



August 21, 2020

Ms. Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, N.E.  
Washington, D.C. 20426

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

John A. Roscher  
Director, Rates & Tariffs

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Re: ANR Pipeline Company  
Compliance Filing  
Docket No. RP19-741-\_\_\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”), Part 154 of the Federal Energy Regulatory Commission’s (“FERC” or “Commission”) regulations,<sup>1</sup> and to comply with the Commission’s July 24, 2020 Order on Compliance Filing (“July 24 Order”),<sup>2</sup> ANR Pipeline Company (“ANR”) respectfully submits for filing and acceptance its refund proposal for the under- and over-collections of Transporter’s Use percentages and Electric Power Costs (“EPC”) Charges during the period April 1, 2019 through March 31, 2020, as more fully described below (“Refund Proposal”). As part of its Refund Proposal, ANR is submitting revised Section 4.18 to be part of its FERC Gas Tariff, Third Revised Volume No. 1 (“Tariff”), to implement surcharges over a 12-month period commencing November 1, 2020.<sup>3</sup>

In accordance with the July 24 Order, ANR is submitting the attached Refund Proposal to assess refunds on a prospective basis to south-to-north shippers through the use of negative surcharges while assessing positive surcharges to north-to-south shippers. ANR respectfully requests that the Commission issue an order accepting the Refund Proposal by October 30, 2020. Issuing an order

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<sup>1</sup> 18 C.F.R. Part 154 (2020).

<sup>2</sup> *ANR Pipeline Company*, 172 FERC ¶ 61,090 (2020).

<sup>3</sup> Part 4.18 – Statement of Rates, Transporter’s Use (%) (“Section 4.18”).

by October 30, 2020, will ensure that the Transporter's Use surcharges and adjustments will go into effect on November 1, 2020, the beginning of the winter heating season.

### **Correspondence**

The names, titles, mailing addresses, and telephone numbers of those persons to whom correspondence and communications concerning this filing should be addressed are as follows:

John A. Roscher Director, Rates & Tariffs	* Dave R. Hammel Director, Commercial and Regulatory Law, U.S. Natural Gas Pipelines
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\* Persons designated for official service pursuant to Rule 2010.

### **Statement of the Nature, Reasons and Basis for Filing**

#### *Background*

On February 28, 2019, ANR submitted its annual Re-determination of Transporter's Use percentages and EPC Charges in Docket No. RP19-741-000 ("2019 Fuel Filing"). Consistent with prior fuel filings, in the 2019 Fuel Filing ANR did not propose to assess Transporter's Use percentages or EPC Charges to north-to-south transportation on its system. Certain parties filed comments regarding ANR's 2019 Fuel Filing, arguing that as a result of changes in natural gas flow on the Southeast Leg of ANR's system, ANR should be applying fuel to north-to-south transactions on the Southeast Leg.<sup>4</sup> On March 29, 2019, the Commission issued its order on ANR's 2019 Fuel Filing.<sup>5</sup> In its March 29 Order, the Commission stated that "ANR ha[s] not identified a particular section of its Tariff that prevents it from calculating its fuel rates in a manner that accounts for actual flow of gas on its system or allows ANR to exempt north-to-south transactions

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<sup>4</sup> Alliant Energy Corporate Services Comments in Response to ANR Pipeline Company's Annual Fuel Filing at pp. 2-3 (filed March 12, 2019); Motion to Intervene, Jointly and Severally, and Comments of the WEC Companies at pp. 5-8 (filed March 12, 2019).

<sup>5</sup> *ANR Pipeline Company*, 166 FERC ¶ 61,239 (2019) ("March 29 Order").

on the Southeast Leg from its Transporter's Use percentage and EPC Charges.”<sup>6</sup> Consequently, the Commission accepted the tariff revisions subject to refund and subject to ANR filing revised tariff records that assessed the Transporter's Use percentages and EPC Charges on the actual flow of gas on its system, including north-to-south flow on the Southeast Leg, or a detailed explanation of how ANR's 2019 Fuel Filing was consistent with its currently effective Tariff.<sup>7</sup>

On April 29, 2019, ANR submitted a response to the March 29 Order (“Response”) and a request for rehearing of the March 29 Order (“Request for Rehearing”). In its Order on Rehearing and Compliance Filing issued on October 2, 2019 (“October 2 Order”),<sup>8</sup> the Commission found ANR's Response failed to justify ANR's north-to-south fuel charge exemption and denied ANR's Request for Rehearing.<sup>9</sup> In addition, the Commission directed ANR to submit tariff revisions to assess fuel consistent with the Texas Eastern order<sup>10</sup> to all parties including those on the Southeast Leg.

To comply with the Commission's directive in the October 2 Order, on October 17, 2019, in Docket No. RP19-741-002, ANR submitted revised tariff sections, applying Transporter's Use percentages and EPC Charges to all shippers regardless of direction of flow (“October 2019 Compliance Filing”). Additionally, in the October 2019 Compliance Filing, ANR indicated it would file a proposal to effectuate refunds through the prospective application of positive and negative surcharges that would account for the under- and over-collections of Transporter's Use percentages and EPC Charges resulting from the change in fuel rates effective April 1, 2019.

The Commission's July 24 Order found that ANR's proposal in the October 2019 Compliance Filing to assess refunds to the south-to-north shippers through the use of negative surcharges while assessing north-to-south shippers positive surcharges was reasonable,<sup>11</sup> and directed ANR to file its refund proposal within 45 days from the date of the July 24 Order.<sup>12</sup> Additionally, because ANR has been assessing Transporter's Use percentages and EPC Charges to all shippers regardless of

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<sup>6</sup> *Id.* at P 16.

<sup>7</sup> *Id.*

<sup>8</sup> *ANR Pipeline Company*, 169 FERC ¶ 61,003 (2019).

<sup>9</sup> October 2 Order at PP 14-17.

<sup>10</sup> *Texas Eastern Transmission, LP*, 144 FERC ¶ 61,039 (2013) (“Texas Eastern”)

<sup>11</sup> *Id.* at P 22.

<sup>12</sup> *Id.* at P 25.

direction of flow beginning April 1, 2020,<sup>13</sup> the Commission accepted the proposed refund or locked-in period of April 1, 2019, through March 31, 2020.<sup>14</sup>

### *Instant Filing*

In the instant filing ANR proposes to effectuate refunds through the prospective application of positive and negative surcharges (“Refund Surcharges”) that will account for the under- and over-collections from ANR’s 2019 Fuel Filing. As discussed further below and as detailed in Appendix B, ANR’s Refund Proposal is designed to address under- and over-collections of fuel for the locked-in 12-month period from April 1, 2019, through March 31, 2020, through the prospective application of Refund Surcharges over a 12-month period from November 1, 2020, through October 31, 2021. Due to the relatively minor amount of under-collected EPC charges, ANR is not proposing prospective EPC surcharges, as discussed below.

### *Refund Proposal – Transporter’s Use Refund Surcharges*

Consistent with ANR’s recommendation in its October 2019 Compliance Filing, ANR proposes to adjust for the under- and over-collections of Transporter’s Use through the application of Refund Surcharges to currently effective Transporter’s Use percentages for a 12-month period beginning November 1, 2020. Specifically, ANR will apply negative surcharges to south-to-north paths based upon an over-collection of approximately 2.8 Bcf and apply positive surcharges to north-to-south paths based upon an under-collection of approximately 5.8 Bcf. On a net basis, ANR was approximately 3 Bcf under-recovered during the locked-in period. Summary level workpapers supporting the Refund Surcharges are included in Appendix B-1.

