

February 29, 2008

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

Re: ANR Pipeline Company  
Docket No. RP08-\_\_\_\_\_  
Re-determination of Transporter's Use (%) and EPC Charge

Dear Ms. Bose:

ANR Pipeline Company ("ANR"), in accordance with the provisions of Sections 1.68 and 37 of the General Terms and Conditions ("GT&C") of its FERC Gas Tariff, Second Revised Volume No. 1 ("Tariff"), hereby tenders for filing an original and five (5) copies of the following tariff sheets to become effective April 1, 2008.

Twenty-Fifth Revised Sheet No. 19  
Third Revised Sheet No. 19A  
Fourteenth Revised Sheet No. 68H

**Statement of the Nature, Reasons and Basis for the Proposed Changes**

The purpose of this filing is to comply with the annual fuel and electric power cost re-determination provisions of Sections 1.68 and 37 of the GT&C of ANR's Tariff.

The re-determined Transporter's Use (%)s for transportation and storage services are set forth on Twenty-Fifth Revised Sheet No. 19 ("fuel matrix"). The re-determined Transporter's Use (%) for gathering services is set forth on Fourteenth Revised Sheet No. 68H. The re-determined EPC Charges for transportation services are set forth on Third Revised Sheet No. 19A ("electric power cost matrix").

The Transporter's Use (%)s for transportation and storage services are comprised of: (i) the current fuel use percentages, reflecting ANR's gas usage in the previous calendar year and (ii) the annual volumetric surcharge, reflecting the true-up of over and under collections of gas during the previous calendar year. The EPC Charges for transportation services are comprised of: (i) the current electric power charges, reflecting ANR's electric power costs

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incurred during the previous calendar year and (ii) the annual electric power cost surcharge, reflecting the true-up of over and under collections of electric power costs for the previous calendar year, inclusive of carrying charges<sup>1</sup> on the monthly net over and under collection activity. Further, in accordance with Section 1.68 of the GT&C, the method used to calculate the Transporter's Use (%)s and the EPC Charges in this filing employs the "modified transactional throughput" methodology, as adjusted to reflect the reallocation of the CenterPoint transactional throughput from the Southwest Mainline Area to the Southeast Mainline Area.

Summary level workpapers in support of the revised fuel matrix and electric power cost matrix are furnished as Attachment 1 and 2, respectively. Detailed workpapers supporting this filing, which show company use of gas volumes (Appendix A) as well as the volume of gas retained by ANR from its customers (Appendix B), are being furnished to the Commission staff, and will be made available to any party upon request. In order to assist parties in comparing the data used in this filing with its Form No. 2 data, ANR is also submitting as Attachment 3, a reconciliation of the fuel and electric power cost data used in this filing with the data to be utilized in its Form No. 2 filing.

Pursuant to Section 154.7(a)(8) of the Commission's Regulations, ANR states that: (i) the Transporter's Use (%)s and EPC Charges set forth in this filing supersede the Transporter's Use (%)s and EPC Charges accepted by the Commission in its letter order issued on March 15, 2007 in Docket No. RP07-181.

### **Material Enclosed**

In accordance with 18 C.F.R. Section 154.7(a)(1), ANR states that the following items are included in this filing:

1. The instant transmittal letter;
2. A paper copy of the revised tariff sheets;
3. A redlined version of the revised tariff sheets;
4. An electronic version of the revised tariff sheets on a 3 ½-inch diskette.

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<sup>1</sup> Carrying charges have been calculated in accordance with Section 154.501 of the Commission's regulations.

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**Service and Correspondence**

Pursuant to 18 C.F.R. Section 285.2011 of the Commission's Regulations, the undersigned states that the paper copies of the attached tariff sheets contain the same information as is contained on the electronic media, that the undersigned knows the contents of the paper copies and the electronic media, and that the contents as stated in the copies and the electronic media are true to the best knowledge and belief of the undersigned.

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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The undersigned certifies that a copy of this filing has been mailed to each of ANR's customers and affected state regulatory commissions. In addition, a copy of this filing is available for public inspection during regular business hours in ANR's office at 717 Texas Street, Houston, Texas 77002-2761.

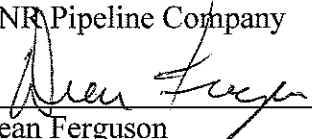
**Effective Date**

ANR requests all waivers of the Commission's regulations that may be necessary to allow this filing to become effective on April 1, 2008.

Any questions regarding this filing may be directed to the undersigned at (832)320-5503.

Respectfully submitted,

ANR Pipeline Company



Dean Ferguson  
Vice President, Marketing and  
Business Development

Enclosures

ANR PIPELINE COMPANY  
 TRANSPORTER'S USE (%)

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

FROM:	SOUTHEAST			SOUTHWEST			NORTHERN SEGMENT
	S.E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S.W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	
TO:	(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
SOUTHEAST AREA (SE)	0.00	0.92	1.71	0.10	0.97	2.41	2.41
S.E. SOUTHERN SEGMENT (ML-2)	--	0.76	1.55	0.00	0.81	2.25	2.25
S.E. CENTRAL SEGMENT (ML-3)	--	--	0.61	0.00	0.00	1.31	1.31
SOUTHWEST AREA (SW)	1.75	2.69	3.48	0.47	1.34	2.78	3.48
S.W. SOUTHERN SEGMENT (ML-5)	1.10	2.04	2.83	--	0.69	2.13	2.83
S.W. CENTRAL SEGMENT (ML-6)	--	1.17	1.96	--	--	1.26	1.96
NORTHERN SEGMENT (ML-7)	--	--	0.52	--	--	0.52	0.52

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 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.

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 (%): 1.07%

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: 0.00%

ANR PIPELINE COMPANY  
 EPC CHARGE

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

(DOLLARS PER DTH)

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

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 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.
- 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.

GATHERING SERVICE  
(Continued)

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.00% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.0% fuel and 0.00% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

ANR PIPELINE COMPANY  
 TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			
TO:		S.E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S.W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	NORTHERN SEGMENT
---	---	---	---	---	---	---	---	---
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
----	----	----	----	----	----	----	----	----
	SOUTHEAST AREA (SE)	<del>0.26</del> <u>0.00</u>	<del>1.00</del> <u>0.92</u>	<del>1.61</del> <u>1.71</u>	<del>0.35</del> <u>0.10</u>	<del>1.11</del> <u>0.97</u>	<del>2.38</del> <u>2.41</u>	<del>2.38</del> <u>2.41</u>
S.E.	SOUTHERN SEGMENT (ML-2)	--	<del>0.79</del> <u>0.76</u>	<del>1.40</del> <u>1.55</u>	<del>0.14</del> <u>0.00</u>	<del>0.90</del> <u>0.81</u>	<del>2.17</del> <u>2.25</u>	<del>2.17</del> <u>2.25</u>
S.E.	CENTRAL SEGMENT (ML-3)	--	--	<del>0.66</del> <u>0.61</u>	0.00	<del>0.16</del> <u>0.00</u>	<del>1.43</del> <u>1.31</u>	<del>1.43</del> <u>1.31</u>
	SOUTHWEST AREA (SW)	<del>2.45</del> <u>1.75</u>	<del>3.19</del> <u>2.69</u>	<del>3.80</del> <u>3.48</u>	<del>1.00</del> <u>0.47</u>	<del>1.76</del> <u>1.34</u>	<del>3.03</del> <u>2.78</u>	<del>3.80</del> <u>3.48</u>
S.W.	SOUTHERN SEGMENT (ML-5)	---	<del>2.24</del> <u>2.04</u>	<del>2.85</del> <u>2.83</u>	--	<del>0.81</del> <u>0.69</u>	<del>2.08</del> <u>2.13</u>	<del>2.85</del> <u>2.83</u>
S.W.	CENTRAL SEGMENT (ML-6)	--	<del>1.48</del> <u>1.17</u>	<del>2.09</del> <u>1.96</u>	--	--	<del>1.32</del> <u>1.26</u>	<del>2.09</del> <u>1.96</u>
	NORTHERN SEGMENT (ML-7)	--	--	<del>0.82</del> <u>0.52</u>	--	--	<del>0.82</del> <u>0.52</u>	<del>0.82</del> <u>0.52</u>

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 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.

