



February 28, 2017

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

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Director, Rates and Regulatory

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RE: ANR Pipeline Company  
Re-determination of Transporter's Use (%) and EPC Charges  
Docket No. RP17-\_\_\_\_-\_\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission ("FERC" or "Commission") regulations,<sup>1</sup> ANR Pipeline Company ("ANR") submits for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), the tariff sections 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.<sup>2</sup> ANR respectfully requests that the Commission accept the tariff sections included as Appendix A-1 to become effective April 1, 2017.

### **Correspondence**

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

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<sup>1</sup> 18 C.F.R. Part 154 (2017).

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

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\* Persons designated for official service pursuant to Rule 2010.

### **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. 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.<sup>3</sup>

The EPC Charge for ANR's transportation services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Weyauwega compressor station in Waupaca County, Wisconsin, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over- and under-collections of electric power costs for the previous calendar year and inclusive of carrying charges<sup>4</sup> on the monthly net over- and under-collection activity.

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<sup>3</sup> Pursuant to ANR's Rate Case Settlement in RP16-440-000 dated September 16, 2016, fuel and lost and unaccounted for quantities associated with the Sulphur Springs Project have been rolled in to ANR's system-wide fuel mechanism. *ANR Pipeline Company*, 157 FERC ¶ 61,2015 (2016). As a result, ANR's Transporter's Use (%) fuel calculations no longer include a separate incremental fuel charge for Sulphur Springs facilities.

<sup>4</sup> 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.

In compliance with Section 154.201(b) of the Commission's regulations, summary level workpapers in support of the re-determined Transporter's Use (%) matrix, the EPC Charge for transportation matrix, and the EPC Charge for storage services are provided in the instant filing (Appendix B, Attachments 1, 2, and 3). In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting a reconciliation of the fuel and electric power cost data used in this filing with the data to be included in its upcoming Form No. 2 filing (Appendix B, Attachment 4). Finally, detailed workpapers which provide monthly support for company use gas volumes, electric power costs incurred, and the volume of gas retained by ANR from its customers are also included herein (Appendices 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, 2017. 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

A handwritten signature in black ink that reads "John A. Roscher". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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John A. Roscher  
Director, Rates and Regulatory

Enclosures

# Appendix A-1

## Clean Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.9.0.0
4.19	Statement of Rates, EPC Charge	v.7.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.9.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)					
		SOUTHEAST			SOUTHWEST		NORTHERN
FROM:	TO:	S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment
		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)
SOUTHEAST AREA (SE)		0.65	0.97	1.24	0.36	0.79	1.51
S.E. SOUTHERN SEGMENT (ML-2)		--	0.47	0.74	0.00	0.29	1.01
S.E. CENTRAL SEGMENT (ML-3)		--	--	0.42	0.00	0.00	0.69
SOUTHWEST AREA (SW)		1.97	2.29	2.56	1.14	1.57	2.29
S.W. SOUTHERN SEGMENT (ML-5)		0.98	1.30	1.57	--	0.58	1.30
S.W. CENTRAL SEGMENT (ML-6)		--	0.87	1.14	--	--	0.87
NORTHERN SEGMENT (ML-7)		--	--	0.42	--	--	0.42

NOTES:

- There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
  - 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.
- 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 (%): 0.61%.
- In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
- For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: 0.15%.

# EPC CHARGE

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

		(DOLLARS PER DTH)						
		SOUTHEAST			SOUTHWEST			NORTHERN
FROM:	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)
SOUTHEAST AREA (SE)		\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0008	\$0.0008	\$0.0008
S.E. SOUTHERN SEGMENT (ML-2)		--	\$0.0000	\$0.0000	\$0.0008	\$0.0008	\$0.0008	\$0.0008
S.E. CENTRAL SEGMENT (ML-3)		--	--	\$0.0000	\$0.0008	\$0.0008	\$0.0008	\$0.0008
SOUTHWEST AREA (SW)		\$0.0008	\$0.0008	\$0.0008	\$0.0000	\$0.0000	\$0.0000	\$0.0008
S.W. SOUTHERN SEGMENT (ML-5)		\$0.0008	\$0.0008	\$0.0008	--	\$0.0000	\$0.0000	\$0.0008
S.W. CENTRAL SEGMENT (ML-6)		--	\$0.0008	\$0.0008	--	--	\$0.0000	\$0.0008
NORTHERN SEGMENT (ML-7)		--	--	\$0.0008	--	--	\$0.0008	\$0.0008

- 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 \$0.0117.

## NOTES:

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



## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

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

### 2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$0.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$0.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.15% 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 0.15% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

# Appendix A-2

## Marked Tariff

<b><u>Section</u></b>	<b><u>Description</u></b>	<b><u>Version</u></b>
4.18	Statement of Rates, Transporter's Use (%)	v.9.0.0
4.19	Statement of Rates, EPC Charge	v.7.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.9.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
FROM:	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)
SOUTHEAST AREA (SE)		0.5465	0.7697	0.961.24	0.0036	0.3779	1.5951	1.5951
S.E. SOUTHERN SEGMENT (ML-2)		--	0.4647	0.6674	0.00	0.0729	1.2901	1.2901
S.E. CENTRAL SEGMENT (ML-3)		--	--	0.4142	0.00	0.00	1.040.69	1.040.69
SOUTHWEST AREA (SW)		3.251.97	3.502.29	3.702.56	1.4214	1.8557	3.072.29	3.702.56
S.W. SOUTHERN SEGMENT (ML-5)		2.340.98	2.591.30	2.791.57	--	0.9458	2.161.30	2.791.57
S.W. CENTRAL SEGMENT (ML-6)		--	1.860.87	2.061.14	--	--	1.430.87	2.061.14
NORTHERN SEGMENT (ML-7)		--	--	0.8442	--	--	0.8442	0.8442

NOTES:

- (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.

(b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
- 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 (%): 0.9561%.
- In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
- For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: 0.2415%.

# EPC CHARGE

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

		(DOLLARS PER DTH)						
		SOUTHEAST			SOUTHWEST			NORTHERN
FROM:	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)
SOUTHEAST AREA (SE)		\$0.0000	\$0.0000	\$0.0000	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>
S.E. SOUTHERN SEGMENT (ML-2)		--	\$0.0000	\$0.0000	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>
S.E. CENTRAL SEGMENT (ML-3)		--	--	\$0.0000	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>
SOUTHWEST AREA (SW)		\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.0000	\$0.0000	\$0.0000	\$0.00 <del>+208</del>
S.W. SOUTHERN SEGMENT (ML-5)		\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	--	\$0.0000	\$0.0000	\$0.00 <del>+208</del>
S.W. CENTRAL SEGMENT (ML-6)		--	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>	--	--	\$0.0000	\$0.00 <del>+208</del>
NORTHERN SEGMENT (ML-7)		--	--	\$0.00 <del>+208</del>	--	--	\$0.00 <del>+208</del>	\$0.00 <del>+208</del>

- 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~~0117.

## NOTES:

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

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

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

### 2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$0.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$0.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.~~24~~15% 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.~~24~~15% 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

