

February 27, 2009

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

Re: ANR Pipeline Company
Docket No. RP09-_____
Re-determination of Transporter's Use (%)s and EPC Charges

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, 2009.

First Revised Sheet No. 10A
Twenty-Sixth Revised Sheet No. 19
Fourth Revised Sheet No. 19A
Seventh Revised Sheet No. 149

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-Sixth Revised Sheet No. 19 ("fuel matrix"). The re-determined EPC Charges for transportation services are set forth on Fourth Revised Sheet No. 19A ("electric power cost matrix"). The re-determined Transporter's Use (%) and EPC Charge for the Cold Springs 1 Storage facility are set forth on First Revised Sheet No. 10A. The Transporter's Use (%) for gathering services as set forth on Fourteen Revised Sheet No. 68H was not revised as the rate remains the same.

ANR General System Transporter's Use (%)s & EPC Charges

The Transporter's Use (%)s for ANR's general system 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 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 charges¹ 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.

The current lost-and-unaccounted for ("L&U") component of the Transporter's Use (%)s includes an adjustment for ANR's gas loss incurred as a result of Hurricane Ike which hit the Gulf of Mexico on September 11 and 12, 2008 and caused significant damage to ANR's offshore facilities. The Hurricane Ike gas loss reflected in this filing totals 187,540 Mcf. The Commission has been supportive of such hurricane cost recovery efforts, as evidenced by Commission actions taken in 2005 when Hurricanes Katrina and Rita hit the Gulf. During that time, the Commission authorized efficient use of existing gas infrastructure to expedite hurricane-related cost recovery. Similarly today, ANR proposes that the fuel tracker is the quickest and most efficient method for recovery of such losses resulting from Hurricane Ike. Furthermore, inclusion of this hurricane-related gas loss represents less than 1% of the system-wide Transporter Use (%) for gas used in ANR's 2008 operations.

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 5 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 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 20, 2008 in Docket No. RP08-238.

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

Cold Springs 1 Storage Facility

On September 21, 2006, ANR filed an application in Docket No. CP06-464 under section 7(c) of the Natural Gas Act and part 157 of the Commission's regulations seeking a certificate of public convenience and necessity authorizing ANR to develop, construct, and operate the Cold Springs 1 Storage Field ("Cold Springs 1"), an underground natural gas storage field located in Kalkaska County, Michigan with an estimated working gas capacity of approximately 14 Bcf. In an order issued on May 31, 2007, the Commission approved the incrementally priced recourse rates associated with the project. Additionally, pursuant to this order and an Order Denying Rehearing issued on January 25, 2008, it was required that ANR ensure that Cold Springs 1 fuel costs are the responsibility of the Cold Springs 1 expansion shippers. The May 31 order required ANR to delineate the actual fuel use and the L&U associated with the project in its annual fuel tracker filing required by section 37 of the GT&C of its tariff. The order went on to state that existing shippers can review the costs included in ANR's tracker filing to verify that only expansion shippers are assessed fuel costs attributable to expansion service².

On February 29, 2008, ANR filed tariff sheets in Docket No. RP08-240 in compliance with the Commission's Orders implementing the incremental recourse rates and fuel charges for Cold Springs 1 effective April 1, 2008. At the time of the February 28 filing, ANR did not yet have actual data on which to base the Transporter's Use (%) and EPC Charge and proposed to begin collecting a representative amount of fuel in 2008 in order to better match cost incurrence with recovery. ANR included a Transporter's Use (%) and EPC Charge to be collected commencing with the 2008 injection cycle which were based on estimated 2008 fuel use and electric charges at Cold Springs 1 and stated that it would true up those estimated amounts in its next fuel and electric power cost redetermination filing. The tariff sheets filed in RP08-240 were approved by Commission Order on March 21, 2008 and Cold Springs 1 expansion shippers began injecting into the facility in April, 2008.

ANR is filing to re-determine the Transporter's Use (%) and EPC Charge for the Cold Springs 1 Storage facility to be effective April 1, 2009 as set forth on First Revised Sheet No. 10A. The Transporter's Use (%) is comprised of: (i) the current fuel use percentage, reflecting Cold Springs 1 gas usage in the previous calendar year (as adjusted for known and measurable changes projected to occur in 2009), and (ii) the annual volumetric surcharge, reflecting the true-up of over and under collections of gas during the previous calendar year. The EPC Charge for Cold Springs 1 is comprised of: (i) the current electric power charge, reflecting Cold Springs 1 power costs incurred during the previous calendar year (as adjusted for known and measurable changes projected to occur in 2009) 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 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 (%) and the EPC Charge in this filing employs the "modified transactional throughput"

² Pursuant to paragraph 23 and ordering paragraph, part I, of the Commission Order dated May 31, 2007 in Docket No. CP06-464.

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methodology (as adjusted for known and measurable changes projected to occur in 2009). The fuel use, EPC charge and injection volumes experienced in 2008 are not representative of that anticipated in 2009, as further explained below. ANR submits that these adjustments made to project 2009 fuel, EPC costs and injection volumes will have the effect of better matching cost incurrence with cost recovery and leveling the fuel rates charged over the next few years.

The electric compression installed as part of the Cold Springs 1 project was not available for injections which commenced in April, 2008. ANR, in an effort to facilitate injections and provide the storage services committed to in the Cold Springs 1 project during this initial start-up year, contracted for service from a third-party provider, which was billed to ANR in an in-kind basis. As a result, the estimated 2008 Transporter's Use (%) and EPC Charge approved in the February 29, 2008 tariff filing were understated and overstated, respectively, resulting in an under-collection of fuel-in-kind and an over-collection of EPC costs from the Cold Springs 1 customers at the end of 2008. Such under and over collection of actual costs are reflected in the respective Cold Springs 1 true-up adjustments in this filing. ANR's general system Transporter's Use (%) and EPC charges, as reflected herein, are not affected by the Cold Springs 1 fuel costs or true-up adjustments.

Summary level workpapers in support of the re-determined Transporter's Use (%) and EPC Charge are furnished as Attachment 3 and 4, respectively. Detailed workpapers supporting this filing which show company use of gas volumes as well as the volume of gas retained by ANR from its Cold Springs 1 Expansion customers (Appendix C), 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 5 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 the Transporter's Use (%) and EPC Charge set forth in this filing supersede the Transporter's Use (%) and EPC Charge accepted by the Commission in its letter order issued on March 21, 2008 in Docket No. RP08-240.

In-Field Storage Transfers

Finally, an additional purpose of this filing is to revise tariff provisions regarding fuel assessed on in-field storage transfers between ANR's integrated storage system and Cold Springs 1. These tariff revisions are set forth on First Revised Sheet No. 10A, Twenty-Sixth Revised Sheet No. 19 and Seventh Revised Sheet No. 149. Such revisions are necessary in light of the fact that the Commission's May 31, 2007 and January 25, 2008 Cold Springs 1 Orders require that ANR ensure that fuel costs incurred at Cold Springs 1 are the responsibility of the expansion shippers.

While ANR operates the aggregate of its storage facilities on an integrated basis, the Commission's requirement to track Cold Springs 1 fuel to Cold Springs 1 shippers necessitates a revision in how in-field transfers are handled when Cold Springs 1 is involved. While ANR would not typically physically move gas from one storage field to another to effectuate an in-field storage transfer from one shipper's account to another shipper's account, the Commission's requirement that Cold Springs 1 be tracked and accounted for separately necessitates a revision to this historic practice. To assure an equitable recovery of EPC and fuel costs incurred at Cold Springs 1 from its shippers, it is necessary to match up the physical gas in Cold Springs 1 with the gas accounted for in each Cold Springs 1 shippers' account. Without the tariff revisions proposed herein, gas injected into Cold Springs via an in-field transfer would bear no electric compression fuel costs while gas physically injected would bear all the electric compression costs. In a worse case scenario, if all the gas was injected via in-field transfers, there would be no one left to bear the electric compression costs. As such, cost responsibility would not follow cost causation, which is remedied by these tariff revisions.

Therefore, any transfers from ANR's integrated storage system into Cold Springs 1 must be treated as an injection into Cold Springs 1 and assessed the applicable Cold Springs 1 fuel charges. Conversely, any transfer from Cold Springs 1 into the integrated system must be treated as an injection into integrated system and assessed the applicable general system storage fuel rate. This change in the treatment of in-field transfers is being made by ANR to alleviate the Commission's concerns, as stated in the Orders, regarding cross-subsidization of costs between the otherwise integrated fields and the Cold Springs 1 field. ANR notes that in seeking this revision, it is not deviating from its fuel tracker, that is, it will collect over time the actual fuel usage on the system, no more and no less.

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 pursuant to 18 C.F.R. Section 154.201(a) showing changes to ANR's currently effective tariff sheets;
4. An electronic version of the revised tariff sheets on a 3 ½-inch diskette;
5. Associated workpapers in support of the proposed changes pursuant to 18 C.F.R. Section 154.201(b).

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Service and Correspondence

Pursuant to 18 C.F.R. Section 385.2011 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:

M. Catharine Davis
Associate General Counsel
ANR Pipeline Company
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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.

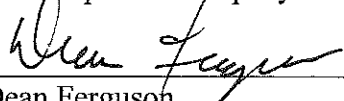
Effective Date

ANR requests all waivers of the Commission's regulations that may be necessary to allow this filing to become effective on April 1, 2009.

