



November 23, 2021

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

**ANR Pipeline Company**  
700 Louisiana Street, Suite 1300  
Houston, TX 77002-2700

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Re: ANR Pipeline Company  
**Adjustment to Transporter's Use (%)s**  
Docket No. RP22-\_\_\_\_-000

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act ("NGA") and Part 154 of the Federal Energy Regulatory Commission's ("FERC" or "Commission") regulations,<sup>1</sup> ANR Pipeline Company ("ANR") respectfully submits for filing and acceptance revised Section 4.18<sup>2</sup> to be part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), to remove the surcharges included as part of the Transporter's Use (%)s through December 31, 2021. ANR respectfully requests that the Commission accept the tariff section, included herein as Appendix A-1, to become effective January 1, 2022.

### **Correspondence**

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

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<sup>1</sup> 18 C.F.R. Part 154 (2021).

<sup>2</sup> Specifically, Part 4.18 – Statement of Rates, Transporter's Use (%) ("Section 4.18").

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

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

In accordance with the Commission’s December 7 Order, as defined below, ANR submits for filing and acceptance revised Section 4.18 to remove the surcharges included as part of the Transporter’s Use (%)s through December 31, 2021.

### **Background**

On August 21, 2020, in Docket No. RP19-741-003, ANR filed a refund proposal (“Refund Proposal”) for the under- and over-collections of Transporter’s Use (%)s and Electric Power Cost Charges (“EPC Charges”) during the period April 1, 2019 through March 31, 2020 (the “Locked-In Period”)<sup>3</sup> in compliance with the Commission’s July 24, 2020 Order on Compliance Filing.<sup>4</sup> ANR’s Refund Proposal included the prospective application of positive and negative surcharges (collectively, the “Surcharges”) to account for the under- and over-collections of Transporter’s Use (%) during the Locked-In Period,<sup>5</sup> and an adjustment mechanism since ANR’s 2020 fuel filing reflected an under-recovered balance related to the Locked-In Period (the “True-Up Adjustment”).<sup>6</sup>

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<sup>3</sup> *ANR Pipeline Company*, ANR 2019 Compliance Filing – Refund Proposal, Docket No. RP19-741-003 (August 21, 2020).

<sup>4</sup> *ANR Pipeline Company*, 172 FERC ¶ 61,090 (2020).

<sup>5</sup> *Id.* at P. 24 (the Commission accepted the proposed refund for the Locked-In Period since ANR had been assessing Transporter’s Use percentages and EPC Charges to all shippers regardless of direction of flow beginning April 1, 2020).

<sup>6</sup> To account for the under-recovered balance relating to the Locked-In Period, ANR proposed that the True-up Adjustment effectively back out the under-recovered Transporter’s Use balance included in the 2020 fuel filing to offset the fuel being recovered through the surcharges so there would be no risk of an over-recovery of fuel from the fuel surcharges.

In its December 7, 2020 Order,<sup>7</sup> the Commission accepted ANR's Refund Proposal, including the True-Up Adjustment and the application of the Surcharges for a 12-month period, commencing January 1, 2021 ("December 7 Order").

On March 1, 2021, as amended on March 11, 2021, ANR filed revised tariff records in Docket Nos. RP21-588-000 and RP21-588-001, along with supporting workpapers, to adjust its annual Transporter's Use (%)s and EPC Charges pursuant to the fuel and EPC re-determination provisions in its Tariff (collectively, "March Filing"). The redetermined Transporter's Use (%)s proposed in the March Filing included the Surcharges and True-Up Adjustment approved by the Commission in its December 7 Order for the period of April 1, 2021 through December 31, 2021. The summary workpapers included as Appendix B-1 to ANR's March Filing reflected the application of Transporter's Use (%)s and EPC Charges to all shippers regardless of direction of flow and an adjustment to the Transporter's Use (%) for transportation services associated with the over- and under-collection of gas on ANR's system. Appendix B-2 to ANR's March Filing reflected the application of the Surcharges and True-Up Adjustment, as described above, to the Transporter's Use (%)s in accordance with the Commission's December 7 Order.<sup>8</sup> On April 9, 2021, the Commission accepted the revised tariff records included with ANR's March Filing, effective April 1, 2021 ("April 9 Order").<sup>9</sup>

### Instant Filing

As described above, ANR's Refund Proposal sought to implement the True-Up Adjustment and asses Surcharges over a 12-month period, and the Commission's December 7 Order accepted ANR's Refund Proposal, effective January 1, 2021.

In accordance with the Commission's December 7 Order, ANR is submitting revised Section 4.18 to reflect the removal of the True-Up Adjustment and Surcharges, which were included in the redetermined Transporter's Use (%)s accepted by the Commission in its April 9 Order. ANR recognizes that the Commission previously approved the redetermined Transporter's Use (%)s,<sup>10</sup>

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<sup>7</sup> *ANR Pipeline Company*, Order Addressing Arguments Raised on Rehearing and Accepting Compliance Filing, Docket No.'s RP19-741-003 and RP19-741-004, 173 FERC ¶ 61,213 (2020).

<sup>8</sup> Due to the relatively minor amount of under-collected EPC Charges, ANR did not propose prospective EPC surcharges as part of its Refund Proposal. See December 7 Order, at P 20.

<sup>9</sup> *ANR Pipeline Company*, 175 FERC ¶ 61,011 (2021).

<sup>10</sup> *Id.*

however in the interest of completeness, ANR is resubmitting the summary level workpapers that were included as Appendix B-1, Attachment 1 to ANR's March 11 amendment filing in support ANR's redetermined Transporter's Use (%).

### **Effective Date**

ANR respectfully requests that the Commission accept the proposed tariff section, included as Appendix A-1, to become effective January 1, 2022.

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

There are no other filings before the Commission that may significantly affect the changes proposed herein.

### **Contents of Filing**

In accordance with Section 154.7 of the Commission's regulations, ANR is submitting the following via its electronic tariff filing:

1. This transmittal letter;
2. Clean tariff section (Appendix A-1);
3. Marked tariff section (Appendix A-2); and
4. Summary level workpapers in support of the previously approved redetermined fuel rate (Appendix B-1).

### **Certificate of Service**

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

Pursuant to Section 385.2005 of the Commission's regulations, the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of her knowledge and belief. Additionally, the undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to Jonathan Scullion at (832) 320-5520.

Respectfully submitted,

ANR Pipeline Company

A handwritten signature in black ink, appearing to read "Sorana M. Linder", written over a horizontal line.

Sorana M. Linder  
Director, Rates, Tariffs & Modernization

Enclosures

# Appendix A-1

## Clean Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates Transporter's Use (%)	v.17.0.0

TRANSPORTER'S USE (%)

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

	(PERCENTAGE)						
	SOUTHEAST			SOUTHWEST			NORTHERN
TO:	S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
-----	(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
FROM:							
-----							
SOUTHEAST AREA (SE)	0.57	1.35	2.00	3.71	3.59	3.16	2.44
S.E. SOUTHERN SEGMENT (ML-2)	1.35	0.93	1.58	3.29	3.17	2.74	2.02
S.E. CENTRAL SEGMENT (ML-3)	2.00	1.58	0.80	2.51	2.39	1.96	1.24
SOUTHWEST AREA (SW)	3.71	3.29	2.51	0.27	0.70	1.42	1.86
S.W. SOUTHERN SEGMENT (ML-5)	3.59	3.17	2.39	0.70	0.58	1.30	1.74
S.W. CENTRAL SEGMENT (ML-6)	3.16	2.74	1.96	1.42	1.30	0.87	1.31
NORTHERN SEGMENT (ML-7)	2.44	2.02	1.24	1.86	1.74	1.31	0.59

NOTES:

1. (a) There will be no charge for Transporter's Use on services performed within any Hub or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): 0.98%.
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: 0.15%.