From	Southeast			Southwest			
	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7
Southeast Area SE	SEA + LU $0.5 + 0.15 = 0.65$	SEA + SES + LU $0.5 + 0.32 + 0.15 = 0.97$	SEA + SES SEC + LU $0.5 + 0.32$ $0.27 + 0.15 = 1.24$	SEA+SES+SEC+N -SWC-SWS+LU $0.5 + 0.32 + 0.27 + 0.27-0.72-0.43+0.15 = 0.36$	SEA+SES+SEC+N -SWC+LU $0.5+0.32+0.27+$ $0.27 - 0.72 + 0.15 = 0.79$	SEA+SES+SEC+ N + LU $0.5+0.32+0.27+$ $0.27+0.15 = 1.51$	SEA+SES+SEC+ N + LU $0.5+0.32+0.27+$ $0.27+0.15 = 1.51$
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU $0.32 + 0.15 = 0.47$	SES + SEC + LU $0.32 + 0.27 + 0.15 = 0.74$	SES+SEC+N -SWC-SWS+LU $0.32 + 0.27 + 0.27-0.72-0.43+0.15 = 0.00$	SES+SEC+N -SWC+LU $0.32 + 0.27 + 0.27 - 0.72 + 0.15 = 0.29$	SES+SEC N + LU $0.32 + 0.27 + 0.27 + 0.15 = 1.01$	SES+SEC N + LU $0.32 + 0.27 + 0.27 + 0.15 = 1.01$
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU $0.27 + 0.15 = 0.42$	SEC + N -SWC-SWS+LU $0.27 + 0.27 - 0.72 - 0.43 + 0.15 = 0.00$	SEC + N - SWC + LU $0.27 + 0.27 - 0.72 + 0.15 = 0.00$	SEC + N + LU $0.27 + 0.27 + 0.15 = 0.69$	SEC + N + LU $0.27 + 0.27 + 0.15 = 0.69$
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU $0.99 + 0.43+0.72+$ $0.27-0.27-0.32+0.15 = 1.97$	SWA+SWS+SWC+ N-SEC+LU $0.99 + 0.43+0.72+$ $0.27-0.27+0.15 = 2.29$	SWA+SWS+SWC+ N+LU $0.99 + 0.43+0.72+$ $0.27 + 0.15 = 2.56$	SWA + LU $0.99 + 0.15 = 1.14$	SWA + SWS + LU $0.99 + 0.43 + 0.15 = 1.57$	SWA+SWS+SWC + LU $0.99 + 0.43 + 0.72 + 0.15 = 2.29$	SWA+SWS+SWC+ N+LU $0.99 + 0.43 + 0.72 + 0.27 + 0.15 = 2.56$
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU $0.43+0.72+$ $0.27-0.27-0.32+0.15 = 0.98$	SWS+SWC+ N-SEC+LU $0.43 + 0.72 + 0.27 - 0.27 + 0.15 = 1.30$	SWS+SWC+ N+LU $0.43 + 0.72 + 0.27 + 0.15 = 1.57$	Complete Backhaul No Charge	SWS + LU $0.43 + 0.15 = 0.58$	SWS+SWC+LU $0.43 + 0.72 + 0.15 = 1.30$	SWS+SWC+ N+LU $0.43 + 0.72 + 0.27 + 0.15 = 1.57$
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU $0.72 + 0.27 - 0.27 + 0.15 = 0.87$	SWC + N + LU $0.72 + 0.27 + 0.15 = 1.14$	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU $0.72 + 0.15 = 0.87$	SWC + N + LU $0.72 + 0.27 + 0.15 = 1.14$
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU $0.27 + 0.15 = 0.42$	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU $0.27 + 0.15 = 0.42$	N + LU $0.27 + 0.15 = 0.42$

**ANR PIPELINE COMPANY**

**FROM**

## Storage

**L & U**



**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Transportation by Area and Segment**  
**Volumes Reported in Bcf**  
**2016**

		SOUTHEAST AREA		SOUTHWEST AREA		MAINLINE AREA		
Line No.		GATHERING (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)	TOTAL (Co. 7)
1	THROUGHPUT	126.9	(1) 173.8	191.0	452.6	187.6	1044.2	
	<u>PROPOSED MATRIX</u>							
2	FUEL	0.000	0.604	1.921	2.587	3.072	3.373	11.557
3	858 ACCOUNT	0.000	0.000	0.000	0.000	0.000	1.264	1.264
4	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.039</u>	<u>0.039</u>
5	TOTAL FUEL	<u>0.000</u>	<u>0.604</u>	<u>1.921</u>	<u>2.587</u>	<u>3.072</u>	<u>4.676</u>	<u>12.860</u>
6	THROUGHPUT	126.90	173.80	191.00	452.60	187.60	1044.20	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	<u>0.00%</u>	<u>0.35%</u>	<u>1.00%</u>	<u>0.57%</u>	<u>1.61%</u>	<u>0.45%</u>	
8	(OVER)/UNDER RECOVERIES (5)	0.000	0.258	(0.025)	0.068	(0.854)	(1.856)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>	<u>0.15%</u>	<u>-0.01%</u>	<u>0.02%</u>	<u>-0.46%</u>	<u>-0.18%</u>	
10	TRANSPORTER'S USE (%) - FUEL (6)	<u>0.00%</u>	<u>0.50%</u>	<u>0.99%</u>	<u>0.59%</u>	<u>1.15%</u>	<u>0.27%</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.32%	(2)	0.43%	(3)
CENTRAL	0.27%	(2)	0.72%	(3)
TOTAL	0.59%		1.15%	

- (1) Based on ANR SE gathering receipt percentage of 73%.
- (2) The SEML has 11 compressor stations in total. Southern has 6 stations ( $6/11 \times 0.59\% = 0.32\%$ ). Central has 5 stations ( $5/11 \times 0.59\% = 0.27\%$ ).
- (3) The SWML has 8 compressor stations in total. Southern has 3 stations ( $3/8 \times 1.15\% = 0.43\%$ ). Central has 5 stations ( $5/8 \times 1.15\% = 0.72\%$ ).
- (4) Fuel Percentage =  $1 - [(\text{Throughput}) / (\text{Total Fuel} + \text{Throughput})]$ .
- (5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2016; Fuel Percentage =  $1 - [(\text{Throughput}) / (\text{Previous Year's (O)/U Recoveries} + \text{Throughput})]$ .  
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**  
**2016**

Line No.		
1	L&U	2.745
2	THROUGHPUT	1,298
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.21%</u>
4	(OVER)/UNDER RECOVERIES (2)	(0.757)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.06%</u>
6	<b>TRANSPORTER'S USE (%) - L&amp;U (3)</b>	<u>0.15%</u>

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

(2) (Over)/under recoveries for the period Jan 1 - Dec 31, 2016; Refer to Attachment 1, Page 7 of 15.  
 $L\&U \text{ Percentage} = 1 - [(Throughput) / (Previous Year's (O)/U Recoveries + Throughput)]$ .

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

ANR PIPELINE COMPANY  
Account 858 Fuel Included in Transporter's Use  
Volumes Reported in Bcf  
2016

LINE NO.	TRANSPORTING COMPANY	SEGMENT (Col. 1)	THROUGHPUT (Col. 2)	CO. USE (Col. 3)
1	Great Lakes Gas Transmission L.P.	NORTH	22.231	0.229
2	DTE Gas Company	NORTH	63.450	1.035
3	Total			<u><u>1.264</u></u>

ANR PIPELINE COMPANY  
Derivation of Transporter's Use (%) for Storage  
Volumes Reported in Bcf  
2016

Line No.		Storage Transporter's Use (%) (1)
	<b><u>INJECTION COMPANY USE</u></b>	
1	ANRPL STORAGE AREA	0.473
2	STORAGE FUEL REIMBURSED TO OTHERS (2)	<u>0.662</u>
3	GROSS STORAGE CO USE	1.135
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)	0.039
6	NET COMPANY USE FOR STORAGE	<u>1.096</u>
7	<b><u>STORAGE GAS INJECTED</u></b>	
8	TOTAL STORAGE GAS INJECTED	141.93
9	LESS: SYSTEM BALANCING VOLUME	6.81
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>135.12</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (4)	<u>0.80%</u>
12	(OVER)/UNDER RECOVERIES (5)	-0.255
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>-0.19%</u>
14	<b>TRANSPORTER'S USE (%) - STORAGE</b>	<u>0.61%</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 0.173  
Blue Lake 0.489  
Total 0.662

(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, 2016; 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, 2016**

Line No.		SE AREA	SW AREA	MAINLINE AREA			TRANSMISSION		TOTAL	STORAGE	TOTAL
		TRANSMISSION	TRANSMISSION	SOUTHEAST	SOUTHWEST	NORTHERN	FUEL	L&U	TRANS.		
		(Col. 1)	(Col. 2)	LEG (Col. 3)	LEG (Col. 4)	SEGMENT (Col. 5)	(Co. 6)	(Co. 7)	(Co. 8)	(Co. 9)	(Co. 10)
1	FUEL USE AND L&U	0.604	1.921	2.587	3.072	3.373	11.557	2.745	14.302	1.096	15.398
2	858 ACCOUNT	0.000	0.000	0.000	0.000	1.264	1.264		1.264		1.264
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.039	0.039		0.039		0.039
4	<b>TOTAL COMPANY USE (1)</b>	<b><u>0.604</u></b>	<b><u>1.921</u></b>	<b><u>2.587</u></b>	<b><u>3.072</u></b>	<b><u>4.676</u></b>	<b><u>12.860</u></b>	<b><u>2.745</u></b>	<b><u>15.605</u></b>	<b><u>1.096</u></b>	<b><u>16.701</u></b>
5	<b>CURRENT TRANSPORTER'S USE (2)</b>	<b><u>0.346</u></b>	<b><u>1.946</u></b>	<b><u>2.519</u></b>	<b><u>3.926</u></b>	<b><u>6.532</u></b>	<b><u>15.269</u></b>	<b><u>3.502</u></b>	<b><u>18.771</u></b>	<b><u>1.351</u></b>	<b><u>20.122</u></b>
6	<b>TOTAL (OVER)/UNDER RECOVERIES</b>	<b><u>0.258</u></b>	<b><u>(0.025)</u></b>	<b><u>0.068</u></b>	<b><u>(0.854)</u></b>	<b><u>(1.856)</u></b>	<b><u>(2.409)</u></b>	<b><u>(0.757)</u></b>	<b><u>(3.166)</u></b>	<b><u>(0.255)</u></b>	<b><u>(3.421)</u></b>