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 (%): ~~0.57~~1.07%
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: ~~0.50~~0%

ANR PIPELINE COMPANY  
 EPC CHARGE

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

(DOLLARS PER DTH)

	SOUTHEAST			SOUTHWEST			
	S. E. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	S. W. AREA	SOUTHERN SEGMENT	CENTRAL SEGMENT	NORTHERN SEGMENT
TO:	(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:							
SOUTHEAST AREA (SE)	\$0.0000	\$0.0000	\$0.0000	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>
S. E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>
S. E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>
SOUTHWEST AREA (SW)	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.000 <u>36</u>	\$0.0000	\$0.0000	\$0.0000	\$0.000 <u>36</u>
S. W. SOUTHERN SEGMENT (ML-5)	<del>-\$0.0006</del>	\$0.000 <u>36</u>	\$0.000 <u>36</u>	--	\$0.0000	\$0.0000	\$0.000 <u>36</u>
S. W. CENTRAL SEGMENT (ML-6)	--	\$0.000 <u>36</u>	\$0.000 <u>36</u>	--	--	\$0.0000	\$0.000 <u>36</u>
NORTHERN SEGMENT (ML-7)	--	--	\$0.000 <u>36</u>	--	--	\$0.000 <u>36</u>	\$0.000 <u>36</u>

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 1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map on Sheet No. 4.
- 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.



GATHERING SERVICE  
(Continued)

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.050% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.0% fuel and 0.050% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

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

<b>From</b>	<b>To Southeast</b>			<b>Southwest</b>			<b>Northern ML-7</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>Southeast Area SE</b>	SEA + LU 0.16 + -0.18 = 0.00	SEA + SES + LU 0.16 + 0.94 + -0.18 = 0.92	SEA + SES SEC + LU 0.16 + 0.94 0.79 + -0.18 = 1.71	SEA+SES+SEC+N -SWC-SWS+LU 0.16 + 0.94 + 0.79 + 0.7-1.44-0.87+0.18 = 0.10	SEA+SES+SEC+N -SWC+LU 0.16+0.94+0.79+ 0.7 - 1.44 + -0.18 = 0.97	SEA+SES+SEC+ N + LU 0.16+0.94+0.79+ 0.7+-0.18 = 2.41	SEA+SES+SEC+ N + LU 0.16+0.94+0.79+ 0.7+-0.18 = 2.41
<b>Southeast Southern ML-2</b>	Complete Backhaul No Charge	SES + LU 0.94 + -0.18 = 0.76	SES + SEC + LU 0.94 + 0.79 + -0.18 = 1.55	SES+SEC+N -SWC-SWS+LU 0.94 + 0.79 + 0.7-1.44-0.87+0.18 = 0.00	SES+SEC+N -SWC+LU 0.94 + 0.79 + 0.7 - 1.44 + -0.18 = 0.81	SES+SEC N + LU 0.94 + 0.79 + 0.7 + -0.18 = 2.25	SES+SEC N + LU 0.94 + 0.79 + 0.7 + -0.18 = 2.25
<b>Southeast Central ML-3</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 0.79 + -0.18 = 0.61	SEC + N -SWC-SWS+LU 0.79 + 0.7 - 1.44 - 0.87 + -0.18 = 0.00	SEC + N - SWC + LU 0.79 + 0.7 - 1.44 + -0.18 = 0.00	SEC + N + LU 0.79 + 0.7 + -0.18 = 1.31	SEC + N + LU 0.79 + 0.7 + -0.18 = 1.31
<b>Southwest Area SW</b>	SWA+SWS+SWC+ N-SEC-SES+LU 0.65 + 0.87+1.44+ 0.7-0.79-0.94+-0.18 = 1.75	SWA+SWS+SWC+ N-SEC+LU 0.65 + 0.87+1.44+ 0.7-0.79+-0.18 = 2.69	SWA+SWS+SWC+ N+LU 0.65 + 0.87+1.44+ 0.7 + -0.18 = 3.48	SWA + LU 0.65 + -0.18 = 0.47	SWA + SWS + LU 0.65 + 0.87 + -0.18 = 1.34	SWA+SWS+SWC + LU 0.65 + 0.87 + 1.44 + + -0.18 = 2.78	SWA+SWS+SWC+ N+LU 0.65 + 0.87 + 1.44 + 0.7 + -0.18 = 3.48
<b>Southwest Southern ML-5</b>	SWS+SWC+ N-SEC-SES+LU 0.87+1.44+ 0.7-0.79-0.94+-0.18 = 1.10	SWS+SWC+ N-SEC+LU 0.87 + 1.44 + 0.7 - 0.79 + -0.18 = 2.04	SWS+SWC+ N+LU 0.87 + 1.44 + 0.7 + -0.18 = 2.83	Complete Backhaul No Charge	SWS + LU 0.87 + -0.18 = 0.69	SWS+SWC+LU 0.87 + 1.44 + -0.18 = 2.13	SWS+SWC+ N+LU 0.87 + 1.44 + 0.7 + -0.18 = 2.83
<b>Southwest Central ML-6</b>	Complete Backhaul No Charge	SWC+N-SEC+LU 1.44 + 0.7 - 0.79 + -0.18 = 1.17	SWC + N + LU 1.44 + 0.7 + -0.18 = 1.96	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 1.44 + -0.18 = 1.26	SWC + N + LU 1.44 + 0.7 + -0.18 = 1.96
<b>Northern Segment ML-7</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.7 + -0.18 = 0.52	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.7 + -0.18 = 0.52	N + LU 0.7 + -0.18 = 0.52

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

TO	Southeast									Southwest											
	Southeast Area SE			Southern ML-2			Central ML-3			Southwest Area SW			Southern ML-5			Central ML-6			Northern ML-7		
FROM	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
Southeast Area SE	0.00	0.26	-0.26	0.92	1.00	-0.08	1.71	1.61	0.10	0.10	0.35	-0.25	0.97	1.11	-0.14	2.41	2.38	0.03	2.41	2.38	0.03
Southeast Southern ML-2	-----			0.76	0.79	-0.03	1.55	1.40	0.15	0.00	0.14	-0.14	0.81	0.90	-0.09	2.25	2.17	0.08	2.25	2.17	0.08
Southeast Central ML-3	-----			-----			0.61	0.66	-0.05	0.00	0.00	0.00	0.00	0.16	-0.16	1.31	1.43	-0.12	1.31	1.43	-0.12
Southwest Area SW	1.75	2.45	-0.70	2.69	3.19	-0.50	3.48	3.80	-0.32	0.47	1.00	-0.53	1.34	1.76	-0.42	2.78	3.03	-0.25	3.48	3.80	-0.32
Southwest Southern ML-5	1.10	0.00	1.10	2.04	2.24	-0.20	2.83	2.85	-0.02	-----			0.69	0.81	-0.12	2.13	2.08	0.05	2.83	2.85	-0.02
Southwest Central ML-6	-----			1.17	1.48	-0.31	1.96	2.09	-0.13	-----			-----			1.26	1.32	-0.06	1.96	2.09	-0.13
Northern Segment ML-7	-----			-----			0.52	0.82	-0.30	-----			-----			0.52	0.82	-0.30	0.52	0.82	-0.30
Storage	1.07	0.57	0.50	L & U			-0.18	0.05	-0.23												

