

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

Director, Rates, Tariffs, and Certificates

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. 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, 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. 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").

David R. Hammel *
Senior Legal Counsel
ANR Pipeline Company
700 Louisiana Street, Suite 700
Houston, Texas 77002-2700
Tel. (832) 320-5861
Fax (832) 320-6861
dave_hammel@transcanada.com

John A. Roscher
Director, Rates, Tariffs, and Certificates
Joan F. Collins *
Manager, Tariffs and Compliance
ANR Pipeline Company
700 Louisiana Street, Suite 700
Houston, Texas 77002-2700
Tel. (832) 320-5651
Fax (832) 320-6651
joan_collins@transcanada.com

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.

^{*} Persons designated for official service pursuant to Rule 2010.

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.

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

John a. Roscher

Enclosures

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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) | | | | | | | | | |
|------------------------------|--------------|---------------------|--------------------|--------------|---------------------|--------------------|---------|--|--|--|--|
| | | SOUTHE | AST | OUTHWE | ST | 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:

| | | | | (PERCI | ENTAGI | Ξ) | | |
|------------------------|-----|--------------|--------|--------|--------|---------------------|--------|----------|
| | | | SOUTHE | AST | S | OUTHWE | ST | NORTHERN |
| | TO: | S.E. Area | | | | Southern 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:

| | | ` | OOLLARS | PER DTI | H) | | | | |
|------------------------------|--------------|------------------------|--------------------|--------------|---------------------|----------|----------|--|--|
| | | SOUTHEAST SOUTHWEST NO | | | | | | | |
| TO: | S.E. Area | Southern Segment | Central Segment | S.W. Area | Southern Segment | 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:

- 1. 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.
- 2. 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.
- 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.

PART 5.19 5.19 - Rate Schedules Southeast Area Gathering Service v.7.0.0 Superseding v.5.0.0

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:

| | | | | (PERCE | NTAGE) |) | | |
|--------------------------|---------------|----------------------------|----------------------------|-----------------------------|----------------------------|----------------------------|-------------------------------------|----------------------------|
| | | | SOUTHEA | AST | SC | UTHWE | ST | NORTHERN |
| | TO: | S.E. Area | Southern Segment | Central Segment | | Southern Segment | Central Segment | Segment |
| FROM: | | (SE) | (ML-2) | (ML-3) | (SW) | (ML-5) | (ML-6) | (ML-7) |
| SOUTHEAST AREA (SE) | | 0.5 0 1 | 1.06 0.76 | <u>1.52</u> 0.96 | 0. 29 <u>00</u> | 1.05 0.3 | <u>7</u> 2.321.5 | <u>2.32</u> 1.59 |
| S.E. SOUTHERN SEGMENT (I | ML-2) | | 0. 89 46 | 1.35 <u>0.66</u> | 0. 12 <u>00</u> | 0. 88 <u>07</u> | 2.15 1.2 | <u>2.15</u> 1.29 |
| S.E. CENTRAL SEGMENT (M | L-3) | | | 0. 79<u>41</u> | 0.00 | 0. 32 <u>00</u> | 1. 59 <u>04</u> | 1. 59 <u>04</u> |
| SOUTHWEST AREA (SW) | | 3. 11 <u>25</u> | 3. 67 <u>50</u> | 4.13 <u>3.70</u> | 1. 30 12 | 2.06 1.8 | <u>5</u> 3. 33 <u>07</u> | 4.133.70 |
| S.W. SOUTHERN SEGMENT (| (ML-5) | 2. 14 <u>34</u> | 2. 70 <u>59</u> | 3.16 2.79 | | 1.09 0.9 | <u>4</u> 2. 36 16 | 3.16 2.79 |
| S.W. CENTRAL SEGMENT (M | I L-6) | | 1. 94<u>86</u> | 2.4 <u>006</u> | | | 1. 60 <u>43</u> | 2. 40 <u>06</u> |
| NORTHERN SEGMENT (ML- | 7) | | | 1.13 <u>0.84</u> | | | 1.13 0.8 | <u>1.13</u> 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 (%): 0.8595%.
- 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:

| | | | | (PERCI | ENTAGE |) | | |
|------------------------|----|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|------------------------|
| | | | SOUTHEAST | | | OUTHWE | ST | NORTHERN |
| | ТО | S.E. : Area | | Central Segment | | Southern Segment | | Segment |
| | | (SE) | (ML-2) | (ML-3) | (SW) | (ML-5) | (ML-6) | (ML-7) |
| FROM: | | , , | | , | , , | , | , , | , , |
| SULPHUR SPRINGS (ML-3) | | 1. 30 14 | 2.10 1.7 | 7 2.10 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) | | | | | | |
|--|------------------------------|-------------------------|-------------------------|------------------------|-------------------------|------------------------|--------------------------|-------------------------|--|
| | | S | SOUTHEAST SOUTHWEST | | | | | | |
| | TO: | S.E. Area | Southern Segment | Central Segment | | Southern Segment | | Segment | |
| | FROM: | (SE) | (ML-2) | (ML-3) | (SW) | (ML-5) | (ML-6) | (ML-7) | |
| | SOUTHEAST AREA (SE) | \$0.0000 | \$0.0000 | \$0.0000 | \$0.001 <mark>02</mark> | \$0.001 0 2 | \$0.001 0 2 | \$0.001 <mark>02</mark> | |
| | S.E. SOUTHERN SEGMENT (ML-2) | | \$0.0000 | \$0.0000 | \$0.001 <mark>02</mark> | \$0.001 0 2 | \$0.001 <mark>0</mark> 2 | \$0.001 0 2 | |
| | S.E. CENTRAL SEGMENT (ML-3) | | | \$0.0000 | \$0.001 <mark>02</mark> | \$0.001 0 2 | \$0.001 <mark>0</mark> 2 | \$0.001 0 2 | |
| | SOUTHWEST AREA (SW) | \$0.001 <mark>02</mark> | \$0.001 <mark>02</mark> | \$0.001 0 2 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.001 <mark>02</mark> | |
| | S.W. SOUTHERN SEGMENT (ML-5) | \$0.001 <mark>02</mark> | \$0.001 0 2 | \$0.001 0 2 | | \$0.0000 | \$0.0000 | \$0.001 <mark>02</mark> | |
| | S.W. CENTRAL SEGMENT (ML-6) | | \$0.001 0 2 | \$0.001 0 2 | | | \$0.0000 | \$0.001 <mark>02</mark> | |
| | NORTHERN SEGMENT (ML-7) | | | \$0.001 0 2 | | | \$0.001 0 2 | \$0.001 0 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 \$0.001995.

NOTES:

- 1. 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.
- 2. 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.
- 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.

PART 5.19 5.19 - Rate Schedules Southeast Area Gathering Service v.7.0.0 Superseding v.5.0.0

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 0.3321% 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 0.3321% 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> | 2 | 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 SEA + SES + LU SEA + SES 0.3 + 0.21 = 0.51 0.76 SEC + LU 0.51 0.76 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 | $ \begin{array}{c} N + LU \\ 0.63 + 0.21 = \\ 0.84 \end{array} $ | $ \begin{array}{c} N + LU \\ 0.63 + 0.21 = \\ 0.84 \end{array} $ |

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

| <u>TO</u> | - | Southeast Ar SE | ea | | Southeast Southern ML-2 | | | Central ML-3 | - | - | Southwest Ar | rea | S | Southwest Southern ML-5 | | | Central ML-6 | • | | Northern ML-7 | |
|-------------------------------|------|--------------------|--------|------|-------------------------------|--------|------|-----------------|--------|------|--------------|--------|------|-------------------------------|--------|------|-----------------|--------|------|------------------|--------|
| | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE |
| FROM Southeast Area SE | 0.51 | 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 |
| | | | | | | • | | | | | | | | | | | | - | | | |