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

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

ANR PIPELINE COMPANY  
Transporter's Actual Fuel Usage  
Volumes Reported in Bcf  
2016

Line No.	Transportation						
	SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE TRANSMISSION			L&U
	Gathering	Transmission	Transmission	SE Leg	SW Leg	Northern	
1 January		0.040	0.202	0.262	0.403	0.471	0.470
2 February		0.042	0.183	0.177	0.330	0.402	(0.191)
3 March		0.042	0.191	0.227	0.390	0.383	0.132
4 April		0.038	0.148	0.151	0.265	0.286	0.339
5 May		0.043	0.130	0.208	0.255	0.347	0.048
6 June		0.059	0.167	0.207	0.144	0.203	0.332
7 July		0.071	0.133	0.189	0.161	0.146	0.029
8 August		0.072	0.125	0.201	0.242	0.145	0.075
9 September		0.061	0.156	0.203	0.179	0.240	0.381
10 October		0.039	0.152	0.239	0.176	0.178	0.678
11 November		0.060	0.167	0.251	0.259	0.207	0.093
12 December		0.037	0.167	0.272	0.268	0.365	0.359
13 Total	-	0.604	1.921	2.587	3.072	3.373	2.745
Storage				Account 858			
	Storage Fuel Reimbursed to Others						
	ANR P/L Storage Area	ANR Storage	Blue Lake	System Balancing	Great Lakes	DTE	
14 January	-	0.007	0.055	-	0.027	0.059	
15 February	-	0.003	0.035	-	0.012	0.020	
16 March	-	0.002	0.019	0.005	0.015	0.012	
17 April	0.050	0.022	0.022	0.008	0.019	0.054	
18 May	0.080	0.009	0.081	0.013	0.019	0.228	
19 June	0.063	0.034	0.063	0.004	0.017	0.203	
20 July	0.049	0.022	0.051	-	0.020	0.148	
21 August	0.049	0.030	0.044	0.005	0.019	0.118	
22 September	0.071	0.013	0.031	0.004	0.035	0.089	
23 October	0.111	0.013	0.023	-	0.016	0.078	
24 November	-	0.011	0.011	-	0.012	-	
25 December	-	0.007	0.054	-	0.018	0.026	
26 Total	0.473	0.173	0.489	0.039	0.229	1.035	

## ANR Pipeline Company

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

#### Inputs:

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

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

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

#### Non Gathered Quantities

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

#### Gathered Quantities

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

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

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

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

### Fuel Matrix Determination Calculation:

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

**ANR PIPELINE COMPANY**  
**Transactional Throughput Derived From Fuel Retention By Rate Segmen**  
**2016**

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)
1	SE	SE	130,550,287	130,550,287	0	0	0	0
2	SE	ML-2	16,430,393	16,430,393	0	16,430,393	0	0
3	SE	ML-3	12,684,070	12,684,070	0	12,684,070	0	0
4	SE	SW	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0
7	SE	ML-7	22,297,884	22,297,884	0	22,297,884	0	22,297,884
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	18,733,372	0	0	18,733,372	0	0
10	ML-2	ML-3	6,129,717	0	0	6,129,717	0	0
11	ML-2	SW	0	0	0	0	0	0
12	ML-2	ML-5	0	0	0	0	0	0
13	ML-2	ML-6	287,091	0	0	287,091	0	287,091
14	ML-2	ML-7	20,075,674	0	0	20,075,674	0	20,075,674
15	ML-3	SE	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	0	0
17	ML-3	ML-3	53,146,634	0	0	53,146,634	0	0
18	ML-3	SW	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0
20	ML-3	ML-6	6,499	0	0	6,499	0	6,499
21	ML-3	ML-7	332,248,669	0	0	332,248,669	0	332,248,669
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	2,465,702	0	2,465,702	0	2,465,702	2,465,702
25	SW	SW	4,635,740	0	4,635,740	0	0	0
26	SW	ML-5	2,990,683	0	2,990,683	0	2,990,683	0
27	SW	ML-6	24,107,619	0	24,107,619	0	24,107,619	0
28	SW	ML-7	165,760,775	0	165,760,775	0	165,760,775	165,760,775
29	ML-5	SE	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	105	0	0	0	105	0
34	ML-5	ML-6	74,949	0	0	0	74,949	0
35	ML-5	ML-7	4,704	0	0	0	4,704	4,704
36	ML-6	SE	0	0	0	0	0	0
37	ML-6	ML-2	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0
41	ML-6	ML-6	260,711	0	0	0	260,711	0
42	ML-6	ML-7	792,394	0	0	0	792,394	792,394
43	ML-7	SE	0	0	0	0	0	0
44	ML-7	ML-2	0	0	0	0	0	0
45	ML-7	ML-3	14,268,094	0	0	0	0	14,268,094
46	ML-7	SW	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0
48	ML-7	ML-6	2,477,762	0	0	0	0	2,477,762
49	ML-7	ML-7	536,949,178	0	0	0	0	536,949,178
50	<b>TOTAL (Dth)</b>		<b>1,367,378,706</b>	<b>181,962,634</b>	<b>199,960,519</b>	<b>482,040,003</b>	<b>196,457,642</b>	<b>1,097,634,426</b>
51	<b>TOTAL (Mcf) (1)</b>		1,305,996,854	173,794,302	190,984,259	460,401,149	187,638,627	1,048,361,438
52	<b>Sulphur Springs ML-3 to ML-3 Adjustment (2)</b>		(3,631,266)			(3,631,266)		
53	<b>Sulphur Springs ML-3 to ML-7 Adjustment (2)</b>		(4,169,138)			(4,169,138)		(4,169,138)
54	<b>Adjusted TOTAL Transport (Mcf) (1)</b>		1,298,196,449	173,794,302	190,984,259	452,600,744	187,638,627	1,044,192,300

- (1) Conversion Factor 1.047
- (2) Pursuant to ANR's Rate Case Settlement in RP16-440-000 dated September 16, 2016, fuel and lost and unaccounted for quantities associated with the Sulphur Springs Project have been rolled in to ANR's system-wide fuel mechanism. *ANR Pipeline Company*, 157 FERC ¶ 61,205 (2016). Accordingly, the fuel and L&U associated with Sulphur Springs has been included in the fuel retained for ML-3. As a result, the transactional throughput derived from fuel retained for ML-3 has been adjusted for the difference between the system ML-3 rate and the Sulphur Springs incremental rate.



