



March 1, 2012

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

**ANR Pipeline Company**  
717 Texas Street, Suite 2400  
Houston, TX 77002-2761

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Director, Rates & Tariffs

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RE: ANR Pipeline Company  
Re-determination of Transporter's Use (%) and EPC Charges  
Docket No. RP12-\_\_\_\_\_-\_\_\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission ("FERC" or "Commission") regulations,<sup>1</sup> ANR Pipeline Company ("ANR") submits for filing as part of its FERC Gas Tariff, Third Revised Volume No. 1 ("Tariff"), the tariff sections listed in Appendix A-1. This tariff filing is being submitted to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the General Terms & Conditions ("GT&C") of ANR's Tariff.<sup>2</sup> ANR respectfully requests that the Commission accept the tariff sections included in Appendix A-1 to become effective April 1, 2012.

### **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 (2011).

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

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

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

The purpose of this filing is to comply with the annual fuel and electric power cost re-determination provisions of Sections 6.1.86 and 6.34 of the GT&C of ANR's Tariff. As such, ANR is proposing revisions to its general system Transporters Use (%)s and EPC Charges for its transportation and storage services. Such revisions are further described below and supported by workpapers included in Appendix B.

The Transporter's Use (%)s for ANR's transportation and storage services are comprised of: (i) a current fuel use percentage reflecting ANR's gas usage in the previous calendar year; and (ii) an annual volumetric adjustment reflecting the true-up of over and under collections of gas during the previous calendar year.

The EPC Charge for ANR's transportation services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Weyauwega compressor station in Waupaca County, Wisconsin, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges<sup>3</sup> on the monthly net over and under collection activity.

The EPC Charge for ANR's storage services is comprised of: (i) a current electric power charge reflecting electric power costs incurred by ANR at its Cold Springs 1 Storage facility located in

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<sup>3</sup> Carrying charges have been calculated in accordance with Section 154.501 of the Commission's regulations.

Kalkaska County, Michigan, during the previous calendar year; and (ii) an annual electric power cost adjustment reflecting the true-up of over and under collections of electric power costs for the previous calendar year and inclusive of carrying charges on the monthly net over and under collection activity.

In accordance with Section 6.1.86 of the GT&C of ANR's Tariff, the method used to calculate the Transporter's Use (%)s and the EPC Charges in this filing employs the "modified transactional throughput" methodology, as adjusted to reflect the reallocation of the Center Point transactional throughput from the Southwest Mainline Area to the Southeast Mainline Area.

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

#### **Motion to Place Tariff into Effect**

ANR respectfully requests that the proposed tariff sections included in Appendix A-1 be approved without addition, modification, or deletion and be placed into effect on April 1, 2012. Apart from the foregoing, ANR Pipeline Company reserves its right under Section 154.7(a) to file a motion to place the proposed revised tariff sheets into effect at the end of any suspension period ordered by the Commission.

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

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

## **Material Enclosed**

In accordance with Section 154.7(a)(1) of the Commission's Regulations, ANR is submitting an eTariff XML filing package, which includes:

- 1) This transmittal letter;
- 2) The clean tariff sections (Appendix A-1);
- 3) A marked version of the tariff sections (Appendix A-2);
- 4) Summary level workpapers in support of the proposed changes (Appendix B); and
- 5) Detailed level workpapers in support of the proposed changes (Appendix C).

## **Certificate of Service**

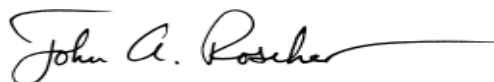
As required by Section 154.7(b) and 154.208 of the Commission's regulations, copies of this filing are being served on all of ANR's existing customers and upon and interested state regulatory agencies. A copy of this letter, together with other attachments, is available during regular business hours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

Pursuant to Section 385.2005 and Section 385.2011(c)(5), the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to Joan Collins at (832) 320-5651.