ANR notes that its 2020 Fuel Filing included the net under-recovered Transporter’s Use balance of approximately 3 Bcf as a volumetric adjustment applicable to all paths. To account for the fact

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<sup>13</sup> On March 2, 2020, in Docket No. RP20-636-000, ANR submitted its Annual Fuel Filing to re-determine its Transporter’s Use and EPC Charges, effective April 1, 2020 (“2020 Fuel Filing”). In its 2020 Fuel Filing ANR assessed Transporter’s Use percentages and EPC Charges to shippers regardless of direction of flow. The Commission accepted ANR’s 2020 Fuel Filing on March 24, 2020. *ANR Pipeline Company*, Docket No. RP20-636-000 (March 24, 2020) (unpublished Director’s Letter Order).

<sup>14</sup> July 24 Order at P 24.

that ANR's 2020 Fuel Filing included an under-recovered balance related to the locked-in period, ANR proposes that the Refund Surcharges effectively back out the under-recovered Transporter's Use balance included in the 2020 Fuel Filing ("True-up Adjustment"). The intent of this additional step will be to undo and refund any collections of locked-in period under-recoveries. Summary level workpapers supporting the True-up Adjustment are included in Appendix B-2.

ANR proposes to apply the Refund Surcharges for a 12-month period, which corresponds to the term of the 12-month locked-in period outlined in the July 24 Order. ANR will include any remaining Transporter's Use balances in its next annual fuel filing following the expiration of the 12-month refund period.

#### *Refund Proposal – EPC Charges*

ANR is not proposing prospective EPC surcharges. As shown in Appendix B-3, ANR was approximately \$359 under-recovered during the locked-in period. Taking the under-recovery and dividing it by the system throughput results in a \$0.0000 surcharge. Summary level workpapers supporting the EPC charges are included in Appendix B-3.

#### **Effective Date**

ANR respectfully requests that the Commission accept Section 4.18, included herein as Appendix A, to be effective November 1, 2020.

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

There are no other filings before the Commission that may significantly affect the instant filing.

#### **Contents of Filing**

In accordance with Section 154.7 of the Commission's regulations and Commission Order No. 714, ANR is submitting the following XML filing package, which includes:

- 1) This transmittal letter;
- 2) Tariff Section 4.18 and Transporters Use Matrix (Appendix A)
  - Clean version of Section 4.18 (Appendix A-1);

- Marked version of Section 4.18 (Appendix A-2); and
  - Derivation of Transporters Use Percentages with Refund Surcharges (Appendix A-3)
- 3) Workpapers in support of the Refund Proposal (Appendix B)
- Transporter’s Use Refund Surcharge (Appendix B-1)
  - Transporter’s Use True-up Adjustment (Appendix B-2)
  - EPC Charges (Appendix B-3)

**Certificate of Service**

As required by Sections 154.7(b) and 154.208 of the Commission’s regulations, a copy of this filing is being served to all of ANR’s existing customers and interested state regulatory agencies. A copy of this letter, together with any attachments, is available during regular business hours for public inspection at ANR’s principal place of business.<sup>15</sup>

Pursuant to Section 385.2005 of the Commission’s regulations, 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 David A. Alonzo at (832) 320-5477.

Respectfully submitted,

ANR PIPELINE COMPANY



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John A. Roscher  
Director, Rates & Tariffs

Enclosures

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<sup>15</sup> Due to the current Covid-19 pandemic ANR’s physical offices are currently closed, when the physical offices reopen the letter and attachments will be available during normal business hours at ANR’s office in Houston, Texas.

# Appendix A

Tariff Section 4.18 and Transporters Use (%)  
Matrix

# Appendix A-1

## Clean Tariff

<b>Section</b>	<b>Description</b>	<b>Version</b>
4.18	Statement of Rates, Transporter's Use (%)	v.14.0.0



TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
-----		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:								
-----								
	SOUTHEAST AREA (SE)	0.12	0.59	1.00	4.78	4.30	3.24	1.48
	S.E. SOUTHERN SEGMENT (ML-2)	1.83	0.55	0.96	4.74	4.26	3.20	1.44
	S.E. CENTRAL SEGMENT (ML-3)	2.78	2.39	0.49	4.50	4.02	2.73	0.97
	SOUTHWEST AREA (SW)	5.00	4.61	3.48	0.37	0.99	2.05	2.53
	S.W. SOUTHERN SEGMENT (ML-5)	4.71	4.32	3.19	1.85	0.70	1.76	2.24
	S.W. CENTRAL SEGMENT (ML-6)	4.32	3.70	2.57	3.61	3.13	1.14	1.62
	NORTHERN SEGMENT (ML-7)	3.28	2.89	1.76	4.11	3.63	2.32	0.56

NOTES:

1. (a) There will be no charge for Transporter's Use on 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 (%): 0.73%.
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: 0.13%.

# Appendix A-2

## Marked Tariff

<b>Section</b>	<b>Description</b>	<b>Version</b>
4.18	Statement of Rates, Transporter's Use (%)	v.14.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
SOUTHEAST AREA (SE)		0.3912	1.180.59	1.8400	4.3178	4.0230	3.3824	2.321.48
S.E. SOUTHERN SEGMENT (ML-2)		1.1883	0.9255	1.580.96	4.0574	3.764.26	3.123.20	2.061.44
S.E. CENTRAL SEGMENT (ML-3)		1.842.78	1.582.39	0.7949	3.264.50	2.974.02	2.3373	1.270.97
SOUTHWEST AREA (SW)		4.315.00	4.0561	3.2648	0.4237	1.060.99	2.1205	2.6053
S.W. SOUTHERN SEGMENT (ML-5)		4.0271	3.764.32	2.973.19	1.061.85	0.7770	1.8376	2.3124
S.W. CENTRAL SEGMENT (ML-6)		3.384.32	3.1270	2.3357	2.123.61	1.833.13	1.1914	1.6762
NORTHERN SEGMENT (ML-7)		2.323.28	2.0689	1.2776	2.604.11	2.313.63	1.672.32	0.6156

NOTES:

- There will be no charge for Transporter's Use on 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 (%): 0.73%.
- 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: 0.13%.