**ANR PIPELINE COMPANY**  
**Derived Transactional Throughput By Rate Route**  
**2016**

Line No.	REC-SEG	DEL-SEG	JANUARY (Col. 1)	FEBRUARY (Col. 2)	MARCH (Col. 3)	APRIL (Col. 4)	MAY (Col. 5)	JUNE (Col. 6)	JULY (Col. 7)	AUGUST (Col. 8)	SEPTEMBER (Col. 9)	OCTOBER (Col. 10)	NOVEMBER (Col. 11)	DECEMBER (Col. 12)	TOTAL 2016 (Col. 13)
1	SE	SE	11,665,380	10,196,760	11,473,345	10,301,117	11,572,638	10,684,446	13,209,541	11,754,061	11,607,167	11,726,165	9,250,814	7,108,853	130,550,287
2	SE	ML-2	2,309,129	1,874,446	1,523,676	409,496	557,311	1,694,131	1,713,065	1,965,474	974,641	1,432,059	597,790	1,379,175	16,430,393
3	SE	ML-3	2,847,109	1,724,113	1,115,156	701,637	533,991	417,722	652,632	549,672	430,308	383,264	891,257	2,437,209	12,684,070
4	SE	SW	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SE	ML-7	2,476,146	1,751,924	1,660,349	1,807,897	2,904,333	1,869,295	1,232,477	493,597	779,110	1,132,705	1,491,252	4,698,799	22,297,884
8	ML-2	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
9	ML-2	ML-2	1,335,201	1,307,695	2,092,557	1,292,072	1,500,241	1,362,832	1,821,582	1,026,777	1,886,499	1,136,054	1,998,157	1,973,705	18,733,372
10	ML-2	ML-3	1,794,992	954,128	528,033	179,414	170,233	155,332	41,392	57,948	56,142	228,482	117,402	1,846,219	6,129,717
11	ML-2	SW	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
12	ML-2	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
13	ML-2	ML-6	119,195	17,385	42,007	0	0	0	0	0	0	0	23,644	84,860	287,091
14	ML-2	ML-7	7,687,779	2,846,980	1,350,740	601,748	687,603	14,768	232,772	138,883	195,660	522,627	1,626,343	4,169,771	20,075,674
15	ML-3	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
16	ML-3	ML-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
17	ML-3	ML-3	3,331,196	3,346,768	2,993,505	3,473,748	3,837,373	5,331,466	5,946,252	5,216,573	4,401,392	4,951,809	4,906,872	5,409,680	53,146,634
18	ML-3	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
19	ML-3	ML-5	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
20	ML-3	ML-6	0	0	6,499	0	0	0	0	0	0	0	0	0	6,499
21	ML-3	ML-7	23,136,996	27,339,226	31,951,066	31,242,814	33,521,748	25,746,918	23,146,459	28,459,659	27,016,651	24,919,080	29,606,073	26,161,979	332,248,669
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	369,436	212,957	165,161	176,073	149,681	249,599	374,477	148,302	140,676	167,458	137,553	174,329	2,465,702
25	SW	SW	323,660	254,722	267,781	392,518	192,816	1,188,767	391,989	462,176	256,382	294,080	274,480	336,369	4,635,740
26	SW	ML-5	231,585	270,714	335,611	265,854	234,605	201,128	291,001	194,708	200,014	229,989	247,815	287,659	2,990,683
27	SW	ML-6	2,325,538	2,078,550	2,125,259	1,854,647	1,278,971	1,427,492	1,456,634	2,161,981	2,405,979	2,279,781	2,102,371	2,610,416	24,107,619
28	SW	ML-7	17,452,843	15,162,409	16,878,993	13,045,397	15,442,121	11,771,920	12,021,858	11,602,901	11,266,449	12,286,006	14,748,111	14,081,767	165,760,775
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
33	ML-5	ML-5	0	0	0	105	0	0	0	0	0	0	0	0	105
34	ML-5	ML-6	16,591	15,598	0	5,436	2,808	1,359	1,404	1,404	2,718	4,213	6,568	16,850	74,949
35	ML-5	ML-7	0	0	0	0	0	0	4,704	0	0	0	0	0	4,704
36	ML-6	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
40	ML-6	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
41	ML-6	ML-6	8,979	0	0	0	827	0	0	189,075	0	23,712	18,404	19,714	260,711
42	ML-6	ML-7	19,967	30,785	119,438	114,390	71,220	103,835	77,972	50,301	44,739	100,365	20,919	38,463	792,394
43	ML-7	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
44	ML-7	ML-2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
45	ML-7	ML-3	3,147,216	3,032,247	2,581,119	467,823	153,580	204,458	381,176	277,176	301,494	295,591	1,083,913	2,342,301	14,268,094
46	ML-7	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
47	ML-7	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
48	ML-7	ML-6	741,612	477,026	161,517	56,427	62,211	4,604	17,707	29,512	41,317	32,935	197,612	655,282	2,477,762
49	ML-7	ML-7	66,317,271	53,235,020	51,451,511	43,658,495	43,768,280	39,232,654	40,554,315	39,369,707	34,432,838	30,932,844	32,838,487	61,157,756	536,949,178
50	TOTAL (Dth)		147,657,821	126,129,453	128,823,323	110,047,108	116,642,591	101,662,726	103,569,409	104,149,887	96,440,176	93,079,219	102,185,837	136,991,156	1,367,378,706
51	TOTAL (Mcf) (2)		141,029,437	120,467,481	123,040,423	105,107,075	111,406,486	97,099,070	98,920,161	99,474,582	92,110,961	88,900,878	97,598,698	130,841,601	1,305,996,853
52	Storage (Dth) (1)		2,986,165	3,316,509	6,766,813	14,363,814	20,775,060	17,837,341	17,380,251	15,133,172	17,314,983	16,111,264	5,751,990	3,730,223	141,467,585
53	Storage (Mcf) (2)		2,852,116	3,167,630	6,463,050	13,719,020	19,842,464	17,036,620	16,600,049	14,453,841	16,537,711	15,388,027	5,493,782	3,562,773	135,117,083

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

(2) Conversion Factor 1.047

**ANR PIPELINE COMPANY**  
**Fuel Percentages By Rate Route**  
**2016**

Line No.	REC-SEG	DEL-SEG	<u>1/16-3/16 Fuel</u>		<u>4/16-12/16 Fuel</u>	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.50%	0.00%	0.51%	0.00%
2	SE	ML-2	1.06%	0.00%	0.76%	0.00%
3	SE	ML-3	1.52%	0.00%	0.96%	0.00%
4	SE	SW	0.29%	0.00%	0.00%	0.00%
5	SE	ML-5	1.05%	0.00%	0.37%	0.00%
6	SE	ML-6	2.32%	0.00%	1.59%	0.00%
7	SE	ML-7	2.32%	0.00%	1.59%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	0.89%	0.00%	0.46%	0.00%
10	ML-2	ML-3	1.35%	0.00%	0.66%	0.00%
11	ML-2	SW	0.12%	0.00%	0.00%	0.00%
12	ML-2	ML-5	0.88%	0.00%	0.07%	0.00%
13	ML-2	ML-6	2.15%	0.00%	1.29%	0.00%
14	ML-2	ML-7	2.15%	0.00%	1.29%	0.00%
15	ML-3	SE	0.00%	0.00%	0.00%	0.00%
16	ML-3	ML-2	0.00%	0.00%	0.00%	0.00%
17	ML-3	ML-3	0.79%	0.00%	0.41%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.32%	0.00%	0.00%	0.00%
20	ML-3	ML-6	1.59%	0.00%	1.04%	0.00%
21	ML-3	ML-7	1.59%	0.00%	1.04%	0.00%
22	SW	SE	3.11%	0.00%	3.25%	0.00%
23	SW	ML-2	3.67%	0.00%	3.50%	0.00%
24	SW	ML-3	4.13%	0.00%	3.70%	0.00%
25	SW	SW	1.30%	0.00%	1.12%	0.00%
26	SW	ML-5	2.06%	0.00%	1.85%	0.00%
27	SW	ML-6	3.33%	0.00%	3.07%	0.00%
28	SW	ML-7	4.13%	0.00%	3.70%	0.00%
29	ML-5	SE	2.14%	0.00%	2.34%	0.00%
30	ML-5	ML-2	2.70%	0.00%	2.59%	0.00%
31	ML-5	ML-3	3.16%	0.00%	2.79%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	1.09%	0.00%	0.94%	0.00%
34	ML-5	ML-6	2.36%	0.00%	2.16%	0.00%
35	ML-5	ML-7	3.16%	0.00%	2.79%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.94%	0.00%	1.86%	0.00%
38	ML-6	ML-3	2.40%	0.00%	2.06%	0.00%
39	ML-6	SW	0.00%	0.00%	0.00%	0.00%
40	ML-6	ML-5	0.00%	0.00%	0.00%	0.00%
41	ML-6	ML-6	1.60%	0.00%	1.43%	0.00%
42	ML-6	ML-7	2.40%	0.00%	2.06%	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	1.13%	0.00%	0.84%	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	1.13%	0.00%	0.84%	0.00%
49	ML-7	ML-7	1.13%	0.00%	0.84%	0.00%
50	STORAGE		0.85%		0.95%	