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

RATE SCHEDULE FSS
 RESERVATION AND COMMODITY CHARGES
 FIRM STORAGE SERVICE 1/

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

Docket No. CP06-464 (Cold Springs 1 Storage Project):

	Maximum Rate per Dth	Minimum Rate per Dth	Maximum Daily Capacity Release Rate per Dth

With Ratchets and Seasonal Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 2.28	\$ 0	\$ 0.0750
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
With Ratchets and Flexible Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 2.68	\$ 0	\$ 0.0881
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
Without Ratchets and Seasonal Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 2.85	\$ 0	\$ 0.0937
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
Without Ratchets and Flexible Entitlements			

1. Reservation Rate			
a. Deliverability Rate	\$ 3.25	\$ 0	\$ 0.1068
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		

RATE SCHEDULE DDS 1/

1. Storage Commodity Rate	\$.0993	\$ 0.0126
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- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 24 of the General Terms and Conditions of this Tariff. Sheet No. 17 reflects the applicable charges and surcharges under this Section.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ For Rate Schedule FSS and DDS, Transporter's Use (%): 2.06%
 For Rate Schedule FSS and DDS, EPC Charge: \$0.1060
 Transporter's Use (%) and EPC Charge on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

ANR PIPELINE COMPANY
 TRANSPORTER'S USE (%)

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

 (PERCENTAGE)

	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)
FROM:							

SOUTHEAST AREA (SE)	0.06	1.17	2.09	1.28	1.84	2.77	2.77
S.E. SOUTHERN SEGMENT (ML-2)	--	1.03	1.95	1.14	1.70	2.63	2.63
S.E. CENTRAL SEGMENT (ML-3)	--	--	0.84	0.03	0.59	1.52	1.52
SOUTHWEST AREA (SW)	0.24	1.35	2.27	0.10	0.66	1.59	2.27
S.W. SOUTHERN SEGMENT (ML-5)	0.06	1.17	2.09	--	0.48	1.41	2.09
S.W. CENTRAL SEGMENT (ML-6)	--	0.61	1.53	--	--	0.85	1.53
NORTHERN SEGMENT (ML-7)	--	--	0.60	--	--	0.60	0.60

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 (%): 1.31%. Transporter's Use (%) on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

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	\$0.0003	\$0.0003	\$0.0003	\$0.0003
S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0003	\$0.0003	\$0.0003	\$0.0003
S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0003	\$0.0003	\$0.0003	\$0.0003
SOUTHWEST AREA (SW)	\$0.0003	\$0.0003	\$0.0003	\$0.0000	\$0.0000	\$0.0000	\$0.0003
S.W. SOUTHERN SEGMENT (ML-5)	\$0.0003	\$0.0003	\$0.0003	--	\$0.0000	\$0.0000	\$0.0003
S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0003	\$0.0003	--	--	\$0.0000	\$0.0003
NORTHERN SEGMENT (ML-7)	--	--	\$0.0003	--	--	\$0.0003	\$0.0003

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.

GENERAL TERMS AND CONDITIONS
(Continued)

- 18.9 No Third Party Beneficiary. It is expressly agreed that there is no third party beneficiary of any Agreement, and that the provisions of any Agreement and these General Terms and Conditions do not impart enforceable rights in anyone who is not a party or successor or assignee of any party to an Agreement herein.
- 18.10 Counterparts. Any Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.
- 18.11 Headings. The headings contained in any Agreement are for reference purposes only and shall not affect the meaning or interpretation of any Agreement.
- 18.12 In-Field Storage Transfers. Transporter or any Shipper receiving storage service from Transporter shall be entitled to transfer, in-field, any of its Working Storage Gas to another Shipper or to Transporter, provided, however, that Transporter may restrict such transfers when the transfer results in an increase in Transporter's service obligations and such increase would in Transporter's reasonable judgment impair Transporter's ability to meet all of its other service obligations of equal or higher priority.
- Any Shipper receiving Rate Schedule FSS storage service pursuant to Sheet No. 10 and requesting a transfer of any Gas to the Cold Springs 1 Storage Project pursuant to Sheet No. 10A shall be charged the Transporter's Use (%) and EPC Charge as stated on Sheet No. 10A. Any Shipper receiving Rate Schedule FSS storage service at the Cold Springs 1 Storage Project pursuant to Sheet No. 10A and requesting a transfer of any Gas to any other storage facility in Transporter's integrated system shall be charged the Transporter's Use (%) as stated on Sheet No. 19, Section 2.
- 18.13 Waiver of Penalties. Transporter shall waive the following penalties where the imposition thereof is not necessary to prevent the impairment of reliable service:
- (a) daily scheduling penalties assessed as a result of allocations of deliveries pursuant to Section 14.1(a)(3)(iii) of these General Terms and Conditions; or
 - (b) penalty rates for unauthorized overrun charges assessed pursuant to any of Transporter's firm service rate schedules.

RATE SCHEDULE FSS
 RESERVATION AND COMMODITY CHARGES
 FIRM STORAGE SERVICE 1/

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

Docket No. CP06-464 (Cold Springs 1 Storage Project):

	Maximum Rate per Dth	Minimum Rate per Dth	Maximum Daily Capacity Release Rate per Dth
<u>With Ratchets and Seasonal Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 2.28	\$ 0	\$ 0.0750
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>With Ratchets and Flexible Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 2.68	\$ 0	\$ 0.0881
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>Without Ratchets and Seasonal Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 2.85	\$ 0	\$ 0.0937
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>Without Ratchets and Flexible Entitlements</u>			
1. Reservation Rate			
a. Deliverability Rate	\$ 3.25	\$ 0	\$ 0.1068
b. Capacity Rate	\$.4818	\$ 0	\$ 0.0013
2. Commodity Rate			
Injection/Withdrawal	\$ 0.0126	\$ 0.0126	
3. Overrun Service Rate	2/	\$ 0.0126	
4. Transporter's Use (%) and EPC Charge	3/		
<u>RATE SCHEDULE DDS 1/</u>			
1. Storage Commodity Rate	\$.0993	\$ 0.0126	

- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 24 of the General Terms and Conditions of this Tariff. Sheet No. 17 reflects the applicable charges and surcharges under this Section.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ For Rate Schedule FSS and DDS, Transporter's Use (%): 2.065%
 For Rate Schedule FSS and DDS, EPC Charge: \$0.106044
Transporter's Use (%) and EPC Charge on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

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)	0.00 0.06	0.92 1.17	1.71 2.09	0.10 1.28	0.97 1.84	2.41 2.77	2.41 2.77
S.E.	SOUTHERN SEGMENT (ML-2)	--	0.76 1.03	1.55 1.95	0.00 1.14	0.81 1.70	2.25 2.63	2.25 2.63
S.E.	CENTRAL SEGMENT (ML-3)	--	--	0.61 0.84	0.00 0.03	0.00 0.59	1.31 1.52	1.31 1.52
	SOUTHWEST AREA (SW)	1.75 0.24	2.69 1.35	3.48 2.27	0.47 0.10	1.34 0.66	2.78 1.59	3.48 2.27
S.W.	SOUTHERN SEGMENT (ML-5)	1.10 0.06	2.04 1.17	2.83 2.09	--	0.69 0.48	2.13 1.41	2.83 2.09
S.W.	CENTRAL SEGMENT (ML-6)	--	1.17 0.61	1.96 1.53	--	--	1.26 0.85	1.96 1.53
	NORTHERN SEGMENT (ML-7)	--	--	0.52 0.60	--	--	0.52 0.60	0.52 0.60

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 (%): 1.3197%. Transporter's Use (%) on storage Gas transfers is subject to Section 18.12 of the General Terms and Conditions of this Tariff.

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	\$0.00063	\$0.00063	\$0.00063	\$0.00063
S. E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.00063	\$0.00063	\$0.00063	\$0.00063
S. E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.00063	\$0.00063	\$0.00063	\$0.00063
SOUTHWEST AREA (SW)	\$0.00063	\$0.00063	\$0.00063	\$0.0000	\$0.0000	\$0.0000	\$0.00063
S. W. SOUTHERN SEGMENT (ML-5)	\$0.00063	\$0.00063	\$0.00063	--	\$0.0000	\$0.0000	\$0.00063
S. W. CENTRAL SEGMENT (ML-6)	--	\$0.00063	\$0.00063	--	--	\$0.0000	\$0.00063
NORTHERN SEGMENT (ML-7)	--	--	\$0.00063	--	--	\$0.00063	\$0.00063

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.

GENERAL TERMS AND CONDITIONS
(Continued)

- 18.9 No Third Party Beneficiary. It is expressly agreed that there is no third party beneficiary of any Agreement, and that the provisions of any Agreement and these General Terms and Conditions do not impart enforceable rights in anyone who is not a party or successor or assignee of any party to an Agreement herein.
- 18.10 Counterparts. Any Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute but one and the same instrument.
- 18.11 Headings. The headings contained in any Agreement are for reference purposes only and shall not affect the meaning or interpretation of any Agreement.
- 18.12 In-Field Storage Transfers. Transporter or any Shipper receiving storage service from Transporter shall be entitled to transfer, in-field, any of its Working Storage Gas to another Shipper or to Transporter, provided, however, that Transporter may restrict such transfers when the transfer results in an increase in Transporter's service obligations and such increase would in Transporter's reasonable judgment impair Transporter's ability to meet all of its other service obligations of equal or higher priority.
- Any Shipper receiving Rate Schedule FSS storage service pursuant to Sheet No. 10 and requesting a transfer of any Gas to the Cold Springs 1 Storage Project pursuant to Sheet No. 10A shall be charged the Transporter's Use (%) and EPC Charge as stated on Sheet No. 10A. Any Shipper receiving Rate Schedule FSS storage service at the Cold Springs 1 Storage Project pursuant to Sheet No. 10A and requesting a transfer of any Gas to any other storage facility in Transporter's integrated system shall be charged the Transporter's Use (%) as stated on Sheet No. 19, Section 2.
- 18.13 Waiver of Penalties. Transporter shall waive the following penalties where the imposition thereof is not necessary to prevent the impairment of reliable service:
- (a) daily scheduling penalties assessed as a result of allocations of deliveries pursuant to Section 14.1(a)(3)(iii) of these General Terms and Conditions; or
 - (b) penalty rates for unauthorized overrun charges assessed pursuant to any of Transporter's firm service rate schedules.