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Transportation by Area and Segment**  
**Volumes Reported in Bcf**  
**2007**

Line No.	SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE AREA			TOTAL (Co. 7)
	GATHERING (Col. 1)	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)	
1	THROUGHPUT	298.9 (1)	409.4	275.9	268.0	236.8	965.8
<u>PROPOSED MATRIX</u>							
2	FUEL	0.000	0.855	2.584	3.728	5.507	18.073
3	858 ACCOUNT	0.000	0.000	0.000	0.857	0.000	1.679
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.057
5	TOTAL FUEL	0.000	0.855	2.584	4.585	5.507	20.666
6	THROUGHPUT	298.90	409.40	275.90	268.00	236.80	965.80
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	0.00%	0.21%	0.93%	1.68%	2.27%	0.73%
8	(OVER)/UNDER RECOVERIES (5)	0.000	(0.222)	(0.781)	0.137	0.105	(0.243)
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	0.00%	-0.05%	-0.28%	0.05%	0.04%	-0.03%
10	<b>TRANSPORTER'S USE (%) - FUEL (6)</b>	0.00%	0.16%	0.65%	1.73%	2.31%	0.70%

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.94% (2)	0.87% (3)
CENTRAL	0.79% (2)	1.44% (3)
TOTAL	1.73%	2.31%

- (1) Based on ANR SE gathering receipt percentage of 73%.  
(2) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x 1.73% = 0.94%). Central has 5 stations (5/11 x 1.73% = 0.79%).  
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 2.31% = 0.87%). Central has 5 stations (5/8 x 2.31% = 1.44%).  
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].  
(5) (Over)/under recoveries for the period Jan 1 - Dec 31 2007; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)].  
Refer to Attachment 1, Page 7 of 15.  
(6) Equals the Current Transporter's Use (%) plus Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY  
Derivation of Transporter's Use (%) - L&U (%)  
Volumes Reported in Bcf  
2007

<u>Line</u> <u>No.</u>		
1	L&U	0.747
2	THROUGHPUT	1,323
3	CURRENT TRANSPORTER'S USE (%) - L&U (%) (1)	<u>0.06%</u>
4	(OVER)/UNDER RECOVERIES (2)	(3.130)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.24%</u>
6	<b>TRANSPORTER'S USE (%) - L&amp;U (%) (3)</b>	<u>-0.18%</u>

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

(2) (Over)/under recoveries for the period Jan 1 - Dec 31 2007;

L&U Percentage =  $1 - [(\text{Throughput}) / (\text{Previous Year's (O)/U Recoveries} + \text{Throughput})]$ . Refer to Attachment 1, Page 7 of 15.

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

ANR PIPELINE COMPANY  
Account 858 Fuel Included in Transporter's Use  
Volumes Reported in Bcf  
2007

<u>LINE NO.</u>	<u>TRANSPORTING COMPANY</u>	<u>SEGMENT</u> (Col. 1)	<u>THROUGHPUT</u> (Col. 2)	<u>CO. USE</u> (Col. 3)
1	CenterPoint Energy	SEML	36.500	0.857
2	Great Lakes	NORTH	49.993	0.151
3	Mich Con	NORTH	96.326	1.528
4	Total			<u><u>2.536</u></u>

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Storage**  
**Volumes Reported in Bcf**  
**2007**

<u>Line</u> <u>No.</u>	<u>INJECTION COMPANY USE</u>	
1	ANRPL STORAGE AREA	0.785
2	STORAGE FUEL REIMBURSED TO OTHERS (1)	<u>0.738</u>
3	<b>TOTAL GROSS STORAGE CO USE</b>	1.523
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (2)	0.057
6	<b>NET COMPANY USE FOR STORAGE</b>	<u>1.466</u>
7	<b><u>STORAGE GAS INJECTED</u></b>	
8	TOTAL STORAGE GAS INJECTED	152.20
9	LESS: SYSTEM BALANCING VOLUME	7.46
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>144.74</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (3)	<u>1.00%</u>
12	(OVER)/UNDER RECOVERIES (4)	0.097
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (4)	<u>0.07%</u>
14	<b>TRANSPORTER'S USE (%) - STORAGE (5)</b>	<u>1.07%</u>

(1) ANRSCO Storage	0.223
Blue Lake	<u>0.515</u>
Total	0.738

(2) 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

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

(4) (Over)/under recoveries for the period Jan 1 - Dec 31 2007; Fuel Percentage = 1-[(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]  
Refer to Attachment 1, Page 7 of 15.

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

**ANR PIPELINE COMPANY**  
**Previous Year's Fuel (Over)/Under Recoveries**  
**Volumes Reported in Bcf**  
**Jan 1 - Dec 31 2007**

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	LEG	SEGMENT	(Co. 6)	(Co. 7)	(Co. 8)		
1	FUEL USE AND L&U	0.855	2.584	3.728	5.507	5.399	18.073	0.747	18.820	1.466	20.286
2	858 ACCOUNT	0.000	0.000	0.857	0.000	1.679	2.536		2.536		2.536
3	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.057</u>	<u>0.057</u>		<u>0.057</u>		<u>0.057</u>
4	<b>TOTAL COMPANY USE (1)</b>	<b><u>0.855</u></b>	<b><u>2.584</u></b>	<b><u>4.585</u></b>	<b><u>5.507</u></b>	<b><u>7.135</u></b>	<b><u>20.666</u></b>	<b><u>0.747</u></b>	<b><u>21.413</u></b>	<b><u>1.466</u></b>	<b><u>22.879</u></b>
5	<b>FUEL AND L&amp;U RETAINED (2)</b>	<b><u>1.077</u></b>	<b><u>3.365</u></b>	<b><u>4.448</u></b>	<b><u>5.402</u></b>	<b><u>7.378</u></b>	<b><u>21.670</u></b>	<b><u>3.877</u></b>	<b><u>25.547</u></b>	<b><u>1.369</u></b>	<b><u>26.916</u></b>
6	<b>TOTAL (OVER)/UNDER RECOVERIES</b>	<b><u>(0.222)</u></b>	<b><u>(0.781)</u></b>	<b><u>0.137</u></b>	<b><u>0.105</u></b>	<b><u>(0.243)</u></b>	<b><u>(1.004)</u></b>	<b><u>(3.130)</u></b>	<b><u>(4.134)</u></b>	<b><u>0.097</u></b>	<b><u>(4.037)</u></b>

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

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



ANR PIPELINE COMPANY  
Transporter's Actual Fuel Usage  
Volumes Reported in Bcf  
2007

Line No.		<b>Transportation</b>						
		SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE TRANSMISSION			L&U
		Gathering	Transmission	Transmission	SE Leg	SW Leg	Northern	
1	January		0.073	0.216	0.591	0.406	0.389	(0.023)
2	February		0.056	0.248	0.221	0.500	0.713	0.415
3	March		0.066	0.235	0.304	0.457	0.512	0.276
4	April		0.055	0.221	0.393	0.432	0.331	(0.037)
5	May		0.058	0.203	0.559	0.422	0.465	0.083
6	June		0.052	0.172	0.295	0.350	0.522	(0.008)
7	July		0.093	0.210	0.271	0.452	0.552	0.212
8	August		0.095	0.201	0.177	0.480	0.397	(0.115)
9	September		0.082	0.217	0.103	0.477	0.428	0.029
10	October		0.081	0.213	0.127	0.460	0.331	(0.019)
11	November		0.062	0.233	0.275	0.535	0.369	(0.218)
12	December		0.082	0.215	0.412	0.536	0.390	0.152
13	Total	-	0.855	2.584	3.728	5.507	5.399	0.747