**ANR PIPELINE COMPANY**  
**Fuel and L&U Retained By Rate Route**  
**2016**

Line No.	REC-SEG	DEL-SEG	JANUARY (Col. 1)	FEBRUARY (Col. 2)	MARCH (Col. 3)	APRIL (Col. 4)	MAY (Col. 5)	JUNE (Col. 6)	JULY (Col. 7)	AUGUST (Col. 8)	SEPTEMBER (Col. 9)	OCTOBER (Col. 10)	NOVEMBER (Col. 11)	DECEMBER (Col. 12)	Total 2016 (Col. 13)
1	SE	SE	58,620	51,240	57,655	52,805	59,323	54,770	67,714	60,253	59,500	60,110	47,421	36,441	665,852
2	SE	ML-2	24,739	20,082	16,324	3,136	4,268	12,974	13,119	15,052	7,464	10,967	4,578	10,562	143,265
3	SE	ML-3	43,944	26,611	17,212	6,801	5,176	4,049	6,326	5,328	4,171	3,715	8,639	23,624	155,596
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	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SE	ML-7	58,811	41,610	39,435	29,210	46,925	30,202	19,913	7,975	12,588	18,301	24,094	75,918	404,982
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	11,990	11,743	18,791	5,971	6,933	6,298	8,418	4,745	8,718	5,250	9,234	9,121	107,212
10	ML-2	ML-3	24,564	13,057	7,226	1,192	1,131	1,032	275	385	373	1,518	780	12,266	63,799
11	ML-2	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
12	ML-2	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
13	ML-2	ML-6	2,619	382	923	0	0	0	0	0	0	0	309	1,109	5,342
14	ML-2	ML-7	168,919	62,555	29,679	7,864	8,986	193	3,042	1,815	2,557	6,830	21,254	54,493	368,187
15	ML-3	SE	0	0	0	5,996	7,792	5,728	3,478	8,938	8,848	11,493	2,254	0	54,527
16	ML-3	ML-2	260	0	0	0	0	0	0	0	0	0	0	0	260
17	ML-3	ML-3	26,526	26,650	23,837	14,301	15,798	21,949	24,480	21,476	18,120	20,386	20,201	22,271	255,995
18	ML-3	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	0	0	105	0	0	0	0	0	0	0	0	0	105
21	ML-3	ML-7	373,822	441,717	516,230	328,340	352,290	270,582	243,253	299,091	283,926	261,882	311,139	274,944	3,957,216
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	15,915	9,174	7,115	6,765	5,751	9,590	14,388	5,698	5,405	6,434	5,285	6,698	98,218
25	SW	SW	4,263	3,355	4,446	2,184	2,184	13,465	5,235	2,904	2,904	3,331	3,109	3,810	54,069
26	SW	ML-5	4,871	5,694	7,059	5,011	4,422	3,791	5,485	3,670	3,770	4,335	4,671	5,422	58,201
27	SW	ML-6	80,108	71,600	73,209	58,741	40,508	45,212	46,135	68,475	76,203	72,206	66,587	82,678	781,662
28	SW	ML-7	751,854	653,184	727,133	501,225	593,311	452,296	461,899	445,802	432,875	472,048	566,646	541,044	6,599,317
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	1	0	0	0	0	0	0	0	0	1
34	ML-5	ML-6	401	377	0	120	62	30	31	31	60	93	145	372	1,722
35	ML-5	ML-7	0	0	0	0	0	0	135	0	0	0	0	0	135
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	146	0	0	0	12	0	0	2,743	0	344	267	286	3,798
42	ML-6	ML-7	491	757	2,937	2,406	1,498	2,184	1,640	1,058	941	2,111	440	809	17,272
43	ML-7	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
44	ML-7	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
45	ML-7	ML-3	35,970	34,656	29,500	3,963	1,301	1,732	3,229	2,348	2,554	2,504	9,182	19,842	146,781
46	ML-7	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
48	ML-7	ML-6	8,476	5,452	1,846	478	527	39	150	250	350	279	1,674	5,551	25,072
49	ML-7	ML-7	757,950	608,431	588,047	369,838	370,768	332,346	343,542	333,507	291,686	262,037	278,180	518,077	5,054,409
50	TOTAL TRANSPORTATION (Dth)		2,455,259	2,088,327	2,167,790	1,408,610	1,528,966	1,268,462	1,271,092	1,293,875	1,223,013	1,226,174	1,386,089	1,705,338	19,022,995
51	TOTAL TRANSPORTATION (Mcf) (1)		2,345,042	1,994,582	2,070,478	1,345,377	1,460,330	1,211,521	1,214,032	1,235,793	1,168,112	1,171,131	1,323,867	1,628,785	18,169,050
52	STORAGE INJ. FUEL (Dth)		25600	28432	58011	137765	199256	171080	166696	145144	166070	154525	55168	35777	1,343,524
53	STORAGE CYCLING FUEL (Dth)		0	0	0	158,110	0	0	0	0	0	0	0	0	158,110
54	TOTAL STORAGE FUEL RETAINED (Dth)		25,600	28,432	58,011	295,875	199,256	171,080	166,696	145,144	166,070	154,525	55,168	35,777	1,501,634
55	STORAGE FUEL RETAINED (Mcf) (1)		24,451	27,156	55,407	282,593	190,311	163,400	159,213	138,628	158,615	147,588	52,691	34,171	1,434,225
56	TOTAL FUEL RETAINED (Dth)		2,480,859	2,116,759	2,225,801	1,704,485	1,728,222	1,439,542	1,437,788	1,439,019	1,389,083	1,380,699	1,441,257	1,741,115	20,524,629
57	TOTAL FUEL RETAINED (Mcf) (1)		2,369,493	2,021,737	2,125,884	1,627,970	1,650,642	1,374,921	1,373,245	1,374,421	1,326,727	1,318,719	1,376,559	1,662,956	19,603,275