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

<u>To</u>		<u>Southeast</u>			<u>Southwest</u>			
<u>From</u>	<u>Southeast Area</u>	<u>Southern</u>	<u>Central</u>	<u>Southwest Area</u>	<u>Southern</u>	<u>Central</u>	<u>Northern</u>	
	<u>SE</u>	<u>ML-2</u>	<u>ML-3</u>	<u>SW</u>	<u>ML-5</u>	<u>ML-6</u>	<u>ML-7</u>	
Southeast Area SE	SEA + LU 0.14 + -0.08 = 0.06	SEA + SES + LU 0.14 + 1.11 + -0.08 = 1.17	SEA + SES SEC + LU 0.14 + 1.11 0.92 + -0.08 = 2.09	SEA+SES+SEC+N -SWC-SWS+LU 0.14 + 1.11 + 0.92 + 0.68-0.93-0.56+-0.08 = 1.28	SEA+SES+SEC+N -SWC+LU 0.14+1.11+0.92+ 0.68 - 0.93 + -0.08 = 1.84	SEA+SES+SEC+ N + LU 0.14+1.11+0.92+ 0.68+-0.08 = 2.77	SEA+SES+SEC+ N + LU 0.14+1.11+0.92+ 0.68+-0.08 = 2.77	
Southeast Southern ML-2	Complete Backhaul No Charge	SES + LU 1.11 + -0.08 = 1.03	SES + SEC + LU 1.11 + 0.92 + -0.08 = 1.95	SES+SEC+N -SWC-SWS+LU 1.11 + 0.92 + 0.68-0.93-0.56+-0.08 = 1.14	SES+SEC+N -SWC+LU 1.11 + 0.92 + 0.68 - 0.93 + -0.08 = 1.70	SES+SEC N + LU 1.11 + 0.92 + 0.68 + -0.08 = 2.63	SES+SEC N + LU 1.11 + 0.92 + 0.68 + -0.08 = 2.63	
Southeast Central ML-3	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 0.92 + -0.08 = 0.84	SEC + N -SWC-SWS+LU 0.92 + 0.68 - 0.93 - 0.56 + -0.08 = 0.03	SEC + N - SWC + LU 0.92 + 0.68 - 0.93 + -0.08 = 0.59	SEC + N + LU 0.92 + 0.68 + -0.08 = 1.52	SEC + N + LU 0.92 + 0.68 + -0.08= 1.52	
Southwest Area SW	SWA+SWS+SWC+ N-SEC-SES+LU 0.18 + 0.56+0.93+ 0.68-0.92-1.11+-0.08 = 0.24	SWA+SWS+SWC+ N-SEC+LU 0.18 + 0.56+0.93+ 0.68-0.92+-0.08 = 1.35	SWA+SWS+SWC+ N+LU 0.18 + 0.56+0.93+ 0.68 + -0.08 = 2.27	SWA + LU 0.18 + -0.08 = 0.10	SWA + SWS + LU 0.18 + 0.56 + -0.08 = 0.66	SWA+SWS+SWC + LU 0.18 + 0.56 + 0.93 + + -0.08 = 1.59	SWA+SWS+SWC+ N+LU 0.18 + 0.56 + 0.93 + 0.68 + -0.08 = 2.27	
Southwest Southern ML-5	SWS+SWC+ N-SEC-SES+LU 0.56+0.93+ 0.68-0.92-1.11+-0.08 = 0.06	SWS+SWC+ N-SEC+LU 0.56 + 0.93 + 0.68 - 0.92 + -0.08 = 1.17	SWS+SWC+ N+LU 0.56 + 0.93 + 0.68 + -0.08 = 2.09	Complete Backhaul No Charge	SWS + LU 0.56 + -0.08 = 0.48	SWS+SWC+LU 0.56 + 0.93 + -0.08 = 1.41	SWS+SWC+ N+LU 0.56 + 0.93 + 0.68 + -0.08 = 2.09	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC+LU 0.93 + 0.68 - 0.92 + -0.08 = 0.61	SWC + N + LU 0.93 + 0.68 + -0.08 = 1.53	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 0.93 + -0.08 = 0.85	SWC + N + LU 0.93 + 0.68 + -0.08 = 1.53	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.68 + -0.08 = 0.60	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.68 + -0.08 = 0.60	N + LU 0.68 + -0.08 = 0.60	

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	0.06	-	0.06	1.17	0.92	0.25	2.09	1.71	0.38	1.28	0.10	1.18	1.84	0.97	0.87	2.77	2.41	0.36	2.77	2.41	0.36
Southeast Southern ML-2	-----			1.03	0.76	0.27	1.95	1.55	0.40	1.14	0.00	1.14	1.70	0.81	0.89	2.63	2.25	0.38	2.63	2.25	0.38
Southeast Central ML-3	-----			-----			0.84	0.61	0.23	0.03	0.00	0.03	0.59	0.00	0.59	1.52	1.31	0.21	1.52	1.31	0.21
Southwest Area SW	0.24	1.75	-1.51	1.35	2.69	-1.34	2.27	3.48	-1.21	0.10	0.47	-0.37	0.66	1.34	-0.68	1.59	2.78	-1.19	2.27	3.48	-1.21
Southwest Southern ML-5	0.06	1.10	-1.04	1.17	2.04	-0.87	2.09	2.83	-0.74	-----			0.48	0.69	-0.21	1.41	2.13	-0.72	2.09	2.83	-0.74
Southwest Central ML-6	-----			0.61	1.17	-0.56	1.53	1.96	-0.43	-----			-----			0.85	1.26	-0.41	1.53	1.96	-0.43
Northern Segment ML-7	-----			-----			0.60	0.52	0.08	-----			-----			0.60	0.52	0.08	0.60	0.52	0.08
Storage	1.31	1.07	0.24	L & U			-0.08	-0.18	0.10												

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Transportation by Area and Segment
Volumes Reported in Bcf
2008

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	250.9 (1)	343.7	279.4	274.0	249.1	1044.2	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	0.662	1.696	4.148	4.726	5.731	16.963
3	858 ACCOUNT	0.000	0.000	0.000	0.876	0.000	1.780	2.656
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.020	0.020
5	TOTAL FUEL	0.000	0.662	1.696	5.024	4.726	7.531	19.639
6	THROUGHPUT	250.90	343.70	279.40	274.00	249.10	1044.20	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	0.00%	0.19%	0.60%	1.80%	1.86%	0.72%	
8	(OVER)/UNDER RECOVERIES (5)	0.000	(0.163)	(1.178)	0.641	(0.919)	(0.377)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	0.00%	-0.05%	-0.42%	0.23%	-0.37%	-0.04%	
10	TRANSPORTER'S USE (%) - FUEL (6)	0.00%	0.14%	0.18%	2.03%	1.49%	0.68%	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	1.11%	(2)	0.56%	(3)
CENTRAL	0.92%	(2)	0.93%	(3)
TOTAL	2.03%		1.49%	

- (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 2.03% = 1.11%). Central has 5 stations (5/11 x 2.03% = 0.92%).
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.49% = 0.56%). Central has 5 stations (5/8 x 1.49% = 0.93%).
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].
(5) (Over)/under recoveries for the period Jan 1 - Dec 31 2008; 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
2008

Line No.		
1	L&U	0.280
2	THROUGHPUT	1,353
3	CURRENT TRANSPORTER'S USE (%) - L&U (%) (1)	<u>0.02%</u>
4	(OVER)/UNDER RECOVERIES (2)	(1.366)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.10%</u>
6	TRANSPORTER'S USE (%) - L&U (%) (3)	<u>-0.08%</u>

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

(2) (Over)/under recoveries for the period Jan 1 - Dec 31 2008;

L&U Percentage = $1 - \frac{\text{Throughput}}{\text{Previous Year's (O)/U Recoveries} + \text{Throughput}}$. 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
2008

<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	36.600	0.876
2	Great Lakes	NORTH	53.964	0.153
3	Mich Con	NORTH	105.111	1.627
4	Total			<u><u>2.656</u></u>

ANR PIPELINE COMPANY
Derivation of Transporter's Use (%) for Storage
Volumes Reported in Bcf
2008

<u>Line No.</u>	<u>INJECTION COMPANY USE</u>	
1	ANRPL STORAGE AREA	1.011
2	STORAGE FUEL REIMBURSED TO OTHERS (1)	<u>0.898</u>
3	TOTAL GROSS STORAGE CO USE	1.909
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (2)	0.020
6	NET COMPANY USE FOR STORAGE	<u>1.889</u>
7	<u>STORAGE GAS INJECTED</u>	
8	TOTAL STORAGE GAS INJECTED	165.53
9	LESS: SYSTEM BALANCING VOLUME	3.77
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>161.76</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (3)	<u>1.15%</u>
12	(OVER)/UNDER RECOVERIES (4)	0.255
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (4)	<u>0.16%</u>
14	TRANSPORTER'S USE (%) - STORAGE (5)	<u>1.31%</u>

(1) ANRSCO Storage	0.261
Blue Lake	<u>0.637</u>
Total	0.898

- (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 2008; 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 2008

Line No.		SE AREA	SW AREA	MAINLINE AREA			TRANSMISSION		TOTAL	STORAGE	TOTAL
		TRANSMISSION	TRANSMISSION	SOUTHEAST LEG	SOUTHWEST LEG	NORTHERN SEGMENT	FUEL	L&U	TRANS.		
		(Col. 1)	(Col. 2)	(Col. 3)	(Col. 4)	(Col. 5)	(Co. 6)	(Co. 7)	(Co. 8)	(Co. 9)	(Co. 10)
1	FUEL USE AND L&U	0.662	1.696	4.148	4.726	5.731	16.963	0.280	17.243	1.889	19.132
2	858 ACCOUNT	0.000	0.000	0.876	0.000	1.780	2.656		2.656		2.656
3	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.020</u>	<u>0.020</u>		<u>0.020</u>		<u>0.020</u>
4	TOTAL COMPANY USE (1)	<u>0.662</u>	<u>1.696</u>	<u>5.024</u>	<u>4.726</u>	<u>7.531</u>	<u>19.639</u>	<u>0.280</u>	<u>19.919</u>	<u>1.889</u>	<u>21.808</u>
5	FUEL AND L&U RETAINED (2)	<u>0.825</u>	<u>2.874</u>	<u>4.383</u>	<u>5.645</u>	<u>7.908</u>	<u>21.635</u>	<u>1.646</u>	<u>23.281</u>	<u>1.634</u>	<u>24.915</u>
6	TOTAL (OVER)/UNDER RECOVERIES	<u>(0.163)</u>	<u>(1.178)</u>	<u>0.641</u>	<u>(0.919)</u>	<u>(0.377)</u>	<u>(1.996)</u>	<u>(1.366)</u>	<u>(3.362)</u>	<u>0.255</u>	<u>(3.107)</u>

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

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

ANR PIPELINE COMPANY
Transporter's Actual Fuel Usage
Volumes Reported in Bcf
2008

Line No.		<u>Transportation</u>						
		<u>SOUTHEAST AREA</u>		<u>SOUTHWEST AREA</u>	<u>MAINLINE TRANSMISSION</u>			
		<u>Gathering</u>	<u>Transmission</u>	<u>Transmission</u>	<u>SE Leg</u>	<u>SW Leg</u>	<u>Northern</u>	<u>L&U</u>
1	January		0.087	0.196	0.335	0.551	0.551	(0.305)
2	February		0.067	0.160	0.392	0.410	0.455	(0.018)
3	March		0.058	0.145	0.524	0.469	0.371	(0.309)
4	April		0.056	0.127	0.683	0.388	0.395	(0.276)
5	May		0.059	0.121	0.557	0.310	0.474	0.402
6	June		0.061	0.114	0.380	0.319	0.535	(0.132)
7	July		0.053	0.114	0.417	0.329	0.546	0.358
8	August		0.061	0.132	0.226	0.337	0.579	0.194
9	September		0.031	0.175	0.094	0.491	0.541	0.096
10	October		0.041	0.125	0.087	0.344	0.409	0.361
11	November		0.042	0.160	0.130	0.373	0.468	(0.117)
12	December		0.046	0.127	0.323	0.405	0.407	0.026
13	Total	-	0.662	1.696	4.148	4.726	5.731	0.280