0.95

Storage

0.85

0.10

L & U

0.21

0.33

-0.12

ANR PIPELINE COMPANY

Derivation of Transporter's Use (%) for Transportation by Area and Segment Volumes Reported in Bcf 2015

| | | SOUTHE | AST AREA | SOUTHWEST AREA | | | | |
|----------|--|-------------------------|-------------------------|--------------------------|------------------------------|------------------------------|--------------------------------|--------------------------|
| Line No. | | GATHERING (Col. 1) | TRANSMISSION (Col. 2) | TRANSMISSION (Col. 3) | SOUTHEAST LEG (Col. 4) | SOUTHWEST LEG (Col. 5) | NORTHERN SEGMENT (Co. 6) | |
| 1 | THROUGHPUT | 144.7 (1) | 198.2 | 232.3 | 431.5 | 214.1 | 1120.8 | |
| 2 3 4 | PROPOSED MATRIX FUEL 858 ACCOUNT SYSTEM BALANCING | 0.000 0.000 0.000 | 0.472 0.000 0.000 | 2.254 0.000 0.000 | 2.526 0.369 0.000 | 4.395 0.000 0.000 | 4.422 1.925 <u>0.084</u> | 14.069 2.294 0.084 |
| 5 | TOTAL FUEL | 0.000 | 0.472 | 2.254 | 2.895 | 4.395 | 6.431 | 16.447 |
| 6 7 | THROUGHPUT CURRENT TRANSPORTER'S USE (%) - FUEL (4) | 144.70 <u>0.00%</u> | 198.20 <u>0.24%</u> | 232.30 <u>0.96%</u> | 431.50 <u>0.67%</u> | 214.10 <u>2.01%</u> | 1120.80 <u>0.57%</u> | |
| 8 9 | (OVER)/UNDER RECOVERIES (5) ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5) | 0.000 <u>0.00%</u> | 0.115 <u>0.06%</u> | (0.107) <u>-0.05%</u> | (0.945) <u>-0.22%</u> | (0.124) <u>-0.06%</u> | 0.721 <u>0.06%</u> | |
| 10 | TRANSPORTER'S USE (%) - FUEL (6) | 0.00% | 0.30% | <u>0.91%</u> | <u>0.45%</u> | <u>1.95%</u> | 0.63% | |

| BREAKDOWN (| <u>OF MAINLIN</u> | <u>IE LEGS BY SEGM</u> | <u>ENT</u> | | |
|-------------|-------------------|------------------------|------------|-------|-----|
| 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

| Line No. | _ | |
|-------------|--|-------------------|
| 1 | L&U | 3.299 |
| 2 | THROUGHPUT (1) | 1,416 |
| 3 | CURRENT TRANSPORTER'S USE (%) - L&U (2) | 0.23% |
| 4 5 | (OVER)/UNDER RECOVERIES (3) ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (3) | (0.243) -0.02% |
| 6 | TRANSPORTER'S USE (%) - L&U (4) | 0.21% |

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

 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

| LINE NO. | TRANSPORTING COMPANY | SEGMENT (Col. 1) | THROUGHPUT (Col. 2) | CO. USE (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 | | - - | 2.294 |

⁽¹⁾ Previously CenterPoint Energy Company

Attachment 1 Page 6 of 15

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

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

MAINLINE AREA

| | | SE AREA | SW AREA | SOUTHEAST | SOUTHWEST | NORTHERN | TRANSM | IISSION | TOTAL | | |
|-------|--|--|--|--|--|---|--|----------------|--|-----------------------|--|
| Lin | ne | TRANSMISSION | TRANSMISSION | LEG | LEG | SEGMENT | FUEL | L&U | TRANS. | STORAGE | TOTAL |
| No |) <u>. </u> | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 5) | (Co. 6) | (Co. 7) | (Co. 8) | (Co. 9) | (Co. 10) |
| 1 2 3 | FUEL USE AND L&U 858 ACCOUNT SYSTEM BALANCING TOTAL COMPANY USE (1) | 0.472 0.000 <u>0.000</u> 0.472 | 2.254 0.000 <u>0.000</u> 2.254 | 2.526 0.369 <u>0.000</u> 2.895 | 4.395 0.000 <u>0.000</u> 4.395 | 4.422 1.925 0.084 6.431 | 14.069 2.294 <u>0.084</u> 16.447 | 3.299 3.299 | 17.368 2.294 <u>0.084</u> 19.746 | 1.597 1.597 | 18.965 2.294 <u>0.084</u> 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

Transportation
SOUTHEAST AREA

| | | Transportation | | | | | | | | | | | |
|------|-----------|----------------|--------------|-------------------------|-----------|--------------------|----------|----------------|--|--|--|--|--|
| Line | | SOUTHEA | | SOUTHWEST AREA | | NLINE TRANSMISSION | | | | | | | |
| No. | | Gathering | Transmission | Transmission | SE Leg | SW Leg | Northern | <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 | | | | | |
| | | | | | | | | | | | | | |
| | | Storage | | | = | Account 858 | | | | | | | |
| | | | | ge Fuel ed to Others | | | | | | | | | |
| | | ANR P/L | ANR | Blue | System | | Great | | | | | | |
| | | Storage Area | Storage | Lake | Balancing | Enable | Lakes | DTE | | | | | |
| | | Storage Area | Storage | Lake | Dalaneing | Enable | Lakes | DIE | | | | | |
| 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 | 0.117 | 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:

Gathered Quantities

• Area and Segment Transactional Throughput for Fuel Retention Calculation:

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

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

Fuel Matrix Determination Calculation:

ANR PIPELINE COMPANY Transactional Throughput Derived From Fuel Retention By Rate Segmen 2015

| Northern Segment | SouthWest Leg | SouthEast Leg | SouthWest Area | SouthEast Area | System Throughput | DEL-SEG | REC-SEG | Line No. |
|---------------------|------------------|-----------------------|-------------------|-------------------|----------------------|--------------|-------------------------|-------------|
| (Col. 6) | (Col. 5) | (Col. 4) | (Col. 3) | (Col. 2) | (Col. 1) | | | |
| (| 0 | 0 | 0 | 131,953,919 | 131,953,919 | SE | SE | 1 |
| (| 0 | 11,956,006 | 0 | 11,956,006 | 11,956,006 | ML-2 | SE | 2 |
| (| 0 | 24,269,846 | 0 | 24,269,846 | 24,269,846 | ML-3 | SE | 3 |
| (| 0 | 0 | 0 | 0 | 0 | SW | SE | 4 |
| (| 0 | 0 | 0 | 0 | 0 | ML-5 | SE | 5 |
| 34,603 | 0 | 34,603 | 0 | 34,603 | 34,603 | ML-6 | SE | 6 |
| 38,125,361 | 0 | 38,125,361 | 0 | 38,125,361 | 38,125,361 | ML-7 | SE | 7 |
| (| 0 | 0 | 0 | 0 | 0 | SE | ML-2 | 8 |
| (| 0 | 6,905,767 | 0 | 0 | 6,905,767 | ML-2 | ML-2 | 9 |
| (| 0 | 10,625,855 | 0 | 0 | 10,625,855 | ML-3 | ML-2 | |
| (| 0 | 0 | 0 | 0 | 0 | SW | ML-2 | |
| (| 0 | 0 | 0 | 0 | 0 | ML-5 | ML-2 | |
| 300,388 | 0 | 300,388 | 0 | 0 | 300,388 | ML-6 | ML-2 | 13 |
| 31,988,020 | 0 | 31,988,020 | 0 | 0 | 31,988,020 | ML-7 | ML-2 | |
| (| 0 | 0 | 0 | 0 | 0 | SE | ML-3 | 15 |
| (| 0 | 0 | 0 | 0 | 0 | ML-2 | ML-3 | |
| (| 0 | 38,387,267 | 0 | 0 | 38,387,267 | ML-3 | ML-3 | |
| | | | | | | | | |
| (| 0 | 0 | 0 | 0 | 0 | SW | ML-3 | 18 |
| (| 0 | 0 | 0 | - | 0 | ML-5 | ML-3 | |
| 11,141 | 0 | 11,141 274,519,589 | 0 | 0 | 11,141 | ML-6 ML-7 | ML-3 ML-3 | 20 21 |
| 274,519,589 | U | 274,519,589 | U | U | 274,519,589 | NIL-/ | NIL-3 | 21 |
| 2,710 | 2,710 | (2,710) | 2,710 | 0 | 2,710 | SE | SW | 22 |
| (| 0 | 0 | 0 | 0 | 0 | ML-2 | SW | 23 |
| 3,276,686 | 3,276,686 | 0 | 3,276,686 | 0 | 3,276,686 | ML-3 | SW | 24 |
| (| 0 | 0 | 8,497,181 | 0 | 8,497,181 | SW | SW | 25 |
| (| 1,879,818 | 0 | 1,879,818 | 0 | 1,879,818 | ML-5 | SW | 26 |
| (| 21,960,180 | 0 | 21,960,180 | 0 | 21,960,180 | ML-6 | SW | 27 |
| 206,188,790 | 206,188,790 | 0 | 206,188,790 | 0 | 206,188,790 | ML-7 | SW | 28 |
| (| 0 | 0 | 0 | 0 | 0 | SE | ML-5 | 29 |
| (| 0 | 0 | 0 | 0 | 0 | ML-2 | ML-5 | 30 |
| (| 0 | 0 | 0 | 0 | 0 | ML-3 | ML-5 | 31 |
| (| 0 | 0 | 0 | 0 | 0 | SW | ML-5 | 32 |
| (| 4,265 | 0 | 0 | 0 | 4,265 | ML-5 | ML-5 | 33 |
| (| 97,237 | 0 | 0 | 0 | 97,237 | ML-6 | ML-5 | 34 |
| 183,031 | 183,031 | 0 | 0 | 0 | 183,031 | ML-7 | ML-5 | 35 |
| (| 0 | 0 | 0 | 0 | 0 | SE | ML-6 | 36 |
| (| 0 | 0 | 0 | 0 | 0 | ML-2 | ML-6 | 37 |
| (| 0 | 0 | 0 | 0 | 0 | ML-3 | ML-6 | 38 |
| (| 0 | 0 | 0 | 0 | 0 | SW | ML-6 | 39 |
| (| 0 | 0 | 0 | 0 | 0 | ML-5 | ML-6 | 40 |
| (| 168,819 | 0 | 0 | 0 | 168,819 | ML-6 | ML-6 | 41 |
| 1,147,876 | 1,147,876 | 0 | 0 | 0 | 1,147,876 | ML-7 | ML-6 | 42 |
| (| 0 | 0 | 0 | 0 | 0 | SE | ML-7 | 43 |
| (| 0 | 0 | 0 | 0 | 0 | ML-2 | ML-7 | |
| 15,110,846 | 0 | 0 | 0 | 0 | 15,110,846 | ML-3 | ML-7 | 45 |
| (| 0 | 0 | 0 | 0 | 0 | SW | ML-7 | 46 |
| (| 0 | 0 | 0 | 0 | 0 | ML-5 | ML-7 | 47 |
| 2,687,210 | 0 | 0 | 0 | 0 | 2,687,210 | ML-6 | ML-7 | 48 |
| 593,136,770 | 0 | 0 | 0 | 0 | 593,136,770 | ML-7 | ML-7 | 49 |
| 1,166,713,021 | 234,909,412 | 437,121,133 | 241,805,365 | 206,339,735 | 1,423,419,181 | , | TOTAL (Dth) | 50 |
| 1,120,761,788 | 225,657,456 | 419,905,027 | 232,281,811 | 198,213,002 | 1,367,357,523 | | TOTAL (Mcf) (1) | 51 |
| | (11,552,000) | 11,552,000 | | | 0 | | Enable Reallocation | 52 |
| | | | | | | | | |
| | | | | | 48,764,000 | hput (2) | Sulphur Springs Through | 53 |