# **Appendix A-3**

Derivation of Transporters Use Percentages  
with Refund Surcharges

ANR PIPELINE COMPANY  
TRANSPORTER'S USE (%) BY ROUTE INCLUDES 2020 RATES WITH REFUND SURCHARGES

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 0.04 + 0.08 = 0.12	SEA + SES + LU 0.04 + 0.47 + 0.08 = 0.59	SEA + SES SEC + LU 0.04 + 0.47 + 0.41 + 0.08 = 1.00	SEA+SES+SEC+N+ SWC+SWS+SWA+LU 0.04 + 0.47 + 0.41 + 0.48 +1.76+1.06+0.48+0.08 = 4.78	SEA + SES + SEC + N + SWC + SWS + LU 0.04 + 0.47 + 0.41 + 0.48+1.76+1.06+0.08 = 4.30	SEA + SES + SEC + N + SWC + LU 0.04 + 0.47 + 0.41 + 0.48 + 1.76 + 0.08 = 3.24	SEA + SES + SEC + N + LU 0.04 + 0.47 + 0.41 + 0.48 + 0.08 = 1.48
Southeast Southern ML-2	SES + SEA + LU 1.13 + 0.39 + 0.31 = 1.83	SES + LU 0.47 + 0.08 = 0.55	SES + SEC + LU 0.47 + 0.41 + 0.08 = 0.96	SES + SEC + N + SWC + SWS + SWA + LU 0.47 + 0.41 + 0.48 1.76+1.06+0.48+0.08 = 4.74	SES + SEC + N + SWC + SWS + LU 0.47 + 0.41 + 0.48 1.76 + 1.06 + 0.08 = 4.26	SES + SEC N + SWC + LU 0.47 + 0.41 + 0.48 1.76 + 0.08 = 3.20	SES + SEC N + LU 0.47 + 0.41 + 0.48 + 0.08 = 1.44
Southeast Central ML-3	SEC + SES + SEA + LU 0.95 + 1.13 + 0.39 + 0.31 = 2.78	SEC + SES + LU 0.95 + 1.13 + 0.31 = 2.39	SEC + LU 0.41 + 0.08 = 0.49	SEC + N + SWC + SWS + SWA + LU 0.41 + 0.48 +1.76 + 1.06 + 0.48 + 0.31 = 4.50	SEC + N + SWC + SWS + LU 0.41 + 0.48 + 1.76 + 1.06 + 0.31 = 4.02	SEC + N + SWC + LU 0.41 + 0.48 + 1.76 + 0.08 = 2.73	SEC + N + LU 0.41 + 0.48 + 0.08 = 0.97
Southwest Area SW	SWA + SWS + SWC + N + SEC + SES + SEA + LU 0.29 + 0.62+1.06+0.48 + 0.95+1.13+0.39+0.08 = 5.00	SWA + SWS + SWC + N + SEC + SES + LU 0.29 + 0.62 + 1.06 + 0.48+0.95+1.13+0.08 = 4.61	SWA + SWS + SWC + N + SEC + LU 0.29 + 0.62+1.06+ 0.48 + 0.95 + 0.08 = 3.48	SWA + LU 0.29 + 0.08 = 0.37	SWA + SWS + LU 0.29 + 0.62 + 0.08 = 0.99	SWA + SWS + SWC + LU 0.29 + 0.62 + 1.06 + + 0.08 = 2.05	SWA + SWS + SWC + N + LU 0.29 + 0.62 + 1.06 + 0.48 + 0.08 = 2.53
Southwest Southern ML-5	SWS + SWC + N + SEC + SES + SEA + LU 0.62 + 1.06 + 0.48 0.95+1.13+0.39+0.08 = 4.71	SWS + SWC + N + SEC + SES + LU 0.62 + 1.06 + 0.48 + 0.95 + 1.13 + 0.08 = 4.32	SWS + SWC + N + SEC + LU 0.62 + 1.06 + 0.48 + 0.95 + 0.08 = 3.19	SWS + SWA + LU 1.06 + 0.48 + 0.31 = 1.85	SWS + LU 0.62 + 0.08 = 0.70	SWS + SWC + LU 0.62 + 1.06 + 0.08 = 1.76	SWS + SWC + N + LU 0.62 + 1.06 + 0.48 + 0.08 = 2.24
Southwest Central ML-6	SWC + N + SEC + SES + SEA + LU 1.06 + 0.48 + 0.95 + 1.13 + 0.39 + 0.31 = 4.32	SWC+N+SEC+SES+LU 1.06 + 0.48 + 0.95 + 1.13 + 0.08 = 3.70	SWC + N + SEC + LU 1.06 + 0.48 + 0.95 + 0.08 = 2.57	SWC + SWS + SWA + LU 1.76+1.06+0.48 + 0.31 = 3.61	SWC + SWS + LU 1.76 + 1.06 + 0.31 = 3.13	SWC + LU 1.06 + 0.08 = 1.14	SWC + N + LU 1.06 + 0.48 + 0.08 = 1.62
Northern Segment ML-7	N + SEC + SES + SEA + LU 0.5 + 0.95 + 1.13 + 0.39 + 0.31 = 3.28	N + SEC + SES + LU 0.5 + 0.95 + 1.13 + 0.31 = 2.89	N + SEC + LU 0.5 + 0.95 + 0.31 = 1.76	N + SWC + SWS + SWA + LU 0.5 + 1.76 + 1.06 + 0.48 + 0.31 = 4.11	N + SWC + SWS + LU 0.5 + 1.76 + 1.06 + 0.31 = 3.63	N + SWC + LU 0.48 + 1.76 + 0.08 = 2.32	N + LU 0.48 + 0.08 = 0.56

ANR PIPELINE COMPANY  
TRANSPORTER'S USE (%) BY ROUTE INCLUDES 2020 RATES WITH REFUND SURCHARGES

Fuel Input Section	New Adjusted Rate	New Adjusted Rate	Current Rate 1/		Pos. Surcharge + True-Up	Neg. Surcharge + True-Up
	(Column A + C)	(Column B + D)	(Column A)	(Column B)	(Column C)	(Column D)
L&U	0.31	0.08	0.13	0.13	0.18	(0.05)
SE Area	0.39	0.04	0.26	0.26	0.13	(0.22)
SE Leg	2.08	0.88	1.45	1.45	0.63	(0.57)
SE South (ML2)	1.13	0.47	0.79	0.79	0.34	(0.32)
SE Central (ML3)	0.95	0.41	0.66	0.66	0.29	(0.25)
North (ML7)	0.50	0.48	0.48	0.48	0.02	0.00
SW Leg	2.82	1.68	1.70	1.70	1.12	(0.02)
SW Central (ML6)	1.76	1.06	1.06	1.06	0.70	0.00
SW South (ML5)	1.06	0.62	0.64	0.64	0.42	(0.02)
SW Area	0.48	0.29	0.29	0.29	0.19	0.00

Fuel Input Section	Pos. Surcharge + True-Up	Neg. Surcharge + True-Up	True-Up		Positive Surcharge	Negative Surcharge
	(Column A + C)	(Column B + D)	From B-2, Pages 2 & 3		From B-1, Pages 7 & 8	From B-1, Pages 2 & 3
			(Column A)	(Column B)	(Column C)	(Column D)
L&U	0.18	(0.05)	(0.01)	(0.01)	0.19	(0.04)
SE Area	0.13	(0.22)	(0.05)	(0.05)	0.18	(0.17)
SE Leg	0.63	(0.57)	(0.27)	(0.27)	0.90	(0.30)
SE South (ML2)	0.34	(0.32)	(0.15)	(0.15)	0.49	(0.17)
SE Central (ML3)	0.29	(0.25)	(0.12)	(0.12)	0.41	(0.13)
North (ML7)	0.02	0.00	0.00	0.00	0.02	0.00
SW Leg	1.12	(0.02)	0.01	0.01	1.11	(0.03)
SW Central (ML6)	0.70	0.00	0.01	0.01	0.69	(0.01)
SW South (ML5)	0.42	(0.02)	0.00	0.00	0.42	(0.02)
SW Area	0.19	0.00	0.00	0.00	0.19	0.00

1/ See Attachment 1, Pages 3 & 4 of Amendment to March 2, 2020 Annual Re-determination of Transporter's Use and EPC Charges filed on March 12, 2020 in Docket No. RP20-636-000.