2. Incremental Transporter's Use % for the Grand Chenier Xpress Project:

		(PERCENTAGE) SOUTHEAST
		-----
	TO:	S.E. Area
	-----	-----
		(SE)
FROM:		
-----		
SOUTHEAST AREA		0.74

NOTES:

1. Pursuant to the Commission Order issued in Docket No. CP20-8-000, Shippers subscribing to capacity created by the Grand Chenier XPress Project shall be charged an incremental Transporter's Use (%).
2. The area and segment listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff and are illustrated on ANR's system map in Section 3.



# Appendix A-2

## Marked Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates Transporter's Use (%)	v.17.0.0

TRANSPORTER'S USE (%)

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

		(PERCENTAGE)						
		SOUTHEAST			SOUTHWEST			NORTHERN
TO:		S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	Segment
FROM:		(SE)	(ML-2)	(ML-3)	(SW)	(ML-5)	(ML-6)	(ML-7)
	SOUTHEAST AREA (SE)	0.5730	1.35076	2.00116	3.71418	3.59387	3.1602	2.44160
	S.E. SOUTHERN SEGMENT (ML-2)	1.35200	0.9356	1.58096	3.2998	3.1767	2.7482	2.02140
	S.E. CENTRAL SEGMENT (ML-3)	2.0094	1.58239	0.8050	2.51375	2.39344	1.96236	1.24094
	SOUTHWEST AREA (SW)	3.71440	3.2985	2.5173	0.272	0.7063	1.4235	1.8679
	S.W. SOUTHERN SEGMENT (ML-5)	3.59428	3.1773	2.3961	0.70149	0.5851	1.3023	1.7467
	S.W. CENTRAL SEGMENT (ML-6)	3.16410	2.74332	1.96220	1.42291	1.30260	0.8782	1.3126
	NORTHERN SEGMENT (ML-7)	2.44340	2.0285	1.2473	1.86337	1.74306	1.3196	0.5954

NOTES:

1. (a) There will be no charge for Transporter's Use on services performed within any Hub or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): 0.98%.
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: 0.15%.

2. Incremental Transporter's Use % for the Grand Chenier Xpress Project:

		(PERCENTAGE) SOUTHEAST
		-----
	TO:	S.E. Area
	-----	-----
		(SE)
FROM:		
-----		
SOUTHEAST AREA		0.74

NOTES:

1. Pursuant to the Commission Order issued in Docket No. CP20-8-000, Shippers subscribing to capacity created by the Grand Chenier XPress Project shall be charged an incremental Transporter's Use (%).
2. The area and segment listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff and are illustrated on ANR's system map in Section 3.

# **Appendix B-1**

Attachment 1  
Summary Workpapers

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

From	Southeast			Southwest			
	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7
Southeast Area SE	SEA + LU 0.42 + 0.15 = 0.57	SEA + SES + LU 0.42 + 0.78 + 0.15 = 1.35	SEA + SES SEC + LU 0.42 + 0.78 0.65 + 0.15 = 2.00	SEA+SES+SEC+N+ SWC+SWS+SWA+LU 0.42 + 0.78 + 0.65 + 0.44 +0.72+0.43+0.12+0.15 = 3.71	SEA + SES + SEC + N + SWC + SWS + LU 0.42 + 0.78 + 0.65 + 0.44+0.72+0.43+0.15 = 3.59	SEA + SES + SEC + N + SWC + LU 0.42 + 0.78 + 0.65 + 0.44 + 0.72 + 0.15 = 3.16	SEA + SES + SEC + N + LU 0.42 + 0.78 + 0.65 + 0.44 + 0.15 = 2.44
Southeast Southern ML-2	SES + SEA + LU 0.78 + 0.42 + 0.15 = 1.35	SES + LU 0.78 + 0.15 = 0.93	SES + SEC + LU 0.78 + 0.65 + 0.15 = 1.58	SES + SEC + N + SWC + SWS + SWA + LU 0.78 + 0.65 + 0.44 0.72+0.43+0.12+0.15 = 3.29	SES + SEC + N + SWC + SWS + LU 0.78 + 0.65 + 0.44 0.72 + 0.43 + 0.15 = 3.17	SES + SEC N + SWC + LU 0.78 + 0.65 + 0.44 0.72 + 0.15 = 2.74	SES + SEC N + LU 0.78 + 0.65 + 0.44 + 0.15 = 2.02
Southeast Central ML-3	SEC + SES + SEA + LU 0.65 + 0.78 + 0.42 + 0.15 = 2.00	SEC + SES + LU 0.65 + 0.78 + 0.15 = 1.58	SEC + LU 0.65 + 0.15 = 0.80	SEC + N + SWC + SWS + SWA + LU 0.65 + 0.44 + 0.72 + 0.43 + 0.12 + 0.15 = 2.51	SEC + N + SWC + SWS + LU 0.65 + 0.44 + 0.72 + 0.43 + 0.15 = 2.39	SEC + N + SWC + LU 0.65 + 0.44 + 0.72 + 0.15 = 1.96	SEC + N + LU 0.65 + 0.44 + 0.15 = 1.24
Southwest Area SW	SWA + SWS + SWC + N + SEC + SES + SEA + LU 0.12 + 0.43 + 0.72 + 0.44 + 0.65 + 0.78 + 0.42 + 0.15 = 3.71	SWA + SWS + SWC + N + SEC + SES + LU 0.12 + 0.43 + 0.72 + 0.44 + 0.65 + 0.78 + 0.15 = 3.29	SWA + SWS + SWC + N + SEC + LU 0.12 + 0.43 + 0.72 + 0.44 + 0.65 + 0.15 = 2.51	SWA + LU 0.12 + 0.15 = 0.27	SWA + SWS + LU 0.12 + 0.43 + 0.15 = 0.70	SWA+SWS+SWC + LU 0.12 + 0.43 + 0.72 + + 0.15 = 1.42	SWA + SWS + SWC + N + LU 0.12 + 0.43 + 0.72 + 0.44 + 0.15 = 1.86
Southwest Southern ML-5	SWS + SWC + N + SEC + SES + SEA + LU 0.43 + 0.72 + 0.44 0.65 + 0.78 + 0.42 + 0.15 = 3.59	SWS + SWC + N + SEC + SES + LU 0.43 + 0.72 + 0.44 + 0.65 + 0.78 + 0.15 = 3.17	SWS + SWC + N + SEC + LU 0.43 + 0.72 + 0.44 + 0.65 + 0.15 = 2.39	SWS + SWA + LU 0.43 + 0.12 + 0.15 = 0.70	SWS + LU 0.43 + 0.15 = 0.58	SWS + SWC + LU 0.43 + 0.72 + 0.15 = 1.30	SWS + SWC + N + LU 0.43 + 0.72 + 0.44 + 0.15 = 1.74
Southwest Central ML-6	SWC + N + SEC + SES + SEA + LU 0.72 + 0.44 + 0.65 + 0.78 + 0.42 + 0.15 = 3.16	SWC+N+SEC+SES+LU 0.72 + 0.44 + 0.65 + 0.78 + 0.15 = 2.74	SWC + N + SEC + LU 0.72 + 0.44 + 0.65 + 0.15 = 1.96	SWC + SWS + SWA + LU 0.72+0.43+0.12 + 0.15 = 1.42	SWC + SWS + LU 0.72 + 0.43 + 0.15 = 1.30	SWC + LU 0.72 + 0.15 = 0.87	SWC + N + LU 0.72 + 0.44 + 0.15 = 1.31
Northern Segment ML-7	N + SEC + SES + SEA + LU 0.44 + 0.65 + 0.78 + 0.42 + 0.15 = 2.44	N + SEC + SES + LU 0.44 + 0.65 + 0.78 + 0.15 = 2.02	N + SEC + LU 0.44 + 0.65 + 0.15 = 1.24	N + SWC + SWS + SWA + LU 0.44 + 0.72 + 0.43 + 0.12 + 0.15 = 1.86	N + SWC + SWS + LU 0.44 + 0.72 + 0.43 + 0.15 = 1.74	N + SWC + LU 0.44 + 0.72 + 0.15 = 1.31	N + LU 0.44 + 0.15 = 0.59