1.041

Conversion Factor
 Refer to Attachment 5, Page 2, Line 2

ANR PIPELINE COMPANY Derived Transactional Throughput By Rate Route 2015

| Lin | | | | | | | | | | | | | | | TOTAL |
|----------|-------------------|--------------|--------------------|--------------------|----------------------|--------------------|----------------------|---|--------------------|--------------------|--------------------|----------------------|--------------------|--------------------|-------------------------------------|
| No | REC-SEG | DEL-SEG | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 5) | (Col. 6) | JULY (Col. 7) | (Col. 8) | (Col. 9) | (Col. 10) | (Col. 11) | (Col. 12) | 2015 (Col. 13) |
| | | | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 3) | (Col. 0) | (Col. 7) | (Col. 8) | (Col. 9) | (Col. 10) | (Col. 11) | (Col. 12) | (Col. 13) |
| 1 | | SE | 10,952,270 | 10,623,755 | 8,367,509 | 10,414,068 | 11,964,676 | 12,262,778 | 12,070,345 | 11,920,697 | 11,455,435 | 10,772,069 | 10,144,224 | 11,006,093 | 131,953,919 |
| 2 | | ML-2 | 2,369,125 | 3,173,143 | 1,091,139 | 336,303 | 888,313 | 1,016,375 | 464,365 | 300,087 | 454,657 | 533,249 | 307,274 | 1,021,976 | 11,956,006 |
| 3 | | ML-3 | 4,500,653 | 6,577,575 | 3,704,042 | 1,481,411 | 631,957 | 442,188 | 563,863 | 716,701 | 476,138 | 594,703 | 2,192,281 | 2,388,334 | 24,269,846 |
| 4 5 | SE SE | SW ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | SE SE | ML-6 | 10,875 | 15,819 | 7,909 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34,603 |
| 7 | | ML-7 | 4,426,717 | 4,889,368 | 3,742,525 | 2,449,958 | 2,468,862 | 1,612,730 | 1,545,828 | 2,013,976 | 2,779,249 | 3,459,640 | 6,221,206 | 2,515,302 | 38,125,361 |
| | | | , ,, | ,, | | , ., | ,, | , | ,, ,,, | ,, | , , , , , | .,, | | , , , , , | , . , . , . , . , . , . , . , . , . |
| 8 | | 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 | 514,304 | 635,188 | 231,728 | 76,838 | 350,560 | 262,586 | 606,241 | 239,089 | 312,141 | 427,843 | 1,336,537 | 1,912,712 | 6,905,767 |
| 10 11 | | ML-3 SW | 1,477,407 0 | 1,905,716 0 | 2,700,884 | 100,258 0 | 176,255 0 | 255,029 0 | 503,919 | 1,020,553 0 | 831,145 0 | 524,160 0 | 554,121 0 | 576,408 0 | 10,625,855 |
| 12 | | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | | ML-6 | 156,406 | 39,559 | 36,110 | 17,067 | 0 | 0 | 0 | 0 | 0 | 0 | 592 | 50,654 | 300,388 |
| 14 | ML-2 | ML-7 | 1,594,645 | 1,682,987 | 1,574,991 | 1,831,615 | 1,765,351 | 2,544,874 | 2,601,581 | 2,385,446 | 1,878,310 | 2,050,572 | 3,866,986 | 8,210,662 | 31,988,020 |
| 1.5 | N/I 2 | ar. | NT/A | 27/4 | 27/4 | 27/4 | 27/4 | 27/4 | 27/4 | 27/4 | 27/4 | 27/4 | 37/4 | 27/4 | 0 |
| 15 16 | | SE 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 | 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 | 3,710,691 | 4,624,235 | 3,538,405 | 2,879,853 | 3,609,486 | 3,955,465 | 3,441,206 | 2,593,148 | 2,421,101 | 2,604,200 | 2,346,379 | 2,663,098 | 38,387,267 |
| 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-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | | ML-6 | 0 | 0 | 0 | 11,141 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,141 |
| 21 | ML-3 | ML-7 | 19,945,269 | 18,444,564 | 26,758,642 | 20,933,664 | 22,214,851 | 21,743,968 | 20,471,261 | 25,675,355 | 27,771,364 | 28,267,313 | 20,614,110 | 21,679,228 | 274,519,589 |
| 22 | SW | SE | 0 | 0 | 0 | 2,710 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,710 |
| 23 | | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | | ML-3 | 581,886 | 539,644 | 494,748 | 344,970 | 186,424 | 171,823 | 189,024 | 184,335 | 146,939 | 138,071 | 147,658 | 151,164 | 3,276,686 |
| 25 26 | | SW ML-5 | 275,413 138,990 | 576,047 117,686 | 1,469,000 101,695 | 249,407 111,870 | 1,197,079 225,785 | 535,637 229,446 | 308,703 171,633 | 464,042 126,942 | 744,198 147,243 | 1,809,551 136,783 | 248,572 184,470 | 619,532 187,275 | 8,497,181 1,879,818 |
| 27 | | ML-6 | 2,078,546 | 2,030,156 | 2,246,618 | 1,747,811 | 2,191,651 | 1,939,525 | 1,563,935 | 1,458,411 | 1,272,212 | 1,632,155 | 1,922,688 | 1,876,472 | 21,960,180 |
| | SW | ML-7 | 19,852,141 | 18,474,140 | 20,487,617 | 18,569,949 | 16,460,415 | 16,246,599 | 16,130,371 | 15,817,227 | 15,526,576 | 15,664,113 | 17,206,669 | 15,752,973 | 206,188,790 |
| | | | | | | | | | | | | | | | |
| 29 | | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 31 | | ML-2 ML-3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 | | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,265 | 0 | 0 | 4,265 |
| 34 | ML-5 | ML-6 | 17,878 | 15,777 | 11,493 | 6,206 | 8,978 | 3,724 | 2,565 | 2,565 | 4,965 | 6,413 | 0 | 16,673 | 97,237 |
| 35 | ML-5 | ML-7 | 76,629 | 0 | 9,715 | 0 | 3,279 | 0 | 70,730 | 22,555 | 123 | 0 | 0 | 0 | 183,031 |
| 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-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 | | 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-5 | N/A 0 | N/A 0 | N/A 0 | N/A 0 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A 0 | 0 |
| 41 42 | | ML-6 ML-7 | 53,326 | 51,710 | 120,965 | 116,673 | 0 96,949 | 0 106,669 | 7,319 97,519 | 5,351 108,865 | 0 120,211 | 156,149 132,899 | 0 107,645 | 34,445 | 168,819 1,147,876 |
| | III 0 | | 33,320 | 51,710 | 120,700 | 110,073 | 70,717 | 100,009 | 71,517 | 100,000 | 120,211 | 132,077 | 107,013 | 31,113 | 1,117,070 |
| 43 | | 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-2 | N/A | N/A | N/A | N/A | N/A | N/A | N/A | N/A 402.567 | N/A | N/A | N/A | N/A | 0 15,110,846 |
| 45 46 | | ML-3 SW | 4,195,318 N/A | 3,970,025 N/A | 1,784,927 N/A | 507,299 N/A | 310,697 N/A | 552,185 N/A | 333,708 N/A | 402,567 N/A | 474,751 N/A | 458,039 N/A | 722,363 N/A | 1,398,967 N/A | 15,110,846 |
| 47 | | 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-6 | 634,938 | 889,850 | 362,713 | 32,373 | 57,572 | 13,999 | 12,862 | 15,049 | 15,662 | 30,798 | 187,766 | 433,628 | 2,687,210 |
| 49 | | ML-7 | 75,141,689 | 87,750,402 | 68,331,920 | 41,619,195 | 37,472,605 | 38,381,509 | 39,164,594 | 36,100,762 | 39,945,580 | 42,834,071 | 41,268,600 | 45,125,843 | 593,136,770 |
| 50 | TOTAL (Dth) | | 152,705,116 | 167,027,346 | 147,175,295 | 103,840,639 | 102,281,745 | 102,277,109 | 100,321,572 | 101,573,723 | 106,778,000 | 112,237,056 | 109,580,141 | 117,621,439 | 1,423,419,181 |
| 51 | TOTAL (Mcf) (2) | | 146,690,793 | 160,448,939 | 141,378,766 | 99,750,854 | 98,253,357 | 98,248,904 | 96,370,386 | 97,573,221 | 102,572,526 | 107,816,576 | 105,264,305 | 112,988,894 | 1,367,357,521 |
| 52 | Storage (Dth) (1) | | 2,359,897 | 475,049 | 4,761,307 | 17,822,154 | 22,684,937 | 20,790,005 | 20,801,553 | 22,438,462 | 24,258,039 | 27,060,835 | 11,713,231 | 7,058,314 | 182,223,783 |
| 53 | Storage (Mcf) (2) | | 2,266,952 | 456,339 | 4,573,782 | 17,120,225 | 21,791,486 | 19,971,186 | 19,982,280 | 21,554,719 | 23,302,631 | 25,995,038 | 11,251,903 | 6,780,321 | 175,046,862 |
| | - | | | | | | | | | | | | | | |