# **Appendix B**

Workpapers in Support of the Refund Proposal

# **Appendix B-1**

Refund Proposal – Transporter's Use (%)  
Surcharges



ANR PIPELINE COMPANY  
TRANSPORTER'S USE POSITIVE/NEGATIVE REFUND SURCHARGE

<u>To</u>		Southeast			Southwest			
<u>From</u>	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
<b>Southeast Area SE</b>	SEA + LU -0.17 + -0.04 = (0.21)	SEA + SES + LU -0.17 + -0.17 + -0.04 = (0.38)	SEA + SES SEC + LU -0.17 + -0.17 + -0.13 + -0.04 = (0.51)	SEA+SES+SEC+N+ SWC+SWS+SWA+LU -0.17 + -0.17 + -0.13 + 0 +0.69+0.42+0.19+-0.04 = 0.79	SEA + SES + SEC + N + SWC + SWS + LU -0.17 + -0.17 + -0.13 + 0+0.69+0.42+-0.04 = 0.60	SEA + SES + SEC + N + SWC + LU -0.17 + -0.17 + -0.13 + 0 + 0.69 + -0.04 = 0.18	SEA + SES + SEC + N + LU -0.17 + -0.17 + -0.13 + 0 + -0.04 = (0.51)	
<b>Southeast Southern ML-2</b>	SES + SEA + LU 0.49 + 0.18 + 0.19 = 0.86	SES + LU -0.17 + -0.04 = (0.21)	SES + SEC + LU -0.17 + -0.13 + -0.04 = (0.34)	SES + SEC + N + SWC + SWS + SWA + LU -0.17 + -0.13 + 0 0.69+0.42+0.19+-0.04 = 0.96	SES + SEC + N + SWC + SWS + LU -0.17 + -0.13 + 0 0.69 + 0.42 + -0.04 = 0.77	SES + SEC N + SWC + LU -0.17 + -0.13 + 0 0.69 + -0.04 = 0.35	SES + SEC N + LU -0.17 + -0.13 + 0 + -0.04 = (0.34)	
<b>Southeast Central ML-3</b>	SEC + SES + SEA + LU 0.41 + 0.49 + 0.18 + 0.19 = 1.27	SEC + SES + LU 0.41 + 0.49 + 0.19 = 1.09	SEC + LU -0.13 + -0.04 = (0.17)	SEC + N + SWC + SWS + SWA + LU -0.13 + 0 + 0.69 + 0.42 + 0.19 + 0.19 = 1.36	SEC + N + SWC + SWS + LU -0.13 + 0 + 0.69 + 0.42 + 0.19 = 1.17	SEC + N + SWC + LU -0.13 + 0 + 0.69 + -0.04 = 0.52	SEC + N + LU -0.13 + 0 + -0.04 = (0.17)	
<b>Southwest Area SW</b>	SWA + SWS + SWC + N + SEC + SES + SEA + LU 0 + -0.02+-0.01+0 + 0.41+0.49+0.18+-0.04 = 1.01	SWA + SWS + SWC + N + SEC + SES + LU 0 + -0.02 + -0.01 + 0+0.41+0.49+0.04 = 0.83	SWA + SWS + SWC + N + SEC + LU 0 + -0.02+-0.01+ 0 + 0.41 + -0.04 = 0.34	SWA + LU 0 + -0.04 = (0.04)	SWA + SWS + LU 0 + -0.02 + -0.04 = (0.06)	SWA + SWS + SWC + LU 0 + -0.02 + -0.01 + + -0.04 = (0.07)	SWA + SWS + SWC + N + LU 0 + -0.02 + -0.01 + 0 + -0.04 = (0.07)	
<b>Southwest Southern ML-5</b>	SWS + SWC + N + SEC + SES + SEA + LU -0.02 + -0.01 + 0 0.41+0.49+0.18+-0.04 = 1.01	SWS + SWC + N + SEC + SES + LU -0.02 + -0.01 + 0 + 0.41 + 0.49 + -0.04 = 0.83	SWS + SWC + N + SEC + LU -0.02 + -0.01 + 0 + 0.41 + -0.04 = 0.34	SWS + SWA + LU 0.42 + 0.19 + 0.19 = 0.80	SWS + LU -0.02 + -0.04 = (0.06)	SWS + SWC + LU -0.02 + -0.01 + -0.04 = (0.07)	SWS + SWC + N + LU -0.02 + -0.01 + 0 + -0.04 = (0.07)	
<b>Southwest Central ML-6</b>	SWC + N + SEC + SES + SEA + LU -0.01 + 0 + 0.41 + 0.49 + 0.18 + 0.19 = 1.26	SWC+N+SEC+SES+LU -0.01 + 0 + 0.41 + 0.49 + -0.04 = 0.85	SWC + N + SEC + LU -0.01 + 0 + 0.41 + -0.04 = 0.36	SWC + SWS + SWA + LU 0.69+0.42+0.19 + 0.19 = 1.49	SWC + SWS + LU 0.69 + 0.42 + 0.19 = 1.30	SWC + LU -0.01 + -0.04 = (0.05)	SWC + N + LU -0.01 + 0 + -0.04 = (0.05)	
<b>Northern Segment ML-7</b>	N + SEC + SES + SEA + LU 0.02 + 0.41 + 0.49 + 0.18 + 0.19 = 1.29	N + SEC + SES + LU 0.02 + 0.41 + 0.49 + 0.19 = 1.11	N + SEC + LU 0.02 + 0.41 + 0.19 = 0.62	N + SWC + SWS + SWA + LU 0.02 + 0.69 + 0.42 + 0.19 + 0.19 = 1.51	N + SWC + SWS + LU 0.02 + 0.69 + 0.42 + 0.19 = 1.32	N + SWC + LU 0 + 0.69 + -0.04 = 0.65	N + LU 0 + -0.04 = (0.04)	

**ANR PIPELINE COMPANY**  
**Derivation of Transporters Use (%) Negative Refund Surcharge by Area and Segment**  
**Volumes Reported in Bcf**  
**April 2019 to March 2020**

Line No.		SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA		
		GATHERING (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)
1	THROUGHPUT (1)	137.3	188.0	233.6	512.3	223.0	1371.0
2	(OVER)/UNDER NEGATIVE SURCHARGE RECOVERIES	0.000	(0.316)	0.000	(1.534)	(0.066)	0.000
3	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%)	<u>0.00%</u>	<u>-0.17%</u> (2)	<u>0.00%</u>	<u>-0.30%</u> (2)	<u>-0.03%</u> (2)	<u>0.00%</u>
4	<b>TRANSPORTER'S USE (%) - FUEL</b>	<u>0.00%</u>	<u>-0.17%</u>	<u>0.00%</u>	<u>-0.30%</u>	<u>-0.03%</u>	<u>0.00%</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	-0.16%	(3)	-0.01%	(4)
CENTRAL	-0.14%	(3)	-0.02%	(4)
TOTAL	-0.30%		-0.03%	

(1) For further details, see Appendix B-1, Page 4, Line 51.

(2) Line 2 / Line 1

(3) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x -0.3% = -0.16%). Central has 5 stations (5/11 x -0.3% = -0.14%).

(4) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x -0.03% = -0.01%). Central has 5 stations (5/8 x -0.03% = -0.02%).