Line No.		<b>Storage</b>			<b>Account 858</b>			
		ANR P/L Storage Area	Storage Fuel Reimbursed to Others		System Balancing	Center Point	Great Lakes	Mich Con
			ANR Storage	Blue Lake				
14	January	-	0.011	0.023	0.014	0.071	0.017	0.219
15	February	-	0.009	0.072	-	0.064	0.015	0.368
16	March	-	0.016	0.035	0.005	0.071	0.009	0.174
17	April	0.101	0.031	0.021	0.022	0.069	0.016	0.099
18	May	0.142	0.032	0.064	-	0.072	0.018	0.106
19	June	0.152	0.037	0.055	-	0.070	0.016	0.077
20	July	0.130	0.031	0.057	-	0.072	0.006	0.125
21	August	0.099	0.026	0.059	0.012	0.072	0.007	0.088
22	September	0.069	0.011	0.051	0.004	0.069	0.006	0.057
23	October	0.092	0.007	0.011	-	0.072	0.006	0.055
24	November	-	0.004	0.027	-	0.076	0.015	0.082
25	December	-	0.008	0.040	-	0.079	0.020	0.078
26	Total	0.785	0.223	0.515	0.057	0.857	0.151	1.528

**ANR Pipeline Company**

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

**Inputs:**

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

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

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

**Non Gathered Quantities**

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

**Gathered Quantities**

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

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

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

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

**Fuel matrix Determination Calculation:**

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

**ANR PIPELINE COMPANY**  
**Transactional Throughput Derived From Fuel Retention By Rate Segment**  
**2007**

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	222,849,165	222,849,165	0	0	0	0
2	SE	ML-2	16,420,613	16,420,613	0	16,420,613	0	0
3	SE	ML-3	81,414,320	81,414,320	0	81,414,320	0	0
4	SE	SW	0	0	0	0	0	0
5	SE	ML-5	2,762	2,762	0	2,762	(1,740)	0
6	SE	ML-6	278,377	278,377	0	278,377	0	278,377
7	SE	ML-7	99,106,727	99,106,727	0	99,106,727	0	99,106,727
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	5,136,388	0	0	5,136,388	0	0
10	ML-2	ML-3	12,593,931	0	0	12,593,931	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	19,207	0	0	19,207	0	19,207
14	ML-2	ML-7	9,860,612	0	0	9,860,612	0	9,860,612
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	3,061,411	0	0	3,061,411	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	9,753,879	0	0	9,753,879	0	9,753,879
22	SW	SE	120,882	0	120,882	(120,882)	120,882	120,882
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	54,913,659	0	54,913,659	0	54,913,659	54,913,659
25	SW	SW	6,249,362	0	6,249,362	0	0	0
26	SW	ML-5	978,872	0	978,872	0	978,872	0
27	SW	ML-6	17,530,489	0	17,530,489	0	17,530,489	0
28	SW	ML-7	203,240,582	0	203,240,582	0	203,240,582	203,240,582
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	1,591,113	0	0	0	1,591,113	1,591,113
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	476,748	0	0	0	476,748	0
35	ML-5	ML-7	1,007,424	0	0	0	1,007,424	1,007,424
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	1,570	0	0	0	1,570	0
42	ML-6	ML-7	583,839	0	0	0	583,839	583,839
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	55,312,302	0	0	0	0	55,312,302
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	5,285,616	0	0	0	0	5,285,616
49	ML-7	ML-7	549,833,753	0	0	0	0	549,833,753
50	<b>TOTAL (Dth)</b>		<b>1,357,623,603</b>	<b>420,071,964</b>	<b>283,033,846</b>	<b>237,527,345</b>	<b>280,443,438</b>	<b>990,907,972</b>
51	<b>TOTAL (Mcf) (1)</b>		1,323,219,886	409,426,865	275,861,448	231,508,134	273,336,684	965,797,244
52	<b>CenterPoint Reallocation</b>		0			36,500,000	(36,500,000)	
53	<b>Adjusted TOTAL Transport (Mcf) (1)</b>		1,323,219,886	409,426,865	275,861,448	268,008,134	236,836,684	965,797,244

(1) Conversion Factor

1.026

ANR PIPELINE COMPANY  
Derived Transactional Throughput By Rate Route

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 2007 (Col. 13)
1	SE	SE	24,231,832	18,346,009	22,053,379	15,837,945	16,192,789	17,753,720	18,902,264	22,401,988	21,484,380	18,562,381	13,571,161	13,511,317	222,849,165
2	SE	ML-2	2,171,838	2,059,317	1,215,902	1,174,140	1,476,288	1,311,750	1,002,672	2,073,753	726,858	1,019,403	1,010,691	1,178,001	16,420,613
3	SE	ML-3	6,900,750	6,954,191	9,228,348	8,908,023	6,290,299	6,553,385	6,460,679	6,487,812	5,261,665	6,031,246	5,619,841	6,718,081	81,414,320
4	SE	SW	N/A	N/A	N/A	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	2,762	2,762
6	SE	ML-6	36,567	80,281	16,206	25,718	2,461	1,231	0	0	2,051	0	12,961	100,901	278,377
7	SE	ML-7	9,716,300	5,117,276	7,827,832	10,864,409	15,705,499	8,062,551	8,369,356	4,466,525	3,747,706	4,616,113	9,340,142	11,273,018	99,106,727
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	432,412	353,336	268,335	29,261	398,473	306,044	436,273	792,550	1,091,310	670,861	316,844	40,689	5,136,388
10	ML-2	ML-3	560,776	573,568	841,915	645,548	1,209,963	1,908,333	1,050,372	1,047,555	1,030,511	728,372	941,560	2,055,458	12,593,931
11	ML-2	SW	N/A	N/A	N/A	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	15,356	3,851	0	0	0	0	0	0	0	0	0	0	19,207
14	ML-2	ML-7	292,928	101,277	388,730	512,187	1,466,819	872,896	1,171,255	448,530	279,199	513,901	1,662,163	2,150,727	9,860,612
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	231,322	228,100	278,488	125,530	343,024	109,123	501,516	613,199	124,777	184,983	282,366	38,983	3,061,411
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	N/A	N/A	N/A	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	73,941	11,229	765,082	1,022,509	2,037,228	1,376,809	1,553,959	619,681	1,121,492	911,876	224,092	35,981	9,753,879
22	SW	SE	0	0	0	0	0	0	1,234	104,478	0	0	3,822	11,348	120,882
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	4,713,017	4,548,245	5,055,972	4,600,765	3,656,739	3,548,970	4,345,278	4,440,263	4,677,219	4,651,219	4,785,089	5,890,883	54,913,659
25	SW	SW	496,055	277,468	77,963	51,084	67,122	129,393	74,844	77,022	947,727	2,421,144	1,494,009	135,531	6,249,362
26	SW	ML-5	63,638	49,073	131,091	132,401	47,557	58,497	55,539	50,460	110,911	137,145	62,461	80,099	978,872
27	SW	ML-6	1,698,004	1,860,423	1,715,919	1,441,941	1,260,354	1,243,584	1,283,556	1,349,035	1,109,618	1,157,175	1,610,662	1,800,218	17,530,489
28	SW	ML-7	14,492,815	15,849,860	17,915,352	16,388,885	18,470,122	17,274,153	17,411,415	17,275,520	16,286,331	17,162,738	17,539,083	17,174,308	203,240,582
29	ML-5	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
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	159,305	4,082	17,483	47,075	22,668	35,451	276,997	362,284	119,887	139,112	120,398	286,371	1,591,113
32	ML-5	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	0	0	0	0	0	0	0	0	193,674	283,074	0	0	476,748
35	ML-5	ML-7	0	2,041	0	28,395	115,251	151,145	120,943	95,275	83,992	306,585	45,064	58,733	1,007,424
36	ML-6	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
40	ML-6	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
41	ML-6	ML-6	0	0	0	0	0	0	0	0	0	1,570	0	0	1,570
42	ML-6	ML-7	2,911	8,620	51,792	50,079	96,739	69,708	64,414	70,786	43,849	45,020	57,856	22,065	583,839
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	8,756,484	12,833,396	5,034,608	2,862,553	1,651,468	1,583,251	2,349,477	2,723,942	2,556,304	2,656,694	5,166,552	7,137,573	55,312,302
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	1,250,326	1,461,648	471,148	225,574	66,523	50,074	51,041	116,597	53,823	56,968	483,563	998,331	5,285,616
49	ML-7	ML-7	60,948,856	81,494,031	56,924,549	39,060,954	33,477,846	34,774,322	34,931,680	37,439,966	30,892,393	32,964,408	48,407,097	58,517,651	549,833,753
50	TOTAL (Dth)		137,245,433	152,217,322	130,280,094	104,034,976	104,055,232	97,174,390	100,414,764	103,057,221	91,945,677	95,221,988	112,757,477	129,219,029	1,357,623,603
51	TOTAL (Mcf) (2)		133,767,479	148,359,963	126,978,649	101,398,612	101,418,355	94,711,881	97,870,140	100,445,635	89,615,670	92,808,955	109,900,075	125,944,473	1,323,219,887
52	Storage (Dth) (1)		3,263,707	988,744	7,462,679	16,545,326	23,264,178	23,508,217	23,266,620	17,556,024	15,619,755	13,916,537	1,744,909	1,361,319	148,498,015
53	Storage (Mcf) (1) (2)		3,181,001	963,688	7,273,566	16,126,049	22,674,637	22,912,492	22,677,018	17,111,135	15,223,933	13,563,876	1,700,691	1,326,822	144,734,908