Line No.		<u>Storage</u>				<u>Account 858</u>		
		<u>ANR P/L Storage Area</u>	<u>Storage Fuel Reimbursed to Others</u>		<u>System Balancing</u>	<u>Center Point</u>	<u>Great Lakes</u>	<u>Mich Con</u>
<u>ANR Storage</u>	<u>Blue Lake</u>							
14	January	-	0.010	0.053	0.014	0.079	0.023	0.199
15	February	-	0.009	0.054	(0.025)	0.074	0.028	0.178
16	March	-	0.006	0.029	0.002	0.079	0.019	0.074
17	April	0.133	0.051	0.093	0.003	0.076	0.015	0.136
18	May	0.170	0.037	0.113	-	0.080	0.010	0.199
19	June	0.152	0.037	0.070	0.011	0.078	0.008	0.179
20	July	0.185	0.036	0.061	0.010	0.080	0.007	0.162
21	August	0.125	0.017	0.039	-	0.080	0.006	0.109
22	September	0.119	0.027	0.035	0.005	0.078	0.004	0.068
23	October	0.127	0.003	0.037	-	0.058	0.005	0.037
24	November	-	0.008	0.003	-	0.056	0.008	0.151
25	December	-	0.020	0.050	-	0.058	0.020	0.135
26	Total	1.011	0.261	0.637	0.020	0.876	0.153	1.627

ANR Pipeline Company

Transactional Throughput Derived From Fuel Retention By Rate Route

Inputs:

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

Transactional Throughput Derived from Retention by Rate Route Calculations:

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

Non Gathered Quantities

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

Gathered Quantities

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

- Area and Segment Transactional Throughput for Fuel Retention Calculation:

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

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

Fuel Matrix Determination Calculation:

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

ANR PIPELINE COMPANY
Transactional Throughput Derived From Fuel Retention By Rate Segment
2008

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	172,635,293	172,635,293	0	0	0	0
2	SE	ML-2	8,090,955	8,090,955	0	8,090,955	0	0
3	SE	ML-3	59,020,021	59,020,021	0	59,020,021	0	0
4	SE	SW	19,266	19,266	0	19,266	(19,266)	19,266
5	SE	ML-5	8,108	8,108	0	8,108	(5,108)	8,108
6	SE	ML-6	499,192	499,192	0	499,192	0	499,192
7	SE	ML-7	112,046,643	112,046,643	0	112,046,643	0	112,046,643
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	1,665,156	0	0	1,665,156	0	0
10	ML-2	ML-3	22,039,633	0	0	22,039,633	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	20,273,885	0	0	20,273,885	0	20,273,885
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	5,926,584	0	0	5,926,584	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	13,795,806	0	0	13,795,806	0	13,795,806
22	SW	SE	45,756	0	45,756	(45,756)	45,756	45,756
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	44,048,398	0	44,048,398	0	44,048,398	44,048,398
25	SW	SW	27,753,885	0	27,753,885	0	0	0
26	SW	ML-5	1,146,280	0	1,146,280	0	1,146,280	0
27	SW	ML-6	17,499,892	0	17,499,892	0	17,499,892	0
28	SW	ML-7	195,867,906	0	195,867,906	0	195,867,906	195,867,906
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	15,336,117	0	0	0	15,336,117	15,336,117
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	135,867	0	0	0	135,867	0
34	ML-5	ML-6	86,980	0	0	0	86,980	0
35	ML-5	ML-7	17,674,256	0	0	0	17,674,256	17,674,256
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	29,622	0	0	0	29,622	0
42	ML-6	ML-7	989,722	0	0	0	989,722	989,722
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	52,877,180	0	0	0	0	52,877,180
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	6,561,244	0	0	0	0	6,561,244
49	ML-7	ML-7	590,262,379	0	0	0	0	590,262,379
50	TOTAL (Dth)		1,386,336,026	352,319,478	286,362,117	243,339,493	292,836,422	1,070,305,858
51	TOTAL (Mcf) (1)		1,352,522,952	343,726,320	279,377,675	237,404,383	285,694,070	1,044,200,837
52	CenterPoint Reallocation		0			36,600,000	(36,600,000)	
53	Adjusted TOTAL Transport (Mcf) (1)		1,352,522,952	343,726,320	279,377,675	274,004,383	249,094,070	1,044,200,837

(1) Conversion Factor

1.025

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 2008 (Col. 13)
1	SE	SE	14,296,195	11,904,736	12,411,492	12,944,444	16,844,518	17,805,120	19,394,520	19,705,309	10,024,226	13,690,928	13,284,091	10,329,714	172,635,293
2	SE	ML-2	1,167,309	1,589,148	1,526,382	191,698	227,453	223,145	331,487	301,117	269,562	174,682	1,062,956	1,026,016	8,090,955
3	SE	ML-3	7,207,648	7,054,380	6,614,864	5,104,182	4,362,869	5,184,136	5,325,191	3,632,821	1,973,790	3,272,482	3,934,589	5,353,069	59,020,021
4	SE	SW	285	0	0	0	0	0	5,994	3,996	0	1,998	6,993	0	19,266
5	SE	ML-5	2,762	2,584	2,762	0	0	0	0	0	0	0	0	0	8,108
6	SE	ML-6	161,196	166,036	62,181	0	0	0	36,890	0	0	6,479	9,111	57,299	499,192
7	SE	ML-7	8,678,828	10,342,634	12,143,723	15,365,930	15,207,721	11,096,064	11,024,714	9,044,325	2,116,974	3,078,985	3,736,482	10,210,263	112,046,643
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	39,056	358,663	317,346	30,033	22,329	22,198	16,322	198,349	394,218	22,590	23,635	220,417	1,665,156
10	ML-2	ML-3	2,079,474	2,837,638	2,747,489	1,158,407	1,947,214	1,388,081	1,263,653	1,594,572	1,709,092	1,726,051	1,547,443	2,040,519	22,039,633
11	ML-2	SW	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
12	ML-2	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
13	ML-2	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
14	ML-2	ML-7	1,354,878	745,401	2,360,002	4,020,696	4,839,494	1,318,626	1,764,366	746,636	969,115	472,458	532,108	1,150,105	20,273,885
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	68,033	159,546	179,113	781,922	904,612	1,092,312	779,152	764,000	632,023	113,565	227,456	224,850	5,926,584
18	ML-3	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
19	ML-3	ML-5	0	0	0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
20	ML-3	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
21	ML-3	ML-7	76,168	67,551	154,610	1,853,715	1,972,971	2,175,022	2,955,125	1,797,514	1,331,712	870,732	449,153	91,533	13,795,806
22	SW	SE	876	0	2,548	0	0	14,934	0	0	27,398	0	0	0	45,756
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	5,300,848	3,880,809	6,219,912	2,475,266	2,345,270	2,801,687	2,594,141	2,277,900	4,492,756	3,063,733	4,131,111	4,464,965	44,048,398
25	SW	SW	283,041	464,805	130,185	1,777,352	2,250,437	2,554,533	1,709,163	2,247,896	4,417,861	4,940,288	3,507,480	3,470,844	27,753,885
26	SW	ML-5	63,019	78,257	77,085	107,127	59,122	22,677	199,602	149,757	126,565	116,257	59,270	87,542	1,146,280
27	SW	ML-6	2,040,530	1,943,048	1,803,962	1,345,413	1,088,409	932,368	1,122,646	1,084,248	1,220,251	1,521,353	1,716,248	1,681,416	17,499,892
28	SW	ML-7	16,934,364	15,636,272	16,162,182	16,535,734	16,634,584	16,065,782	16,198,802	16,657,632	16,747,801	16,624,849	15,718,726	15,951,178	195,867,906
29	ML-5	SE	N/A	N/A	N/A	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	371,454	1,692,592	837,160	851,010	389,676	1,548,128	1,311,864	1,521,380	218,478	1,772,717	2,287,856	2,533,802	15,336,117
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	90,386	21,589	23,892	0	0	0	0	0	135,867
34	ML-5	ML-6	0	0	0	4,043	16,587	43,559	20,677	827	1,287	0	0	0	86,980
35	ML-5	ML-7	479,307	639,963	646,849	2,501,149	3,301,308	2,814,599	1,997,616	2,132,521	332,541	974,172	957,142	897,089	17,674,256
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	14,262	0	0	15,360	0	0	0	0	0	29,622
42	ML-6	ML-7	104,328	32,137	58,933	108,394	110,795	55,623	106,393	65,977	109,645	102,642	99,341	35,514	989,722
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	10,222,434	9,585,626	5,641,528	1,787,388	1,273,918	2,044,123	1,720,047	1,896,433	2,852,015	2,949,008	5,373,833	7,530,827	52,877,180
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	1,330,342	1,195,603	520,211	232,821	126,837	116,698	220,578	178,107	178,299	237,987	866,433	1,357,328	6,561,244
49	ML-7	ML-7	77,037,581	71,110,609	59,640,563	38,076,544	35,551,474	36,726,103	37,531,700	38,406,741	34,640,275	39,053,744	48,269,226	74,217,819	590,262,379
50	TOTAL (Dth)		149,299,956	141,488,038	130,261,082	107,267,530	109,567,984	106,067,107	107,646,003	104,431,950	84,784,597	94,788,987	107,800,683	142,932,109	1,386,336,026
51	TOTAL (Mcf) (2)		145,658,494	138,037,110	127,083,982	104,651,249	106,895,594	103,480,104	105,020,491	101,884,829	82,716,680	92,477,060	105,171,398	139,445,960	1,352,522,951
52	Storage (Dth) (1)		1,957,201	(912,663)	6,720,945	23,424,867	26,019,422	22,886,855	23,093,868	22,086,354	18,582,845	14,058,785	4,118,539	3,770,435	165,807,453
53	Storage (Mcf) (1) (2)		1,909,464	(890,403)	6,557,020	22,853,529	25,384,802	22,328,639	22,530,603	21,547,662	18,129,605	13,715,888	4,018,087	3,678,473	161,763,369

(1) Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.
(2) Conversion Factor 1.025

