SEC+N 0 + 0.0012 = \$0.0012	SEC+N 0 + 0.0012 = \$0.0012	
Southwest Area SW	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0012 - 0 - 0 = \$0.0012	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0012 - 0 = \$0.0012	SWA+SWS+SWC+N 0 + 0 0 + 0.0012 = \$0.0012	SWA 0 = \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0012 = \$0.0012	
Southwest Southern ML-5	SWS+SWC+N-SEC-SES 0 + 0 + 0.0012 - 0 - 0 = \$0.0012	SWS+SWC+N-SEC 0 + 0 0.0012 - 0 = \$0.0012	SWS+SWC+N 0 + 0 + 0.0012 = \$0.0012	Complete Backhaul No Charge	SWS 0 = \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0012 = \$0.0012	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0012 - 0 = \$0.0012	SWC+N 0 + 0.0012 = \$0.0012	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC 0 = \$0.0000	SWC + N 0 + 0.0012 = \$0.0012	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0012 = \$0.0012	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0012 = \$0.0012	N 0.0012 = \$0.0012	

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	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002
Southwest Area SW	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0012	\$0.0010	\$0.0002
Southwest Southern ML-5	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0012	\$0.0010	\$0.0002
Southwest Central ML-6	-----			\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0012	\$0.0010	\$0.0002
Northern Segment ML-7	-----			-----			\$0.0012	\$0.0010	\$0.0002	-----			-----			\$0.0012	\$0.0010	\$0.0002	\$0.0012	\$0.0010	\$0.0002

ANR PIPELINE COMPANY
Derivation of Transportation EPC Charge by Area and Segment
2015

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)	198.2	232.3	431.5	214.1	1120.8	
3	MMDth (1)	206.3	241.8	449.2	222.9	1166.8	
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 1,234,188	\$ 1,234,188
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0011</u>	
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ 139,285	\$ 139,285
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0001</u>	
8	TRANSPORTATION EPC CHARGE, \$/Dth - (5)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0012</u>	<u>\$ 1,373,473</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, 2015 (7)	\$ -	\$ -	\$ -	\$ 1,182,926	\$ 1,182,926
10	Less: Transporter's EPC Collected (8)	-	-	-	1,087,232	1,087,232
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ 95,694	\$ 95,694
12	Interest (9)	-	-	-	43,591	43,591
13	(Over)/Under Recoveries Including Interest	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 139,285</u>	<u>\$ 139,285</u>

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.041 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/15 - 12/31/15. 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, 2015 per RP15-533-001, 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
2015**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			(1)	Total
				Southeast Leg	Southwest Leg	Northern Segment		
1	January	-	-	-	-	\$ 156,836	\$ 156,836	
2	February	-	-	-	-	183,175	183,175	
3	March	-	-	-	-	189,995	189,995	
4	April	-	-	-	-	125,423	125,423	
5	May	-	-	-	-	86,681	86,681	
6	June	-	-	-	-	13,267	13,267	
7	July	-	-	-	-	15,369	15,369	
8	August	-	-	-	-	15,471	15,471	
9	September	-	-	-	-	15,166	15,166	
10	October	-	-	-	-	140,405	140,405	
11	November	-	-	-	-	124,633	124,633	
12	December	-	-	-	-	167,767	167,767	
13	Total	-	-	-	-	<u>\$ 1,234,188</u>	<u>\$ 1,234,188</u>	