Respectfully submitted,

ANR Pipeline Company



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John A. Roscher  
Director, Rates and Tariffs

Enclosures

# Appendix A-1

## Clean Tariff

<u>Section</u>	<u>Description</u>	<u>Version</u>
4.18	Statement of Rates, Transporter's Use (%)	v.2.0.0
4.19	Statement of Rates, EPC Charge	v.2.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.2.0.0

TRANSPORTER'S USE (%)

1. 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)		0.35	1.71	2.84	0.94	1.81	3.25	3.25
S.E. SOUTHERN SEGMENT (ML-2)		--	1.20	2.33	0.43	1.30	2.74	2.74
S.E. CENTRAL SEGMENT (ML-3)		--	--	0.97	0.00	0.00	1.38	1.38
SOUTHWEST AREA (SW)		1.40	2.76	3.89	1.17	2.04	3.48	3.89
S.W. SOUTHERN SEGMENT (ML-5)		0.07	1.43	2.56	--	0.71	2.15	2.56
S.W. CENTRAL SEGMENT (ML-6)		--	0.56	1.69	--	--	1.28	1.69
NORTHERN SEGMENT (ML-7)		--	--	0.25	--	--	0.25	0.25

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
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 (%): 0.92%.
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%.

EPC CHARGE

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

		(DOLLARS PER DTH)						
		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)	\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0005	\$0.0005	\$0.0005
	S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.0005	\$0.0005	\$0.0005	\$0.0005
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.0005	\$0.0005	\$0.0005	\$0.0005
	SOUTHWEST AREA (SW)	\$0.0005	\$0.0005	\$0.0005	\$0.0000	\$0.0000	\$0.0000	\$0.0005
	S.W. SOUTHERN SEGMENT (ML-5)	\$0.0005	\$0.0005	\$0.0005	--	\$0.0000	\$0.0000	\$0.0005
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.0005	\$0.0005	--	--	\$0.0000	\$0.0005
	NORTHERN SEGMENT (ML-7)	--	--	\$0.0005	--	--	\$0.0005	\$0.0005

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.0074.

NOTES:

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

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

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

### 2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

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



# Appendix A-2

## Marked Tariff

<b><u>Section</u></b>	<b><u>Description</u></b>	<b><u>Version</u></b>
4.18	Statement of Rates, Transporter's Use (%)	v.2.0.0
4.19	Statement of Rates, EPC Charge	v.2.0.0
5.19	Rate Schedules, Southeast Area Gathering Service	v.2.0.0

TRANSPORTER'S USE (%)

1. 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)	0.3537	1.7155	2.8453	0.9443	1.8147	3.2549	3.2549
	S.E. SOUTHERN SEGMENT (ML-2)	--	1.2034	2.3332	0.4322	1.3026	2.7498	2.7498
	S.E. CENTRAL SEGMENT (ML-3)	--	--	0.9714	0.00	0.0008	1.3880	1.3880
	SOUTHWEST AREA (SW)	1.4024	2.7636	3.8946	1.1722	2.0426	3.4898	3.8946
	S.W. SOUTHERN SEGMENT (ML-5)	0.0714	1.4326	2.5635	--	0.7142	2.1592	2.5635
	S.W. CENTRAL SEGMENT (ML-6)	--	0.156	1.6925	--	--	1.2888	1.6925
	NORTHERN SEGMENT (ML-7)	--	--	0.2582	--	--	0.2582	0.2582

NOTES:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
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 (%): 0.9273%.
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: 0.0046%.

EPC CHARGE

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

		(DOLLARS PER DTH)						
		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)	\$0.0000	\$0.0000	\$0.0000	\$0.00057	\$0.00057	\$0.00057	\$0.00057
	S.E. SOUTHERN SEGMENT (ML-2)	--	\$0.0000	\$0.0000	\$0.00057	\$0.00057	\$0.00057	\$0.00057
	S.E. CENTRAL SEGMENT (ML-3)	--	--	\$0.0000	\$0.00057	\$0.00057	\$0.00057	\$0.00057
	SOUTHWEST AREA (SW)	\$0.00057	\$0.00057	\$0.00057	\$0.0000	\$0.0000	\$0.0000	\$0.00057
	S.W. SOUTHERN SEGMENT (ML-5)	\$0.00057	\$0.00057	\$0.00057	--	\$0.0000	\$0.0000	\$0.00057
	S.W. CENTRAL SEGMENT (ML-6)	--	\$0.00057	\$0.00057	--	--	\$0.0000	\$0.00057
	NORTHERN SEGMENT (ML-7)	--	--	\$0.00057	--	--	\$0.00057	\$0.00057

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.00740406.