(1) Conversion Factor

1.047

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2016

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)
<b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b>									
1	SE		131,216,139	131,216,139	0	0	0	0	131,216,139
2	SE	ML-2	16,573,658	16,573,658	0	16,573,658	0	0	16,573,658
3	SE	ML-3	12,839,666	12,839,666	0	12,839,666	0	0	12,839,666
4	SE	SW	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0	0
7	SE	ML-7	22,702,866	22,702,866	0	22,702,866	0	22,702,866	22,702,866
8	ML-2	SE	0	0	0	0	0	0	0
9	ML-2	ML-2	18,840,584	0	0	18,840,584	0	0	18,840,584
10	ML-2	ML-3	6,193,516	0	0	6,193,516	0	0	6,193,516
11	ML-2	SW	0	0	0	0	0	0	0
12	ML-2	ML-5	0	0	0	0	0	0	0
13	ML-2	ML-6	292,433	0	0	292,433	0	292,433	292,433
14	ML-2	ML-7	20,443,861	0	0	20,443,861	0	20,443,861	20,443,861
15	ML-3	SE	0	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	0	0	0
17	ML-3	ML-3	53,402,629	0	0	53,402,629	0	0	53,402,629
18	ML-3	SW	0	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0	0
20	ML-3	ML-6	6,604	0	0	6,604	0	6,604	6,604
21	ML-3	ML-7	336,205,885	0	0	336,205,885	0	336,205,885	336,205,885
22	SW	SE	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0
24	SW	ML-3	2,563,920	0	2,563,920	0	2,563,920	2,563,920	2,563,920
25	SW	SW	4,689,809	0	4,689,809	0	0	0	4,689,809
26	SW	ML-5	3,048,884	0	3,048,884	0	3,048,884	0	3,048,884
27	SW	ML-6	24,889,281	0	24,889,281	0	24,889,281	0	24,889,281
28	SW	ML-7	172,360,092	0	172,360,092	0	172,360,092	172,360,092	172,360,092
29	ML-5	SE	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0
33	ML-5	ML-5	106	0	0	0	106	0	106
34	ML-5	ML-6	76,671	0	0	0	76,671	0	76,671
35	ML-5	ML-7	4,839	0	0	0	4,839	4,839	4,839
36	ML-6	SE	0	0	0	0	0	0	0
37	ML-6	ML-2	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0	0
41	ML-6	ML-6	264,509	0	0	0	264,509	0	264,509
42	ML-6	ML-7	809,666	0	0	0	809,666	809,666	809,666
43	ML-7	SE	0	0	0	0	0	0	0
44	ML-7	ML-2	0	0	0	0	0	0	0
45	ML-7	ML-3	14,414,875	0	0	0	0	14,414,875	14,414,875
46	ML-7	SW	0	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0	0
48	ML-7	ML-6	2,502,834	0	0	0	0	2,502,834	2,502,834
49	ML-7	ML-7	542,003,587	0	0	0	0	542,003,587	542,003,587
50	<b>TOTAL (Dth)</b>		<b>1,386,346,914</b>	<b>183,332,329</b>	<b>207,551,986</b>	<b>487,501,702</b>	<b>204,017,968</b>	<b>1,114,311,462</b>	<b>1,386,346,914</b>
51	<b>Fuel and L&amp;U Retained by Rate Segment</b>								
52	Unadjusted Fuel and L&U Retained		20,375,911	483,601	1,925,247	2,943,388	4,026,536	7,594,624	3,402,515
53	Adjustments								
54	Sulphur Springs (Page 13, Lines 15-16)		54,787	0	0	44,677	0	0	10,110
54	SE-ML2		(48,145)	0	0	(48,145)	0	0	0
55	ML2-ML2		(50,104)	0	0	(50,104)	0	0	0
56	ML3-ML3		(163,727)	0	0	(163,727)	0	0	0
57	ML3-ML6		(37)	0	0	(37)	0	0	0
58	ML3-ML7		(1,100,168)	0	0	(1,100,168)	0	0	0
59	SW-ML5		(37,624)	0	0	0	(37,624)	0	0
60	ML5-ML-5		(1)	0	0	0	(1)	0	0
61	ML6-ML3		0	0	0	0	0	0	0
62	ML6-ML6		(1,934)	0	0	0	(1,934)	0	0
63	ML6-ML7		(5,963)	0	0	0	(5,963)	0	0
64	Total Fuel and L&U Retained (Dth)		19,022,995	483,601	1,925,247	1,625,884	3,981,014	7,594,624	3,412,625
65	<b>Total Fuel and L&amp;U Retained (Mcf)</b>		<b>18,169,050</b>	<b>461,892</b>	<b>1,838,822</b>	<b>1,552,898</b>	<b>3,802,306</b>	<b>7,253,700</b>	<b>3,259,431</b>
66	<b>Adjusted Total Fuel and L&amp;U Retained (Mcf)</b>		<b>18,169,050</b>	<b>461,892</b>	<b>1,838,822</b>	<b>1,552,898</b>	<b>3,802,306</b>	<b>7,253,700</b>	<b>3,259,431</b>
	<b>Transporter's Use</b>								
67	Fuel & L&U Retained by Rate Segment		18,169,050	461,892	1,838,822	1,552,898	3,802,306	7,253,700	3,259,431
68	Less: Def.Transporter's Use Bal. - 2015 (Over)/Under Rec.		(601,830)	115,521	(107,585)	(965,948)	(123,257)	722,100	(242,661)
69	<b>Current Transporter's Use</b>		<b>18,770,880</b>	<b>346,371</b>	<b>1,946,407</b>	<b>2,518,846</b>	<b>3,925,563</b>	<b>6,531,600</b>	<b>3,502,092</b>
	<b>Storage</b>								
	<b>Total Co. Use</b>								
	Fuel & L&U Retained by Rate Segment		18,169,050	461,892	1,838,822	1,552,898	3,802,306	7,253,700	3,259,431
	Less: Def.Transporter's Use Bal. - 2015 (Over)/Under Rec.		(601,830)	115,521	(107,585)	(965,948)	(123,257)	722,100	(242,661)
	<b>Current Transporter's Use</b>		<b>18,770,880</b>	<b>346,371</b>	<b>1,946,407</b>	<b>2,518,846</b>	<b>3,925,563</b>	<b>6,531,600</b>	<b>3,502,092</b>
	<b>Storage</b>								
	<b>Total Co. Use</b>								
	Fuel & L&U Retained by Rate Segment		18,169,050	461,892	1,838,822	1,552,898	3,802,306	7,253,700	3,259,431
	Less: Def.Transporter's Use Bal. - 2015 (Over)/Under Rec.		(601,830)	115,521	(107,585)	(965,948)	(123,257)	722,100	(242,661)
	<b>Current Transporter's Use</b>		<b>18,770,880</b>	<b>346,371</b>	<b>1,946,407</b>	<b>2,518,846</b>	<b>3,925,563</b>	<b>6,531,600</b>	<b>3,502,092</b>
	<b>Storage</b>								
	<b>Total Co. Use</b>								
	Fuel & L&U Retained by Rate Segment		18,169,050	461,892	1,838,822	1,552,898	3,802,306	7,253,700	3,259,431
	Less: Def.Transporter's Use Bal. - 2015 (Over)/Under Rec.		(601,830)	115,521	(107,585)	(965,948)	(123,257)	722,100	(242,661)
	<b>Current Transporter's Use</b>		<b>18,770,880</b>	<b>346,371</b>	<b>1,946,407</b>	<b>2,518,846</b>	<b>3,925,563</b>	<b>6,531,600</b>	<b>3,502,092</b>
	<b>Storage</b>								
	<b>Total Co. Use</b>								

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

Line No.	REC-SEG	DEL-SEG	2016							APR thru DEC						
			System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	JAN thru MAR SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)
Transactional Throughput Grossed Up for Fuel and L&U																
1	SE	SE	33,503,000	33,503,000	0	0	0	0	33,503,000	97,713,139	97,713,139	0	0	0	0	97,713,139
2	SE	ML-2	5,768,396	5,768,396	0	5,768,396	0	0	5,768,396	10,805,262	10,805,262	0	10,805,262	0	0	10,805,262
3	SE	ML-3	5,774,145	5,774,145	0	5,774,145	0	0	5,774,145	7,065,521	7,065,521	0	7,065,521	0	0	7,065,521
4	SE	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SE	ML-7	6,028,275	6,028,275	0	6,028,275	0	6,028,275	6,028,275	16,674,591	16,674,591	0	16,674,591	0	16,674,591	16,674,591
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	4,777,977	0	0	4,777,977	0	0	4,777,977	14,062,607	0	0	14,062,607	0	0	14,062,607
10	ML-2	ML-3	3,322,000	0	0	3,322,000	0	0	3,322,000	2,871,516	0	0	2,871,516	0	0	2,871,516
11	ML-2	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	ML-2	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	ML-2	ML-6	182,511	0	0	182,511	0	182,511	182,511	109,922	0	0	109,922	0	109,922	109,922
14	ML-2	ML-7	12,146,652	0	0	12,146,652	0	12,146,652	12,146,652	8,297,209	0	0	8,297,209	0	8,297,209	8,297,209
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	9,748,482	0	0	9,748,482	0	0	9,748,482	43,654,147	0	0	43,654,147	0	0	43,654,147
18	ML-3	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	6,604	0	0	6,604	0	6,604	6,604	0	0	0	0	0	0	0
21	ML-3	ML-7	83,759,057	0	0	83,759,057	0	83,759,057	83,759,057	252,446,828	0	0	252,446,828	0	252,446,828	252,446,828
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	779,758	0	779,758	0	779,758	779,758	779,758	1,784,162	0	1,784,162	0	1,784,162	1,784,162	1,784,162
25	SW	SW	857,308	0	857,308	0	0	0	857,308	3,832,501	0	3,832,501	0	0	3,832,501	3,832,501
26	SW	ML-5	855,534	0	855,534	0	855,534	855,534	855,534	2,193,350	0	2,193,350	0	2,193,350	2,193,350	2,193,350
27	SW	ML-6	6,754,264	0	6,754,264	0	6,754,264	6,754,264	6,754,264	18,135,017	0	18,135,017	0	18,135,017	18,135,017	18,135,017
28	SW	ML-7	51,626,416	0	51,626,416	0	51,626,416	51,626,416	51,626,416	120,733,676	0	120,733,676	0	120,733,676	120,733,676	120,733,676
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0	0	106	0	0	106	0	106	106
34	ML-5	ML-6	32,967	0	0	32,967	0	32,967	32,967	43,704	0	0	43,704	0	43,704	43,704
35	ML-5	ML-7	0	0	0	0	0	0	0	4,839	0	0	4,839	4,839	4,839	4,839
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	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	9,125	0	0	9,125	0	9,125	9,125	255,384	0	0	255,384	0	255,384	255,384
42	ML-6	ML-7	174,375	0	0	174,375	0	174,375	174,375	635,291	0	0	635,291	635,291	635,291	635,291
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	ML-3	8,860,708	0	0	0	0	8,860,708	8,860,708	5,554,167	0	0	5,554,167	5,554,167	5,554,167	5,554,167
46	ML-7	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	ML-7	ML-6	1,395,929	0	0	1,395,929	0	1,395,929	1,395,929	1,106,905	0	0	1,106,905	1,106,905	1,106,905	1,106,905
49	ML-7	ML-7	172,958,230	0	0	172,958,230	0	172,958,230	172,958,230	369,045,357	0	0	369,045,357	369,045,357	369,045,357	369,045,357
50	TOTAL (Dth)		409,321,713	51,073,816	60,873,280	131,514,099	60,232,439	337,918,515	409,321,713	977,025,201	132,258,513	146,678,706	355,987,603	143,785,529	776,392,947	977,025,201
51	Fuel and L&U %			0.17%	0.97%	1.02%	2.03%	0.80%	0.33%		0.30%	0.91%	0.45%	1.95%	0.63%	0.21%
52	Fuel and L&U Retained by Rate Segment															
53	Unadjusted Fuel and L&U Retained		7,295,568	86,825	590,471	1,341,444	1,222,719	2,703,348	1,350,762	13,080,342	396,776	1,334,776	1,601,944	2,803,818	4,891,276	2,051,753
54	Adjustments															
55	Sulphur Springs (Page 13, Lines 15-16)		260			194			66	54,527			44,483			10,044
56	SE-ML2		(26,535)			(26,535)				(21,611)			(21,611)			
57	ML2-ML2		(21,979)			(21,979)				(28,125)			(28,125)			
58	ML3-ML3		(54,591)			(54,591)				(109,135)			(109,135)			
59	ML3-ML6		(37)			(37)				0			0			
60	ML3-ML7		(469,051)			(469,051)				(631,117)			(631,117)			
61	SW-ML5		(10,865)				(10,865)			(26,759)			(26,759)			
62	ML5-ML5		0			0				(1)			(1)			
63	ML6-ML3		0			0				0			0			
64	ML6-ML6		(69)			(69)				(1,864)			(1,864)			
65	ML6-ML7		(1,325)			(1,325)				(4,638)			(4,638)			
66	Total Fuel and L&U Retained (Dth)		6,711,376	86,825	590,471	769,445	1,210,459	2,703,348	1,350,828	12,311,619	396,776	1,334,776	856,439	2,770,556	4,891,276	2,061,797
67	Total Fuel and L&U Retained (Mcf)		6,410,101	82,928	563,964	734,905	1,156,121	2,581,994	1,290,189	11,758,948	378,964	1,274,858	817,993	2,646,185	4,671,705	1,969,243