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

(2) Conversion Factor 1.026

ANR PIPELINE COMPANY  
Fuel Percentages By Rate Route  
2007

Line No.	REC-SEG	DEL-SEG	1/07-3/07 Fuel		4/07-12/07 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.50%	0.00%	0.26%	0.00%
2	SE	ML-2	1.11%	0.00%	1.00%	0.00%
3	SE	ML-3	1.62%	0.00%	1.61%	0.00%
4	SE	SW	0.00%	0.00%	0.35%	0.00%
5	SE	ML-5	0.73%	0.00%	1.11%	0.00%
6	SE	ML-6	2.35%	0.00%	2.38%	0.00%
7	SE	ML-7	2.35%	0.00%	2.38%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	0.87%	0.00%	0.79%	0.00%
10	ML-2	ML-3	1.38%	0.00%	1.40%	0.00%
11	ML-2	SW	0.00%	0.00%	0.14%	0.00%
12	ML-2	ML-5	0.49%	0.00%	0.90%	0.00%
13	ML-2	ML-6	2.11%	0.00%	2.17%	0.00%
14	ML-2	ML-7	2.11%	0.00%	2.17%	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	0.77%	0.00%	0.66%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.00%	0.00%	0.16%	0.00%
20	ML-3	ML-6	1.50%	0.00%	1.43%	0.00%
21	ML-3	ML-7	1.50%	0.00%	1.43%	0.00%
22	SW	SE	3.36%	0.00%	2.45%	0.00%
23	SW	ML-2	3.97%	0.00%	3.19%	0.00%
24	SW	ML-3	4.48%	0.00%	3.80%	0.00%
25	SW	SW	1.15%	0.00%	1.00%	0.00%
26	SW	ML-5	2.13%	0.00%	1.76%	0.00%
27	SW	ML-6	3.75%	0.00%	3.03%	0.00%
28	SW	ML-7	4.48%	0.00%	3.80%	0.00%
29	ML-5	SE	0.00%	0.00%	0.00%	0.00%
30	ML-5	ML-2	3.08%	0.00%	2.24%	0.00%
31	ML-5	ML-3	3.59%	0.00%	2.85%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	1.24%	0.00%	0.81%	0.00%
34	ML-5	ML-6	2.86%	0.00%	2.08%	0.00%
35	ML-5	ML-7	3.59%	0.00%	2.85%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	2.10%	0.00%	1.48%	0.00%
38	ML-6	ML-3	2.61%	0.00%	2.09%	0.00%
39	ML-6	SW	0.00%	0.00%	0.00%	0.00%
40	ML-6	ML-5	0.00%	0.00%	0.00%	0.00%
41	ML-6	ML-6	1.88%	0.00%	1.32%	0.00%
42	ML-6	ML-7	2.61%	0.00%	2.09%	0.00%
43	ML-7	SE	0.00%	0.00%	0.00%	0.00%
44	ML-7	ML-2	0.00%	0.00%	0.00%	0.00%
45	ML-7	ML-3	0.99%	0.00%	0.82%	0.00%
46	ML-7	SW	0.00%	0.00%	0.00%	0.00%
47	ML-7	ML-5	0.00%	0.00%	0.00%	0.00%
48	ML-7	ML-6	0.99%	0.00%	0.82%	0.00%
49	ML-7	ML-7	0.99%	0.00%	0.82%	0.00%
50	Storage		0.70%	0.00%	0.57%	0.00%