⁽¹⁾ Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.
(2) Conversion Factor 1.041

ANR PIPELINE COMPANY Fuel Percentages By Rate Route 2015

| Line | | | 1/15-3/15 | <u>Fuel</u> | 4/15-12/15 Fuel | | | |
|----------|---------|------------|-----------|-------------|-----------------|----------|--|--|
| No. | REC-SEG | DEL-SEG | Trans | Gath | Trans | Gath | | |
| | | | (Col. 1) | (Col. 2) | (Col. 3) | (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 | CM | O.F. | 0.000/ | 0.000/ | 2.440/ | 0.000 | | |
| 22 | SW | SE NH 2 | 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-3 | 2.85% | 0.00% | 3.16% | 0.00% | | |
| | ML-5 | | | | | | | |
| 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% | | |
| 39 40 | | | | | | 0.00% | | |
| | ML-6 | ML-5 | 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% | | |
| 40 | ML-7 | ML-7 | 0.91% | 0.00% | 1.13% | 0.00% | | |
| 49 | | | | | | | | |

ANR PIPELINE COMPANY Fuel and L&U Retained By Rate Route 2015

| Line | | DEL CEC | TANKIADW | FEDDUADA | MARCH | ADDII | MAN | HINE | WW 57 | ALICHICT | CEPTEL TREP | OCTOBER | NOVEMBER | DECEMBER | Total |
|----------|----------------------|----------------|-------------|--------------|--------------|----------------|--------------|--------------|--------------|--------------|--------------|----------------|------------|--------------|-------------------|
| No. | REC-SEG | DEL-SEG | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 5) | (Col. 6) | (Col. 7) | (Col. 8) | (Col. 9) | (Col. 10) | (Col. 11) | (Col. 12) | 2015 (Col. 13) |
| 1 | SE | SE | 49,508 | 48,023 | 37,824 | 52,332 | 60,124 | 61,622 | 60,655 | 59,903 | 57,565 | 54,131 | 50,976 | 55,307 | 647,970 |
| 2 | SE | ML-2 | 29,746 | 39,841 | 13,700 | 3,603 | 9,517 | 10,889 | 4,975 | 3,215 | 4,871 | 5,713 | 3,292 | 10,949 | 140,311 |
| 3 | SE | ML-3 | 86,701 | 126,711 | 71,355 | 22,865 | 9,754 | 6,825 | 8,703 | 11,062 | 7,349 | 9,179 | 33,837 | 36,863 | 431,204 |
| 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 | 264 | 384 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 840 |
| 7 | SE | ML-7 | 107,460 | 118,691 | 90,851 | 58,189 | 58,638 | 38,304 | 36,715 | 47,834 | 66,010 | 82,170 | 147,760 | 59,741 | 912,363 |
| | ML-2 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | ML-2 | ML-2 | 6,352 | 7,845 | 2,862 | 690 | 3,148 | 2,358 | 5,444 | 2,147 | 2,803 | 3,842 | 12,002 | 17,176 | 66,669 |
| 10 11 | ML-2 ML-2 | ML-3 SW | 28,154 0 | 36,316 0 | 51,469 0 | 1,372 | 2,412 | 3,490 | 6,896 0 | 13,966 0 | 11,374 0 | 7,173 0 | 7,583 0 | 7,888 0 | 178,093 0 |
| 12 | ML-2 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | ML-2 | ML-6 | 3,764 | 952 | 869 | 375 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1,113 | 7,086 |
| 14 | ML-2 | ML-7 | 38,376 | 40,502 | 37,903 | 40,245 | 38,789 | 55,917 | 57,163 | 52,414 | 41,271 | 45,056 | 84,967 | 180,408 | 713,011 |
| 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 | 40,513 | 50,487 | 38,632 | 22,932 | 28,742 | 31,497 | 27,402 | 20,649 | 19,279 | 20,737 | 18,684 | 21,206 | 340,760 |
| 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 21 | ML-3 ML-3 | ML-6 ML-7 | 316,077 | 0 292,295 | 0 424,050 | 180 338,223 | 0 358,923 | 0 351,315 | 0 330,752 | 0 414,834 | 0 448,699 | 0 456,712 | 333,060 | 0 350,269 | 180 4,415,209 |
| | | | | | | | | | | | | | | | |
| 22 23 | SW SW | SE ML-2 | 0 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 |
| 23 | SW | ML-3 | 22,357 | 20,734 | 19,009 | 14,861 | 8,031 | 7,402 | 8,143 | 7,941 | 6,330 | 5,948 | 6,361 | 6,512 | 133,629 |
| 25 | SW | SW | 3,571 | 7,469 | 19,047 | 3,285 | 15,767 | 7,055 | 4,066 | 6,112 | 9,802 | 23,834 | 3,274 | 8,160 | 111,442 |
| 26 | SW | ML-5 | 2,851 | 2,414 | 2,086 | 2,353 | 4,749 | 4,826 | 3,610 | 2,670 | 3,097 | 2,877 | 3,880 | 3,939 | 39,352 |
| 27 | SW | ML-6 | 69,156 | 67,546 | 74,748 | 60,207 | 75,496 | 66,811 | 53,873 | 50,238 | 43,824 | 56,223 | 66,231 | 64,639 | 748,992 |
| 28 | SW | ML-7 | 762,751 | 709,806 | 787,167 | 799,978 | 709,101 | 699,890 | 694,883 | 681,393 | 668,872 | 674,797 | 741,249 | 678,625 | 8,608,512 |
| 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 33 | ML-5 ML-5 | SW ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 47 | 0 | 0 | 0 47 |
| 33 | ML-5 | ML-6 | 434 | 383 | 279 | 150 | 217 | 90 | 62 | 62 | 120 | 155 | 0 | 403 | 2,355 |
| 35 | ML-5 | ML-7 | 2,248 | 0 | 285 | 0 | 107 | 0 | 2,308 | 736 | 4 | 0 | 0 | 0 | 5,688 |
| 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 | ML-6 ML-7 | 0 | 0 1,120 | 0 2,620 | 0 2,869 | 0 2,384 | 0 2,623 | 119 2,398 | 87 2,677 | 0 2,956 | 2,539 3,268 | 0 2,647 | 0 847 | 2,745 27,564 |
| 42 | MIL-0 | ML-/ | 1,155 | 1,120 | 2,620 | 2,869 | 2,384 | 2,623 | 2,398 | 2,677 | 2,956 | 3,208 | 2,647 | 847 | 27,564 |
| 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 46 | ML-7 ML-7 | ML-3 SW | 38,528 0 | 36,459 0 | 16,392 0 | 5,798 0 | 3,551 0 | 6,311 | 3,814 0 | 4,601 0 | 5,426 0 | 5,235 0 | 8,256 0 | 15,989 0 | 150,360 |
| 40 | ML-7 ML-7 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 48 | ML-7 | ML-6 | 5,831 | 8,172 | 3,331 | 370 | 658 | 160 | 147 | 172 | 179 | 352 | 2,146 | 4,956 | 26,474 |
| 49 | ML-7 | ML-7 | 690,069 | 805,862 | 627,531 | 475,672 | 428,280 | 438,668 | 447,618 | 412,601 | 456,544 | 489,557 | 471,665 | 515,750 | 6,259,817 |
| 50 | TOTAL TRANSPORTAT | ION (Dth) | 2,305,866 | 2,422,012 | 2,322,202 | 1,906,636 | 1,818,388 | 1,796,053 | 1,759,746 | 1,795,314 | 1,856,375 | 1,949,545 | 1,997,883 | 2,040,740 | 23,970,760 |
| 51 | TOTAL TRANSPORTA | TION (Mcf) (1) | 2,215,049 | 2,326,621 | 2,230,742 | 1,831,543 | 1,746,770 | 1,725,315 | 1,690,438 | 1,724,605 | 1,783,261 | 1,872,762 | 1,919,196 | 1,960,365 | 23,026,667 |
| 52 | STORAGE INJ. FUEL (I | | 25,524 | 5,138 | 51,497 | 152,787 | 194,475 | 178,230 | 178,329 | 192,362 | 207,961 | 231,989 | 100,416 | 60,510 | 1,579,218 |