**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	0.57	0.39	0.18	1.35	1.18	0.17	2.00	1.84	0.16	3.71	4.31	-0.60	3.59	4.02	-0.43	3.16	3.38	-0.22	2.44	2.32	0.12	
Southeast Southern ML-2	1.35	1.18	0.17	0.93	0.92	0.01	1.58	1.58	0.00	3.29	4.05	-0.76	3.17	3.76	-0.59	2.74	3.12	-0.38	2.02	2.06	-0.04	
Southeast Central ML-3	2.00	1.84	0.16	1.58	1.58	0.00	0.80	0.79	0.01	2.51	3.26	-0.75	2.39	2.97	-0.58	1.96	2.33	-0.37	1.24	1.27	-0.03	
Southwest Area SW	3.71	4.31	-0.60	3.29	4.05	-0.76	2.51	3.26	-0.75	0.27	0.42	-0.15	0.70	1.06	-0.36	1.42	2.12	-0.70	1.86	2.60	-0.74	
Southwest Southern ML-5	3.59	4.02	-0.43	3.17	3.76	-0.59	2.39	2.97	-0.58	0.70	1.06	-0.36	0.58	0.77	-0.19	1.30	1.83	-0.53	1.74	2.31	-0.57	
Southwest Central ML-6	3.16	3.38	-0.22	2.74	3.12	-0.38	1.96	2.33	-0.37	1.42	2.12	-0.70	1.30	1.83	-0.53	0.87	1.19	-0.32	1.31	1.67	-0.36	
Northern Segment ML-7	2.44	2.32	0.12	2.02	2.06	-0.04	1.24	1.27	-0.03	1.86	2.60	-0.74	1.74	2.31	-0.57	1.31	1.67	-0.36	0.59	0.61	-0.02	
Storage	0.98	0.73	0.25	L & U			0.15	0.13	0.02													

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Transportation by Area and Segment**  
**Volumes Reported in Bcf**  
**2020**

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	337.5 (1)	462.3	200.1	902.7	197.2	1109.1	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	1.565	1.059	6.805	3.157	4.066	16.652
3	858 ACCOUNT	0.000	0.000	0.000	0.000	0.000	0.836	0.836
4	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.000	0.057	0.057
5	TOTAL FUEL	<u>0.000</u>	<u>1.565</u>	<u>1.059</u>	<u>6.805</u>	<u>3.157</u>	<u>4.959</u>	<u>17.545</u>
6	THROUGHPUT	337.50	462.30	200.10	902.70	197.20	1109.10	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	<u>0.00%</u>	<u>0.34%</u>	<u>0.53%</u>	<u>0.75%</u>	<u>1.58%</u>	<u>0.45%</u>	
8	(OVER)/UNDER RECOVERIES (5)	0.000	0.380	(0.823)	6.150	(0.846)	(0.067)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>	<u>0.08%</u>	<u>-0.41%</u>	<u>0.68%</u>	<u>-0.43%</u>	<u>-0.01%</u>	
10	TRANSPORTER'S USE (%) - FUEL (6)	<u>0.00%</u>	<u>0.42%</u>	<u>0.12%</u>	<u>1.43%</u>	<u>1.15%</u>	<u>0.44%</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	0.78%	(2)	0.43%	(3)
CENTRAL	0.65%	(2)	0.72%	(3)
TOTAL	1.43%		1.15%	

- (1) Based on ANR SE gathering receipt percentage of 73%.  
(2) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x 1.43% = 0.78%). Central has 5 stations (5/11 x 1.43% = 0.65%).  
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 1.15% = 0.43%). Central has 5 stations (5/8 x 1.15% = 0.72%).  
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].  
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2020; 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**  
**2020**

<u>Line</u> <u>No.</u>		
1	L&U	3.398
2	THROUGHPUT	1,866
3	CURRENT TRANSPORTER'S USE (%) - L&U (1)	<u>0.18%</u>
4	(OVER)/UNDER RECOVERIES (2)	(0.610)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (2)	<u>-0.03%</u>
6	<b>TRANSPORTER'S USE (%) - L&amp;U (3)</b>	<u>0.15%</u>

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

(2) (Over)/under recoveries for the period Jan 1 - Dec 31, 2020; Refer to Attachment 1, Page 7 of 15.

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

(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  
2020

<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	Great Lakes Gas Transmission L.P.	NORTH	17.247	0.033
2	DTE Gas Company	NORTH	79.388	0.803
3	Total			<u><u>0.836</u></u>

ANR PIPELINE COMPANY  
Derivation of Transporter's Use (%) for Storage  
Volumes Reported in Bcf  
2020

<u>Line No.</u>		<u>Storage Transporter's Use (%) (1)</u>
<b><u>INJECTION COMPANY USE</u></b>		
1	ANRPL STORAGE AREA	0.531
2	STORAGE FUEL REIMBURSED TO OTHERS (2)	<u>0.856</u>
3	GROSS STORAGE CO USE	1.387
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (3)	0.057
6	NET COMPANY USE FOR STORAGE	<u>1.330</u>
7	<b><u>STORAGE GAS INJECTED</u></b>	
8	TOTAL STORAGE GAS INJECTED	160.67
9	LESS: SYSTEM BALANCING VOLUME	7.10
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>153.57</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (4)	<u>0.86%</u>
12	(OVER)/UNDER RECOVERIES (5)	0.180
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.12%</u>
14	<b>TRANSPORTER'S USE (%) - STORAGE</b>	<u>0.98%</u> (6)

ANR PIPELINE COMPANY  
Deferred Transporter's Use Account  
Volumes Reported in Bcf  
Jan 1 - Dec 31, 2020