ANR PIPELINE COMPANY
Fuel Percentages By Rate Route
2008

Line No.	REC-SEG	DEL-SEG	1/08-3/08 Fuel		4/08-12/08 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.26%	0.00%	0.00%	0.00%
2	SE	ML-2	1.00%	0.00%	0.92%	0.00%
3	SE	ML-3	1.61%	0.00%	1.71%	0.00%
4	SE	SW	0.35%	0.00%	0.10%	0.00%
5	SE	ML-5	1.11%	0.00%	0.97%	0.00%
6	SE	ML-6	2.38%	0.00%	2.41%	0.00%
7	SE	ML-7	2.38%	0.00%	2.41%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	0.79%	0.00%	0.76%	0.00%
10	ML-2	ML-3	1.40%	0.00%	1.55%	0.00%
11	ML-2	SW	0.14%	0.00%	0.00%	0.00%
12	ML-2	ML-5	0.90%	0.00%	0.81%	0.00%
13	ML-2	ML-6	2.17%	0.00%	2.25%	0.00%
14	ML-2	ML-7	2.17%	0.00%	2.25%	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	0.66%	0.00%	0.61%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.16%	0.00%	0.00%	0.00%
20	ML-3	ML-6	1.43%	0.00%	1.31%	0.00%
21	ML-3	ML-7	1.43%	0.00%	1.31%	0.00%
22	SW	SE	2.45%	0.00%	1.75%	0.00%
23	SW	ML-2	3.19%	0.00%	2.69%	0.00%
24	SW	ML-3	3.80%	0.00%	3.48%	0.00%
25	SW	SW	1.00%	0.00%	0.47%	0.00%
26	SW	ML-5	1.76%	0.00%	1.34%	0.00%
27	SW	ML-6	3.03%	0.00%	2.78%	0.00%
28	SW	ML-7	3.80%	0.00%	3.48%	0.00%
29	ML-5	SE	0.00%	0.00%	1.10%	0.00%
30	ML-5	ML-2	2.24%	0.00%	2.04%	0.00%
31	ML-5	ML-3	2.85%	0.00%	2.83%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	0.81%	0.00%	0.69%	0.00%
34	ML-5	ML-6	2.08%	0.00%	2.13%	0.00%
35	ML-5	ML-7	2.85%	0.00%	2.83%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	1.48%	0.00%	1.17%	0.00%
38	ML-6	ML-3	2.09%	0.00%	1.96%	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	1.32%	0.00%	1.26%	0.00%
42	ML-6	ML-7	2.09%	0.00%	1.96%	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	0.82%	0.00%	0.52%	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	0.82%	0.00%	0.52%	0.00%
49	ML-7	ML-7	0.82%	0.00%	0.52%	0.00%
50	STORAGE		0.57%	0.00%	1.07%	0.00%

ANR PIPELINE COMPANY
Fuel and L&U Retained By Rate Route
2008

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 2008 (Col. 13)
1	SE	SE	37,267	31,033	32,354	0	0	0	0	0	0	0	0	0	100,654
2	SE	ML-2	11,791	16,052	15,418	1,780	2,112	2,072	3,078	2,796	2,503	1,622	9,870	9,527	78,621
3	SE	ML-3	117,942	115,434	108,242	88,800	75,903	90,191	92,645	63,202	34,339	56,933	68,452	93,130	1,005,213
4	SE	SW	1	0	0	0	0	0	6	4	0	2	7	0	20
5	SE	ML-5	31	29	31	0	0	0	0	0	0	0	0	0	91
6	SE	ML-6	3,930	4,048	1,516	0	0	0	911	0	0	160	225	1,415	12,205
7	SE	ML-7	211,592	252,156	296,067	379,464	375,557	274,019	272,257	223,351	52,279	76,036	92,273	252,144	2,757,195
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	311	2,856	2,527	230	171	170	125	1,519	3,019	173	181	1,688	12,970
10	ML-2	ML-3	29,526	40,291	39,011	18,238	30,657	21,854	19,895	25,105	26,908	27,175	24,363	32,126	335,149
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	0	0	0	0	0	0	0	0	0	0	0	0	0
14	ML-2	ML-7	30,053	16,534	52,348	92,548	111,395	30,352	40,612	17,186	22,307	10,875	12,248	26,473	462,931
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	452	1,060	1,190	4,799	5,552	6,704	4,782	4,689	3,879	697	1,396	1,380	36,580
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	1,105	980	2,243	24,606	26,189	28,871	39,226	23,860	17,677	11,558	5,962	1,215	183,492
22	SW	SE	22	0	64	0	0	266	0	0	488	0	0	0	840
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	209,389	153,296	245,693	89,245	84,558	101,014	93,531	82,129	161,985	110,462	148,946	160,983	1,641,231
25	SW	SW	2,859	4,695	1,315	8,393	10,627	12,063	8,071	10,615	20,862	23,329	16,563	16,390	135,782
26	SW	ML-5	1,129	1,402	1,381	1,455	803	1,719	2,034	1,719	1,579	805	1,189	1,189	16,515
27	SW	ML-6	63,760	60,714	56,368	38,472	31,123	26,661	32,102	31,004	34,893	43,503	49,076	48,080	515,756
28	SW	ML-7	668,925	617,649	638,423	596,191	599,755	579,247	584,043	600,586	603,837	599,404	566,734	575,115	7,229,909
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	10,897	49,654	24,559	24,785	11,349	45,088	38,207	44,309	6,363	51,629	66,632	73,795	447,267
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	628	150	0	166	0	0	0	0	944
34	ML-5	ML-6	0	0	0	88	361	948	450	18	0	28	0	0	1,893
35	ML-5	ML-7	14,061	18,774	18,976	72,844	96,148	81,973	58,179	62,108	9,685	28,372	27,876	26,127	515,123
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	182	0	0	196	0	0	0	0	0	378
42	ML-6	ML-7	2,227	686	1,258	2,167	2,215	1,112	2,127	1,319	2,192	2,052	1,986	710	20,051
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	84,517	79,252	46,643	9,343	6,659	10,685	8,991	9,913	14,908	15,415	28,090	39,365	353,781
46	ML-7	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
47	ML-7	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
48	ML-7	ML-6	10,999	9,885	4,301	1,217	663	610	1,153	931	932	1,244	4,529	7,095	43,559
49	ML-7	ML-7	636,931	587,928	493,096	199,033	185,834	191,974	196,185	200,759	181,071	204,141	252,312	387,950	3,717,214
50	TOTAL TRANSPORTATION (Dth)		2,149,717	2,064,408	2,083,024	1,653,880	1,658,259	1,506,332	1,499,483	1,407,603	1,201,846	1,266,389	1,378,526	1,755,897	19,625,364
51	TOTAL TRANSPORTATION (Mcf) (1)		2,097,285	2,014,057	2,032,219	1,613,541	1,617,814	1,469,592	1,462,910	1,373,271	1,172,533	1,235,501	1,344,903	1,713,070	19,146,697
52	STORAGE INJ. FUEL (Dth)		11,220	(5,232)	38,529	253,357	281,419	247,538	249,777	238,880	200,987	152,056	44,545	40,780	1,753,856
53	STORAGE CYCLING FUEL (Dth)		0	0	0	19,875	0	0	0	0	0	0	0	0	19,875
54	TOTAL STORAGE FUEL (Dth)		11,220	(5,232)	38,529	273,032	281,419	247,538	249,777	238,880	200,987	152,056	44,545	40,780	1,773,531
55	STORAGE FUEL RETAINED (Mcf) (1)		10,946	(5,104)	37,589	266,373	274,555	241,500	243,685	233,054	196,085	148,347	43,459	39,785	1,730,274
56	TOTAL FUEL RETAINED (Dth)		2,160,937	2,059,176	2,121,553	1,926,912	1,939,678	1,753,870	1,749,260	1,646,483	1,402,833	1,418,445	1,423,071	1,796,677	21,398,895
57	TOTAL FUEL RETAINED (Mcf) (1)		2,108,231	2,008,952	2,069,808	1,879,914	1,892,369	1,711,093	1,706,595	1,606,325	1,368,618	1,383,849	1,388,362	1,752,856	20,876,971