**Transportation EPC Collected by Segment
2015**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			Total
				Southeast Leg	Southwest Leg	Northern Segment	
14	January	-	-	-	-	\$ 100,587	\$ 100,587
15	February	-	-	-	-	108,433	108,433
16	March	-	-	-	-	97,925	97,925
17	April	-	-	-	-	86,499	86,499
18	May	-	-	-	-	81,281	81,281
19	June	-	-	-	-	81,584	81,584
20	July	-	-	-	-	80,821	80,821
21	August	-	-	-	-	82,919	82,919
22	September	-	-	-	-	88,772	88,772
23	October	-	-	-	-	93,184	93,184
24	November	-	-	-	-	92,015	92,015
25	December	-	-	-	-	93,212	93,212
26	Total	-	-	-	-	<u>\$ 1,087,232</u>	<u>\$ 1,087,232</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>	<u>Prior Month Interest Base (= Col. 5) (Col. 1)</u>	<u>(1) Quarterly Interest (Col. 2)</u>	<u>(2) Electric Power Costs (Col. 3)</u>	<u>(3) Transporter's EPC (Col. 4)</u>	<u>Current Month Interest Base (Col. 1+ 2 + 3 - 4) (Col. 5)</u>	<u>(4) Monthly Interest Rate (Col. 6)</u>	<u>Interest (Col. 1 + Col. 2 x Col. 6) (Col. 7)</u>	<u>(5) Interest (Col. 8)</u>	<u>Total Monthly Interest (Col. 7 + 8) (Col. 9)</u>
1	February, 2015	\$ 1,182,926	(6)	\$ 156,836	\$ 100,587	\$ 1,239,175	0.2500%	\$ 2,957	\$ 40	\$ 2,997
2	March	1,239,175		183,175	108,433	1,313,917	0.2800%	3,470	73	3,543
3	April	1,313,917	6,540	189,995	97,925	1,412,527	0.2700%	3,565	82	3,647
4	May	1,412,527		125,423	86,499	1,451,451	0.2800%	3,955	38	3,993
5	June	1,451,451		86,681	81,281	1,456,851	0.2700%	3,919	5	3,924
6	July	1,456,851	11,564	13,267	81,584	1,400,098	0.2800%	4,112	(67)	4,045
7	August	1,400,098		15,369	80,821	1,334,646	0.2800%	3,920	(64)	3,856
8	September	1,334,646		15,471	82,919	1,267,198	0.2700%	3,604	(60)	3,544
9	October	1,267,198	11,445	15,166	88,772	1,205,037	0.2800%	3,580	(72)	3,508
10	November	1,205,037		140,405	93,184	1,252,258	0.2700%	3,254	42	3,296
11	December	1,252,258		124,633	92,015	1,284,876	0.2800%	3,506	32	3,538
12	January, 2016	1,284,876	10,342	167,767	93,212	1,369,773	0.2800%	3,627	73	3,700
13	Total			<u>\$ 1,234,188</u>	<u>\$ 1,087,232</u>			<u>\$ 43,469</u>	<u>\$ 122</u>	<u>\$ 43,591</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
2015

<u>Line No.</u>	<u>Storage EPC Charge</u> (1)
<u>Storage Gas Injected (Transactional Throughput)</u>	
1 Bcf (2)	175.05
2 MMDth (2)	182.23
<u>Current EPC Charge</u>	
3 Electric Power Costs, \$ (3)	\$ 1,482,147
4 Current EPC Charge, \$/Dth (4)	\$0.0081
<u>EPC Charge Adjustment</u>	
5 (Over)/Under Recoveries, \$ (Line 14)	\$ 250,984
6 Annual EPC Charge Adjustment, \$/Dth (5)	\$0.0014
7 Storage EPC Charge, \$/Dth (6)	\$0.0095

	<u>Derivation of EPC (Over)Under Recoveries</u>
8 Deferred Balance - December 31, 2014 (7)	\$ (792,529)
9 Actual Electric Power Costs - 2015 (Attach 3, Pg 2 of 3)	1,482,147
10 Total	<u>\$ 689,618</u>
11 Transporter's EPC Collected - 2015 (Attach 3, Pg 2 of 3)	<u>423,226</u>
12 Total (Over)/Under Recoveries	\$ 266,392
13 Interest (8)	(15,408)
14 Deferred Balance - December 31, 2015	<u><u>\$ 250,984</u></u>

- (1) ANR's general system Storage EPC Charge became effective on August 1, 2010, pursuant to orders issued in Docket No. RP09-428-000, *et al.*, on July 1, 2010, and Docket No. RP10-977-000 on August 9, 2010 in which the Commission approved the inclusion of Cold Springs 1 facility fuel costs in ANR's general system storage fuel rates.
- (2) Bcf per Attachment 1, Page 6 of 15, Line 10; MMDth using a conversion factor of 1.041 Dth/Mcf per Attachment 1, Page 10, footnote 1.
- (3) Refer to Attachment 3, Page 2 of 3, Line 13.
- (4) Current EPC Charge = Line 3 ÷ Line 2.
- (5) Annual EPC Charge Adjustment = Line 5 ÷ Line 2.
- (6) EPC Charge = (Line 3 + Line 5) / Line 2.
- (7) Deferred balance per Docket No. RP15-533-001, filed March 6, 2015 (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
2015

Electric Power Costs

<u>Line No.</u>	<u>Production Month</u>	<u>Amount</u>
1	January	\$ 45,379
2	February	54,448
3	March	65,455
4	April	50,506
5	May	100,614
6	June	41,960
7	July	87,247
8	August	239,874
9	September	237,873
10	October	319,120
11	November	124,850
12	December	114,821
13	Total	<u>\$ 1,482,147</u>