NOTES:

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

## SOUTHEAST AREA GATHERING SERVICE

### 1. AVAILABILITY

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

### 2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$.0002 for each Dekatherm of Gas Delivered Hereunder.

### 3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed \$.0413 for each Dekatherm of Gas Delivered Hereunder.

### 4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain ~~0.0016~~0.0016% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and ~~0.0016~~0.0016% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

# **Appendix B**

Summary Workpapers

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

<u>To</u>		Southeast			Southwest			
<u>From</u>	Southeast Area SE	Southern ML-2	Central ML-3	Southwest Area SW	Southern ML-5	Central ML-6	Northern ML-7	
	<b>Southeast Area SE</b>	SEA + LU 0.51 + -0.16 = 0.35	SEA + SES + LU 0.51 + 1.36 + -0.16 = 1.71	SEA + SES SEC + LU 0.51 + 1.36 1.13 + -0.16 = 2.84	SEA+SES+SEC+N -SWC-SWS+LU 0.51 + 1.36 + 1.13 + 0.41-1.44-0.87+0.16 = 0.94	SEA+SES+SEC+N -SWC+LU 0.51+1.36+1.13+ 0.41 - 1.44 + -0.16 = 1.81	SEA+SES+SEC+ N + LU 0.51+1.36+1.13+ 0.41+0.16 = 3.25	SEA+SES+SEC+ N + LU 0.51+1.36+1.13+ 0.41+0.16 = 3.25
<b>Southeast Southern ML-2</b>	Complete Backhaul No Charge	SES + LU 1.36 + -0.16 = 1.20	SES + SEC + LU 1.36 + 1.13 + -0.16 = 2.33	SES+SEC+N -SWC-SWS+LU 1.36 + 1.13 + 0.41-1.44-0.87+0.16 = 0.43	SES+SEC+N -SWC+LU 1.36 + 1.13 + 0.41 - 1.44 + -0.16 = 1.30	SES+SEC N + LU 1.36 + 1.13 + 0.41 + -0.16 = 2.74	SES+SEC N + LU 1.36 + 1.13 + 0.41 + -0.16 = 2.74	
<b>Southeast Central ML-3</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC + LU 1.13 + -0.16 = 0.97	SEC + N -SWC-SWS+LU 1.13 + 0.41 - 1.44 - 0.87 + -0.16 = 0.00	SEC + N - SWC + LU 1.13 + 0.41 - 1.44 + -0.16 = 0.00	SEC + N + LU 1.13 + 0.41 + -0.16 = 1.38	SEC + N + LU 1.13 + 0.41 + -0.16 = 1.38	
<b>Southwest Area SW</b>	SWA+SWS+SWC+ N-SEC-SES+LU 1.33 + 0.87+1.44+ 0.41-1.13-1.36+-0.16 = 1.40	SWA+SWS+SWC+ N-SEC+LU 1.33 + 0.87+1.44+ 0.41-1.13+-0.16 = 2.76	SWA+SWS+SWC+ N+LU 1.33 + 0.87+1.44+ 0.41 + -0.16 = 3.89	SWA + LU 1.33 + -0.16 = 1.17	SWA + SWS + LU 1.33 + 0.87 + -0.16 = 2.04	SWA+SWS+SWC + LU 1.33 + 0.87 + 1.44 + + -0.16 = 3.48	SWA+SWS+SWC+ N+LU 1.33 + 0.87 + 1.44 + 0.41 + -0.16 = 3.89	
<b>Southwest Southern ML-5</b>	SWS+SWC+ N-SEC-SES+LU 0.87+1.44+ 0.41-1.13-1.36+-0.16 = 0.07	SWS+SWC+ N-SEC+LU 0.87 + 1.44 + 0.41 - 1.13 + -0.16 = 1.43	SWS+SWC+ N+LU 0.87 + 1.44 + 0.41 + -0.16 = 2.56	Complete Backhaul No Charge	SWS + LU 0.87 + -0.16 = 0.71	SWS+SWC+LU 0.87 + 1.44 + -0.16 = 2.15	SWS+SWC+ N+LU 0.87 + 1.44 + 0.41 + -0.16 = 2.56	
<b>Southwest Central ML-6</b>	Complete Backhaul No Charge	SWC+N-SEC+LU 1.44 + 0.41 - 1.13 + -0.16 = 0.56	SWC + N + LU 1.44 + 0.41 + -0.16 = 1.69	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC + LU 1.44 + -0.16 = 1.28	SWC + N + LU 1.44 + 0.41 + -0.16 = 1.69	
<b>Northern Segment ML-7</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.41 + -0.16 = 0.25	Complete Backhaul No Charge	Complete Backhaul No Charge	N + LU 0.41 + -0.16 = 0.25	N + LU 0.41 + -0.16 = 0.25	