Line No.		MAINLINE AREA					TRANSMISSION		TOTAL TRANS. (Co. 8)	STORAGE (Co. 9)	TOTAL (Co. 10)
		SE AREA	SW AREA	SOUTHEAST	SOUTHWEST	NORTHERN	FUEL	L&U			
		TRANSMISSION (Col. 1)	TRANSMISSION (Col. 2)	LEG (Col. 3)	LEG (Col. 4)	SEGMENT (Col. 5)	(Co. 6)	(Co. 7)			
1	FUEL USE AND L&U	1.565	1.059	6.805	3.157	4.066	16.652	3.398	20.050	1.330	21.380
2	858 ACCOUNT	0.000	0.000	0.000	0.000	0.836	0.836		0.836		0.836
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>1.565</u></b>	<b><u>1.059</u></b>	<b><u>6.805</u></b>	<b><u>3.157</u></b>	<b><u>4.959</u></b>	<b><u>17.545</u></b>	<b><u>3.398</u></b>	<b><u>20.943</u></b>	<b><u>1.330</u></b>	<b><u>22.273</u></b>
5	<b>CURRENT TRANSPORTER'S USE (2)</b>	<b><u>1.185</u></b>	<b><u>1.882</u></b>	<b><u>0.655</u></b>	<b><u>4.003</u></b>	<b><u>5.026</u></b>	<b><u>12.751</u></b>	<b><u>4.008</u></b>	<b><u>16.759</u></b>	<b><u>1.150</u></b>	<b><u>17.909</u></b>
6	<b>TOTAL (OVER)/UNDER RECOVERIES</b>	<b><u>0.380</u></b>	<b><u>(0.823)</u></b>	<b><u>6.150</u></b>	<b><u>(0.846)</u></b>	<b><u>(0.067)</u></b>	<b><u>4.794</u></b>	<b><u>(0.610)</u></b>	<b><u>4.184</u></b>	<b><u>0.180</u></b>	<b><u>4.364</u></b>

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

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



**ANR Pipeline Company**

**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**  
**2020**

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)
1	SE	SE	168,991,080	168,991,080	0	0	0	0
2	SE	ML-2	4,894,924	4,894,924	0	4,894,924	0	0
3	SE	ML-3	4,434,583	4,434,583	0	4,434,583	0	0
4	SE	SW	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0
7	SE	ML-7	3,816,091	3,816,091	0	3,816,091	0	3,816,091
8	ML-2	SE	63,175,182	63,175,182	0	63,175,182	0	0
9	ML-2	ML-2	24,792,099	0	0	24,792,099	0	0
10	ML-2	ML-3	198,029	0	0	198,029	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	58,107	0	0	58,107	58,107	58,107
14	ML-2	ML-7	5,472,768	0	0	5,472,768	0	5,472,768
15	ML-3	SE	240,126,950	240,126,950	0	240,126,950	0	0
16	ML-3	ML-2	132,430,412	0	0	132,430,412	0	0
17	ML-3	ML-3	91,667,477	0	0	91,667,477	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	356,852	0	0	356,852	356,852	356,852
21	ML-3	ML-7	366,904,658	0	0	366,904,658	0	366,904,658
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	1,148,034	0	1,148,034	1,148,034	1,148,034	1,148,034
25	SW	SW	10,756,526	0	10,756,526	0	0	0
26	SW	ML-5	3,302,456	0	3,302,456	0	3,302,456	0
27	SW	ML-6	49,166,551	0	49,166,551	0	49,166,551	0
28	SW	ML-7	145,399,773	0	145,399,773	0	145,399,773	145,399,773
29	ML-5	SE	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0
32	ML-5	SW	230,092	0	230,092	0	230,092	0
33	ML-5	ML-5	12,114	0	0	0	12,114	0
34	ML-5	ML-6	182,431	0	0	0	182,431	0
35	ML-5	ML-7	1,654,429	0	0	0	1,654,429	1,654,429
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	382,484	0	0	0	382,484	0
42	ML-6	ML-7	928,869	0	0	0	928,869	928,869
43	ML-7	SE	0	0	0	0	0	0
44	ML-7	ML-2	720,535	0	0	720,535	0	720,535
45	ML-7	ML-3	7,586,055	0	0	7,586,055	0	7,586,055
46	ML-7	SW	89,532	0	89,532	0	89,532	89,532
47	ML-7	ML-5	71,385	0	0	0	71,385	71,385
48	ML-7	ML-6	4,107,830	0	0	0	4,107,830	4,107,830
49	ML-7	ML-7	626,223,741	0	0	0	0	626,223,741
50	<b>TOTAL (Dth)</b>		<b>1,959,282,049</b>	<b>485,438,810</b>	<b>210,092,964</b>	<b>947,782,756</b>	<b>207,090,939</b>	<b>1,164,538,659</b>
51	<b>TOTAL (Mcf) (1)</b>		1,865,982,904	462,322,676	200,088,537	902,650,244	197,229,466	1,109,084,437