ANR PIPELINE COMPANY  
Fuel and L&U Retained By Rate Route  
2007

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 2007 (Col. 13)
1	SE	SE	121,768	92,191	110,821	41,286	42,211	46,280	49,274	58,397	56,005	48,388	35,377	35,221	737,219
2	SE	ML-2	24,378	23,115	13,648	11,860	14,912	13,250	10,128	20,947	7,342	10,297	10,209	11,899	171,985
3	SE	ML-3	113,633	114,513	151,961	145,766	102,931	107,236	105,719	106,163	86,099	98,692	91,960	109,931	1,334,604
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	31	31
6	SE	ML-6	880	1,932	390	627	60	30	0	0	50	0	316	2,460	6,745
7	SE	ML-7	233,828	123,150	188,381	264,877	382,904	196,567	204,047	108,895	91,370	112,542	227,715	274,839	2,409,115
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	3,795	3,101	2,355	233	3,173	2,437	3,474	6,311	8,690	5,342	2,523	324	41,758
10	ML-2	ML-3	7,847	8,026	11,781	9,166	17,180	27,096	14,914	14,874	14,632	10,342	13,369	29,185	178,412
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	331	83	0	0	0	0	0	0	0	0	0	0	414
14	ML-2	ML-7	6,314	2,183	8,379	11,361	32,536	19,362	25,980	9,949	6,193	11,399	36,869	47,706	218,231
15	ML-3	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
16	ML-3	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
17	ML-3	ML-3	1,795	1,770	2,161	834	2,279	725	3,332	4,074	829	1,229	1,876	259	21,163
18	ML-3	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
19	ML-3	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	1,126	171	11,651	14,834	29,555	19,974	22,544	8,990	16,270	13,229	3,251	522	142,117
22	SW	SE	0	0	0	0	0	0	31	2,624	0	0	96	285	3,036
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	221,046	213,318	237,131	181,735	144,445	140,188	171,643	175,395	184,755	183,728	189,016	232,696	2,275,096
25	SW	SW	5,771	3,228	907	516	678	1,307	756	778	9,573	24,456	15,091	1,369	64,430
26	SW	ML-5	1,385	1,068	2,853	2,372	852	1,048	995	904	1,987	2,457	1,119	1,435	18,475
27	SW	ML-6	66,156	72,484	66,854	45,056	39,382	38,858	40,107	42,153	34,672	36,158	50,328	56,251	588,459
28	SW	ML-7	679,730	743,377	840,251	647,378	729,589	682,347	687,769	682,401	643,327	677,946	692,812	678,403	8,385,330
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	5,932	152	651	1,381	665	1,040	8,126	10,628	3,517	4,081	3,532	8,401	48,106
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
34	ML-5	ML-6	0	0	0	0	0	0	0	0	4,114	6,013	0	0	10,127
35	ML-5	ML-7	0	76	0	833	3,381	4,434	3,548	2,795	2,464	8,994	1,322	1,723	29,570
36	ML-6	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	0	0	0	0	0	0	0	0	0	21	0	0	21
42	ML-6	ML-7	78	231	1,388	1,069	2,065	1,488	1,375	1,511	936	961	1,235	471	12,808
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	87,556	128,321	50,341	23,667	13,654	13,090	19,425	22,521	21,135	21,965	42,716	59,012	503,403
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	12,502	14,615	4,711	1,865	550	414	422	964	445	471	3,998	8,254	49,211
49	ML-7	ML-7	609,427	814,858	569,188	322,948	276,788	287,507	288,808	309,546	255,412	272,543	400,220	483,812	4,891,057
50	TOTAL TRANSPORTATION (Dth)		2,205,278	2,361,963	2,275,803	1,729,664	1,839,790	1,604,678	1,662,417	1,590,820	1,449,817	1,551,254	1,824,950	2,044,489	22,140,923
51	TOTAL TRANSPORTATION (Mcf) (1)		2,149,394	2,302,108	2,218,132	1,685,832	1,793,168	1,564,014	1,620,289	1,550,507	1,413,077	1,511,943	1,778,704	1,992,679	21,579,847
52	STORAGE INJ. FUEL (Dth)		23,007	6,970	52,607	94,849	133,366	134,765	133,380	100,643	89,543	79,779	10,003	7,804	866,716
53	STORAGE CYCLING FUEL (Dth)		0	0	0	88,852	0	0	0	0	0	0	0	0	88,852
54	TOTAL STORAGE FUEL (Dth)		23,007	6,970	52,607	183,701	133,366	134,765	133,380	100,643	89,543	79,779	10,003	7,804	955,568
55	STORAGE FUEL RETAINED (Mcf) (1)		22,424	6,793	51,274	179,046	129,986	131,350	130,000	98,093	87,274	77,757	9,750	7,606	931,353
56	TOTAL FUEL RETAINED (Dth)		2,228,285	2,368,933	2,328,410	1,913,365	1,973,156	1,739,443	1,795,797	1,691,463	1,539,360	1,631,033	1,834,953	2,052,293	23,096,491
57	TOTAL FUEL RETAINED (Mcf) (1)		2,171,818	2,308,902	2,269,405	1,864,878	1,923,154	1,695,364	1,750,289	1,648,599	1,500,351	1,589,701	1,788,453	2,000,286	22,511,200

(1) Conversion Factor

1.026

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2007

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)	LAUF (Col. 7)		
<b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b>											
1	SE	SE	223,586,384	223,586,384	0	0	0	0	223,586,384		
2	SE	ML-2	16,592,598	16,592,598	0	16,592,598	0	0	16,592,598		
3	SE	ML-3	82,748,924	82,748,924	0	82,748,924	0	0	82,748,924		
4	SE	SW	0	0	0	0	0	0	0		
5	SE	ML-5	2,793	2,793	0	2,793	(1,760)	0	2,793		
6	SE	ML-6	285,122	285,122	0	285,122	0	285,122	285,122		
7	SE	ML-7	101,515,842	101,515,842	0	101,515,842	0	101,515,842	101,515,842		
8	ML-2	SE	0	0	0	0	0	0	0		
9	ML-2	ML-2	5,178,146	0	0	5,178,146	0	0	5,178,146		
10	ML-2	ML-3	12,772,343	0	0	12,772,343	0	0	12,772,343		
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	19,621	0	0	19,621	0	19,621	19,621		
14	ML-2	ML-7	10,078,843	0	0	10,078,843	0	10,078,843	10,078,843		
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	3,082,574	0	0	3,082,574	0	0	3,082,574		
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	9,895,996	0	0	9,895,996	0	9,895,996	9,895,996		
22	SW	SE	123,918	0	123,918	(123,918)	123,918	123,918	123,918		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	57,188,755	0	57,188,755	0	57,188,755	57,188,755	57,188,755		
25	SW	SW	6,313,792	0	6,313,792	0	0	0	6,313,792		
26	SW	ML-5	997,347	0	997,347	0	997,347	0	997,347		
27	SW	ML-6	18,118,948	0	18,118,948	0	18,118,948	0	18,118,948		
28	SW	ML-7	211,625,912	0	211,625,912	0	211,625,912	211,625,912	211,625,912		
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	1,639,219	0	0	0	1,639,219	1,639,219	1,639,219		
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	486,875	0	0	0	486,875	0	486,875		
35	ML-5	ML-7	1,036,994	0	0	0	1,036,994	1,036,994	1,036,994		
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	1,591	0	0	0	1,591	0	1,591		
42	ML-6	ML-7	596,647	0	0	0	596,647	596,647	596,647		
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	55,815,705	0	0	0	0	55,815,705	55,815,705		
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	5,334,827	0	0	0	0	5,334,827	5,334,827		
49	ML-7	ML-7	554,724,810	0	0	0	0	554,724,810	554,724,810		
50	<b>TOTAL (Dth)</b>		<b>1,379,764,526</b>	<b>424,731,663</b>	<b>294,368,672</b>	<b>242,048,884</b>	<b>291,814,447</b>	<b>1,009,882,211</b>	<b>1,379,764,526</b>		
51	<b>Fuel and L&amp;U Retained by Rate Segment</b>										
52	Unadjusted Fuel and L&U Retained		22,379,312	927,118	2,753,242	3,134,701	6,331,348	7,647,190	1,585,713		
53	Adjustments										
54	SE-ML2		(95,707)	0	0	(95,707)	0	0	0		
55	ML2-ML2		(30,523)	0	0	(30,523)	0	0	0		
56	ML3-ML3		(21,844)	0	0	(21,844)	0	0	0		
57	ML3-ML6		0	0	0	0	0	0	0		
58	ML3-ML7		(72,108)	0	0	(72,108)	0	0	0		
59	SW-ML5		(13,538)	0	0	0	(13,538)	0	0		
60	ML5-ML-5		0	0	0	0	0	0	0		
61	ML6-ML3		0	0	0	0	0	0	0		
62	ML6-ML6		(12)	0	0	0	(12)	0	0		
63	ML6-ML7		(4,678)	0	0	0	(4,678)	0	0		
64	Total Fuel and L&U Retained (Dth)		22,140,901	927,118	2,753,242	2,914,519	6,313,120	7,647,190	1,585,713		
65	<b>Total Fuel and L&amp;U Retained (Mcf)</b>		<b>21,579,826</b>	<b>903,623</b>	<b>2,683,472</b>	<b>2,840,661</b>	<b>6,153,139</b>	<b>7,453,402</b>	<b>1,545,529</b>		
66	CenterPoint Reallocation		0			821,659	(821,659)				
67	<b>Adjusted Total Fuel and L&amp;U Retained (Mcf)</b>		<b>21,579,826</b>	<b>903,623</b>	<b>2,683,472</b>	<b>3,662,321</b>	<b>5,331,479</b>	<b>7,453,402</b>	<b>1,545,529</b>		
<b>Transporter's Use</b>			<b>Transportation</b>							<b>Storage</b>	<b>Total Co. Use</b>
68	Fuel & L&U Retained by Rate Segment		21,579,826	903,623	2,683,472	3,662,321	5,331,479	7,453,402	1,545,529	931,353	22,511,179
69	Less: Def.Transporter's Use Bal. - (Over)/Under Rec.		(3,966,847)	(173,066)	(681,849)	(785,364)	(70,947)	75,829	(2,331,450)	(438,054)	(4,404,901)
70	<b>Current Transporter's Use</b>		<b>25,546,673</b>	<b>1,076,689</b>	<b>3,365,321</b>	<b>4,447,685</b>	<b>5,402,426</b>	<b>7,377,573</b>	<b>3,876,979</b>	<b>1,369,407</b>	<b>26,916,080</b>