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	0.35	0.37	-0.02	1.71	1.55	0.16	2.84	2.53	0.31	0.94	0.43	0.51	1.81	1.47	0.34	3.25	3.19	0.06	3.25	3.19	0.06
Southeast Southern ML-2	-----			1.20	1.34	-0.14	2.33	2.32	0.01	0.43	0.22	0.21	1.30	1.26	0.04	2.74	2.98	-0.24	2.74	2.98	-0.24
Southeast Central ML-3	-----			-----			0.97	1.14	-0.17	0.00	0.00	0.00	0.00	0.08	-0.08	1.38	1.80	-0.42	1.38	1.80	-0.42
Southwest Area SW	1.40	2.48	-1.08	2.76	3.66	-0.90	3.89	4.64	-0.75	1.17	1.22	-0.05	2.04	2.26	-0.22	3.48	3.98	-0.50	3.89	4.64	-0.75
Southwest Southern ML-5	0.07	1.42	-1.35	1.43	2.60	-1.17	2.56	3.58	-1.02	-----			0.71	1.20	-0.49	2.15	2.92	-0.77	2.56	3.58	-1.02
Southwest Central ML-6	-----			0.56	1.56	-1.00	1.69	2.54	-0.85	-----			-----			1.28	1.88	-0.60	1.69	2.54	-0.85
Northern Segment ML-7	-----			-----			0.25	0.82	-0.57	-----			-----			0.25	0.82	-0.57	0.25	0.82	-0.57

Storage	0.92	0.73	0.19
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L & U	-0.16	0.16	-0.32
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**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Transportation by Area and Segment**  
**Volumes Reported in Bcf**  
**2011**

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	252.8 (1)	346.3	261.5	425.2	221.1	1,118.6	
<u>PROPOSED MATRIX</u>								
2	FUEL	0.000	1.189	2.497	8.843	5.146	4.578	22.253
3	858 ACCOUNT	0.000	0.000	0.000	0.897	0.000	1.169	2.066
4	SYSTEM BALANCING	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.061</u>	<u>0.061</u>
5	TOTAL FUEL	<u>0.000</u>	<u>1.189</u>	<u>2.497</u>	<u>9.740</u>	<u>5.146</u>	<u>5.808</u>	<u>24.380</u>
6	THROUGHPUT	252.80	346.30	261.50	425.20	221.10	1118.60	
7	CURRENT TRANSPORTER'S USE (%) - FUEL (4)	<u>0.00%</u>	<u>0.34%</u>	<u>0.95%</u>	<u>2.24%</u>	<u>2.27%</u>	<u>0.52%</u>	
8	(OVER)/UNDER RECOVERIES (5)	0.000	0.603	0.994	1.061	0.079	(1.194)	
9	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (5)	<u>0.00%</u>	<u>0.17%</u>	<u>0.38%</u>	<u>0.25%</u>	<u>0.04%</u>	<u>-0.11%</u>	
10	TRANSPORTER'S USE (%) - FUEL (6)	<u>0.00%</u>	<u>0.51%</u>	<u>1.33%</u>	<u>2.49%</u>	<u>2.31%</u>	<u>0.41%</u>	

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

SOUTHERN	1.36%	(2)	0.87%	(3)
CENTRAL	1.13%	(2)	1.44%	(3)
TOTAL	2.49%		2.31%	

- (1) Based on ANR SE gathering receipt percentage of 73%.  
(2) The SEML has 11 compressor stations in total. Southern has 6 stations (6/11 x 2.49% = 1.36%). Central has 5 stations (5/11 x 2.49% = 1.13%).  
(3) The SWML has 8 compressor stations in total. Southern has 3 stations (3/8 x 2.31% = 0.87%). Central has 5 stations (5/8 x 2.31% = 1.44%).  
(4) Fuel Percentage = 1-[(Throughput)/(Total Fuel + Throughput)].  
(5) (Over)/under recoveries for the period Jan 1 - Dec 31, 2011; 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  
2011