(1) Conversion Factor 1.050

**ANR PIPELINE COMPANY**  
**Derived Transactional Throughput By Rate Route**  
**2020**

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 2020 (Col. 13)
1	SE	SE	15,515,862	14,541,375	15,323,707	12,214,229	13,116,338	16,262,482	17,707,338	13,445,051	13,002,170	13,208,031	11,037,299	13,617,198	168,991,080
2	SE	ML-2	962,925	657,113	460,776	141,028	637,138	260,952	212,128	148,816	261,957	406,586	218,409	527,096	4,894,924
3	SE	ML-3	558,349	538,567	497,002	333,957	272,501	149,694	120,299	122,593	129,689	328,249	646,096	737,587	4,434,583
4	SE	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SE	ML-7	753,690	714,900	611,742	367,900	286,430	39,577	42,946	51,114	85,681	187,655	300,619	373,837	3,816,091
8	ML-2	SE	11,593,803	6,577,627	3,102,482	4,865,210	6,198,526	4,592,701	5,625,119	3,520,923	3,731,376	4,254,368	3,966,451	5,146,596	63,175,182
9	ML-2	ML-2	2,342,891	1,759,262	2,266,452	2,284,332	2,675,698	2,480,554	3,081,819	2,461,707	1,858,073	1,450,660	1,034,848	1,095,803	24,792,099
10	ML-2	ML-3	14,378	9,231	27,164	23,608	5,918	14,763	4,049	43,105	14,327	22,300	8,036	11,150	198,029
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	58,107	0	0	0	0	0	0	0	0	0	0	0	58,107
14	ML-2	ML-7	479,823	285,204	318,317	463,741	470,160	456,562	472,537	472,109	453,757	467,117	599,050	534,391	5,472,768
15	ML-3	SE	16,988,328	19,685,440	22,154,329	20,816,535	20,686,420	20,002,341	19,498,897	19,580,519	17,874,296	21,044,704	21,264,870	20,530,271	240,126,950
16	ML-3	ML-2	11,706,650	12,086,494	11,522,455	9,622,050	11,201,068	10,549,503	12,110,456	11,660,839	10,729,213	10,047,436	9,483,452	11,710,796	132,430,412
17	ML-3	ML-3	8,740,878	8,307,596	7,003,871	7,079,701	5,701,938	5,949,209	7,897,618	6,805,053	6,314,779	8,458,846	9,188,102	10,219,886	91,667,477
18	ML-3	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
19	ML-3	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	N/A
20	ML-3	ML-6	57,901	3,929	0	0	0	0	0	0	0	66,776	96,077	132,169	356,852
21	ML-3	ML-7	33,474,786	22,031,360	32,775,766	35,868,687	36,865,860	32,979,862	32,206,270	28,454,064	34,553,479	31,119,774	27,557,875	19,016,875	366,904,658
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	130,416	88,272	104,208	127,661	142,380	118,432	68,282	61,635	68,697	65,314	72,110	100,627	1,148,034
25	SW	SW	1,112,873	804,773	469,181	841,925	208,407	323,398	1,248,781	603,644	946,247	2,730,389	982,048	484,860	10,756,526
26	SW	ML-5	260,684	256,741	286,834	286,273	278,992	288,233	300,554	281,979	279,085	300,460	248,377	264,244	3,302,456
27	SW	ML-6	4,717,357	4,404,434	4,546,917	4,478,056	3,903,196	3,715,469	3,748,342	3,631,163	3,616,343	4,242,729	3,931,821	4,230,724	49,166,551
28	SW	ML-7	15,766,368	14,206,224	13,199,736	15,255,425	11,811,136	10,612,292	11,463,456	10,731,982	11,171,368	9,365,722	11,188,488	10,627,576	145,399,773
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	15,532	8,000	0	467	7,094	10,174	41,536	1,400	42,376	103,420	93	0	230,092
33	ML-5	ML-5	0	0	0	0	0	0	6,701	5,413	0	0	0	0	12,114
34	ML-5	ML-6	12,340	12,224	5,570	13,089	14,967	11,265	8,315	11,051	45,008	18,829	15,074	14,699	182,431
35	ML-5	ML-7	0	0	0	8,035	3,510	61,955	128,054	145,097	367,797	883,143	55,865	973	1,654,429
36	ML-6	SE	N/A	N/A	N/A	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	N/A	N/A	N/A	0	0	0	0	0	0	0	0	0	0
40	ML-6	ML-5	N/A	N/A	N/A	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	0	3,436	0	0	59,867	59,867	75,976	58,622	27,816	51,564	34,791	10,545	382,484
42	ML-6	ML-7	32,042	28,210	140,033	82,727	102,452	90,263	115,641	78,193	42,983	91,794	52,992	71,539	928,869
43	ML-7	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
44	ML-7	ML-2	62,096	114,030	45,009	33,756	34,564	36,371	26,720	26,672	38,986	50,539	90,666	161,126	720,535
45	ML-7	ML-3	1,580,612	1,666,393	970,647	201,269	129,982	15,393	53,252	201,502	219,771	167,919	811,141	1,568,174	7,586,055
46	ML-7	SW	0	0	0	0	0	0	0	187	0	62,523	13,823	12,999	89,532
47	ML-7	ML-5	0	0	0	1,142	0	0	0	0	3,129	677	22,498	43,939	71,385
48	ML-7	ML-6	726,114	859,823	524,616	128,771	70,715	15,721	22,963	35,976	44,867	142,785	588,861	946,618	4,107,830
49	ML-7	ML-7	79,618,986	78,978,221	65,873,906	44,450,467	45,142,775	38,518,350	40,083,498	39,828,995	35,881,908	45,385,384	46,955,746	65,505,505	626,223,741
50	TOTAL (Dth)		207,283,791	188,628,879	182,200,720	159,990,041	160,028,032	147,615,383	156,371,547	142,469,404	141,805,178	154,725,693	150,465,578	167,697,803	1,959,282,049
51	TOTAL (Mcf) (2)		197,413,134	179,646,551	173,524,495	152,371,468	152,407,650	140,586,079	148,925,283	135,685,147	135,052,550	147,357,803	143,300,550	159,712,193	1,865,982,903
52	Storage (Dth) (1)		5,064,406	5,732,399	9,771,208	22,140,202	26,976,826	20,645,440	13,917,654	14,661,227	17,065,601	11,286,319	11,266,873	2,718,094	161,246,249
53	Storage (Mcf) (2)		4,823,244	5,459,428	9,305,912	21,085,907	25,692,215	19,662,324	13,254,909	13,963,073	16,252,953	10,748,875	10,730,355	2,588,661	153,567,856

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

(2) Conversion Factor 1.050

ANR PIPELINE COMPANY  
Fuel Percentages By Rate Route  
2020

Line No.	REC-SEG	DEL-SEG	1/20-3/20 Fuel		4/20-12/20 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.58%	0.00%	0.39%	0.00%
2	SE	ML-2	1.46%	0.00%	1.18%	0.00%
3	SE	ML-3	2.20%	0.00%	1.84%	0.00%
4	SE	SW	0.37%	0.00%	4.31%	0.00%
5	SE	ML-5	1.23%	0.00%	4.02%	0.00%
6	SE	ML-6	2.66%	0.00%	3.38%	0.00%
7	SE	ML-7	2.66%	0.00%	2.32%	0.00%
8	ML-2	SE	0.00%	0.00%	1.18%	0.00%
9	ML-2	ML-2	1.11%	0.00%	0.92%	0.00%
10	ML-2	ML-3	1.85%	0.00%	1.58%	0.00%
11	ML-2	SW	0.02%	0.00%	4.05%	0.00%
12	ML-2	ML-5	0.88%	0.00%	3.76%	0.00%
13	ML-2	ML-6	2.31%	0.00%	3.12%	0.00%
14	ML-2	ML-7	2.31%	0.00%	2.06%	0.00%
15	ML-3	SE	0.00%	0.00%	1.84%	0.00%
16	ML-3	ML-2	0.00%	0.00%	1.58%	0.00%
17	ML-3	ML-3	0.97%	0.00%	0.79%	0.00%
18	ML-3	SW	0.00%	0.00%	3.26%	0.00%
19	ML-3	ML-5	0.00%	0.00%	2.97%	0.00%
20	ML-3	ML-6	1.43%	0.00%	2.33%	0.00%
21	ML-3	ML-7	1.43%	0.00%	1.27%	0.00%
22	SW	SE	2.38%	0.00%	4.31%	0.00%
23	SW	ML-2	3.26%	0.00%	4.05%	0.00%
24	SW	ML-3	4.00%	0.00%	3.26%	0.00%
25	SW	SW	1.25%	0.00%	0.42%	0.00%
26	SW	ML-5	2.11%	0.00%	1.06%	0.00%
27	SW	ML-6	3.54%	0.00%	2.12%	0.00%
28	SW	ML-7	4.00%	0.00%	2.60%	0.00%
29	ML-5	SE	1.36%	0.00%	4.02%	0.00%
30	ML-5	ML-2	2.24%	0.00%	3.76%	0.00%
31	ML-5	ML-3	2.98%	0.00%	2.97%	0.00%
32	ML-5	SW	0.00%	0.00%	1.06%	0.00%
33	ML-5	ML-5	1.09%	0.00%	0.77%	0.00%
34	ML-5	ML-6	2.52%	0.00%	1.83%	0.00%
35	ML-5	ML-7	2.98%	0.00%	2.31%	0.00%
36	ML-6	SE	0.00%	0.00%	3.38%	0.00%
37	ML-6	ML-2	1.38%	0.00%	3.12%	0.00%
38	ML-6	ML-3	2.12%	0.00%	2.33%	0.00%
39	ML-6	SW	0.00%	0.00%	2.12%	0.00%
40	ML-6	ML-5	0.00%	0.00%	1.83%	0.00%
41	ML-6	ML-6	1.66%	0.00%	1.19%	0.00%
42	ML-6	ML-7	2.12%	0.00%	1.67%	0.00%
43	ML-7	SE	0.00%	0.00%	2.32%	0.00%
44	ML-7	ML-2	0.00%	0.00%	2.06%	0.00%
45	ML-7	ML-3	0.69%	0.00%	1.27%	0.00%
46	ML-7	SW	0.00%	0.00%	2.60%	0.00%
47	ML-7	ML-5	0.00%	0.00%	2.31%	0.00%
48	ML-7	ML-6	0.69%	0.00%	1.67%	0.00%
49	ML-7	ML-7	0.69%	0.00%	0.61%	0.00%
50	STORAGE		0.74%		0.73%	