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2007

Line No.	REC-SEG	DEL-SEG	JAN thru MAR						APR thru DEC							
			System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	LAUF (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)	LAUF (Col. 7)
<b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b>																
1	SE	SE	64,956,000	64,956,000	0	0	0	0	64,956,000	158,630,384	158,630,384	0	0	0	0	158,630,384
2	SE	ML-2	5,508,198	5,508,198	0	5,508,198	0	0	5,508,198	11,084,400	11,084,400	0	11,084,400	0	0	11,084,400
3	SE	ML-3	23,463,396	23,463,396	0	23,463,396	0	0	23,463,396	59,285,528	59,285,528	0	59,285,528	0	0	59,285,528
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	2,793	2,793	0	2,793	(1,760)	0	2,793
6	SE	ML-6	136,256	136,256	0	136,256	0	0	136,256	148,866	148,866	0	148,866	0	148,866	148,866
7	SE	ML-7	23,206,767	23,206,767	0	23,206,767	0	23,206,767	23,206,767	78,309,075	78,309,075	0	78,309,075	0	78,309,075	78,309,075
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	1,063,334	1,063,334	0	1,063,334	0	0	1,063,334	4,114,812	4,114,812	0	4,114,812	0	0	4,114,812
10	ML-2	ML-3	2,003,913	2,003,913	0	2,003,913	0	0	2,003,913	10,768,430	10,768,430	0	10,768,430	0	0	10,768,430
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	19,621	19,621	0	19,621	0	19,621	19,621	0	0	0	0	0	0	0
14	ML-2	ML-7	799,811	799,811	0	799,811	0	799,811	799,811	9,279,032	9,279,032	0	9,279,032	0	9,279,032	9,279,032
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	743,636	743,636	0	743,636	0	0	743,636	2,338,938	2,338,938	0	2,338,938	0	0	2,338,938
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	863,200	863,200	0	863,200	0	863,200	863,200	9,032,796	9,032,796	0	9,032,796	0	9,032,796	9,032,796
22	SW	SE	0	0	0	0	0	0	0	123,918	123,918	(123,918)	123,918	123,918	123,918	123,918
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	14,988,729	14,988,729	0	14,988,729	0	14,988,729	14,988,729	42,200,026	42,200,026	0	42,200,026	42,200,026	42,200,026	42,200,026
25	SW	SW	861,392	861,392	0	861,392	0	0	861,392	5,452,400	5,452,400	0	5,452,400	0	0	5,452,400
26	SW	ML-5	249,108	249,108	0	249,108	0	249,108	249,108	748,239	748,239	0	748,239	748,239	748,239	748,239
27	SW	ML-6	5,479,840	5,479,840	0	5,479,840	0	5,479,840	5,479,840	12,639,108	12,639,108	0	12,639,108	0	12,639,108	12,639,108
28	SW	ML-7	50,521,385	50,521,385	0	50,521,385	0	50,521,385	50,521,385	161,104,527	161,104,527	0	161,104,527	161,104,527	161,104,527	161,104,527
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	187,605	187,605	0	187,605	187,605	187,605	187,605	1,451,614	1,451,614	0	1,451,614	1,451,614	1,451,614	1,451,614
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	0	0	0	0	0	0	0
34	ML-5	ML-6	0	0	0	0	0	0	0	486,875	486,875	0	486,875	486,875	486,875	486,875
35	ML-5	ML-7	2,117	2,117	0	2,117	2,117	2,117	2,117	1,034,877	1,034,877	0	1,034,877	1,034,877	1,034,877	1,034,877
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	0	0	0	0	0	0	0	1,591	1,591	0	1,591	1,591	1,591	1,591
42	ML-6	ML-7	65,020	65,020	0	65,020	65,020	65,020	65,020	531,627	531,627	0	531,627	531,627	531,627	531,627
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	26,890,706	26,890,706	0	26,890,706	26,890,706	26,890,706	26,890,706	28,924,999	28,924,999	0	28,924,999	28,924,999	28,924,999	28,924,999
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	3,214,950	3,214,950	0	3,214,950	0	3,214,950	3,214,950	2,119,877	2,119,877	0	2,119,877	2,119,877	2,119,877	2,119,877
49	ML-7	ML-7	201,360,909	201,360,909	0	201,360,909	201,360,909	201,360,909	201,360,909	353,363,901	353,363,901	0	353,363,901	353,363,901	353,363,901	353,363,901
50	<b>TOTAL (Dth)</b>		<b>426,585,893</b>	<b>117,270,617</b>	<b>72,100,454</b>	<b>57,808,132</b>	<b>71,493,804</b>	<b>322,257,076</b>	<b>426,585,893</b>	<b>953,178,633</b>	<b>307,461,046</b>	<b>222,268,218</b>	<b>184,240,752</b>	<b>220,320,642</b>	<b>687,625,135</b>	<b>953,178,633</b>
51	<b>Fuel and L&amp;U %</b>			<b>0.24%</b>	<b>0.89%</b>	<b>1.12%</b>	<b>2.60%</b>	<b>0.73%</b>	<b>0.26%</b>		<b>0.21%</b>	<b>0.95%</b>	<b>1.35%</b>	<b>2.03%</b>	<b>0.77%</b>	<b>0.05%</b>
52	<b>Fuel and L&amp;U Retained by Rate Segment</b>															
53	Unadjusted Fuel and L&U Retained		6,891,033	281,449	641,694	647,451	1,858,839	2,352,477	1,109,123	15,488,278	645,668	2,111,548	2,487,250	4,472,509	5,294,714	476,589
54	Adjustments															
55	SE-ML2		(28,092)			(28,092)				(67,615)			(67,615)			
56	ML2-ML2		(5,423)			(5,423)				(25,100)			(25,100)			
57	ML3-ML3		(4,536)			(4,536)				(17,308)			(17,308)			
58	ML3-ML6		0			0				0			0			
59	ML3-ML7		(5,266)			(5,266)				(66,843)			(66,843)			
60	SW-ML5		(4,036)				(4,036)			(9,503)				(9,503)		
61	ML5-ML5		0			0	0	0	0	0			0	0	0	0
62	ML6-ML3		0			0	0	0	0	0			0	0	0	0
63	ML6-ML6		0			0	0	0	0	(12)			(12)			
64	ML6-ML7		(637)				(637)			(4,040)			(4,040)			
65	Total Fuel and L&U Retained (Dth)		6,843,044	281,449	641,694	604,135	1,854,166	2,352,477	1,109,123	15,297,857	645,668	2,111,548	2,310,384	4,458,954	5,294,714	476,589
66	<b>Total Fuel and L&amp;U Retained (Mcf)</b>		<b>6,669,634</b>	<b>274,317</b>	<b>625,433</b>	<b>588,825</b>	<b>1,807,179</b>	<b>2,292,862</b>	<b>1,081,017</b>	<b>14,910,192</b>	<b>629,306</b>	<b>2,058,039</b>	<b>2,251,836</b>	<b>4,345,959</b>	<b>5,160,540</b>	<b>464,512</b>
67	<b>CenterPoint Reallocation</b>					<b>241,322</b>	<b>(241,322)</b>					<b>580,337</b>	<b>(580,337)</b>			
68	<b>Adjusted Total Fuel and L&amp;U Retained (Mcf)</b>		<b>6,669,634</b>	<b>274,317</b>	<b>625,433</b>	<b>830,147</b>	<b>1,565,858</b>	<b>2,292,862</b>	<b>1,081,017</b>	<b>14,910,192</b>	<b>629,306</b>	<b>2,058,039</b>	<b>2,832,174</b>	<b>3,765,622</b>	<b>5,160,540</b>	<b>464,512</b>