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) - L&U Negative Refund Surcharge**  
**Volumes Reported in Bcf**  
**March 2019 to April 2020**

<u>Line</u> <u>No.</u>		
1	L&U	0.000
2	THROUGHPUT	1,725
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.00%</u>
4	(OVER)/UNDER NEGATIVE SURCHARGE RECOVERIES	(0.682)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%)	<u>-0.04%</u>
6	<b>TRANSPORTER'S USE (%) - L&amp;U</b>	<u><b>-0.04%</b></u>

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

ANR PIPELINE COMPANY  
Actual South-to-North Throughput By Area and Segment  
April 2019 to March 2020

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	175,358,164	175,358,164	0	0	0	0
2	SE	ML-2	9,742,241	9,742,241	0	9,742,241	0	0
3	SE	ML-3	3,989,568	3,989,568	0	3,989,568	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	7,389,118	7,389,118	0	7,389,118	0	7,389,118
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	24,508,895	0	0	24,508,895	0	0
10	ML-2	ML-3	719,047	0	0	719,047	0	0
11	ML-2	SW	0	0	0	0	0	0
12	ML-2	ML-5	0	0	0	0	0	0
13	ML-2	ML-6	0	0	0	0	0	0
14	ML-2	ML-7	2,590,996	0	0	2,590,996	0	2,590,996
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	87,884,494	0	0	87,884,494	0	0
18	ML-3	SW	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0
21	ML-3	ML-7	398,577,134	0	0	398,577,134	0	398,577,134
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	0	0	0	0	0	0
25	SW	SW	13,201,580	0	13,201,580	0	0	0
26	SW	ML-5	2,785,562	0	2,785,562	0	2,785,562	0
27	SW	ML-6	51,229,375	0	51,229,375	0	51,229,375	0
28	SW	ML-7	176,927,045	0	176,927,045	0	176,927,045	176,927,045
29	ML-5	SE	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0
34	ML-5	ML-6	52,286	0	0	0	52,286	0
35	ML-5	ML-7	449,316	0	0	0	449,316	449,316
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	330,881	0	0	0	330,881	0
42	ML-6	ML-7	1,309,488	0	0	0	1,309,488	1,309,488
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	0	0	0	0	0	0
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	0	0	0	0	0	0
49	ML-7	ML-7	845,412,822	0	0	0	0	845,412,822
50	<b>TOTAL (Dth)</b>		<b>1,802,458,012</b>	<b>196,479,091</b>	<b>244,143,562</b>	<b>535,401,493</b>	<b>233,083,953</b>	<b>1,432,655,919</b>
51	<b>TOTAL (Mcf) (1)</b>		1,724,840,203	188,018,269	233,630,203	512,345,926	223,046,845	1,370,962,602

(1) Conversion Factor

1.045

ANR PIPELINE COMPANY  
Over-recovered South-to-North Fuel and L&U by Area and Segment  
April 2019 to March 2020

Line No.	REC-SEG	DEL-SEG	04/19 tp 03/20 (Col. 13)
1	SE	SE	(371,903)
2	SE	ML-2	(57,000)
3	SE	ML-3	(35,868)
4	SE	SW	0
5	SE	ML-5	0
6	SE	ML-6	0
7	SE	ML-7	(65,671)
8	ML-2	SE	0
9	ML-2	ML-2	(100,105)
10	ML-2	ML-3	(5,402)
11	ML-2	SW	0
12	ML-2	ML-5	0
13	ML-2	ML-6	0
14	ML-2	ML-7	(17,752)
15	ML-3	SE	0
16	ML-3	ML-2	0
17	ML-3	ML-3	(246,430)
18	ML-3	SW	0
19	ML-3	ML-5	0
20	ML-3	ML-6	0
21	ML-3	ML-7	(1,344,246)
22	SW	SE	0
23	SW	ML-2	0
24	SW	ML-3	0
25	SW	SW	(5,215)
26	SW	ML-5	(4,077)
27	SW	ML-6	(39,391)
28	SW	ML-7	(135,021)
29	ML-5	SE	0
30	ML-5	ML-2	0
31	ML-5	ML-3	0
32	ML-5	SW	0
33	ML-5	ML-5	0
34	ML-5	ML-6	(85)
35	ML-5	ML-7	(342)
36	ML-6	SE	0
37	ML-6	ML-2	0
38	ML-6	ML-3	0
39	ML-6	SW	0
40	ML-6	ML-5	0
41	ML-6	ML-6	(2,137)
42	ML-6	ML-7	(339)
43	ML-7	SE	0
44	ML-7	ML-2	0
45	ML-7	ML-3	0
46	ML-7	SW	0
47	ML-7	ML-5	0
48	ML-7	ML-6	0
49	ML-7	ML-7	(282,699)
50	TOTAL TRANSPORTATION (Dth)		(2,713,683)
51	TOTAL TRANSPORTATION (Mcf) (1)		(2,596,826)

(1) Conversion Factor 1.045

ANR PIPELINE COMPANY  
Throughput and Over-recovered South-to-North Fuel and L&U by Area and Segment  
April 2019 to March 2020

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	SE	174,990,684	174,990,684	0	0	0	0	174,990,684	
2	SE	ML-2	9,687,988	9,687,988	0	9,687,988	0	0	9,687,988	
3	SE	ML-3	3,955,942	3,955,942	0	3,955,942	0	0	3,955,942	
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	7,326,840	7,326,840	0	7,326,840	0	7,326,840	7,326,840	
8	ML-2	SE	0	0	0	0	0	0	0	
9	ML-2	ML-2	24,413,682	0	0	24,413,682	0	0	24,413,682	
10	ML-2	ML-3	714,191	0	0	714,191	0	0	714,191	
11	ML-2	SW	0	0	0	0	0	0	0	
12	ML-2	ML-5	0	0	0	0	0	0	0	
13	ML-2	ML-6	0	0	0	0	0	0	0	
14	ML-2	ML-7	2,573,496	0	0	2,573,496	0	2,573,496	2,573,496	
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	87,595,429	0	0	87,595,429	0	0	87,595,429	
18	ML-3	SW	0	0	0	0	0	0	0	
19	ML-3	ML-5	0	0	0	0	0	0	0	
20	ML-3	ML-6	0	0	0	0	0	0	0	
21	ML-3	ML-7	397,266,156	0	0	397,266,156	0	397,266,156	397,266,156	
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	0	0	0	0	0	0	0	
25	SW	SW	13,196,301	0	13,196,301	0	0	0	13,196,301	
26	SW	ML-5	2,784,170	0	2,784,170	0	2,784,170	0	2,784,170	
27	SW	ML-6	51,193,540	0	51,193,540	0	51,193,540	0	51,193,540	
28	SW	ML-7	176,803,283	0	176,803,283	0	176,803,283	176,803,283	176,803,283	
29	ML-5	SE	0	0	0	0	0	0	0	
30	ML-5	ML-2	0	0	0	0	0	0	0	
31	ML-5	ML-3	0	0	0	0	0	0	0	
32	ML-5	SW	0	0	0	0	0	0	0	
33	ML-5	ML-5	0	0	0	0	0	0	0	
34	ML-5	ML-6	52,249	0	0	52,249	0	52,249	52,249	
35	ML-5	ML-7	449,002	0	0	449,002	449,002	449,002	449,002	
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	330,683	0	0	330,683	0	330,683	330,683	
42	ML-6	ML-7	1,308,703	0	0	1,308,703	1,308,703	1,308,703	1,308,703	
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	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	
49	ML-7	ML-7	845,074,792	0	0	845,074,792	0	845,074,792	845,074,792	
50	<b>TOTAL (Dth)</b>		<b>1,799,717,130</b>	<b>195,961,454</b>	<b>243,977,294</b>	<b>533,533,724</b>	<b>232,921,629</b>	<b>1,430,802,271</b>	<b>1,799,717,130</b>	
51	<b>Fuel and L&amp;U by Rate Segment</b>									
52	Unadjusted Fuel and L&U		(4,537,514)	(333,134)	-	(3,414,616)	(69,876)	-	(719,887)	
53	Adjustments									
54	SE-ML2		28,095	0	0	28,095	0	0	0	
55	ML2-SE		0	0	0	0	0	0	0	
56	ML2-ML2		70,800	0	0	70,800	0	0	0	
57	ML2-ML6		0	0	0	0	0	0	0	
58	ML3-ML3		306,584	0	0	306,584	0	0	0	
59	ML3-ML6		0	0	0	0	0	0	0	
60	ML3-ML7		1,390,432	0	0	1,390,432	0	0	0	
61	SW-ML3		0	0	0	0	0	0	0	
62	SW-ML5		557	0	0	557	0	0	0	
63	ML5-ML-5		0	0	0	0	0	0	0	
64	ML6-ML3		0	0	0	0	0	0	0	
65	ML6-ML6		33	0	0	33	0	0	0	
66	ML6-ML7		131	0	0	131	0	0	0	
67	ML7-ML3		0	0	0	0	0	0	0	
68	ML7-ML6		0	0	0	0	0	0	0	
69	Total Fuel and L&U (Dth)		(2,740,882)	(333,134)	0	(1,618,705)	(69,156)	0	(719,887)	
70	Rounding adjustment		27,199	3,306	0	16,062	686	0	7,144	
71	Total Fuel and L&U (Dth)		(2,713,683)	(329,828)	0	(1,602,643)	(68,469)	0	(712,743)	
72	<b>Total Fuel and L&amp;U (Mcf)</b>		<b>(2,596,826)</b>	<b>(315,625)</b>	<b>0</b>	<b>(1,533,630)</b>	<b>(65,521)</b>	<b>0</b>	<b>(682,050)</b>	