| 53 | STORAGE CYCLING F | | 0 | 0 | 0 | 24,935 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,935 |
| 54 | TOTAL STORAGE FUEL | | 25,524 | 5,138 | 51,497 | 177,722 | 194,475 | 178,230 | 178,329 | 192,362 | 207,961 | 231,989 | 100,416 | 60,510 | 1,604,153 |
| 55 | STORAGE FUEL RETA | INED (Mcf) (1) | 24,519 | 4,936 | 49,469 | 170,722 | 186,816 | 171,210 | 171,305 | 184,786 | 199,770 | 222,852 | 96,461 | 58,127 | 1,540,973 |
| 56 | TOTAL FUEL RETAINE | D (Dth) | 2,331,390 | 2,427,150 | 2,373,699 | 2,084,358 | 2,012,863 | 1,974,283 | 1,938,075 | 1,987,676 | 2,064,336 | 2,181,534 | 2,098,299 | 2,101,250 | 25,574,913 |
| 57 | TOTAL FUEL RETAIN | ED (Mcf) (1) | 2,239,568 | 2,331,556 | 2,280,210 | 2,002,265 | 1,933,586 | 1,896,525 | 1,861,744 | 1,909,391 | 1,983,032 | 2,095,614 | 2,015,657 | 2,018,492 | 24,567,640 |

(1) Conversion Factor 1.041

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

| Line No. | REC-SEG | DEL-SEG | System Throughput | SouthEast Area | SouthWest Area | SouthEast Leg | SouthWest Leg | Northern Segment | L&U | | |
|-------------|---|----------------------------------|-------------------------|-------------------|---|-------------------------|------------------------|------------------------|-------------------------|---------------------|-------------------------|
| | | | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 5) | (Col. 6) | (Col. 7) | | |
| | Transactional Throughput G SE | rossed Up for Fuel and L&U 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 | | |
| | SE SE | ML-3 SW | 24,701,050 | 24,701,050 | 0 | 24,701,050 | 0 | 0 | 24,701,050 | | |
| | SE SE | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | 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 | | |
| | ML-2 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-2 ML-2 | ML-2 ML-3 | 6,972,436 10,803,948 | 0 | 0 | 6,972,436 10,803,948 | 0 | 0 | 6,972,436 10,803,948 | | |
| 11 | ML-2 | SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-2 ML-2 | ML-5 ML-6 | 0 307,474 | 0 | 0 | 0 307,474 | 0 | 0 307,474 | 0 307,474 | | |
| | 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 | Õ | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-3 ML-3 | ML-3 SW | 38,728,027 0 | 0 | 0 | 38,728,027 | 0 | 0 | 38,728,027 0 | | |
| 19 | ML-3 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-3 ML-3 | ML-6 ML-7 | 11,321 278,934,798 | 0 | 0 | 11,321 278,934,798 | 0 | 11,321 278,934,798 | 11,321 278,934,798 | | |
| | | | | - | | | | | | | |
| | SW SW | SE ML-2 | 2,797 | 0 | 2,797 0 | (2,797) | 2,797 0 | 2,797 0 | 2,797 | | |
| 24 | SW | ML-3 | 3,410,315 | 0 | 3,410,315 | 0 | 3,410,315 | 3,410,315 | 3,410,315 | | |
| | SW SW | SW ML-5 | 8,608,623 1,919,170 | 0 | 8,608,623 1,919,170 | 0 | 0 1,919,170 | 0 | 8,608,623 1,919,170 | | |
| | SW | ML-6 | 22,709,172 | 0 | 22,709,172 | 0 | 22,709,172 | 0 | 22,709,172 | | |
| | 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 | | |
| | ML-5 ML-5 | ML-3 SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 33 | ML-5 | ML-5 | 4,312 | 0 | 0 | 0 | 4,312 | 0 | 4,312 | | |
| | ML-5 ML-5 | ML-6 ML-7 | 99,592 188,719 | 0 | 0 | 0 | 99,592 188,719 | 0 188,719 | 99,592 188,719 | | |
| | ML-6 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-6 | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-6 | ML-3 SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-6 ML-6 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-6 | ML-6 | 171,564 | 0 | 0 | 0 | 171,564 | 0 | 171,564 | | |
| 42 | ML-6 | ML-7 | 1,175,440 | U | U | 0 | 1,175,440 | 1,175,440 | 1,175,440 | | |
| 43 | ML-7 | SE MI 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-7 ML-7 | ML-2 ML-3 | 15,261,206 | 0 | 0 | 0 | 0 | 0 15,261,206 | 0 15,261,206 | | |
| 46 | ML-7 | SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | ML-7 ML-7 | ML-5 ML-6 | 2,713,684 | 0 | 0 | 0 | 0 | 2,713,684 | 0 2,713,684 | | |
| 49 | ML-7 | ML-7 | 599,396,587 | 0 | 0 | 0 | 0 | 599,396,587 | 599,396,587 | | |
| | TOTAL (Dth) | Pata Commont | 1,447,389,941 | 208,472,423 | 251,447,379 | 444,326,772 | 244,478,383 | 1,187,973,841 | 1,447,389,941 | | |
| 52 | Fuel and L&U Retained by F Unadjusted Fuel and L&U Ret | ainec | 26,067,070 | 256,493 | 2,352,598 | 5,062,106 | 4,899,866 | 8,245,664 | 5,250,345 | | |
| 53 54 | Adjustments 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 57 | ML3-ML3 ML3-ML6 | | (244,484) (63) | 0 | 0 | (244,484) (63) | 0 | 0 | 0 | | |
| 58 | ML3-ML7 | | (1,714,251) | 0 | 0 | (1,714,251) | 0 | 0 | 0 | | |
| 59 60 | SW-ML5 ML5-ML-5 | | (24,154) (55) | 0 | 0 | 0 | (24,154) (55) | 0 | 0 | | |
| 61 | ML6-ML3 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| 62 63 | ML6-ML6 ML6-ML7 | | (1,304) (8,864) | 0 | 0 | 0 | (1,304) (8,864) | 0 | 0 | | |
| | 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 | | |
| | Total Fuel and L&U Retaine | d (Mcf) | 23,026,667 | 246,391 | 2,259,940 | 2,882,010 | 4,673,861 | 7,920,906 | 5,043,559 | | |
| 66 67 | Enable Reallocation Adjusted Total Fuel and L& | U Retained (Mcf | 23,026,667 | 246,391 | 2,259,940 | 239,267 3,121,278 | (239,267) 4,434,593 | 7,920,906 | 5,043,559 | | |
| | Transporter's Use | | 23,020,007 | 2.0,571 | 2,227,710 | Transportation | 1,101,000 | ,,,20,,500 | 2,012,027 | Storage | Total Co. Use |
| | Fuel & L&U Retained by Rate | | 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 70 | Less: Def.Transporter's Use Ba Current Transporter's Use | ıı 2014 (Over)/Under Rec. | 2,698,999 20,327,668 | (110,139) | (101,185) 2,361,125 | (718,580) 3,839,858 | (84,009) 4.518.602 | 2,211,081 5,709,825 | 1,501,831 3,541,728 | 27,156 1,513,817 | 2,726,155 21,841,485 |
| ,,, | | - | ,527,000 | 550,550 | _,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 2,007,000 | .,10,002 | 2,707,020 | -,011,120 | -,0.0,0.1 | |