(1) Conversion Factor

1.025

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2008

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)	
Transactional Throughput Grossed Up for Fuel and L&U										
1	SE	SE	172,735,947	172,735,947	0	0	0	0	172,735,947	
2	SE	ML-2	8,169,576	8,169,576	0	8,169,576	0	0	8,169,576	
3	SE	ML-3	60,025,234	60,025,234	0	60,025,234	0	0	60,025,234	
4	SE	SW	19,286	19,286	0	19,286	(19,286)	19,286	19,286	
5	SE	ML-5	8,199	8,199	0	8,199	(5,165)	8,199	8,199	
6	SE	ML-6	511,397	511,397	0	511,397	0	511,397	511,397	
7	SE	ML-7	114,803,838	114,803,838	0	114,803,838	0	114,803,838	114,803,838	
8	ML-2	SE	0	0	0	0	0	0	0	
9	ML-2	ML-2	1,678,126	0	0	1,678,126	0	0	1,678,126	
10	ML-2	ML-3	22,374,782	0	0	22,374,782	0	0	22,374,782	
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	20,736,816	0	0	20,736,816	0	20,736,816	20,736,816	
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	5,963,164	0	0	5,963,164	0	0	5,963,164	
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	13,979,298	0	0	13,979,298	0	13,979,298	13,979,298	
22	SW	SE	46,596	0	46,596	(46,596)	46,596	46,596	46,596	
23	SW	ML-2	0	0	0	0	0	0	0	
24	SW	ML-3	45,689,629	0	45,689,629	0	45,689,629	45,689,629	45,689,629	
25	SW	SW	27,889,667	0	27,889,667	0	0	27,889,667	27,889,667	
26	SW	ML-5	1,162,795	0	1,162,795	0	1,162,795	0	1,162,795	
27	SW	ML-6	18,015,648	0	18,015,648	0	18,015,648	0	18,015,648	
28	SW	ML-7	203,097,815	0	203,097,815	0	203,097,815	203,097,815	203,097,815	
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	15,783,384	0	0	0	15,783,384	15,783,384	15,783,384	
32	ML-5	SW	0	0	0	0	0	0	0	
33	ML-5	ML-5	136,811	0	0	0	136,811	0	136,811	
34	ML-5	ML-6	88,873	0	0	0	88,873	0	88,873	
35	ML-5	ML-7	18,189,379	0	0	0	18,189,379	18,189,379	18,189,379	
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	30,000	0	0	0	30,000	0	30,000	
42	ML-6	ML-7	1,009,773	0	0	0	1,009,773	1,009,773	1,009,773	
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	53,230,961	0	0	0	53,230,961	53,230,961	53,230,961	
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	6,604,803	0	0	0	6,604,803	6,604,803	6,604,803	
49	ML-7	ML-7	593,979,593	0	0	0	593,979,593	593,979,593	593,979,593	
50	TOTAL (Dth)		1,405,961,390	356,273,477	295,902,150	248,223,120	303,226,252	1,087,690,767	1,405,961,390	
51	Fuel and L&U Retained by Rate Segment									
52	Unadjusted Fuel and L&U Retained		19,880,469	618,333	2,144,610	4,022,032	6,786,518	7,856,811	(1,547,834)	
53	Adjustments									
54	SE-SE (L&U)		26,805	0	0	0	0	0	26,805	
54	SE-ML2		(56,753)	0	0	(56,753)	0	0	0	
55	ML2-ML2		(11,960)	0	0	(11,960)	0	0	0	
56	ML3-ML3		(55,235)	0	0	(55,235)	0	0	0	
57	ML3-ML6		0	0	0	0	0	0	0	
58	ML3-ML7		(130,800)	0	0	(130,800)	0	0	0	
59	SW-ML5		(16,366)	0	0	0	(16,366)	0	0	
60	ML5-ML-5		(1,970)	0	0	0	(1,970)	0	0	
61	ML6-ML3		0	0	0	0	0	0	0	
62	ML6-ML6		(261)	0	0	0	(261)	0	0	
63	ML6-ML7		(8,565)	0	0	0	(8,565)	0	0	
64	Total Fuel and L&U Retained (Dth)		19,625,363	618,333	2,144,610	3,767,284	6,759,355	7,856,811	(1,521,030)	
65	Total Fuel and L&U Retained (Mcf)		19,146,696	603,251	2,092,303	3,675,399	6,594,492	7,665,181	(1,483,931)	
66	CenterPoint Reallocation		0	0	0	844,814	(844,814)	0	0	
67	Adjusted Total Fuel and L&U Retained (Mcf)		19,146,696	603,251	2,092,303	4,520,214	5,749,678	7,665,181	(1,483,931)	
Transporter's Use										
68	Fuel & L&U Retained by Rate Segment		19,146,696	603,251	2,092,303	4,520,214	5,749,678	7,665,181	(1,483,931)	
69	Less: Def.Transporter's Use Bal. - (Over)/Under Rec		(4,133,642)	(221,385)	(781,536)	137,407	104,595	(242,749)	(3,129,974)	
70	Current Transporter's Use		23,280,338	824,636	2,873,839	4,382,807	5,645,083	7,907,930	1,646,043	
									Storage	Total Co. Use
									1,730,274	20,876,970
									96,368	(4,037,274)
									1,633,906	24,914,244

ANR PIPELINE COMPANY
Fuel and L&U Retained by Rate Segment
2008

Line No.	REC-SEG	DEL-SEG	JAN thru MAR							APR thru DEC						
			System Throughput	SouthEast Area	SouthWest Area	SouthEast Leg	SouthWest Leg	Northern Segment	L&U	System Throughput	SouthEast Area	SouthWest Area	SouthEast Leg	SouthWest Leg	Northern Segment	L&U
			(Col. 1)	(Col. 2)	(Col. 3)	(Col. 4)	(Col. 5)	(Col. 6)	(Col. 7)	(Col. 1)	(Col. 2)	(Col. 3)	(Col. 4)	(Col. 5)	(Col. 6)	(Col. 7)
Transactional Throughput Crossed Up for Fuel and L&U																
1	SE		38,713,077	38,713,077	0	0	0	0	0	38,713,077	134,022,870	134,022,870	0	0	0	134,022,870
2	SE	ML-2	4,326,100	4,326,100	0	4,326,100	0	0	0	4,326,100	3,843,476	3,843,476	0	0	0	3,843,476
3	SE	ML-3	21,218,510	21,218,510	0	21,218,510	0	0	0	21,218,510	38,806,724	38,806,724	0	0	0	38,806,724
4	SE	SW	286	286	0	286	(286)	286	286	0	19,000	19,000	0	19,000	19,000	19,000
5	SE	ML-5	8,199	8,199	0	8,199	(5,165)	8,199	0	0	0	0	0	0	0	0
6	SE	ML-6	398,907	398,907	0	398,907	0	398,907	398,907	0	112,490	112,490	0	112,490	112,490	112,490
7	SE	ML-7	31,925,000	31,925,000	0	31,925,000	0	31,925,000	31,925,000	0	82,878,838	82,878,838	0	82,878,838	82,878,838	82,878,838
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	720,759	0	0	720,759	0	0	720,759	0	957,367	0	0	957,367	0	957,367
10	ML-2	ML-3	7,773,429	0	0	7,773,429	0	0	7,773,429	0	14,601,353	0	0	14,601,353	0	14,601,353
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	ML-2	ML-7	4,559,216	0	0	4,559,216	0	4,559,216	4,559,216	0	16,177,600	0	0	16,177,600	16,177,600	16,177,600
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	409,394	0	0	409,394	0	0	409,394	0	5,553,770	0	0	5,553,770	0	5,553,770
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	302,657	0	0	302,657	0	302,657	302,657	0	13,676,641	0	0	13,676,641	13,676,641	13,676,641
22	SW	SE	3,510	0	3,510	(3,510)	3,510	3,510	3,510	0	43,086	0	43,086	(43,086)	43,086	43,086
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	16,009,947	0	16,009,947	0	16,009,947	16,009,947	16,009,947	0	29,679,682	0	29,679,682	29,679,682	29,679,682	29,679,682
25	SW	SW	886,900	0	886,900	0	886,900	886,900	886,900	0	27,002,767	0	27,002,767	27,002,767	27,002,767	27,002,767
26	SW	ML-5	222,273	0	222,273	0	222,273	222,273	222,273	0	940,522	0	940,522	940,522	940,522	940,522
27	SW	ML-6	5,968,382	0	5,968,382	0	5,968,382	5,968,382	5,968,382	0	12,047,266	0	12,047,266	12,047,266	12,047,266	12,047,266
28	SW	ML-7	50,657,815	0	50,657,815	0	50,657,815	50,657,815	50,657,815	0	152,440,000	0	152,440,000	152,440,000	152,440,000	152,440,000
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	2,986,316	0	2,986,316	0	2,986,316	2,986,316	2,986,316	0	12,797,068	0	12,797,068	12,797,068	12,797,068	12,797,068
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	136,811	0	136,811	136,811	136,811	136,811
34	ML-5	ML-6	0	0	0	0	0	0	0	0	88,873	0	88,873	88,873	88,873	88,873
35	ML-5	ML-7	1,817,930	0	1,817,930	0	1,817,930	1,817,930	1,817,930	0	16,371,449	0	16,371,449	16,371,449	16,371,449	16,371,449
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	0	30,000	0	30,000	30,000	30,000	30,000
42	ML-6	ML-7	199,569	0	199,569	0	199,569	199,569	199,569	0	810,204	0	810,204	810,204	810,204	810,204
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	25,660,000	0	25,660,000	0	25,660,000	25,660,000	25,660,000	0	27,570,961	0	27,570,961	27,570,961	27,570,961	27,570,961
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	3,071,341	0	3,071,341	0	3,071,341	3,071,341	3,071,341	0	3,533,462	0	3,533,462	3,533,462	3,533,462	3,533,462
49	ML-7	ML-7	209,506,708	0	209,506,708	0	209,506,708	209,506,708	209,506,708	0	384,472,885	0	384,472,885	384,472,885	384,472,885	384,472,885
50	TOTAL (Dth)		427,346,225	96,590,079	73,748,827	71,638,947	77,860,291	347,107,401	427,346,225	978,615,165	259,683,398	222,153,323	176,584,173	225,365,961	740,583,366	978,615,165
51	Fuel and L&U %			0.21%	0.95%	1.35%	2.03%	0.77%	0.05%		0.16%	0.65%	1.73%	2.31%	0.70%	-0.18%
52	Fuel and L&U Retained by Rate Segment															
53	Unadjusted Fuel and L&U Retained		6,337,543	202,839	700,614	967,126	1,580,564	2,672,727	213,673	13,542,926	415,493	1,443,997	3,054,906	5,205,954	5,184,084	-1,761,507
54	Adjustments															
55	SE-SE (L&U)									26,805					26,805	
56	SE-ML2	(26,389)				(26,389)				(30,363)		(30,363)				
57	ML2-ML2	(4,397)				(4,397)				(7,563)		(7,563)				
58	ML3-ML3	(3,030)				(3,030)				(52,205)		(52,205)				
59	ML3-ML6	0				0				0		0				
60	ML3-ML7	(2,240)				(2,240)				(128,560)		(128,560)				
61	SW-ML5	(2,823)				(2,823)				(13,544)		(13,544)		(13,544)		
62	ML5-ML5	0				0				(1,970)		(1,970)				
63	ML6-ML3	0				0				0		0				
64	ML6-ML6	0				0				(261)		(261)				
65	ML6-ML7	(1,517)				(1,517)				(7,049)		(7,049)				
66	Total Fuel and L&U Retained (Dth)		6,297,148	202,839	700,614	931,071	1,576,224	2,672,727	213,673	13,328,215	415,493	1,443,997	2,836,214	5,183,130	5,184,084	-1,734,703
67	Total Fuel and L&U Retained (Mcf)		6,143,559	197,892	683,526	908,362	1,537,780	2,607,539	208,462	13,003,136	405,359	1,408,777	2,767,038	5,056,713	5,057,642	-1,692,393
68	CenterPoint Reallocation					(197,004)							647,811	(647,811)		
69	Adjusted Total Fuel and L&U Retained (Mcf)		6,143,559	197,892	683,526	1,105,365	1,340,776	2,607,539	208,462	13,003,136	405,359	1,408,777	3,414,848	4,408,902	5,057,642	(1,692,393)

Fuel Rates From Matrix 3 Months, Jan - Mar										
SE AREA		SW AREA		MAINLINE AREA				NORTH		L&U
SE	SW	SE LEG	ML-2	ML-3	SW LEG	ML-5	ML-6	ML-7	L&U	
0.21%	0.95%	1.35%	0.77%	2.03%	0.77%	0.77%	0.77%	0.05%	0.05%	
0.21%	0.95%	0.74%	0.61%	0.76%	1.27%	0.77%	0.05%			
		55%	45%	37%	63%					