**ANR PIPELINE COMPANY**  
**Derivation of Transporters Use (%) Positive Refund Surcharge by Area and Segment**  
**Volumes Reported in Bcf**  
**April 2019 to March 2020**

Line No.		SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA		
		GATHERING (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)
1	THROUGHPUT (1)	226.0	309.6	1.5	453.9	4.2	11.3
2	(OVER)/UNDER RECOVERIES	0.000	0.563	0.003	4.129	0.047	0.003
3	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%)	<u>0.00%</u>	<u>0.18%</u> (2)	<u>0.19%</u> (2)	<u>0.90%</u> (2)	<u>1.11%</u> (2)	<u>0.02%</u> (2)
4	<b>TRANSPORTER'S USE (%) - FUEL</b>	<u>0.00%</u>	<u>0.18%</u>	<u>0.19%</u>	<u>0.90%</u>	<u>1.11%</u>	<u>0.02%</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.49%	(3)	0.42%	(4)
CENTRAL	0.41%	(3)	0.69%	(4)
TOTAL	0.90%		1.11%	

(1) For further details, see Appendix B-1, Page 9, Line 51

(2) Line 2 / Line 1

(3) The SEML has 11 compressor stations in total. Southern has 6 stations ( $6/11 \times 0.9\% = 0.49\%$ ). Central has 5 stations ( $5/11 \times 0.9\% = 0.41\%$ ).

(4) The SWML has 8 compressor stations in total. Southern has 3 stations ( $3/8 \times 1.11\% = 0.42\%$ ). Central has 5 stations ( $5/8 \times 1.11\% = 0.69\%$ ).

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) - L&U Positive Refund Surcharge**  
**Volumes Reported in Bcf**  
**April 2019 to March 2020**

<u>Line</u> <u>No.</u>		
1	L&U	0.000
2	THROUGHPUT	457
3	(OVER)/UNDER POSITIVE SURCHARGE RECOVERIES	0.853
4	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%)	<u>0.19%</u>
5	<b>TRANSPORTER'S USE (%) - L&amp;U</b>	<u>0.19%</u>

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



ANR PIPELINE COMPANY  
Actual North-to-South Throughput by Area and Segment  
April 2019 to March 2020

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	0	0	0	0	0	0
2	SE	ML-2	0	0	0	0	0	0
3	SE	ML-3	0	0	0	0	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	0	0	0	0	0	0
8	ML-2	SE	74,196,555	74,196,555	0	74,196,555	0	0
9	ML-2	ML-2	0	0	0	0	0	0
10	ML-2	ML-3	0	0	0	0	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	59,789	0	0	59,789	59,789	59,789
14	ML-2	ML-7	0	0	0	0	0	0
15	ML-3	SE	249,285,502	249,285,502	0	249,285,502	0	0
16	ML-3	ML-2	141,830,424	0	0	141,830,424	0	0
17	ML-3	ML-3	0	0	0	0	0	0
18	ML-3	SW	29	0	0	29	29	29
19	ML-3	ML-5	0	0	0	0	0	0
20	ML-3	ML-6	273,806	0	0	273,806	0	273,806
21	ML-3	ML-7	0	0	0	0	0	0
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	1,286,175	0	1,286,175	1,286,175	1,286,175	1,286,175
25	SW	SW	0	0	0	0	0	0
26	SW	ML-5	0	0	0	0	0	0
27	SW	ML-6	0	0	0	0	0	0
28	SW	ML-7	0	0	0	0	0	0
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	283,229	0	283,229	0	283,229	0
33	ML-5	ML-5	0	0	0	0	0	0
34	ML-5	ML-6	0	0	0	0	0	0
35	ML-5	ML-7	0	0	0	0	0	0
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	0	0	0	0	0	0
42	ML-6	ML-7	0	0	0	0	0	0
43	ML-7	SE	0	0	0	0	0	0
44	ML-7	ML-2	599,513	0	0	599,513	0	599,513
45	ML-7	ML-3	6,813,046	0	0	6,813,046	0	6,813,046
46	ML-7	SW	478	0	478	0	478	478
47	ML-7	ML-5	0	0	0	0	0	0
48	ML-7	ML-6	2,765,836	0	0	0	2,765,836	2,765,836
49	ML-7	ML-7	0	0	0	0	0	0
50	<b>TOTAL (Dth)</b>		<b>477,394,382</b>	<b>323,482,057</b>	<b>1,569,882</b>	<b>474,344,839</b>	<b>4,395,536</b>	<b>11,798,672</b>
51	<b>TOTAL (Mcf) (1)</b>		<b>456,836,729</b>	<b>309,552,208</b>	<b>1,502,279</b>	<b>453,918,506</b>	<b>4,206,255</b>	<b>11,290,595</b>

ANR PIPELINE COMPANY  
Under-recovered North-to-South Fuel and L&U by Segment  
April 2019 to March 2020