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

<b>To</b>		<b>Southeast</b>			<b>Southwest</b>			
<b>From</b>		<b>Southeast Area SE</b>	<b>Southern ML-2</b>	<b>Central ML-3</b>	<b>Southwest Area SW</b>	<b>Southern ML-5</b>	<b>Central ML-6</b>	<b>Northern ML-7</b>
<b>Southeast Area SE</b>		SEA 0 = \$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 + 0.0008 - 0 - 0 = \$0.0008	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0008 - 0 = \$0.0008	SEA+SES+SEC+N 0 + 0 0 + 0.0008 = \$0.0008	SEA+SES+SEC+N 0 + 0 = 0 + 0.0008 = \$0.0008
<b>Southeast Southern ML-2</b>		Complete Backhaul No Charge	SES 0 = \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0008 + - 0 - 0 = \$0.0008	SES+SEC+N-SWC 0 + 0 0.0008 - 0 = \$0.0008	SES+SEC+N 0 + 0 + 0.0008 = \$0.0008	SES+SEC+N 0 + 0 + 0.0008 = \$0.0008
<b>Southeast Central ML-3</b>		Complete Backhaul No Charge	Complete Backhaul No Charge	SEC 0 = \$0.0000	SEC+N-SWC-SWS 0 + 0.0008 0 - 0 = \$0.0008	SEC+N-SWC 0 + 0.0008 - 0 = \$0.0008	SEC+N 0 + 0.0008 = \$0.0008	SEC+N 0 + 0.0008 = \$0.0008
<b>Southwest Area SW</b>		SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0008 - 0 - 0 = \$0.0008	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0008 - 0 = \$0.0008	SWA+SWS+SWC+N 0 + 0 0 + 0.0008 = \$0.0008	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 + 0.0008 = \$0.0008
<b>Southwest Southern ML-5</b>		SWS+SWC+N-SEC-SES 0 + 0 + 0.0008 - 0 - 0 = \$0.0008	SWS+SWC+N-SEC 0 + 0 0.0008 - 0 = \$0.0008	SWS+SWC+N 0 + 0 + 0.0008 = \$0.0008	Complete Backhaul No Charge	SWS 0 = \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0008 = \$0.0008
<b>Southwest Central ML-6</b>		Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0008 - 0 = \$0.0008	SWC+N 0 + 0.0008 = \$0.0008	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC 0 = \$0.0000	SWC + N 0 + 0.0008 = \$0.0008
<b>Northern Segment ML-7</b>		Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0008 = \$0.0008	Complete Backhaul No Charge	Complete Backhaul No Charge	N 0.0008 = \$0.0008	N 0.0008 = \$0.0008

ANR PIPELINE COMPANY  
COMPARISON OF TRANSPORTATION EPC CHARGE BY ROUTE

TO	Southeast Area SE			Southeast Southern ML-2			Central ML-3			Southwest Area SW			Southwest Southern ML-5			Central ML-6			Northern ML-7		
	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
FROM																					
Southeast Area SE	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)
Southwest Area SW	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0012	(\$0.0004)
Southwest Southern ML-5	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0012	(\$0.0004)
Southwest Central ML-6	-----			\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0008	\$0.0012	(\$0.0004)
Northern Segment ML-7	-----			-----			\$0.0008	\$0.0012	(\$0.0004)	-----			-----			\$0.0008	\$0.0012	(\$0.0004)	\$0.0008	\$0.0012	(\$0.0004)

**ANR PIPELINE COMPANY**  
**Derivation of Transportation EPC Charge by Area and Segment**  
**2016**

Line No.		<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
		<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	(Co. 7)
1	THROUGHPUT						
2	Bcf (1)	173.8	191.0	452.6	187.6	1044.2	
3	MMDth (1)	182.0	200.0	473.9	196.4	1093.3	
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 700,468	\$ 700,468
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0006</u>	
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ 174,400	\$ 174,400
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0002</u>	
8	<b>TRANSPORTATION EPC CHARGE, \$/Dth - (5)</b>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0008</u>	<u>\$ 874,868</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

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

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

	<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
	<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	
9	Deferred Balance - January 1, 2016 (7)	\$ -	\$ -	\$ -	\$ 1,373,473	\$ 1,373,473
10	Less: Transporter's EPC Collected (8)	-	-	-	1,236,690	1,236,690
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ 136,783	\$ 136,783
12	Interest (9)	-	-	-	37,617	37,617
13	(Over)/Under Recoveries Including Interest	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 174,400</u>	<u>\$ 174,400</u>

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.047 Dth/Mcf.  
(2) Cost of electric power purchases for the period 1/1/16 - 12/31/16. 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, 2016 per RP16-650-000, Attachment 2, Page 3 of 5 - line 8.  
(8) Refer to Attachment 2, Page 4 of 5.  
(9) Refer to Attachment 2, Page 5 of 5.



**ANR Pipeline Company  
Transportation Electric Power Costs by Segment  
2016**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			(1)	Total
				Southeast Leg	Southwest Leg	Northern Segment		
1	January	-	-	-	-	\$ 118,407		\$ 118,407
2	February	-	-	-	-	102,175		102,175
3	March	-	-	-	-	121,152		121,152
4	April	-	-	-	-	23,450		23,450
5	May	-	-	-	-	15,081		15,081
6	June	-	-	-	-	15,031		15,031
7	July	-	-	-	-	14,706		14,706
8	August	-	-	-	-	15,043		15,043
9	September	-	-	-	-	14,557		14,557
10	October	-	-	-	-	15,049		15,049
11	November	-	-	-	-	105,237		105,237
12	December	-	-	-	-	140,580		140,580
13	Total	-	-	-	-	<u>\$ 700,468</u>		<u>\$ 700,468</u>

**Transportation EPC Collected by Segment  
2016**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			Total
				Southeast Leg	Southwest Leg	Northern Segment	
14	January	-	-	-	-	\$ 119,935	\$ 119,935
15	February	-	-	-	-	102,717	102,717
16	March	-	-	-	-	104,877	104,877
17	April	-	-	-	-	108,485	108,485
18	May	-	-	-	-	115,228	115,228
19	June	-	-	-	-	94,593	94,593
20	July	-	-	-	-	93,095	93,095
21	August	-	-	-	-	95,680	95,680
22	September	-	-	-	-	88,095	88,095
23	October	-	-	-	-	83,504	83,504
24	November	-	-	-	-	96,187	96,187
25	December	-	-	-	-	134,294	134,294
26	Total	-	-	-	-	<u>\$ 1,236,690</u>	<u>\$ 1,236,690</u>