Fuel Rates From Matrix 9 Months, Apr - Dec										
SE AREA		SW AREA		MAINLINE AREA				NORTH		L&U
SE	SW	SE LEG	ML-2	ML-3	SW LEG	ML-5	ML-6	ML-7	L&U	
0.16%	0.65%	1.73%	2.31%	0.94%	0.79%	0.87%	0.70%	0.70%	-0.18%	
0.16%	0.65%	0.94%	0.79%	0.87%	1.44%	0.70%	-0.18%			
		54%	46%	38%	62%					

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

		Southeast			Southwest			
From	To	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	SEA 0 + 0 = \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWC-SWS 0 + 0 + 0 + 0.0003 - 0 - 0 = \$0.0003	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0003 - 0 = \$0.0003	SEA+SES+SEC+N 0 + 0 0 + 0.0003 = \$0.0003	SEA+SES+SEC+N 0 + 0 = 0 + 0.0003 = \$0.0003
Southeast Southern ML-2	Complete Backhaul No Charge		SES \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0003 + - 0 - 0 = \$0.0003	SES+SEC+N-SWC 0 + 0 0.0003 - 0 = \$0.0003	SES+SEC+N 0 + 0 + 0.0003 = \$0.0003	SES+SEC+N 0 + 0 + 0.0003 = \$0.0003
Southeast Central ML-3	Complete Backhaul No Charge		Complete Backhaul No Charge	SEC \$0.0000	SEC+N-SWC-SWS 0 + 0.0003 0 - 0 = \$0.0003	SEC+N-SWC 0 + 0.0003 - 0 = \$0.0003	SEC+N 0 + 0.0003 = \$0.0003	SEC+N 0 + 0.0003 = \$0.0003
Southwest Area SW	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0003 - 0 - 0 = \$0.0003	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0003 - 0 = \$0.0003	SWA+SWS+SWC+N 0 + 0 0 + 0.0003 = \$0.0003	SWA \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0003 = \$0.0003	
Southwest Southern ML-5	SWS+SWC+N-SEC-SES 0 + 0 + 0.0003 - 0 - 0 = \$0.0003	SWS+SWC+N-SEC 0 + 0 0.0003 - 0 = \$0.0003	SWS+SWC+N 0 + 0 + 0.0003 = \$0.0003	Complete Backhaul No Charge	SWS \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0003 = \$0.0003	
Southwest Central ML-6	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0003 - 0 = \$0.0003	SWC+N 0 + 0.0003 = \$0.0003	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC \$0.0000	SWC + N 0 + 0.0003 = \$0.0003	
Northern Segment ML-7	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0003	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0003	N \$0.0003	

ANR PIPELINE COMPANY
COMPARISON OF EPC CHARGE BY ROUTE

TO	Southeast						Southwest						Northern								
	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	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)
Southwest Area SW	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0003	\$0.0006	(\$0.0003)
Southwest Southern ML-5	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0003	\$0.0006	(\$0.0003)
Southwest Central ML-6	-----			\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0003	\$0.0006	(\$0.0003)
Northern Segment ML-7	-----			-----			\$0.0003	\$0.0006	(\$0.0003)	-----			-----			\$0.0003	\$0.0006	(\$0.0003)	\$0.0003	\$0.0006	(\$0.0003)

ANR PIPELINE COMPANY
Derivation of EPC Charge for Transportation by Area and Segment
2008

Line No.		SOUTHEAST AREA		SOUTHWEST AREA		MAINLINE AREA			TOTAL
		TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)		(Co. 7)	
1	THROUGHPUT								
2	Bcf (1)	343.7	279.4	274.0	249.1	1044.2			
3	MMDth (1)	352.3	286.4	280.9	255.3	1070.3			
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 263,606		\$ 263,606	
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00025</u>			
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ 52,636		\$ 52,636	
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00005</u>			
8	EPC CHARGE, \$/Dth - (5)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0003</u>		<u>\$ 316,242</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

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

Derivation of EPC Charge Adjustment for Transportation by Area and Segment

	SOUTHEAST AREA		SOUTHWEST AREA		MAINLINE AREA			TOTAL
	TRANSMISSION (Col. 2)	TRANSMISSION (Col. 3)	SOUTHEAST LEG (Col. 4)	SOUTHWEST LEG (Col. 5)	NORTHERN SEGMENT (Co. 6)			
9	Deferred Balance - January 1, 2008 (7)	\$ -	\$ -	\$ -	\$ -	\$ 563,900		\$ 563,900
10	Less: Transporter's EPC Collected (8)	-	-	-	-	540,136		540,136
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ -	\$ 23,764		\$ 23,764
12	Interest (9)	-	-	-	-	28,872		28,872
13	(Over)/Under Recoveries Including Interest	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 52,636</u>		<u>\$ 52,636</u>

- (1) Refer to Line 1, Attachment I, Page 3 of 15. Conversion factor of 1.025 Dth/Mcf.
- (2) Cost of electric power purchases for the period 1/1/08 - 12/31/08. 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, 2008 per RP08-238, Attachment 2, Page 3 of 5 - line 8.
- (8) Refer to Attachment 2, Page 4 of 5.
- (9) Refer to Attachment 2, Page 5 of 5, for the interest calculation.

ANR Pipeline Company
Electric Power Costs by Segment

<u>Line No.</u>	<u>Production Month</u>		<u>Southeast Area</u>	<u>Southwest Area</u>	<u>Mainline Area</u>			<u>Total</u>
					<u>Southeast Leg</u>	<u>Southwest Leg</u>	<u>Northern Segment</u>	
1	January	2008	-	-	-	-	\$ 42,963	\$ 42,963
2	February		-	-	-	-	45,044	45,044
3	March		-	-	-	-	11,593	11,593
4	April		-	-	-	-	11,555	11,555
5	May		-	-	-	-	11,548	11,548
6	June		-	-	-	-	11,742	11,742
7	July		-	-	-	-	11,017	11,017
8	August		-	-	-	-	11,079	11,079
9	September		-	-	-	-	10,904	10,904
10	October		-	-	-	-	18,383	18,383
11	November		-	-	-	-	11,165	11,165
12	December		-	-	-	-	66,613	66,613
13	Total		-	-	-	-	\$ 263,606	\$ 263,606

Transporter's EPC Collected by Segment

<u>Line No.</u>	<u>Production Month</u>		<u>Southeast Area</u>	<u>Southwest Area</u>	<u>Mainline Area</u>			<u>Total</u>
					<u>Southeast Leg</u>	<u>Southwest Leg</u>	<u>Northern Segment</u>	
14	January	2008	-	-	-	-	\$ 36,499	\$ 36,499
15	February		-	-	-	-	34,489	34,489
16	March		-	-	-	-	31,314	31,314
17	April		-	-	-	-	50,384	50,384
18	May		-	-	-	-	49,186	49,186
19	June		-	-	-	-	46,287	46,287
20	July		-	-	-	-	46,619	46,619
21	August		-	-	-	-	44,959	44,959
22	September		-	-	-	-	38,498	38,498
23	October		-	-	-	-	41,603	41,603
24	November		-	-	-	-	49,516	49,516
25	December		-	-	-	-	70,782	70,782
26	Total		-	-	-	-	\$ 540,136	\$ 540,136

ANR PIPELINE COMPANY
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	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. 6 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2008	\$ 563,900	(6)	\$ 42,963	\$ 36,499	\$ 570,364	0.6200%	\$ 3,496	\$ 12	\$ 3,508
2	March	570,364		45,044	34,489	580,919	0.6600%	3,764	\$ 24	3,788
3	April	580,919	7,296	11,593	31,314	568,494	0.5600%	3,294	\$ (37)	3,257
4	May	568,494		11,555	50,384	536,961	0.5700%	3,240	\$ (81)	3,159
5	June	536,961		11,548	49,186	499,323	0.5600%	3,007	\$ (72)	2,935
6	July	499,323	9,351	11,742	46,287	474,129	0.4500%	2,289	\$ (57)	2,232
7	August	474,129		11,017	46,619	438,527	0.4500%	2,134	\$ (59)	2,075
8	September	438,527		11,079	44,959	404,647	0.4400%	1,930	\$ (51)	1,879
9	October	404,647	6,186	10,904	38,498	383,239	0.4200%	1,725	\$ (42)	1,683
10	November	383,239		18,383	41,603	360,019	0.4100%	1,571	\$ (33)	1,538
11	December	360,019		11,165	49,516	321,668	0.4200%	1,512	\$ (59)	1,453
12	January, 2009	321,668	4,674	66,613	70,782	322,173	0.4200%	1,371	\$ (6)	1,365
13	Total			<u>\$ 263,606</u>	<u>\$ 540,136</u>			<u>\$ 29,333</u>	<u>\$ (462)</u>	<u>\$ 28,872</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
Cold Springs 1 Storage (1)
Derivation of Transporter's Use (%)
Volumes Reported in Bcf
2008

<u>Line No.</u>	<u>Transporter's Use (%)</u>	
	<u>Current Transporter's Use (%):</u>	
1	Cold Springs 1 Company Use (2)	0.0510
2	Storage Gas Injected (Transactional Throughput) (3)	11.08
3	Current Transporter's Use (%) (4)	0.46%
	<u>True Up Adjustment (%):</u>	
4	(Over)/Under Recoveries (5)	0.1800
5	Storage Gas Injected (Transactional Throughput) (3)	11.08
6	Annual Transporter's Use Adjustment (%) (6)	1.60%
7	Transporter's Use (%) (7)	2.06%

- (1) The Cold Springs 1 Storage Facility is an incremental facility expansion project which was placed into service on April 1, 2008 pursuant to FERC Orders issued on May 3, 2007 and March 21, 2008 in Docket Nos. CP06-464 & RP08-240, respectively.
- (2) Actual fuel use incurred in 2008 has been adjusted for known and measurable changes in projecting 2009 Cold Springs 1 fuel use. Fuel usage in 2008 included fuel in-kind reimbursed to ANR Storage for services provided to facilitate injections as Cold Springs 1 electric compression was not in service. As such electric compression is now available, the 2009 projection has been adjusted to include only Cold Springs 1 fuel use and L&U, as described in Footnote (1) on Attachment 3, Page 2 of 2.
- (3) Actual 2008 Gas Injected (Transactional Throughput) as calculated on Attachment 3, page 2 of 2, has been adjusted for known and measurable changes in projecting 2009 throughput. It has been assumed that the field will cycle down to a 20% level by March 31, 2009. As such, 80% of storage capacity sold is projected to be injected in 2009. [14.145 mmdth (capacity sold) x 80% / 1.017 (Btu Factor) - .0510 (Company Use) = 11.08]
- (4) Fuel Percentage = 1 - [(Transactional Throughput)/(Fuel+Transactional Throughput)]
- (5) (Over) / Under recoveries for the period April 1 - December 31, 2008;

	<u>Bcf</u>
Actual Fuel Use (Attachment 3, Page 2 of 2, line 13)	0.2471
Fuel Retained (Attachment 3, Page 2 of 2, line 27)	<u>0.0671</u>
(Over)/Under Recoveries	<u><u>0.1800</u></u>

- (6) Fuel Percentage = 1 - [(Transactional Throughput) / ((Over) Under Recoveries + Transactional Throughput)]
- (7) Transporter's Use (%) = Current Transporter's Use (%) + Annual Transporter's Use Adjustment (%).