SE AREA	SW AREA	MAINLINE AREA				NORTH.	L&U
SE	SW	SE LEG	ML-3	SW LEG	ML-6	ML-7	LAUF
0.24%	0.89%	ML-2	ML-3	ML-5	ML-6	ML-7	LAUF
0.24%	0.89%	1.12%	0.61%	2.60%	0.98%	1.62%	0.73%
		54%	46%	38%	62%		0.26%

SE AREA	SW AREA	MAINLINE AREA				NORTH.	L&U
SE	SW	SE LEG	ML-3	SW LEG	ML-6	ML-7	LAUF



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

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

ANR PIPELINE COMPANY  
COMPARISON OF 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	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003
Southwest Area SW	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0003	\$0.0003
Southwest Southern ML-5	\$0.0006	\$0.0000	\$0.0006	\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0003	\$0.0003
Southwest Central ML-6	-----			\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0006	\$0.0003	\$0.0003
Northern Segment ML-7	-----			-----			\$0.0006	\$0.0003	\$0.0003	-----			-----			\$0.0006	\$0.0003	\$0.0003	\$0.0006	\$0.0003	\$0.0003

**ANR PIPELINE COMPANY**  
**Derivation of EPC Charge for Transportation by Area and Segment**  
**2007**

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)	409.4	275.9	268.0	236.8	965.8	
3	MMDth (1)	420.0	283.1	275.0	243.0	990.9	
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 426,892	\$ 426,892
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00043</u>	
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ 137,008	\$ 137,008
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00014</u>	
8	<b>EPC CHARGE, \$/Dth - (5)</b>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0006</u>	\$ 563,900

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, 2007 (7)	\$ -	\$ -	\$ -	\$ 301,082	\$ 301,082
10	Less: Transporter's EPC Collected (8)	-	-	-	202,969	202,969
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ 98,113	\$ 98,113
12	Interest (9)	-	-	-	38,895	38,895
13	(Over)/Under Recoveries Including Interest	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 137,008</u>	<u>\$ 137,008</u>

- (1) Refer to Line 1, Attachment I, Page 3 of 15. Conversion factor of 1.026 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/07 - 12/31/07. 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, 2007 per RP07-181, Attachment 2, Page 3 of 5 (\$287,770 + \$13,312).
- (8) Refer to Attachment 2, Page 4 of 5.
- (9) Refer to Attachment 2, Page 5 of 5, for the interest calculation.

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

<u>Line No.</u>	<u>Production Month</u>		<u>Mainline Area</u>				<u>Total</u>	
			<u>Southeast Area</u>	<u>Southwest Area</u>	<u>Southeast Leg</u>	<u>Southwest Leg</u>		<u>Northern Segment</u>
1	January	2007	-	-	-	-	62,407	62,407
2	February		-	-	-	-	9,799	9,799
3	March		-	-	-	-	10,254	10,254
4	April		-	-	-	-	9,854	9,854
5	May		-	-	-	-	10,047	10,047
6	June		-	-	-	-	89,906	89,906
7	July		-	-	-	-	176,546	176,546
8	August		-	-	-	-	17,619	17,619
9	September		-	-	-	-	9,560	9,560
10	October		-	-	-	-	10,172	10,172
11	November		-	-	-	-	10,299	10,299
12	December		-	-	-	-	10,429	10,429
13	Total		-	-	-	-	426,892	426,892

**Transporter's EPC Collected by Segment**

<u>Line No.</u>	<u>Production Month</u>		<u>Mainline Area</u>				<u>Total</u>	
			<u>Southeast Area</u>	<u>Southwest Area</u>	<u>Southeast Leg</u>	<u>Southwest Leg</u>		<u>Northern Segment</u>
14	January	2007	-	-	-	-	-	-
15	February		-	-	-	-	-	-
16	March		-	-	-	-	-	-
17	April		-	-	-	-	22,788	22,788
18	May		-	-	-	-	22,989	22,989
19	June		-	-	-	-	20,440	20,440
20	July		-	-	-	-	21,292	21,292
21	August		-	-	-	-	20,671	20,671
22	September		-	-	-	-	18,100	18,100
23	October		-	-	-	-	19,294	19,294
24	November		-	-	-	-	26,343	26,343
25	December		-	-	-	-	31,052	31,052
26	Total		-	-	-	-	202,969	202,969

ANR PIPELINE COMPANY  
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) Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 5 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2007	\$ 301,082	(6)	\$ 62,407	\$ -	\$ 363,489	0.6300%	\$ 1,897	\$ 130	\$ 2,027
2	March	363,489		9,799	-	373,288	0.7000%	2,544	15	2,559
3	April	373,288	4,586	10,254	-	388,128	0.6800%	2,570	21	2,591
4	May	388,128		9,854	22,788	379,780	0.7000%	2,717	(26)	2,691
5	June	379,780		10,047	22,989	366,838	0.6800%	2,583	(28)	2,555
6	July	366,838	7,837	89,906	20,440	444,141	0.7000%	2,623	139	2,762
7	August	444,141		176,546	21,292	599,395	0.7000%	3,109	359	3,468
8	September	599,395		17,619	20,671	596,343	0.6800%	4,076	(7)	4,069
9	October	596,343	10,299	9,560	18,100	598,102	0.7000%	4,246	(18)	4,228
10	November	598,102		10,172	19,294	588,980	0.6800%	4,067	(22)	4,045
11	December	588,980		10,299	26,343	572,936	0.7000%	4,123	(36)	4,087
12	January, 2008	572,936	12,360	10,429	31,052	564,673	0.6600%	3,863	(50)	3,813
13	Total			<u>\$ 426,892</u>	<u>\$ 202,969</u>			<u>\$ 38,418</u>	<u>\$ 476</u>	<u>\$ 38,895</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  
RECONCILIATION OF COMPANY USE AND LAUF TO FORM 2  
2007

Line No.	2007 FORM 2 Dth ( A ) (Col. 1)	Dec. 2006 Dth ( B ) (Col. 2)	Dec. 2007 Dth ( C ) (Col. 3)	2007 Fuel Filing Dth ( A ) - ( B ) + ( C ) (Col. 4)	2007 Fuel Filing Mcf (Col. 5)
1 Company Use	19,438,764 (1)	1,783,822	1,697,947	19,352,889 (3)	18,858,000 (5)
2 LAUF	1,126,518 (2)	367,644	7,553	766,427 (4)	747,000 (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 in Appendix A

(4) LAUF from Attachment I, Page 4, Line 1 converted to Dth using a 1.026 Dth/Mcf conversion factor.

(5) Fuel Total from Attachment I, Page 3, Line 2, Col. 7 and Attachment I, Page 6, Line 1 (18.073 + 0.785 = 18.858) or Company Use of Gas reports in Appendix A.

(6) LAUF from Attachment I, Page 4, Line 1

**ANR PIPELINE COMPANY  
RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2  
2007**

<u>Line No.</u>	<u>2007 FORM 2 \$ ( A ) (Col. 1)</u>	<u>Dec. 2006 \$ ( B ) (Col. 2)</u>	<u>Dec. 2007 \$ ( C ) (Col. 3)</u>	<u>2007 Electric Power \$ ( A ) - ( B ) + ( C ) (Col. 4)</u>
1 Weyauwega, WI	426,781 (1)	10,317	10,429	426,893 (2)
2 Fuel Tracker Electric	545,628 (3)	0	(20,623)	525,005 (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) Electric Power Costs by Segment, Attachment 2, Page 3 (Line 4 + Line 6 - Line 12)