**ANR PIPELINE COMPANY**  
**Fuel and L&U Retained By Rate Route**  
**2020**

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 2020 (Col. 13)
1	SE	SE	90,517	84,832	89,396	47,822	51,354	63,672	69,329	52,641	50,907	51,713	43,214	53,315	748,712
2	SE	ML-2	14,267	9,736	6,827	1,684	7,608	3,116	2,533	1,777	3,128	4,855	2,608	6,294	64,433
3	SE	ML-3	12,560	12,115	11,180	6,260	5,108	2,806	2,255	2,298	2,431	6,153	12,111	13,826	89,103
4	SE	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SE	ML-7	20,596	19,536	16,717	8,738	6,803	940	1,020	1,214	2,035	4,457	7,140	8,879	98,075
8	ML-2	SE	0	0	0	58,095	74,016	54,841	67,169	42,043	44,556	50,801	47,363	61,455	500,339
9	ML-2	ML-2	26,298	19,747	25,440	21,211	24,845	23,033	28,616	22,858	17,253	13,470	9,609	10,175	242,555
10	ML-2	ML-3	271	174	512	379	95	237	65	692	230	358	129	179	3,321
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	1,374	0	0	0	0	0	0	0	0	0	0	0	1,374
14	ML-2	ML-7	11,346	6,744	7,527	9,754	9,889	9,603	9,939	9,930	9,544	9,825	12,600	11,240	117,941
15	ML-3	SE	0	0	0	390,204	387,765	374,942	365,505	367,035	335,052	394,481	398,608	384,838	3,398,430
16	ML-3	ML-2	0	0	0	154,469	179,818	169,358	194,417	187,199	172,243	161,298	152,244	188,001	1,559,047
17	ML-3	ML-3	85,617	81,373	68,603	56,375	45,404	47,373	62,888	54,188	50,284	67,357	73,164	81,380	774,006
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	840	57	0	0	0	0	0	0	0	1,593	2,292	3,153	7,935
21	ML-3	ML-7	485,634	319,619	475,493	461,392	474,219	424,232	414,281	366,015	444,474	400,305	354,487	244,621	4,864,772
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	5,434	3,678	4,342	4,302	4,798	3,991	2,301	2,077	2,315	2,201	2,430	3,391	41,260
25	SW	SW	14,087	10,187	5,939	3,551	1,364	879	5,267	2,546	3,991	11,516	4,142	2,045	65,514
26	SW	ML-5	5,619	5,534	5,536	3,067	2,989	3,088	3,220	3,021	2,990	3,219	2,661	2,831	43,775
27	SW	ML-6	173,123	161,639	166,868	96,991	84,540	80,474	81,186	78,648	78,327	91,894	85,160	91,634	1,270,484
28	SW	ML-7	656,932	591,926	549,989	407,229	315,287	283,285	306,006	286,480	298,209	250,009	298,666	283,693	4,527,711
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	5	76	109	445	15	454	1,108	1	0	2,213
33	ML-5	ML-5	0	0	0	0	0	0	52	42	0	0	0	0	94
34	ML-5	ML-6	319	316	144	244	279	210	155	206	839	351	281	274	3,618
35	ML-5	ML-7	0	0	0	190	83	1,465	3,028	3,431	8,697	20,883	1,321	23	39,121
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	58	0	0	721	721	915	706	335	621	419	127	4,623
42	ML-6	ML-7	694	611	3,033	1,405	1,740	1,533	1,964	1,328	730	1,559	900	1,215	16,712
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	710	727	765	562	561	820	1,063	1,907	3,389	10,504
45	ML-7	ML-3	10,982	11,578	6,744	2,589	1,672	198	685	2,592	2,827	2,160	10,434	20,172	72,633
46	ML-7	SW	0	0	0	0	0	0	0	5	0	1,669	369	347	2,390
47	ML-7	ML-5	0	0	0	27	0	0	0	0	74	16	532	1,039	1,688
48	ML-7	ML-6	5,045	5,974	3,645	2,187	1,201	267	390	611	762	2,425	10,001	16,077	48,585
49	ML-7	ML-7	553,188	548,736	457,688	272,812	277,061	236,404	246,010	244,448	220,223	278,550	288,188	402,036	4,025,344
50	TOTAL TRANSPORTATION (Dth)		2,174,743	1,894,170	1,905,623	2,011,692	1,958,977	1,788,027	1,870,203	1,734,607	1,753,730	1,835,910	1,822,981	1,895,649	22,646,312
51	TOTAL TRANSPORTATION (McF) (1)		2,071,184	1,803,971	1,814,879	1,915,897	1,865,692	1,702,883	1,781,146	1,652,007	1,670,219	1,748,486	1,736,172	1,805,380	21,567,916
52	STORAGE INJ. FUEL (Dth)		37756	42736	72846	162812	198379	151820	102346	107814	125495	82996	82853	19988	1,187,841
53	STORAGE CYCLING FUEL (Dth)		0	0	0	10,814	0	0	0	0	0	0	0	0	10,814
54	TOTAL STORAGE FUEL RETAINED (Dth)		37,756	42,736	72,846	173,626	198,379	151,820	102,346	107,814	125,495	82,996	82,853	19,988	1,198,655
55	STORAGE FUEL RETAINED (McF) (1)		35,958	40,701	69,377	165,358	188,932	144,590	97,472	102,680	119,519	79,044	78,908	19,036	1,141,576
56	TOTAL FUEL RETAINED (Dth)		2,212,499	1,936,906	1,978,469	2,185,318	2,157,356	1,939,847	1,972,549	1,842,421	1,879,225	1,918,906	1,905,834	1,915,637	23,844,967
57	TOTAL FUEL RETAINED (McF) (1)		2,107,142	1,844,672	1,884,256	2,081,255	2,054,625	1,847,473	1,878,618	1,754,687	1,789,738	1,827,530	1,815,080	1,824,416	22,709,492