ANR PIPELINE COMPANY
Cold Springs 1 Storage

Actual Fuel Usage, Fuel Retained and Calculation of Transactional Throughput

Line No	Production Month	Company	Fuel	Total Fuel
		Use (Mcf) (1)	Reimbursed to Others (Mcf) (2)	Use (Mcf) (3)
		(Col. 1)	(Col. 2)	(Col. 3)
1	Jan-08	0	0	0
2	Feb-08	0	0	0
3	Mar-08	0	0	0
4	Apr-08	0	0	0
5	May-08	1,146	29,640	30,786
6	Jun-08	1,721	47,230	48,951
7	Jul-08	2,350	57,658	60,008
8	Aug-08	3,335	57,075	60,410
9	Sep-08	3,532	18,124	21,656
10	Oct-08	4,827	12,767	17,594
11	Nov-08	3,885	0	3,885
12	Dec-08	3,766	0	3,766
13	Total	24,562	222,494	247,056

	Production Month	Transporter's Use (%)	Fuel Retained (Dth)
14	Jan-08	-	0
15	Feb-08	-	0
16	Mar-08	-	0
17	Apr-08	0.5%	9,529
18	May-08	0.5%	11,181
19	Jun-08	0.5%	10,168
20	Jul-08	0.5%	9,739
21	Aug-08	0.5%	10,813
22	Sep-08	0.5%	7,452
23	Oct-08	0.5%	6,745
24	Nov-08	0.5%	1,381
25	Dec-08	0.5%	1,235
26	Total (Dth)		68,243
27	Total (Mcf) (4)		67,102

	Transactional Throughput
28	Total Dth
29	Total Mcf (4)
	13,580,357
	13,353,350

- (1) Company Use includes fuel required to operate the Cold Springs 1 withdrawal gas heater, glycol regeneration skid, hot water boiler and L&U incurred at the facility.
- (2) Cold Springs 1 electric compression was not in service for the period April - October 2008. During this time, service was provided by ANR Storage Company.
- (3) Total Fuel Use is the total of ANR Company Use plus Fuel Reimbursed to Others.
- (4) Btu conversion factor = 1.017%

ANR PIPELINE COMPANY
Cold Springs 1 Storage (1)
Derivation of EPC Charge
2008

<u>Line No.</u>		<u>EPC Charge</u>
1	Storage Gas Injected (Transactional Throughput)	
2	Bcf (2)	11.08
3	MMDth (2)	11.26
4	ELECTRIC POWER COSTS, \$ (3)	\$ 1,626,000
5	CURRENT EPC CHARGE, \$/Dth (4)	\$0.1444
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ (432,450)
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (5)	(\$0.0384)
8	EPC CHARGE, \$/Dth - (6)	\$0.1060

**Derivation of EPC
(Over/Under) Recovery**

9	Deferred Balance - April 1, 2008	\$ -
10	(Over)/Under Recovery (7)	(420,415)
11	Total (Over)/Under Recoveries	<u>\$ (420,415)</u>
12	Interest (8)	(12,035)
13	Total (Over)/Under Recoveries Including Interest	<u><u>\$ (432,450)</u></u>

- (1) The Cold Springs 1 Storage Facility is an incremental facility expansion project which was placed into service on April 1, 2008 pursuant to FERC Orders issued on May 3, 2007 and March 21, 2008 in Docket Nos. CP06-464 & RP08-240 respectively.
- (2) Refer to Attachment 3, Page 1 of 2, Line 2. Conversion factor of 1.017 Dth/Mcf.
- (3) Actual power costs incurred in 2008 have been adjusted for known and measurable changes in projecting 2009 Cold Springs 1 power costs. The 2009 projection reflects a full year of cost projections as compared to a partial year in 2008.
- (4) Current EPC Charge = Line 4 ÷ Line 3.
- (5) Annual EPC Charge Adjustment = Line 6 ÷ Line 3.
- (6) EPC Charge = (Line 4 + Line 6) / Line 3.
- (7) Refer to Attachment 4, Page 2 of 3.
- (8) Refer to Attachment 4, Page 3 of 3 for the interest calculation.

ANR Pipeline Company
Cold Springs 1 Storage
2008

Electric Power Costs

<u>Line No.</u>	<u>Production Month</u>	<u>Amount</u>
1	January	\$ -
2	February	-
3	March	-
4	April	-
5	May	-
6	June	-
7	July	-
8	August	-
9	September	19,415
10	October	32,844
11	November	32,771
12	December	36,871
13	Total	<u>\$ 121,901</u>

Transporter's EPC Collected

	<u>Production Month</u>	<u>Amount</u>
14	January	\$ -
15	February	-
16	March	-
17	April	105,792
18	May	60,734
19	June	83,573
20	July	79,738
21	August	87,462
22	September	50,535
23	October	53,636
24	November	11,017
25	December	9,829
26	Total	<u>\$ 542,316</u>
27	Net (Over)Under Recovery (Line 13 - Line 26)	<u><u>\$ (420,415)</u></u>

ANR PIPELINE COMPANY
Cold Springs 1 Storage
Interest Calculation

<u>Line No.</u>	<u>Accounting Month</u>	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. 6 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	April	\$ -	\$ -	\$ -	\$ -	\$ -	0.5600%	\$ -	\$ -	\$ -
2	May	-	-	-	105,792	(105,792)	0.5700%	-	(221)	(221)
3	June	(105,792)	-	-	60,734	(166,526)	0.5600%	(592)	(115)	(707)
4	July	(166,526)	(928)	-	83,573	(251,027)	0.4500%	(754)	(138)	(892)
5	August	(251,027)	-	-	79,738	(330,765)	0.4500%	(1,130)	(132)	(1,262)
6	September	(330,765)	-	-	87,462	(418,227)	0.4400%	(1,455)	(131)	(1,586)
7	October	(418,227)	(3,740)	19,415	50,535	(453,087)	0.4200%	(1,772)	(48)	(1,820)
8	November	(453,087)	-	32,844	53,636	(473,879)	0.4100%	(1,858)	(29)	(1,887)
9	December	(473,879)	-	32,771	11,017	(452,125)	0.4200%	(1,990)	34	(1,956)
10	January, 2009	(452,125)	(5,663)	36,871	9,829	(430,746)	0.3800%	(1,740)	36	(1,704)
11	Total			<u>\$ 121,901</u>	<u>\$ 542,316</u>			<u>\$ (11,291)</u>	<u>\$ (746)</u>	<u>\$ (12,035)</u>

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

ANR PIPELINE COMPANY
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2
2008

<u>Line No.</u>	<u>2008 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2007 Dth</u> (B) (Col. 2)	<u>Dec. 2008 Dth</u> (C) (Col. 3)	<u>2008 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2008 Fuel Filing Mcf</u> (Col. 5)
1 Company Use	18,607,407 (1)	1,697,947	1,506,012	18,415,472 (3)	17,974,000 (5)
2 LAUF	411,358 (2)	7,553	(117,316)	286,489 (4)	280,000 (6)

- (1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812). The total is 18,635,636 Dth of which 18,607,407 ANR's general system company use, 21,149 Dth Cold Springs 1 company use, and 7,080 Dth related to a reimburseable project.
- (2) FORM 2 Page 331, Line 6 (Acct.812).
- (3) Company Use of Gas reports in Appendix A
- (4) L&U from Attachment 1, Page 4, Line 1 converted to Dth using a 1.025 Dth/Mcf conversion factor.
- (5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (16.963 + 1.011 = 17.974) or Company Use of Gas reports in Appendix A.
- (6) L&U from Attachment 1, Page 4, Line 1

**ANR PIPELINE COMPANY
RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2
2008**

<u>Line No.</u>	<u>2008 FORM 2 \$ (A) (Col. 1)</u>	<u>Dec. 2007 \$ (B) (Col. 2)</u>	<u>Dec. 2008 \$ (C) (Col. 3)</u>	<u>2008 Electric Power \$ (A) - (B) + (C) (Col. 4)</u>
1 Weyauwega, WI	196,257 (1)	10,429	77,778	263,606 (2)
2 Fuel Tracker Electric	281,675 (3)	0	5,695	287,370 (4)

(1) FORM 2 Page 323, Account 855 - \$196,373 includes \$116 of late charges that are not included in fuel filing

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

(3) FORM 2 Page 232, Account 182.3

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

**ANR PIPELINE COMPANY
COLD SPRINGS 1 STORAGE
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2
2008**

<u>Line No.</u>	<u>2008 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2007 Dth</u> (B) (Col. 2)	<u>Dec. 2008 Dth</u> (C) (Col. 3)	<u>2008 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2008 Fuel Filing Mcf</u> (Col. 5)
1 Company Use	21,149 (1)	0	3,830	24,979 (2)	24,562 (3)

- (1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812). The total is 18,635,636 Dth of which 18,607,407 Dth is ANR's general system company use, 21,149 Dths is Cold Springs 1 company use, and 7,080 Dths related to a reimburseable project.
(2) Company Use of Gas reports in Appendix A
(3) Fuel Total from Attachment 3, Page 2, Line 13, Col. 1

<u>Line No.</u>	<u>2008 FORM 2 \$</u> (A) (Col. 1)	<u>Dec. 2007 \$</u> (B) (Col. 2)	<u>Dec. 2008 \$</u> (C) (Col. 3)	<u>2008 Electric Power \$</u> (A) - (B) + (C) (Col. 4)
2 Cold Springs1, MI	0	0	121,901	121,901 (4)
3 Fuel Tracker - Electric	532,487 (5)	0	(112,072)	420,415 (6)

- (4) Electric Power Costs, Attachment 4, Page 2 Line 13
(5) FORM 2 Page 278, Account 254
(6) Electric Power Costs, Attachment 4, Page 2 Line 27