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

| 2015 | | | | | | | | | | | | | | | |
|--|--|----------------------------|------------|------------------------|---------------------------|--------------|----------------------------|----------------------------|----------------------------|-------------|------------------------|---------------------------|--------------------|----------------------------|----------------------------|
| Line | | System | SouthEast | SouthWest | JAN thru MAR SouthEast | SouthWest | Northern | L&U | System | SouthEast | SouthWest | APR thru DEC SouthEast | SouthWest | Northern | L&U |
| No. REC-SEC | G DEL-SEG | Throughput | Area | Area | Leg | Leg | Segment | | Throughput | Area | Area | Leg | Leg | Segment | |
| Troncostional Ti | huanahant Cuassad Un for Eval and I f | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 5) | (Col. 6) | (Col. 7) | (Col. 1) | (Col. 2) | (Col. 3) | (Col. 4) | (Col. 5) | (Col. 6) | (Col. 7) |
| 1 SE | hroughput Grossed Up for Fuel and L& SE | 30,078,889 | 30,078,889 | 0 | 0 | 0 | 0 | 30,078,889 | 102,523,000 | 102,523,000 | 0 | 0 | 0 | 0 | 102,523,000 |
| 2 SE | ML-2 | 6,716,694 | 6,716,694 | 0 | 6,716,694 | 0 | 0 | 6,716,694 | 5,379,623 | 5,379,623 | 0 | 5,379,623 | 0 | 0 | 5,379,623 |
| 3 SE 4 SE | ML-3 SW | 15,067,037 | 15,067,037 | 0 | 15,067,037 | 0 | 0 | 15,067,037 | 9,634,013 | 9,634,013 | 0 | 9,634,013 | 0 | 0 | 9,634,013 |
| 5 SE | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 SE | ML-6 | 35,443 | 35,443 | 0 | 35,443 | 0 | 35,443 | 35,443 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 SE | ML-7 | 13,375,612 | 13,375,612 | 0 | 13,375,612 | 0 | 13,375,612 | 13,375,612 | 25,662,112 | 25,662,112 | 0 | 25,662,112 | 0 | 25,662,112 | 25,662,112 |
| 8 ML-2 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 ML-2 | ML-2 | 1,398,279 | 0 | 0 | 1,398,279 | 0 | 0 | 1,398,279 | 5,574,157 | 0 | 0 | 5,574,157 | 0 | 0 | 5,574,157 |
| 10 ML-2 | ML-3 | 6,199,946 | 0 | 0 | 6,199,946 | 0 | 0 | 6,199,946 | 4,604,002 | 0 | 0 | 4,604,002 | 0 | 0 | 4,604,002 |
| 11 ML-2 12 ML-2 | SW ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 ML-2 | ML-6 | 237,660 | 0 | 0 | 237,660 | ő | 237,660 | 237,660 | 69,814 | 0 | 0 | 69,814 | 0 | 69,814 | 69,814 |
| 14 ML-2 | ML-7 | 4,969,404 | 0 | 0 | 4,969,404 | 0 | 4,969,404 | 4,969,404 | 27,731,627 | 0 | 0 | 27,731,627 | 0 | 27,731,627 | 27,731,627 |
| 15 ML-3 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 ML-3 | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 ML-3 | ML-3 | 12,002,963 | 0 | 0 | 12,002,963 | 0 | 0 | 12,002,963 | 26,725,064 | 0 | 0 | 26,725,064 | 0 | 0 | 26,725,064 |
| 18 ML-3 19 ML-3 | SW ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 ML-3 | ML-6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11,321 | 0 | 0 | 11,321 | 0 | 11,321 | 11,321 |
| 21 ML-3 | ML-7 | 66,180,897 | 0 | 0 | 66,180,897 | 0 | 66,180,897 | 66,180,897 | 212,753,901 | 0 | 0 | 212,753,901 | 0 | 212,753,901 | 212,753,901 |
| 22 SW | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,797 | 0 | 2,797 | (2,797) | 2,797 | 2,797 | 2,797 |
| 23 SW | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 SW 25 SW | ML-3 SW | 1,678,378 2,350,547 | 0 | 1,678,378 2,350,547 | 0 | 1,678,378 | 1,678,378 | 1,678,378 2,350,547 | 1,731,937 | 0 | 1,731,937 | 0 | 1,731,937 | 1,731,937 | 1,731,937 |
| 25 SW 26 SW | ML-5 | 2,350,547 365,722 | 0 | 2,350,547 365,722 | 0 | 0 365,722 | 0 | 2,350,547 365,722 | 6,258,076 1,553,448 | 0 | 6,258,076 1,553,448 | 0 | 0 1,553,448 | 0 | 6,258,076 1,553,448 |
| 27 SW | ML-6 | 6,566,770 | 0 | 6,566,770 | 0 | 6,566,770 | 0 | 6,566,770 | 16,142,402 | 0 | 16,142,402 | 0 | 16,142,402 | 0 | 16,142,402 |
| 28 SW | ML-7 | 61,073,622 | 0 | 61,073,622 | 0 | 61,073,622 | 61,073,622 | 61,073,622 | 153,723,680 | 0 | 153,723,680 | 0 | 153,723,680 | 153,723,680 | 153,723,680 |
| 29 ML-5 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 ML-5 | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31 ML-5 | ML-3 SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 32 ML-5 33 ML-5 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,312 | 0 | 0 | 0 | 4,312 | 0 | 4,312 |
| 34 ML-5 | ML-6 | 46,244 | 0 | 0 | 0 | 46,244 | 0 | 46,244 | 53,348 | 0 | 0 | 0 | 53,348 | 0 | 53,348 |
| 35 ML-5 | ML-7 | 88,877 | 0 | 0 | 0 | 88,877 | 88,877 | 88,877 | 99,842 | 0 | 0 | 0 | 99,842 | 99,842 | 99,842 |
| 36 ML-6 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 ML-6 | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 38 ML-6 39 ML-6 | ML-3 SW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 40 ML-6 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 41 ML-6 | ML-6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 171,564 | 0 | 0 | 0 | 171,564 | 0 | 171,564 |
| 42 ML-6 | ML-7 | 230,896 | 0 | 0 | 0 | 230,896 | 230,896 | 230,896 | 944,544 | 0 | 0 | 0 | 944,544 | 944,544 | 944,544 |
| 43 ML-7 | SE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 44 ML-7 | ML-2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 45 ML-7 46 ML-7 | ML-3 SW | 10,041,649 | 0 | 0 | 0 | 0 | 10,041,649 | 10,041,649 | 5,219,557 | 0 | 0 | 0 | 0 | 5,219,557 | 5,219,557 |
| 47 ML-7 | ML-5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 48 ML-7 | ML-6 | 1,904,835 | 0 | 0 | 0 | 0 | 1,904,835 | 1,904,835 | 808,849 | 0 | 0 | 0 | 0 | 808,849 | 808,849 |
| 49 ML-7 50 TOTAL (Dth) | ML-7 | 233,347,473 473,957,837 | 65,273,675 | 72.035.039 | 126,183,935 | 70,050,509 | 233,347,473 393,164,746 | 233,347,473 473,957,837 | 366,049,114 973,432,104 | 143,198,748 | 179,412,340 | 318,142,837 | 174,427,874 | 366,049,114 794,809,095 | 366,049,114 973,432,104 |
| | | ,, | | ,, | | | | | ,, | | | | | ,, | |
| 51 Fuel and L&U % 52 Fuel and L&U R | % Retained by Rate Segment | | 0.02% | 0.85% | 1.44% | 1.94% | 0.48% | 0.43% | | 0.17% | 0.97% | 1.02% | 2.03% | 0.80% | 0.33% |
| | and L&U Retained | 7,726,591 | 13,055 | 612,298 | 1,817,049 | 1,358,980 | 1,887,191 | 2,038,019 | 18,340,479 | 243,438 | 1,740,300 | 3,245,057 | 3,540,886 | 6,358,473 | 3,212,326 |
| 54 Adjustments | | | | | | | | | | | | | | | |
| 55 SE-SE (L&U) 56 SE-ML2 | | (43,659) | | | (43,659) | | | 0 | (24,746) | 0 | | (24,746) | | | 0 |
| 50 SE-ML2 57 ML2-ML2 | | (43,039) | | | (9,089) | | | | (24,746) | | | (24,746) | | | |
| 58 ML3-ML3 | | (94,823) | | | (94,823) | | | | (149,660) | | | (149,660) | | | |
| 59 ML3-ML6 60 ML3-ML7 | | 0 (522,829) | | | (522,829) | | | | (63) (1,191,422) | | | (63) (1,191,422) | | | |
| 60 ML3-ML7 61 SW-ML5 | | (522,829) (4,425) | | | (322,829) | (4,425) | | | (1,191,422) (19,729) | | | (1,191,422) | (19,729) | | |
| 62 ML5-ML-5 | | 0 | | | | 0 | | | (55) | | | | (55) | | |
| 63 ML6-ML3 | | 0 | | | | 0 | | | 0 | | | | 0 | | |
| 64 ML6-ML6 65 ML6-ML7 | | (1,686) | | | | (1.686) | | | (1,304) (7,179) | | | | (1,304) (7,179) | | |
| 66 Total Fuel and L& | &U Retained (Dth) | 7,050,080 | 13,055 | 612,298 | 1,146,649 | 1,352,869 | 1,887,191 | 2,038,019 | 16,920,680 | 243,438 | 1,740,300 | 1,853,524 | 3,512,620 | 6,358,473 | 3,212,326 |
| 67 Total Fuel and L | 8.U Datained (Maf) | 6,772,411 | 12,541 | 588,182 | 1,101,488 | 1,299,586 | 1,812,863 | 1,957,751 | 16,254,256 | 233,850 | 1,671,758 | 1,780,523 | 3,374,275 | 6,108,043 | 3,085,808 |
| o/ Iotai Fuel and L | ACO Retained (MCI) | 0,772,411 | 12,541 | 388,182 | 1,101,488 | 1,299,386 | 1,812,803 | 1,150,151 | 10,254,256 | 233,850 | 1,0/1,/58 | 1,780,523 | 3,374,275 | 0,108,043 | 3,085,0808 |
| 68 Enable Reallocat | | | | | 66,529 | (66,529) | | | | | | 172,738 | (172,738) | | |
| 69 Adjusted Total F | Fuel and L&U Retained (Mcf) | 6,772,411 | 12,541 | 588,182 | 1,168,017 | 1,233,057 | 1,812,863 | 1,957,751 | 16,254,256 | 233,850 | 1,671,758 | 1,953,261 | 3,201,537 | 6,108,043 | 3,085,808 |
| | | | | | | | | | | | | | | | |