<u>Line No.</u>		
1	L&U (1)	0.000
2	THROUGHPUT	1,396
3	CURRENT TRANSPORTER'S USE (%) - L&U (2)	<u>0.00%</u>
4	(OVER)/UNDER RECOVERIES (3)	(2.161)
5	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (3)	<u>-0.16%</u>
6	<b>TRANSPORTER'S USE (%) - L&amp;U (4)</b>	<u>-0.16%</u>

- (1) ANR's actual 2011 L&U gain totaling 1,244 Bcf (as detailed on Attachment 1, Page 8 of 15) has been adjusted for known and measurable changes and restated to zero for purposes of projecting 2012 L&U and resulting the current L&U percentage.
- (2)  $L\&U \text{ Percentage} = 1 - [(Throughput)/(L\&U + Throughput)]$
- (3) (Over)/under recoveries for the period Jan 1 - Dec 31, 2011;  
 $L\&U \text{ Percentage} = 1 - [(Throughput)/(Previous Year's (O)/U Recoveries + Throughput)]$ . Refer to Attachment 1, Page 7 of 15.
- (4) 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  
2011

<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 Company	SEML	33.793	0.897
2	Great Lakes Gas Transmission L.P.	NORTH	53.890	0.053
3	Michigan Consolidated Gas Company	NORTH	61.067	1.116
4	Total			<u><u>2.066</u></u>

**ANR PIPELINE COMPANY**  
**Derivation of Transporter's Use (%) for Storage**  
**Volumes Reported in Bcf**  
**2011**

<u>Line No.</u>		<u>Storage Transporter's Use (%)</u>
<b><u>INJECTION COMPANY USE</u></b>		
1	ANRPL STORAGE AREA	0.717
2	STORAGE FUEL REIMBURSED TO OTHERS (1)	<u>0.817</u>
3	GROSS STORAGE CO USE	1.534
4	LESS:	
5	FUEL ATTRIBUTABLE TO SYSTEM BALANCING (2)	0.061
6	NET COMPANY USE FOR STORAGE	<u>1.473</u>
7	<b><u>STORAGE GAS INJECTED</u></b>	
8	TOTAL STORAGE GAS INJECTED	160.85
9	LESS: SYSTEM BALANCING VOLUME	6.66
10	CALCULATED TRANSACTIONAL THROUGHPUT	<u>154.19</u>
11	CURRENT TRANSPORTER'S USE (%) - STORAGE (3)	<u>0.95%</u>
12	(OVER)/UNDER RECOVERIES (4)	-0.053
13	ANNUAL TRANSPORTER'S USE ADJUSTMENT (%) (4)	<u>-0.03%</u>
14	<b>TRANSPORTER'S USE (%) - STORAGE (5)</b>	<u><u>0.92%</u></u>

(1) ANRSCO Storage	0.188
Blue Lake	<u>0.629</u>
Total	0.817

- (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 (for those months in which system balancing occurred).
- (3) Fuel Percentage = 1-[(Throughput)/(Fuel + Throughput)]
- (4) (Over)/under recoveries for the period Jan 1 - Dec 31, 2011; 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 (%).  
Transporter's Use (%) for Storage is inclusive of Cold Springs 1 Storage facility fuel costs consistent with Commission order issued on July 1, 2010, in Docket No. RP09-428, *et al.*

ANR PIPELINE COMPANY  
Deferred Transporter's Use Account  
Volumes Reported in Bcf  
Jan 1 - Dec 31, 2011

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	1.189	2.497	8.843	5.146	4.578	22.253	(1.244)	21.009	1.473	22.482
2	858 ACCOUNT	0.000	0.000	0.897	0.000	1.169	2.066		2.066		2.066
3	SYSTEM BALANCING	0.000	0.000	0.000	0.000	0.061	0.061		0.061		0.061
4	<b>TOTAL COMPANY USE (1)</b>	<b><u>1.189</u></b>	<b><u>2.497</u></b>	<b><u>9.740</u></b>	<b><u>5.146</u></b>	<b><u>5.808</u></b>	<b><u>24.380</u></b>	<b><u>(1.244)</u></b>	<b><u>23.136</u></b>	<b><u>1.473</u></b>	<b><u>24.609</u></b>
5	<b>CURRENT TRANSPORTER'S USE (2)</b>	<b><u>0.586</u></b>	<b><u>1.503</u></b>	<b><u>8.679</u></b>	<b><u>5.067</u></b>	<b><u>7.002</u></b>	<b><u>22.837</u></b>	<b><u>0.917</u></b>	<b><u>23.754</u></b>	<b><u>1.526</u></b>	<b><u>25.280</u></b>
6	<b>TOTAL (OVER)/UNDER RECOVERIES</b>	<b><u>0.603</u></b>	<b><u>0.994</u></b>	<b><u>1.061</u></b>	<b><u>0.079</u></b>	<b><u>(1.194)</u></b>	<b><u>1.543</u></b>	<b><u>(2.161)</u></b>	<b><u>(0.618)</u></b>	<b><u>(0.053)</u></b>	<b><u>(0.671)</u></b>