(1) Conversion Factor

1.050

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2020

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)		
<b>Transactional Throughput Crossed Up for Fuel and L&amp;U</b>											
1	SE	SE	169,739,792	169,739,792	0	0	0	0	169,739,792		
2	SE	ML-2	4,959,357	4,959,357	0	4,959,357	0	0	4,959,357		
3	SE	ML-3	4,523,686	4,523,686	0	4,523,686	0	0	4,523,686		
4	SE	SW	0	0	0	0	0	0	0		
5	SE	ML-5	0	0	0	0	0	0	0		
6	SE	ML-6	0	0	0	0	0	0	0		
7	SE	ML-7	3,914,166	3,914,166	0	3,914,166	0	3,914,166	3,914,166		
8	ML-2	SE	63,675,521	63,675,521	0	63,675,521	0	0	63,675,521		
9	ML-2	ML-2	25,034,654	0	0	25,034,654	0	0	25,034,654		
10	ML-2	ML-3	201,350	0	0	201,350	0	0	201,350		
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	59,481	0	0	59,481	59,481	59,481	59,481		
14	ML-2	ML-7	5,590,709	0	0	5,590,709	0	5,590,709	5,590,709		
15	ML-3	SE	243,525,380	243,525,380	0	243,525,380	0	0	243,525,380		
16	ML-3	ML-2	133,989,459	0	0	133,989,459	0	0	133,989,459		
17	ML-3	ML-3	92,441,483	0	0	92,441,483	0	0	92,441,483		
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	364,787	0	0	364,787	364,787	364,787	364,787		
21	ML-3	ML-7	371,769,430	0	0	371,769,430	0	371,769,430	371,769,430		
22	SW	SE	0	0	0	0	0	0	0		
23	SW	ML-2	0	0	0	0	0	0	0		
24	SW	ML-3	1,189,294	0	1,189,294	1,189,294	1,189,294	1,189,294	1,189,294		
25	SW	SW	10,822,040	0	10,822,040	0	0	0	10,822,040		
26	SW	ML-5	3,346,231	0	3,346,231	0	3,346,231	0	3,346,231		
27	SW	ML-6	50,437,035	0	50,437,035	0	50,437,035	0	50,437,035		
28	SW	ML-7	149,927,484	0	149,927,484	0	149,927,484	149,927,484	149,927,484		
29	ML-5	SE	0	0	0	0	0	0	0		
30	ML-5	ML-2	0	0	0	0	0	0	0		
31	ML-5	ML-3	0	0	0	0	0	0	0		
32	ML-5	SW	232,305	0	232,305	0	232,305	0	232,305		
33	ML-5	ML-5	12,208	0	0	12,208	0	0	12,208		
34	ML-5	ML-6	186,049	0	0	186,049	0	0	186,049		
35	ML-5	ML-7	1,693,550	0	0	1,693,550	1,693,550	1,693,550	1,693,550		
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	387,107	0	0	387,107	0	0	387,107		
42	ML-6	ML-7	945,581	0	0	945,581	945,581	945,581	945,581		
43	ML-7	SE	0	0	0	0	0	0	0		
44	ML-7	ML-2	731,039	0	0	731,039	0	731,039	731,039		
45	ML-7	ML-3	7,658,688	0	0	7,658,688	0	7,658,688	7,658,688		
46	ML-7	SW	91,922	0	91,922	0	91,922	91,922	91,922		
47	ML-7	ML-5	73,073	0	0	73,073	73,073	73,073	73,073		
48	ML-7	ML-6	4,156,415	0	0	4,156,415	4,156,415	4,156,415	4,156,415		
49	ML-7	ML-7	630,249,085	0	0	630,249,085	0	630,249,085	630,249,085		
50	<b>TOTAL (Dth)</b>		<b>1,981,928,361</b>	<b>490,337,902</b>	<b>216,046,311</b>	<b>959,628,484</b>	<b>213,102,522</b>	<b>1,178,414,704</b>	<b>1,981,928,361</b>		
<b>Fuel and L&amp;U Retained by Rate Segment</b>											
51	Unadjusted Fuel and L&U Retained		29,549,224	1,393,342	1,084,313	14,335,659	3,993,138	5,582,177	3,160,595		
52	Adjustments										
53	SE-ML2		(34,421)	0	0	(34,421)	0	0	0		
54	ML2-SE		(747,877)	(74,459)	0	(624,488)	0	0	(48,930)		
55	ML2-ML2		(170,381)	0	0	(170,381)	0	0	0		
56	ML2-ML6		(1,362)	0	0	0	(1,362)	0	0		
57	ML3-SE		(1,294,218)	(205,898)	0	(953,015)	0	0	(135,305)		
58	ML3-ML2		(653,339)	0	0	(572,113)	0	0	(81,226)		
59	ML3-ML3		(752,147)	0	0	(752,147)	0	0	0		
60	ML3-ML6		(6,308)	0	0	(2,938)	(3,370)	0	0		
61	ML3-ML7		(3,017,585)	0	0	(3,017,585)	0	0	0		
62	SW-ML3		(12,187)	0	0	(12,187)	0	0	0		
63	SW-ML5		(38,397)	0	0	(38,397)	0	0	0		
64	ML5-SW		(3,046)	0	(240)	(2,752)	0	0	(54)		
65	ML5-ML-5		(129)	0	0	(129)	0	0	0		
66	ML6-ML3		0	0	0	0	0	0	0		
67	ML6-ML6		(2,485)	0	0	(2,485)	0	0	0		
68	ML6-ML7		(6,502)	0	0	(6,502)	0	0	0		
69	ML7-ML2		(5,108)	0	0	(3,582)	0	(1,017)	(509)		
70	ML7-ML3		(95,753)	0	0	(95,753)	0	0	0		
71	ML7-ML6		(61,667)	0	0	(61,667)	0	0	0		
72	Total Fuel and L&U Retained (Dth)		22,646,312	1,112,985	1,084,073	8,097,049	3,876,474	5,581,160	2,894,572		
73	Total Fuel and L&U Retained (Mcf)		21,567,916	1,059,986	1,032,450	7,711,475	3,691,880	5,315,390	2,756,735		
<b>Transporter's Use</b>			<b>Transportation</b>							<b>Storage</b>	<b>Total Co. Use</b>
74	Fuel & L&U Retained by Rate Segment		21,567,916	1,059,986	1,032,450	7,711,475	3,691,880	5,315,390	2,756,735	1,141,576	22,709,492
75	Def. Transporter's Use Bal. - 2019 (Over)/Under Rec.		4,991,449	(128,381)	(849,965)	7,076,332	(310,889)	457,069	(1,252,717)	(4,238)	4,987,211
76	Def. Transporter's Use Adjustment: Btu Correction		(183,572)	3,123	598	(20,204)	(610)	(167,755)	1,276	(3,907)	(187,479)
77	Current Transporter's Use		16,760,039	1,185,244	1,881,817	655,347	4,003,379	5,026,076	4,008,176	1,149,721	17,909,760