Line No.	REC-SEG	DEL-SEG	Yearly Total (Col. 13)
1	SE	SE	0
2	SE	ML-2	0
3	SE	ML-3	0
4	SE	SW	0
5	SE	ML-5	0
6	SE	ML-6	0
7	SE	ML-7	0
8	ML-2	SE	673,683
9	ML-2	ML-2	0
10	ML-2	ML-3	0
11	ML-2	SW	0
12	ML-2	ML-5	0
13	ML-2	ML-6	440
14	ML-2	ML-7	0
15	ML-3	SE	3,411,681
16	ML-3	ML-2	1,679,313
17	ML-3	ML-3	0
18	ML-3	SW	1
19	ML-3	ML-5	0
20	ML-3	ML-6	3,071
21	ML-3	ML-7	0
22	SW	SE	0
23	SW	ML-2	0
24	SW	ML-3	5,292
25	SW	SW	0
26	SW	ML-5	0
27	SW	ML-6	0
28	SW	ML-7	0
29	ML-5	SE	0
30	ML-5	ML-2	0
31	ML-5	ML-3	0
32	ML-5	SW	5,952
33	ML-5	ML-5	0
34	ML-5	ML-6	0
35	ML-5	ML-7	0
36	ML-6	SE	0
37	ML-6	ML-2	0
38	ML-6	ML-3	0
39	ML-6	SW	0
40	ML-6	ML-5	0
41	ML-6	ML-6	0
42	ML-6	ML-7	0
43	ML-7	SE	0
44	ML-7	ML-2	9,932
45	ML-7	ML-3	26,769
46	ML-7	SW	19
47	ML-7	ML-5	0
48	ML-7	ML-6	33,569
49	ML-7	ML-7	0
50	TOTAL TRANSPORTATION (Dth)		5,849,722
51	TOTAL TRANSPORTATION (Mcf) (1)		5,597,820

(1) Conversion Factor 1.045

ANR PIPELINE COMPANY  
Throughput and Under-recovered North-to-South Fuel and L&U by Area and Segment  
April 2019 to March 2020

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	SE	0	0	0	0	0	0	0	
2	SE	ML-2	0	0	0	0	0	0	0	
3	SE	ML-3	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	
8	ML-2	SE	74,870,238	74,870,238	0	74,870,238	0	0	74,870,238	
9	ML-2	ML-2	0	0	0	0	0	0	0	
10	ML-2	ML-3	0	0	0	0	0	0	0	
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	60,229	0	0	60,229	60,229	60,229	60,229	
14	ML-2	ML-7	0	0	0	0	0	0	0	
15	ML-3	SE	252,697,183	252,697,183	0	252,697,183	0	0	252,697,183	
16	ML-3	ML-2	143,509,737	0	0	143,509,737	0	0	143,509,737	
17	ML-3	ML-3	0	0	0	0	0	0	0	
18	ML-3	SW	30	0	0	30	30	30	30	
19	ML-3	ML-5	0	0	0	0	0	0	0	
20	ML-3	ML-6	276,877	0	0	276,877	276,877	276,877	276,877	
21	ML-3	ML-7	0	0	0	0	0	0	0	
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	1,291,467	0	1,345,090	1,345,090	1,345,090	1,345,090	1,345,090	
25	SW	SW	0	0	0	0	0	0	0	
26	SW	ML-5	0	0	0	0	0	0	0	
27	SW	ML-6	0	0	0	0	0	0	0	
28	SW	ML-7	0	0	0	0	0	0	0	
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	289,181	0	289,181	0	289,181	0	289,181	
33	ML-5	ML-5	0	0	0	0	0	0	0	
34	ML-5	ML-6	0	0	0	0	0	0	0	
35	ML-5	ML-7	0	0	0	0	0	0	0	
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	0	0	0	0	0	0	0	
42	ML-6	ML-7	0	0	0	0	0	0	0	
43	ML-7	SE	0	0	0	0	0	0	0	
44	ML-7	ML-2	609,445	0	0	609,445	0	609,445	609,445	
45	ML-7	ML-3	6,839,815	0	0	6,839,815	0	6,839,815	6,839,815	
46	ML-7	SW	497	0	497	0	497	497	497	
47	ML-7	ML-5	0	0	0	0	0	0	0	
48	ML-7	ML-6	2,799,405	0	0	0	2,799,405	2,799,405	2,799,405	
49	ML-7	ML-7	0	0	0	0	0	0	0	
50	<b>TOTAL (Dth)</b>		<b>483,244,104</b>	<b>327,567,421</b>	<b>1,634,768</b>	<b>480,208,644</b>	<b>4,771,309</b>	<b>11,931,388</b>	<b>483,297,727</b>	
51	<b>Fuel and L&amp;U by Rate Segment</b>									
52	Unadjusted Fuel and L&U		6,266,309	589,621	2,955	4,701,026	77,708	2,806	892,194	
53	Adjustments									
54	SE-ML2		0	0	0	0	0	0	0	
55	ML2-SE		(336,917)	0	0	(336,917)	0	0	0	
56	ML2-ML2		0	0	0	0	0	0	0	
57	ML2-ML6		(524)	0	0	0	(524)	0	0	
58	ML3-ML3		0	0	0	0	0	0	0	
59	ML3-ML6		983	0	0	983	0	0	0	
60	ML3-ML7		0	0	0	0	0	0	0	
61	SW-ML3		(7,129)	0	0	(7,129)	0	0	0	
62	SW-ML5		0	0	0	0	0	0	0	
63	ML5-ML-5		0	0	0	0	0	0	0	
	ML5-SW		(4,078)	0	0	0	(4,078)	0	0	
64	ML6-ML3		0	0	0	0	0	0	0	
65	ML6-ML6		0	0	0	0	0	0	0	
66	ML6-ML7		0	0	0	0	0	0	0	
67	ML7-ML3		(36,511)	0	0	(36,511)	0	0	0	
68	ML7-ML6		(24,004)	0	0	0	(24,004)	0	0	
69	Total Fuel and L&U (Dth)		5,858,130	589,621	2,955	4,321,452	49,102	2,806	892,194	
70	Rounding Adjustments		(8,408)	(846)	(4)	(6,203)	(70)	(4)	(1,281)	
71	Total Fuel and L&U (dth)		5,849,722	588,775	2,951	4,315,249	49,032	2,802	890,913	
72	<b>Total Fuel and L&amp;U (Mcf)</b>		5,597,820	563,421	2,824	4,129,425	46,920	2,681	852,548	