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

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

ANR PIPELINE COMPANY  
Transporter's Actual Fuel Usage  
Volumes Reported in Bcf  
2011

Line No.		<b>Transportation</b>						
		SOUTHEAST AREA		SOUTHWEST AREA	MAINLINE TRANSMISSION			
		Gathering	Transmission	Transmission	SE Leg	SW Leg	Northern	L&U
1	January		0.093	0.263	0.566	0.575	0.286	0.259
2	February		0.073	0.162	0.587	0.340	0.420	(0.408)
3	March		0.071	0.239	0.776	0.504	0.370	(0.251)
4	April		0.108	0.205	0.629	0.432	0.292	(0.217)
5	May		0.118	0.188	0.827	0.433	0.411	(0.455)
6	June		0.112	0.186	0.748	0.376	0.423	(0.216)
7	July		0.145	0.184	0.512	0.370	0.410	0.101
8	August		0.105	0.183	0.665	0.382	0.398	(0.097)
9	September		0.093	0.186	0.818	0.360	0.388	0.090
10	October		0.084	0.232	0.922	0.422	0.304	(0.035)
11	November		0.085	0.233	0.942	0.476	0.499	(0.089)
12	December		0.102	0.236	0.851	0.476	0.377	0.074
13	Total	-	1.189	2.497	8.843	5.146	4.578	(1.244)
		<b>Storage</b>				<b>Account 858</b>		
		Storage Fuel Reimbursed to Others			System Balancing	Center Point	Great Lakes	Mich Con
		ANR P/L Storage Area	ANR Storage	Blue Lake				
14	January	-	0.016	0.055	-	0.079	-	0.220
15	February	-	0.034	0.066	0.008	0.053	-	0.153
16	March	-	0.003	0.023	0.003	0.077	-	0.047
17	April	0.089	0.032	0.050	-	0.076	0.007	0.070
18	May	0.109	0.019	0.079	0.016	0.073	0.006	0.056
19	June	0.095	0.016	0.061	0.006	0.074	0.003	0.100
20	July	0.095	0.005	0.039	0.003	0.082	0.007	0.062
21	August	0.091	0.005	0.070	0.013	0.051	0.007	0.062
22	September	0.111	0.008	0.073	-	0.074	0.006	0.097
23	October	0.127	0.020	0.062	0.001	0.082	0.007	0.098
24	November	-	0.017	0.027	-	0.087	0.003	0.093
25	December	-	0.013	0.024	0.011	0.089	0.007	0.058
26	Total	0.717	0.188	0.629	0.061	0.897	0.053	1.116
27	April - December	0.717	0.135	0.485	0.050	0.688	0.053	0.696