| Fuel Rates From Matrix | | | | | | | |
|------------------------|---------|--------|-------|----------|-------|--------|-------|
| 3 Months, Jan - Mar | | | | | | | |
| SE AREA | SW AREA | | MAINL | INE AREA | | | L&U |
| SE | SW | SE LEG | | SW LEG | | NORTH. | |
| | | ML-2 | ML-3 | ML-5 | ML-6 | ML-7 | L&U |
| 0.02% | 0.85% | 1.44% | | 1.94% | | 0.48% | 0.43% |
| 0.02% | 0.85% | 0.79% | 0.65% | 0.73% | 1.21% | 0.48% | 0.43% |
| | | 55% | 45% | 38% | 62% | | |

| | Fuel Rates From Matri: | X . | | | | | | |
|----|------------------------|---------|--------|-------|-----------|-------|--------|-------|
| | 9 Months, Apr - Dec | | | | | | | |
| | SE AREA | SW AREA | | MAIN | LINE AREA | | | L&U |
| | SE | SW | SE LEG | | SW LEG | | NORTH. | |
| | | | ML-2 | ML-3 | ML-5 | ML-6 | ML-7 | L&U |
| 3% | 0.17% | 0.97% | 1.02% | | 2.03% | | 0.80% | 0.33% |
| 3% | 0.17% | 0.97% | 0.56% | 0.46% | 0.76% | 1.27% | 0.80% | 0.33% |
| | | | 55% | 45% | 37% | 63% | | |

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

| <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 0 = \$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+ 0.0012-0-0= \$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 -SWC-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

| <u>TO</u> | _ | Southeast Area SE | 1 | | Southeast Southern ML-2 | | | Central ML-3 | į | _ | Southwest Area SW | | | Southwest Southern ML-5 | | | Central ML-6 | į | | Northern ML-7 | |
|------------------------------|----------|----------------------|----------|----------|-------------------------------|----------|----------|-----------------|----------|----------|----------------------|----------|----------|-------------------------------|----------|----------|-----------------|----------|----------|------------------|----------|
| | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE | NEW | OLD | CHANGE |
| FROM Southeast Area SE | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0000 | \$0.0012 | \$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

| | | SOUTHE | EAST AREA | SOUTHW | EST AREA | | | MAII | NLINE AREA | | TOTAL |
|-------------|---|--------|---------------------|----------------------------|-------------------|----|------------------------------|------|--------------------------|------------------------------------|-----------------|
| Line No. | | | SMISSION Col. 2) | | MISSION ol. 3) | | THEAST LEG Col. 4) | | THWEST LEG Col. 5) | ORTHERN SEGMENT (Co. 6) | (Co. 7) |
| 1 2 3 | THROUGHPUT Bcf (1) MMDth (1) | | 198.2 206.3 | | 232.3 241.8 | | 431.5 449.2 | | 214.1 222.9 | 1120.8 1166.8 | |
| 4 5 | ELECTRIC POWER COSTS, \$ (2) CURRENT EPC CHARGE, \$/Dth (3) | \$ | <u>\$0.0000</u> | \$ | <u>\$0.0000</u> | \$ | <u>\$0.0000</u> | \$ | <u>\$0.0000</u> | \$ 1,234,188 <u>\$0.0011</u> | \$ 1,234,188 |
| 6 7 | (OVER)/UNDER RECOVERIES, \$ (Line 13) ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4) | \$ | <u>\$0.0000</u> | \$ | <u>\$0.0000</u> | \$ | <u>\$0.0000</u> | \$ | <u>\$0.0000</u> | \$ 139,285 <u>\$0.0001</u> | \$ 139,285 |
| 8 | TRANSPORTATION EPC CHARGE, \$/Dth - (5) | | <u>\$0.0000</u> | | \$0.0000 | | <u>\$0.0000</u> | | <u>\$0.0000</u> | <u>\$0.0012</u> | \$ 1,373,473 |
| | | | | BREAKE SOUTHE CENTRA | RN | S | LEGS BY SEGM - (6 - (6 |) \$ | - (6 - (6 | | |