# **Appendix B-2**

Refund Proposal – Transporter's Use (%)  
True-up Adjustments

ANR PIPELINE COMPANY  
DERIVATION OF TRANSPORTER'S USE (%) TRUE-UP ADJUSTMENT

From	To Southeast			To Southwest			
	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7
<b>Southeast Area SE</b>	SEA + LU -0.05 + -0.01 = (0.06)	SEA + SES + LU -0.05 + -0.15 + -0.01 = (0.21)	SEA + SES SEC + LU -0.05 + -0.15 + -0.12 + -0.01 = (0.33)	SEA+SES+SEC+N+ SWC+SWS+SWA+LU -0.05 + -0.15 + -0.12 + 0 +0.01+0+0-0.01 = (0.32)	SEA + SES + SEC + N + SWC + SWS + LU -0.05 + -0.15 + -0.12 + 0+0.01+0+0.01 = (0.32)	SEA + SES + SEC + N + SWC + LU -0.05 + -0.15 + -0.12 + 0 + 0.01 + -0.01 = (0.32)	SEA + SES + SEC + N + LU -0.05 + -0.15 + -0.12 + 0 + -0.01 = (0.33)
<b>Southeast Southern ML-2</b>	SES + SEA + LU -0.15 + -0.05 + -0.01 = (0.21)	SES + LU -0.15 + -0.01 = (0.16)	SES + SEC + LU -0.15 + -0.12 + -0.01 = (0.28)	SES + SEC + N + SWC + SWS + SWA + LU -0.15 + -0.12 + 0 0.01+0+0+0.01 = (0.27)	SES + SEC + N + SWC + SWS + LU -0.15 + -0.12 + 0 0.01 + 0 + -0.01 = (0.27)	SES + SEC N + SWC + LU -0.15 + -0.12 + 0 0.01 + -0.01 = (0.27)	SES + SEC N + LU -0.15 + -0.12 + 0 + -0.01 = (0.28)
<b>Southeast Central ML-3</b>	SEC + SES + SEA + LU -0.12 + -0.15 + -0.05 + -0.01 = (0.33)	SEC + SES + LU -0.12 + -0.15 + -0.01 = (0.28)	SEC + LU -0.12 + -0.01 = (0.13)	SEC + N + SWC + SWS + SWA + LU -0.12 + 0 + 0.01 + 0 + 0 + -0.01 = (0.12)	SEC + N + SWC + SWS + LU -0.12 + 0 + 0.01 + 0 + -0.01 = (0.12)	SEC + N + SWC + LU -0.12 + 0 + 0.01 + -0.01 = (0.12)	SEC + N + LU -0.12 + 0 + -0.01 = (0.13)
<b>Southwest Area SW</b>	SWA + SWS + SWC + N + SEC + SES + SEA + LU 0 + 0 + 0.01 + 0 + -0.12 + -0.15 + -0.05 + -0.01 = (0.32)	SWA + SWS + SWC + N + SEC + SES + LU 0 + 0 + 0.01 + 0 + -0.12 + -0.15 + -0.01 = (0.27)	SWA + SWS + SWC + N + SEC + LU 0 + 0 + 0.01 + 0 + -0.12 + -0.01 = (0.12)	SWA + LU 0 + -0.01 = (0.01)	SWA + SWS + LU 0 + 0 + -0.01 = (0.01)	SWA + SWS + SWC + LU 0 + 0 + 0.01 + + -0.01 = 0.00	SWA + SWS + SWC + N + LU 0 + 0 + 0.01 + 0 + -0.01 = 0.00
<b>Southwest Southern ML-5</b>	SWS + SWC + N + SEC + SES + SEA + LU 0 + 0.01 + 0 -0.12 + -0.15 + -0.05 + -0.01 = (0.32)	SWS + SWC + N + SEC + SES + LU 0 + 0.01 + 0 + -0.12 + -0.15 + -0.01 = (0.27)	SWS + SWC + N + SEC + LU 0 + 0.01 + 0 + -0.12 + -0.01 = (0.12)	SWS + SWA + LU 0 + 0 + -0.01 = (0.01)	SWS + LU 0 + -0.01 = (0.01)	SWS + SWC + LU 0 + 0.01 + -0.01 = 0.00	SWS + SWC + N + LU 0 + 0.01 + 0 + -0.01 = 0.00
<b>Southwest Central ML-6</b>	SWC + N + SEC + SES + SEA + LU 0.01 + 0 + -0.12 + -0.15 + -0.05 + -0.01 = (0.32)	SWC+N+SEC+SES+LU 0.01 + 0 + -0.12 + -0.15 + -0.01 = (0.27)	SWC + N + SEC + LU 0.01 + 0 + -0.12 + -0.01 = (0.12)	SWC + SWS + SWA + LU 0.01+0+0 + -0.01 = 0.00	SWC + SWS + LU 0.01 + 0 + -0.01 = 0.00	SWC + LU 0.01 + -0.01 = 0.00	SWC + N + LU 0.01 + 0 + -0.01 = 0.00
<b>Northern Segment ML-7</b>	N + SEC + SES + SEA + LU 0 + -0.12 + -0.15 + -0.05 + -0.01 = (0.33)	N + SEC + SES + LU 0 + -0.12 + -0.15 + -0.01 = (0.28)	N + SEC + LU 0 + -0.12 + -0.01 = (0.13)	N + SWC + SWS + SWA + LU 0 + 0.01 + 0 + 0 + -0.01 = 0.00	N + SWC + SWS + LU 0 + 0.01 + 0 + -0.01 = 0.00	N + SWC + LU 0 + 0.01 + -0.01 = 0.00	N + LU 0 + -0.01 = (0.01)

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) True-up Adjustment by Area and Segment**  
**Volumes Reported in Bcf**  
**April 2019 to March 2020**

Line No.		SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA		
		GATHERING (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)
1	THROUGHPUT (1)	363.2	497.6	235.1	966.3	227.3	1382.3
2	(OVER)/UNDER RECOVERIES (POSITIVE SURCHARGE)	0.000	(0.563)	(0.003)	(4.129)	(0.047)	(0.003)
3	(OVER)/UNDER RECOVERIES (NEGATIVE SURCHARGE)	<u>0.000</u>	<u>0.316</u>	<u>0.000</u>	<u>1.534</u>	<u>0.066</u>	<u>0.000</u>
4	(OVER)/UNDER TRUE-UP RECOVERIES	0.000	(0.248)	(0.003)	(2.596)	0.019	(0.003)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%)	<u>0.00%</u>	<u>-0.05%</u> (2)	<u>0.00%</u>	<u>-0.27%</u> (2)	<u>0.01%</u> (2)	<u>0.00%</u>
6	<b>TRANSPORTER'S USE (%) - FUEL</b>	<u>0.00%</u>	<u>-0.05%</u>	<u>0.00%</u>	<u>-0.27%</u>	<u>0.01%</u>	<u>0.00%</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	-0.15%	(3)	0.00%	(4)
CENTRAL	-0.12%	(3)	0.01%	(4)
TOTAL	-0.27%		0.01%	

(1) For further details, see Appendix B-1, Pages 4 and 9, Lines 51.

(2) Line 4 / Line 1

(3) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x -0.27% = -0.15%). Central has 5 stations (5/11 x -0.27% = -0.12%).

(4) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 0.01% = 0%). Central has 5 stations (5/8 x 0.01% = 0.01%).

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) - L&U True-up Adjustment**  
**Volumes Reported in Bcf**  
**April 2019 to March 2020**

<u>Line</u> <u>No.</u>		
1	L&U	0.000
2	THROUGHPUT	2,182
3	(OVER)/UNDER RECOVERIES (POSITIVE SURCHARGE)	(0.853)
4	(OVER)/UNDER RECOVERIES (NEGATIVE SURCHARGE)	<u>0.682</u>
5	(OVER)/UNDER TRUE-UP RECOVERIES	(0.171)
6	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%)	<u>-0.01%</u>
7	<b>TRANSPORTER'S USE (%) - L&amp;U</b>	<u>-0.01%</u>

# **Appendix B-3**

Refund Proposal – EPC Charges



**ANR PIPELINE COMPANY**  
**Derivation of Transportation EPC Charge by Area and Segment**  
**April 2019 to March 2020**

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	497.6	235.1	966.3	227.3	1382.3	
3	MMDth	520.0	245.7	1009.7	237.5	1444.5	
4	(OVER)/UNDER RECOVERIES, \$	\$ -	\$ -	\$ -	\$ -	\$ 360	\$ 360
5	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	
6	<b>TRANSPORTATION EPC CHARGE, \$/Dth</b>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$ 360</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	\$ -	\$ -
CENTRAL	\$ -	\$ -
TOTAL	\$ -	\$ -