**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:**

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

**ANR PIPELINE COMPANY**  
**Transactional Throughput Derived From Fuel Retention By Rate Segmen**  
**2011**

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	186,684,338	186,684,338	0	0	0	0
2	SE	ML-2	9,446,795	9,446,795	0	9,446,795	0	0
3	SE	ML-3	33,073,891	33,073,891	0	33,073,891	0	0
4	SE	SW	435,318	435,318	0	435,318	(435,318)	435,318
5	SE	ML-5	0	0	0	0	0	0
6	SE	ML-6	66,094	66,094	0	66,094	0	66,094
7	SE	ML-7	124,885,179	124,885,179	0	124,885,179	0	124,885,179
8	ML-2	SE	0	0	0	0	0	0
9	ML-2	ML-2	1,651,656	0	0	1,651,656	0	0
10	ML-2	ML-3	22,693,449	0	0	22,693,449	0	0
11	ML-2	SW	123,286	0	0	123,286	(123,286)	123,286
12	ML-2	ML-5	0	0	0	0	0	0
13	ML-2	ML-6	391	0	0	391	0	391
14	ML-2	ML-7	171,151,414	0	0	171,151,414	0	171,151,414
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	5,741,342	0	0	5,741,342	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	31,574,696	0	0	31,574,696	0	31,574,696
22	SW	SE	0	0	0	0	0	0
23	SW	ML-2	0	0	0	0	0	0
24	SW	ML-3	17,763,816	0	17,763,816	0	17,763,816	17,763,816
25	SW	SW	6,682,848	0	6,682,848	0	0	0
26	SW	ML-5	1,221,761	0	1,221,761	0	1,221,761	0
27	SW	ML-6	16,536,639	0	16,536,639	0	16,536,639	0
28	SW	ML-7	225,526,920	0	225,526,920	0	225,526,920	225,526,920
29	ML-5	SE	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0
33	ML-5	ML-5	412	0	0	0	412	0
34	ML-5	ML-6	102,683	0	0	0	102,683	0
35	ML-5	ML-7	22,651	0	0	0	22,651	22,651
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	14,561	0	0	0	14,561	0
42	ML-6	ML-7	362,004	0	0	0	362,004	362,004
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	20,755,693	0	0	0	0	20,755,693
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	3,487,694	0	0	0	0	3,487,694
49	ML-7	ML-7	549,242,515	0	0	0	0	549,242,515
50	<b>TOTAL (Dth)</b>		<b>1,429,248,046</b>	<b>354,591,615</b>	<b>267,731,984</b>	<b>400,843,511</b>	<b>260,992,843</b>	<b>1,145,397,671</b>
51	<b>TOTAL (Mcf) (1)</b>		1,395,750,045	346,280,874	261,457,016	391,448,741	254,875,823	1,118,552,413
52	<b>CenterPoint Reallocation</b>		0			33,793,000	(33,793,000)	
53	<b>Adjusted TOTAL Transport (Mcf) (1)</b>		1,395,750,045	346,280,874	261,457,016	425,241,741	221,082,823	1,118,552,413