Storage EPC Collected

	<u>Production Month</u>	<u>Amount</u>
14	January	\$ 25,138
15	February	18,091
16	March	37,923
17	April	34,450
18	May	44,573
19	June	40,328
20	July	40,136
21	August	43,612
22	September	46,861
23	October	52,593
24	November	23,577
25	December	15,944
26	Total	<u>\$ 423,226</u>

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

ANR PIPELINE COMPANY
Storage EPC
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	<u>Prior Month Interest Base (= Col. 5) (Col. 1)</u>	<u>(1) Quarterly Interest (Col. 2)</u>	<u>(2) Electric Power Costs (Col. 3)</u>	<u>(3) Storage EPC (Col. 4)</u>	<u>Current Month Interest Base (Col. 1+ 2 + 3 - 4) (Col. 5)</u>	<u>(4) Monthly Interest Rate (Col. 6)</u>	<u>Interest (Col. 1 + Col. 2 x Col. 6 (Col. 7)</u>	<u>(5) Interest (Col. 8)</u>	<u>Total Monthl: Interest (Col. 7 + 8) (Col. 9)</u>
1	February, 2015	\$ (792,529) (6)		\$ 45,379	\$ 25,138	\$ (772,288)	0.2500%	\$ (1,981)	\$ 14	\$ (1,967)
2	March	(772,288)		54,448	18,091	(735,931)	0.2800%	(2,162)	36	(2,126)
3	April	(735,931)	(4,093)	65,455	37,923	(712,492)	0.2700%	(1,998)	25	(1,973)
4	May	(712,492)		50,506	34,450	(696,436)	0.2800%	(1,995)	16	(1,979)
5	June	(696,436)		100,614	44,573	(640,395)	0.2700%	(1,880)	50	(1,830)
6	July	(640,395)	(5,782)	41,960	40,328	(644,545)	0.2800%	(1,809)	2	(1,807)
7	August	(644,545)		87,247	40,136	(597,434)	0.2800%	(1,805)	47	(1,758)
8	September	(597,434)		239,874	43,612	(401,172)	0.2700%	(1,613)	175	(1,438)
9	October	(401,172)	(5,003)	237,873	46,861	(215,163)	0.2800%	(1,137)	187	(950)
10	November	(215,163)		319,120	52,593	51,364	0.2700%	(581)	237	(344)
11	December	51,364		124,850	23,577	152,637	0.2800%	144	99	243
12	January, 2016	152,637	(1,051)	114,821	15,944	250,463	0.2800%	424	97	521
13	Total			<u>\$ 1,482,147</u>	<u>\$ 423,226</u>			<u>\$ (16,393)</u>	<u>\$ 985</u>	<u>\$ (15,408)</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
2015

Line No.	2015 FORM 2 Dth (A) (Col. 1)	Dec. 2014 Dth (B) (Col. 2)	Dec. 2015 Dth (C) (Col. 3)	2015 Fuel Filing Dth (A) - (B) + (C) (Col. 4)	2015 Fuel Filing Mcf (Col. 5)
1 Company Use	15,763,548 (1)	1,566,933	1,240,104	15,436,719 (3)	14,823,000 (5)
2 L&U	3,041,547 (2)	234,633	627,415	3,434,329 (4)	3,299,000 (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 1.041 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (14.069 + 0.754 = 14.823). 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
2015

<u>Line No.</u>	<u>2015 FORM 2 \$</u> (A) (Col. 1)	<u>Dec. 2014 \$</u> (B) (Col. 2)	<u>Dec. 2015 \$</u> (C) (Col. 3)	<u>2015 Electric Power \$</u> (A) - (B) + (C) (Col. 4)
1 Weyauwega, WI	1,233,943 (1)	167,522	167,767	1,234,188 (2)
2 Fuel Tracker Electric	1,255,330 (3)	0	74,555	1,329,885 (4)

(1) FORM 2 Page 323, Account 855

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

(3) FORM 2 Page 232, Account 182.3

(4) Derivation of EPC Charge, excluding interest, Attachment 2, Page 3 (Line 4 + Line 6 - Line 12)

**ANR PIPELINE COMPANY
STORAGE
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2
2015**

<u>Line No.</u>	<u>2015 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2014 \$ (B) (Col. 2)</u>	<u>Dec. 2015 \$ (C) (Col. 3)</u>	<u>2015 Fuel Filing \$ (A) - (B) + (C) (Col. 4)</u>
1 Cold Springs 1, MI	1,635,230	267,904	114,821	1,482,147 (1)
2 Fuel Tracker - Electric	167,514 (2)	0	98,878	266,392 (3)

(1) Electric Power Costs, Attachment 3, Page 2 Line 13
(2) FORM 2 Page 278, Account 254
(3) Electric Power Costs, Attachment 3, Page 1 Line 12