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

**ANR PIPELINE COMPANY**  
**Transportation EPC**  
**Interest Calculation**

Line No.	Accounting Month	Prior Month Interest Base (= Col. 5) (Col. 1)	(1) Quarterly Interest (Col. 2)	(2) Electric Power Costs (Col. 3)	(3) Transporter's EPC (Col. 4)	Current Month Interest Base (Col. 1+ 2 + 3 - 4) (Col. 5)	(4) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6) (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2016	\$ 1,373,473	(6)	\$ 118,407	\$ 119,935	\$ 1,371,945	0.2600%	\$ 3,571	\$ (1)	\$ 3,570
2	March	1,371,945		102,175	102,717	1,371,403	0.2800%	3,841	(1)	3,840
3	April	1,371,403	7,410	121,152	104,877	1,395,088	0.2700%	3,723	14	3,737
4	May	1,395,088		23,450	108,485	1,310,053	0.2800%	3,906	(83)	3,823
5	June	1,310,053		15,081	115,228	1,209,906	0.2700%	3,537	(89)	3,448
6	July	1,209,906	11,008	15,031	94,593	1,141,352	0.2800%	3,419	(78)	3,341
7	August	1,141,352		14,706	93,095	1,062,963	0.2800%	3,196	(77)	3,119
8	September	1,062,963		15,043	95,680	982,326	0.2700%	2,870	(72)	2,798
9	October	982,326	9,258	14,557	88,095	918,046	0.2800%	2,776	(72)	2,704
10	November	918,046		15,049	83,504	849,591	0.2700%	2,479	(61)	2,418
11	December	849,591		105,237	96,187	858,641	0.2800%	2,379	9	2,388
12	January, 2017	858,641	7,510	140,580	134,294	872,437	0.2800%	2,425	6	2,431
13	Total			<u>\$ 700,468</u>	<u>\$ 1,236,690</u>			<u>\$ 38,122</u>	<u>\$ (503)</u>	<u>\$ 37,617</u>

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

**ANR PIPELINE COMPANY**  
**Derivation of Storage EPC Charge**  
**2016**

<b>Line No.</b>		<b>Storage EPC Charge</b> (1)
	<u>Storage Gas Injected (Transactional Throughput)</u>	
1	Bcf (2)	135.12
2	MMDth (2)	141.47
	<u>Current EPC Charge</u>	
3	Electric Power Costs, \$ (3)	\$ 1,339,204
4	Current EPC Charge, \$/Dth (4)	\$0.0095
	<u>EPC Charge Adjustment</u>	
5	(Over)/Under Recoveries, \$ (Line 14)	\$ 314,533
6	Annual EPC Charge Adjustment, \$/Dth (5)	\$0.0022
7	<b>Storage EPC Charge, \$/Dth (6)</b>	<b>\$0.0117</b>

	<b>Derivation of EPC (Over)Under Recoveries</b>
8	Deferred Balance - December 31, 2015 (7) \$ 250,984
9	Actual Electric Power Costs - 2016 (Attach 3, Pg 2 of 3) 1,339,204
10	Total \$ 1,590,188
11	Transporter's EPC Collected - 2016 (Attach 3, Pg 2 of 3) 1,288,678
12	Total (Over)/Under Recoveries \$ 301,510
13	Interest (8) 13,023
14	Deferred Balance - December 31, 2016 \$ 314,533

- (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 1.047 Dth/Mcf per Attachment 1, Page 10, footnote 1.
- (3) Refer to Attachment 3, Page 2 of 3, Line 13.
- (4) Current EPC Charge = Line 3 ÷ Line 2.
- (5) Annual EPC Charge Adjustment = Line 5 ÷ Line 2.
- (6) EPC Charge = (Line 3 + Line 5) / Line 2.
- (7) Deferred balance per Docket No. RP16-650-000, filed February 29, 2016 (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  
2016

**Electric Power Costs**

Line No.	Production Month	Amount
1	January	\$ 48,792
2	February	48,070
3	March	83,268
4	April	158,886
5	May	312,794
6	June	185,468
7	July	64,177
8	August	105,283
9	September	190,877
10	October	67,872
11	November	41,960
12	December	31,757
13	Total	<u>\$ 1,339,204</u>

**Storage EPC Collected**

	Production Month	Amount
14	January	\$ 8,233
15	February	8,124
16	March	16,004
17	April	140,140
18	May	200,385
19	June	173,815
20	July	168,717
21	August	146,959
22	September	168,314
23	October	156,170
24	November	57,685
25	December	44,132
26	Total	<u>\$ 1,288,678</u>

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

**ANR PIPELINE COMPANY  
Storage EPC  
Interest Calculation**

<u>Line No.</u>	<u>Accounting Month</u>	<u>Prior Month Interest Base (= Col. 5) (Col. 1)</u>	<u>(1) Quarterly Interest (Col. 2)</u>	<u>(2) Electric Power Costs (Col. 3)</u>	<u>(3) Storage EPC (Col. 4)</u>	<u>Current Month Interest Base (Col. 1 + 2 + 3 - 4) (Col. 5)</u>	<u>(4) Monthly Interest Rate (Col. 6)</u>	<u>Interest (Col. 1 + Col. 2 x Col. 6 (Col. 7)</u>	<u>(5) Interest (Col. 8)</u>	<u>Total Monthly Interest (Col. 7 + 8) (Col. 9)</u>
1	February, 2016	\$ 250,984 (6)		\$ 48,792	\$ 8,233	\$ 291,543	0.2600%	\$ 653	\$ 32	\$ 685
2	March	291,543		48,070	8,124	331,489	0.2800%	816	39	855
3	April	331,489	1,540	83,268	16,004	400,293	0.2700%	899	60	959
4	May	400,293		158,886	140,140	419,039	0.2800%	1,121	18	1,139
5	June	419,039		312,794	200,385	531,448	0.2700%	1,131	100	1,231
6	July	531,448	3,329	185,468	173,815	546,430	0.2800%	1,497	11	1,508
7	August	546,430		64,177	168,717	441,890	0.2800%	1,530	(103)	1,427
8	September	441,890		105,283	146,959	400,214	0.2700%	1,193	(37)	1,156
9	October	400,214	4,091	190,877	168,314	426,868	0.2800%	1,132	22	1,154
10	November	426,868		67,872	156,170	338,570	0.2700%	1,153	(78)	1,075
11	December	338,570		41,960	57,685	322,845	0.2800%	948	(15)	933
12	January, 2017	322,845	3,162	31,757	44,132	313,632	0.2800%	913	(12)	901
13	Total			<u>\$ 1,339,204</u>	<u>\$ 1,288,678</u>			<u>\$ 12,986</u>	<u>\$ 37</u>	<u>\$ 13,023</u>

(1) Quarterly interest based upon Col. 9.

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

(3) Reflects prior month Transporter's EPC collected. Refer to Attachment 3, Page 2 of 3.

(4) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.

(5) Interest calculated assuming amount is due and received on the 20th of each month. (Column 3 - Column 4 x Column 6 x (No. of days in the month - 20) / No. of days in the month).

(6) Refer to Attachment 3, Page 1 of 3, Line 8.

**ANR PIPELINE COMPANY  
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2  
2016**

<b>Line No.</b>	<b>2016 FORM 2 Dth ( A ) (Col. 1)</b>	<b>Dec. 2015 Dth ( B ) (Col. 2)</b>	<b>Dec. 2016 Dth ( C ) (Col. 3)</b>	<b>2016 Fuel Filing Dth ( A ) - ( B ) + ( C ) (Col. 4)</b>	<b>2016 Fuel Filing Mcf (Col. 5)</b>
1 Company Use	12,675,832 (1)	1,252,426 (7)	1,166,133	12,589,539 (3)	12,030,000 (5)
2 L&U	3,093,895 (2)	627,415	408,046	2,874,526 (4)	2,745,000 (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 1.047 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 ( $11.557 + 0.473 = 12.030$ ). Additionally, see Company Use of Gas reports included in Appendix C.

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

(7) For purposes of reconciliation to Form 2 Data, Company Use volumes for December 2015 include company use volumes associated with Sulphur Springs

**ANR PIPELINE COMPANY**  
**RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2**  
**2016**

<u>Line No.</u>	<u>2016 FORM 2 \$ ( A ) (Col. 1)</u>	<u>Dec. 2015 \$ ( B ) (Col. 2)</u>	<u>Dec. 2016 \$ ( C ) (Col. 3)</u>	<u>2016 Electric Power \$ ( A ) - ( B ) + ( C ) (Col. 4)</u>
1 Weyauwega, WI	727,655 (1)	167,767	140,580	700,468 (2)
2 Fuel Tracker Electric	830,968 (3)	0	6,285	837,253 (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  
2016**

<b>Line No.</b>		<b>2016 FORM 2 \$ ( A ) (Col. 1)</b>	<b>Dec. 2015 \$ ( B ) (Col. 2)</b>	<b>Dec. 2016 \$ ( C ) (Col. 3)</b>	<b>2016 Fuel Filing \$ ( A ) - ( B ) + ( C ) (Col. 4)</b>
1	Cold Springs 1, MI	1,422,268	114,821	31,757	1,339,204 (1)
2	Fuel Tracker - Electric	313,884 (2)	0	(12,375)	301,509 (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