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2020

Line No.	REC-SEG	DEL-SEG	JAN thru MAR						APR thru DEC							
			System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthWest Leg (Col. 4)	Northern Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthWest Leg (Col. 4)	Northern Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)
<b>Transactional Throughput Groupped Up for Fuel and L&amp;U</b>																
1	SE	SE	45,645,689	45,645,689	0	0	0	0	45,645,689	124,094,103	124,094,103	0	0	0	0	124,094,103
2	SE	ML-2	2,111,644	2,111,644	0	2,111,644	0	0	2,111,644	2,847,713	2,847,713	0	2,847,713	0	0	2,847,713
3	SE	ML-3	1,629,773	1,629,773	0	1,629,773	0	0	1,629,773	2,893,913	2,893,913	0	2,893,913	0	0	2,893,913
4	SE	SW	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	SE	ML-7	2,137,181	2,137,181	0	2,137,181	0	2,137,181	2,137,181	1,776,985	1,776,985	0	1,776,985	0	1,776,985	1,776,985
8	ML-2	SE	21,273,912	21,273,912	0	21,273,912	0	0	21,273,912	42,401,609	42,401,609	0	42,401,609	0	0	42,401,609
9	ML-2	ML-2	6,440,090	0	0	6,440,090	0	0	6,440,090	18,594,564	0	0	18,594,564	0	0	18,594,564
10	ML-2	ML-3	51,730	0	0	51,730	0	0	51,730	149,620	0	0	149,620	0	0	149,620
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	59,481	0	0	59,481	59,481	59,481	59,481	0	0	0	0	0	0	0
14	ML-2	ML-7	1,108,961	0	0	1,108,961	0	1,108,961	1,108,961	4,481,748	0	0	4,481,748	0	4,481,748	4,481,748
15	ML-3	SE	58,828,097	58,828,097	0	58,828,097	0	0	58,828,097	184,697,283	184,697,283	0	184,697,283	0	0	184,697,283
16	ML-3	ML-2	35,315,599	0	0	35,315,599	0	0	35,315,599	98,673,860	0	0	98,673,860	0	0	98,673,860
17	ML-3	ML-3	24,287,938	0	0	24,287,938	0	0	24,287,938	68,153,545	0	0	68,153,545	0	0	68,153,545
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	62,727	0	0	62,727	62,727	62,727	62,727	302,060	0	0	302,060	302,060	302,060	302,060
21	ML-3	ML-7	89,562,658	0	0	89,562,658	0	89,562,658	89,562,658	282,206,772	0	0	282,206,772	0	282,206,772	282,206,772
22	SW	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	SW	ML-3	336,350	0	336,350	336,350	336,350	336,350	336,350	852,944	0	852,944	852,944	852,944	852,944	852,944
25	SW	SW	2,417,040	0	0	2,417,040	0	2,417,040	2,417,040	8,405,000	0	8,405,000	0	0	0	8,405,000
26	SW	ML-5	790,948	0	0	790,948	0	790,948	790,948	2,555,283	0	2,555,283	0	2,555,283	0	2,555,283
27	SW	ML-6	14,170,338	0	14,170,338	0	14,170,338	0	14,170,338	36,266,697	0	36,266,697	0	36,266,697	0	36,266,697
28	SW	ML-7	44,971,175	0	0	44,971,175	0	44,971,175	44,971,175	104,956,309	0	104,956,309	0	104,956,309	104,956,309	104,956,309
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	23,532	0	23,532	0	23,532	23,532	23,532	208,773	0	208,773	0	208,773	0	208,773
33	ML-5	ML-5	0	0	0	0	0	0	0	12,208	0	12,208	0	12,208	0	12,208
34	ML-5	ML-6	30,913	0	0	30,913	30,913	30,913	30,913	155,136	0	155,136	0	155,136	0	155,136
35	ML-5	ML-7	0	0	0	0	0	0	0	1,693,550	0	1,693,550	1,693,550	1,693,550	1,693,550	1,693,550
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	3,494	0	0	3,494	0	3,494	3,494	383,613	0	383,613	0	383,613	0	383,613
42	ML-6	ML-7	204,623	0	0	204,623	204,623	204,623	204,623	740,958	0	740,958	740,958	740,958	740,958	740,958
43	ML-7	SE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
44	ML-7	ML-2	221,135	0	0	221,135	0	221,135	221,135	509,904	0	509,904	0	509,904	0	509,904
45	ML-7	ML-3	4,246,956	0	0	4,246,956	0	4,246,956	4,246,956	3,411,732	0	3,411,732	0	3,411,732	3,411,732	3,411,732
46	ML-7	SW	0	0	0	0	0	0	0	91,922	0	91,922	0	91,922	0	91,922
47	ML-7	ML-5	0	0	0	0	0	0	0	73,073	0	73,073	0	73,073	0	73,073
48	ML-7	ML-6	2,125,217	0	0	2,125,217	2,125,217	2,125,217	2,125,217	2,031,198	0	2,031,198	0	2,031,198	2,031,198	2,031,198
49	ML-7	ML-7	226,030,725	0	0	226,030,725	226,030,725	226,030,725	226,030,725	404,218,360	0	404,218,360	0	404,218,360	404,218,360	404,218,360
50	TOTAL (Dth)		584,087,926	131,626,296	62,709,390	247,674,232	62,778,798	371,067,189	584,087,926	1,397,840,435	358,711,606	153,336,928	711,954,252	150,323,724	807,347,515	1,397,840,435
51	Fuel and L&U %			0.35%	1.02%	1.62%	2.29%	0.46%	0.23%		0.26%	0.29%	1.45%	1.70%	0.48%	0.13%
52	Fuel and L&U Retained by Rate Segment															
53	Unadjusted Fuel and L&U Retained		9,600,596	460,692	639,636	4,012,323	1,437,634	1,706,909	1,343,402	19,948,628	932,650	444,677	10,323,337	2,555,503	3,875,268	1,817,193
54	Adjustments															
55	SE-ML2	(15,626)				(15,626)				(18,795)			(18,795)			
56	ML2-SE	(468,026)	(74,459)			(344,637)			(48,930)	(279,851)			(279,851)			
57	ML2-ML2	(47,657)				(47,657)				(122,724)			(122,724)			
58	ML2-ML6	(1,362)					(1,362)			0			0			
59	ML3-SE	(1,294,218)	(205,898)			(953,015)			(135,305)	0			0			
59	ML3-ML2	(653,339)				(572,113)			(81,226)	0			0			
60	ML3-ML3	(213,734)				(213,734)				(538,413)			(538,413)			
61	ML3-ML6	(1,988)				(552)	(1,436)			(4,319)			(2,386)	(1,933)		
62	ML3-ML7	(788,151)				(788,151)				(2,229,433)			(2,229,433)			
63	SW-ML3	(5,449)				(5,449)				(6,738)			(6,738)			
64	SW-ML5	(11,311)					(11,311)			(27,086)			(27,086)			
65	MLS-SW	(833)		(240)			(539)			(2,213)			(2,213)			
66	MLS-ML-5	0					0			(129)			(129)			
67	ML6-ML3	0					0			0			0			
68	ML6-ML6	(30)					(30)			(2,455)			(2,455)			
69	ML6-ML7	(1,760)					(1,760)			(4,742)			(4,742)			
70	ML7-ML2	(5,108)				(3,582)		(1,017)	(509)	0			0			
71	ML7-ML3	(68,801)				(68,801)				(26,953)			(26,953)			
72	ML7-ML6	(48,667)					(48,667)			(13,000)			(13,000)			
73	Total Fuel and L&U Retained (Dth)		5,974,536	180,335	639,396	999,005	1,372,529	1,705,892	1,077,379	16,671,776	932,650	444,677	7,098,043	2,503,945	3,875,268	1,817,193
74	Total Fuel and L&U Retained (McF)		5,690,034	171,748	608,948	951,434	1,307,171	1,624,659	1,026,075	15,877,882	888,238	423,502	6,760,041	2,384,709	3,690,731	1,730,660