**ANR PIPELINE COMPANY
DERIVATION OF TRANSPORTER'S USE (%) BY ROUTE
SULPHUR SPRINGS TRANSPORTER'S USE (%) COMPARISON**

From	To Southeast			Southwest			Northern ML-7
	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	
Sulphur Springs ML-3 /1	Sulphur Springs Charge	Sulphur Springs Charge	Sulphur Springs Charge	Sulphur Springs Charge	Sulphur Springs Charge	Sulphur Springs Charge	Sulphur Springs Charge
	SS + LU 0.93 + 0.21 = 1.14	SS + LU 0.93 + 0.21 = 1.14	SS + LU 0.93 + 0.21 = 1.14	SS + LU 0.93 + 0.21 = 1.14	SS + LU 0.93 + 0.21 = 1.14	SS + LU 0.93 + 0.21 = 1.14	SS + LU 0.93 + 0.21 = 1.14
	Additional Zone Charge (Backhaul)	Additional Zone Charge (Backhaul)		Additional Zone Charge N - SWC - SWS 0.63 - 1.22 - 0.73 = 0.00	Additional Zone Charge N - SWC 0.63 - 1.22 = 0.00	Additional Zone Charge N 0.63 = 0.63	Additional Zone Charge N 0.63 = 0.63
	Total Fuel Charge 1.14	Total Fuel Charge 1.14	Total Fuel Charge 1.14	Total Fuel Charge 1.14	Total Fuel Charge 1.14	Total Fuel Charge 1.77	Total Fuel Charge 1.77

/1 For service outside of ML-3, Sulphur Springs Shippers shall pay a Total Fuel Charge inclusive of Additional Zone Charges for all segments traversed, consistent with ANR's general system Transporter's Use (%) matrix (Attachment 1, Page 1 of 15).

ANR PIPELINE COMPANY
Sulphur Springs Compression (1)
Derivation of Transporter's Use (%)
Volumes Reported in Bcf
2015

<u>Line No.</u>		<u>Sulphur Springs Transporter's Use (%)</u>	
		<u>Daily</u>	<u>Annual</u>
	<u>Current Transporter's Use (%) (2)</u>		
1	Sulphur Springs Company Use	0.0013	0.4745
2	Sulphur Springs Throughput	0.1336	48.7640
3	Current Transporter's Use (%) (3)		0.97%
	<u>True-Up Adjustment (%)</u>		
4	(Over)/Under Recoveries (4)		(0.0197)
5	Annual Transporter's Use Adjustment (%) (4)		-0.04%
6	Transporter's Use (%) (5)		0.93%

- (1) Sulphur Springs Transporter's Use (%) applies to compression provided at the Sulphur Springs Compressor Station, and is assessed to those Shippers subscribing to capacity created by the Sulphur Springs Compression Project in Docket Nos. CP14-514-000, et. al.
- (2) As the Sulphur Springs Compressor Station went into service on November 1, 2015, ANR does not have sufficient actual fuel-use data for the prior year to re-determine the current portion of Sulphur Springs Transporter's Use (%). Therefore, ANR will continue to utilize the currently effective incremental fuel rate of 0.97%, determined in ANR's Sulphur Springs certificate application and conditionally approved by the Commission Order on October 22, 2015, in Docket No. RP15-1257-000. See *ANR Pipeline Company*, 153 FERC ¶ 61,078 (2015).
- (3) Fuel Percentage = 1-[(Throughput)/(Fuel + Throughput)]
- (4) (Over)/Under recoveries for the period of Nov. 1 - Dec. 31, 2015; Refer to Attachment 5, Page 3 of 3.
Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)].
- (5) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Sulphur Springs Compression
Derivation of (Over)/Under Recoveries
2015

<u>MONTH</u>	<u>Transporter's Use (%)</u>	<u>COMPANY USE (1)</u> Col. 1	<u>RETAINED (2)</u> Col. 2	<u>(OVER)/UNDER RECOVERIES</u> Col. 1 - Col. 2
Jan-15	-	0	0	0
Feb-15	-	0	0	0
Mar-15	-	0	0	0
Apr-15	-	0	0	0
May-15	-	0	0	0
Jun-15	-	0	0	0
Jul-15	-	0	0	0
Aug-15	-	0	0	0
Sep-15	-	0	0	0
Oct-15	-	0	0	0
Nov-15	0.97%	8,014	19,860	(11,846)
Dec-15	0.97%	12,322	20,396	(8,074)
Total (Dth)		<u>20,336</u>	<u>40,256</u>	<u>(19,920)</u>
Total (Mcf) (1)		20,115	39,818	(19,703)

(1) Conversion Factor 1.011