Derivation of EPC Charge Adjustment for Transportation by Area and Segment

| | | SOUTHE | AST AREA | SOUTHW | VEST AREA | | | MAINI | INE AREA | | |
|----|--|--------|----------|--------|-----------|----|-------------|-------|-------------|-------------------|-----------------|
| | | TRANS | MISSION | TRANS | SMISSION | | HEAST EG | | HWEST EG | ORTHERN EGMENT | TOTAL |
| | | (C | ol. 2) | (C | ol. 3) | (C | ol. 4) | (C | ol. 5) | (Co. 6) | <u> </u> |
| 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 | \$ | - | \$ | - | \$ | - | \$ | - | \$ 139,285 | \$ 139,285 |

- (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

| | | | | Mainline Area | | | | |
|------|------------|-------------|-------------|---------------|-----------|--------------|-----|--------------|
| Line | Production | Southeast | Southwest | Southeast | Southwest | Northern | =' | |
| No. | Month | <u>Area</u> | <u>Area</u> | Leg | Leg | Segment | (1) | <u>Total</u> |
| 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 | - | | | - | \$ 1,234,188 | \$ | 1,234,188 |

Transportation EPC Collected by Segment 2015

| Line | Production | Southeast | Southwest | Southeast | Southwest | Northern | |
|------|--------------|-------------|-----------|-----------|------------|--------------|--------------|
| No. | <u>Month</u> | <u>Area</u> | Area | Leg | <u>Leg</u> | Segment | Total |
| 1.4 | T | | | | | ¢ 100.597 | ¢ 100.597 |
| 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 | - | - | - | - | \$ 1,087,232 | \$ 1,087,232 |

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

ANR PIPELINE COMPANY Transportation EPC Interest Calculation

| Line No. | Accounting Month | Prior Month Interest Base (= Col. 5) (Col. 1) | (1) Quarterly <u>Interest</u> (Col. 2) | (2) Electric Power Costs (Col. 3) | (3) Transporter's <u>EPC</u> (Col 4) | Current Month Interest Base (Col. 1+2+3-4) (Col. 5) | (4) Monthly Interest Rate (Col. 6) | Interest (Col. $1 + \text{Col.}$ $\frac{2 \times \text{Col. } 6}{(\text{Col. } 7)}$ | (5) <u>Interest</u> (Col. 8) | Total Monthly Interest (Col. 7 + 8) (Col. 9) |
|----------|------------------|--|---|-----------------------------------|---|---|--|---|------------------------------------|--|
| 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 | | | \$1,234,188 | \$ 1,087,232 | | | \$ 43,469 | \$ 122 | \$ 43,591 |

⁽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

| Line No. | <u>-</u> | | Storage C Charge (1) |
|-------------|--|--|-------------------------|
| 1 2 | Storage Gas Injected (Transactional Throughput) Bcf (2) MMDth (2) | | 175.05 182.23 |
| 3 4 | Current EPC Charge Electric Power Costs, \$ (3) Current EPC Charge, \$/Dth (4) | \$ | 1,482,147 \$0.0081 |
| 5 6 | EPC Charge Adjustment (Over)/Under Recoveries, \$ (Line 14) Annual EPC Charge Adjustment, \$/Dth (5) | \$ | 250,984 \$0.0014 |
| 7 | Storage EPC Charge, \$/Dth (6) | | \$0.0095 |
| | | Derivation of EPC (Over)Under Recoveries | |
| 8 9 | Deferred Balance - December 31, 2014 (7) Actual Electric Power Costs - 2015 (Attach 3, Pg 2 of 3) | \$ | (792,529) 1,482,147 |
| 10 11 | Total Transporter's EPC Collected - 2015 (Attach 3, Pg 2 of 3) | \$ | 689,618 423,226 |
| 12 | Total (Over)/Under Recoveries | \$ | 266,392 |
| 13 14 | Interest (8) Deferred Balance - December 31, 2015 | \$ | (15,408) 250,984 |

- (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 $3 \div \text{Line } 2$.
- (5) Annual EPC Charge Adjustment = Line $5 \div \text{Line } 2$.
- (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

| Line | Production | |
|------|------------|-----------------|
| No. | Month | Amount |
| | _ | |
| 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 | \$ 1,482,147 |

Storage EPC Collected

| | Production | | |
|----|--------------|----------|---------|
| | <u>Month</u> | <u>A</u> | mount |
| | | | |
| 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 | \$ | 423,226 |

⁽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**

| Line No. | Accounting Month | Prior Month Interest Base (= Col. 5) (Col. 1) | (1) Quarterly <u>Interest</u> (Col. 2) | (2) Electric Power Costs (Col. 3) | (3) Storage <u>EPC</u> (Col 4) | Current Month Interest Base (Col. 1+2+3-4) (Col. 5) | (4) Monthly Interest Rate (Col. 6) | Interest (Col. 1 + Col. 2 <u>x Col. 6</u> (Col. 7) | (5) <u>Interest</u> (Col. 8) | Total Monthly Interest (Col. 7 + 8) (Col. 9) |
|----------|------------------|--|---|-----------------------------------|---|---|------------------------------------|---|------------------------------------|--|
| 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 | | | \$ 1,482,147 | \$ 423,226 | | | \$ (16,393) | \$ 985 | \$ (15,408) |

⁽¹⁾ Quarterly interest based upon Col. 9.

Reflects prior month electric power cost activity. Please refer to Attachment 3, Page 2 of 3. (2)

⁽³⁾

Reflects prior month Transporter's EPC collected. Refer to Attachment 3, Page 2 of 3. FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month. (4)

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). (5)

⁽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 | Dec. 2014 Dth | Dec. 2015 Dth | 2015 Fuel Filing Dth | 2015 Fuel Filing Mcf |
|---------------|-----------------------|------------------|------------------|----------------------------|----------------------------|
| | (A) (Col. 1) | (B) (Col. 2) | (C) (Col. 3) | (A)-(B)+(C) (Col. 4) | (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

| Line No. | 2015 FORM 2 \$ | Dec. 2014 \$ | Dec. 2015 \$ | 2015 Electric Power \$ |
|-------------------------|----------------------|--------------------------|-----------------|---|
| | (A) (Col. 1) | (B) (Col. 2) | (C) (Col. 3) | $(\mathbf{A}) \cdot (\mathbf{B}) + (\mathbf{C})$ (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

| Line No. | _ | 2015 FORM 2 \$ | | Dec. 2014 \$ | Dec. 2015 | 2015 Fuel Filing \$ |
|-------------|-------------------------|--------------------------|-----|--------------------------|-----------------|---------------------------|
| | | (A) (Col. 1) | | (B) (Col. 2) | (C) (Col. 3) | (A)-(B)+(C) (Col. 4) |
| 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

| <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 |
| | Sulphur Springs Charge | Sulphur Springs Charge | Sulphur Springs Charge | Sulphur Springs Charge | Sulphur Springs Charge | Sulphur Springs Charge | Sulphur Springs Charge |
| Sulphur Springs ML-3 /1 | 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

| Line | | | |
|------|---|-------------------------|-----------------|
| No. | | Sulphur Springs Transpo | orter's Use (%) |
| | Current Transporter's Use (%) (2) | Daily | Annual |
| 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% |
| | True-Up Adjustment (%) | | |
| 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

| MONTH | Transporter's Use (%) | COMPANY USE (1) | RETAINED (2) | (OVER)/UNDER RECOVERIES |
|-----------------|-----------------------|-----------------|--------------|----------------------------|
| | | Col. 1 | Col. 2 | 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) | | 20,336 | 40,256 | (19,920) |
| Total (Mcf) (1) | | 20,115 | 39,818 | (19,703) |

(1) Conversion Factor

1.011