(1) Conversion Factor

1.024

ANR PIPELINE COMPANY  
Derived Transactional Throughput By Rate Route  
2011

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 2011 (Col. 13)
1	SE	SE	18,794,673	16,374,189	18,804,276	16,422,794	16,964,566	14,411,614	12,233,218	12,663,242	13,150,352	12,158,630	17,870,660	16,836,124	186,684,338
2	SE	ML-2	2,220,412	1,266,673	845,582	381,033	1,148,880	777,247	672,255	472,052	266,450	294,397	482,786	619,028	9,446,795
3	SE	ML-3	6,191,593	4,857,924	3,318,802	2,595,360	1,950,980	3,144,390	1,814,290	1,005,444	1,144,406	1,530,433	2,623,368	2,896,901	33,073,891
4	SE	SW	0	435,318	0	0	0	0	0	0	0	0	0	0	435,318
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	4,015	26,784	0	0	0	0	0	0	0	0	0	35,295	66,094
7	SE	ML-7	8,707,982	9,384,353	11,131,546	9,853,103	8,572,328	12,666,997	7,904,066	11,443,943	11,238,002	12,035,486	10,526,494	11,420,879	124,885,179
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	79,159	33,916	129,363	39,169	131,498	110,514	170,004	236,416	376,749	267,634	36,666	40,568	1,651,656
10	ML-2	ML-3	1,569,053	1,221,612	922,424	1,235,441	1,489,157	1,102,142	2,021,723	1,888,845	2,570,668	1,713,568	3,186,473	3,772,343	22,693,449
11	ML-2	SW	0	121,691	1,595	0	0	0	0	0	0	0	0	0	123,286
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	391	0	0	0	0	0	0	0	391
14	ML-2	ML-7	11,820,495	10,945,320	16,581,911	13,613,697	18,974,214	11,970,282	12,172,233	14,039,054	15,064,667	17,153,722	15,313,174	13,502,645	171,151,414
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	531,233	743,727	1,184,403	354,422	238,565	256,776	435,851	146,556	597,756	634,699	440,707	176,647	5,741,342
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	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	709,419	1,548,974	3,413,434	2,962,094	2,538,525	1,581,893	1,663,344	2,556,091	4,415,836	4,068,590	4,338,312	1,778,184	31,574,696
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	2,670,240	1,635,125	1,432,527	1,260,417	1,396,490	1,425,262	1,299,362	1,381,651	1,248,188	1,458,967	1,232,220	1,323,367	17,763,816
25	SW	SW	876,168	2,026,072	234,568	498,434	181,528	455,522	654,944	595,190	195,050	638,588	139,426	187,358	6,682,848
26	SW	ML-5	86,696	94,884	96,644	123,083	111,536	58,255	28,544	83,987	187,739	174,202	90,085	86,106	1,221,761
27	SW	ML-6	1,806,365	1,536,429	1,460,566	1,597,379	1,305,172	986,328	1,092,746	1,276,511	1,046,256	1,307,513	1,460,807	1,660,567	16,536,639
28	SW	ML-7	20,195,063	16,350,576	20,704,729	18,652,149	19,080,241	18,096,225	17,685,026	17,216,015	17,908,485	19,121,838	20,244,476	20,272,097	225,526,920
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	412	412
34	ML-5	ML-6	18,193	16,432	15,594	8,977	3,092	3,956	1,031	1,031	1,995	5,153	8,977	18,252	102,683
35	ML-5	ML-7	0	0	0	0	0	0	0	0	0	0	22,274	377	22,651
36	ML-6	SE	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
40	ML-6	ML-5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
41	ML-6	ML-6	0	0	0	0	939	0	13,622	0	0	0	0	0	14,561
42	ML-6	ML-7	15,613	10,146	17,927	35,684	36,874	48,308	43,780	41,478	24,250	39,943	31,157	16,844	362,004
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	7,250,908	5,112,393	3,015,264	474,854	250,611	649,266	419,580	421,999	214,688	446,673	773,241	1,726,216	20,755,693
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	978,095	781,434	387,784	147,560	97,729	43,542	64,588	67,249	91,560	101,841	240,693	485,619	3,487,694
49	ML-7	ML-7	69,421,634	65,277,397	57,964,411	37,327,119	37,512,053	34,952,604	43,262,437	41,269,645	32,311,030	32,333,285	43,225,547	54,385,353	549,242,515
50	TOTAL (Dth)		153,947,009	139,801,369	141,800,163	107,445,956	111,985,369	102,741,123	103,652,644	106,806,399	102,054,127	105,485,162	122,287,543	131,241,182	1,429,248,046
51	TOTAL (Mcf) (2)		150,338,876	136,524,774	138,476,722	104,927,691	109,360,712	100,333,128	101,223,285	104,303,124	99,662,233	103,012,854	119,421,429	128,165,217	1,395,750,045
52	Storage (Dth) (1)		1,511,954	4,783,880	8,445,599	16,209,431	20,296,499	20,885,728	18,257,521	18,101,681	20,847,652	19,580,532	6,833,312	2,138,793	157,892,582
53	Storage (Mcf) (2)		1,476,518	4,671,758	8,247,655	15,829,522	19,820,800	20,396,219	17,829,610	17,677,423	20,359,035	19,121,613	6,673,156	2,088,665	154,191,974

(1) Storage transactional throughput calculated excluding Storage Cycling Fuel retained as reported on Attachment 1, Page 13 of 15, line 53.  
(2) Conversion Factor 1.024



ANR PIPELINE COMPANY  
Fuel Percentages By Rate Route  
2011

Line No.	REC-SEG	DEL-SEG	1/11-3/11 Fuel		4/11-12/11 Fuel	
			Trans (Col. 1)	Gath (Col. 2)	Trans (Col. 3)	Gath (Col. 4)
1	SE	SE	0.27%	0.00%	0.37%	0.00%
2	SE	ML-2	1.62%	0.00%	1.55%	0.00%
3	SE	ML-3	2.74%	0.00%	2.53%	0.00%
4	SE	SW	1.02%	0.00%	0.43%	0.00%
5	SE	ML-5	1.85%	0.00%	1.47%	0.00%
6	SE	ML-6	3.23%	0.00%	3.19%	0.00%
7	SE	ML-7	3.23%	0.00%	3.19%	0.00%
8	ML-2	SE	0.00%	0.00%	0.00%	0.00%
9	ML-2	ML-2	1.47%	0.00%	1.34%	0.00%
10	ML-2	ML-3	2.59%	0.00%	2.32%	0.00%
11	ML-2	SW	0.87%	0.00%	0.22%	0.00%
12	ML-2	ML-5	1.70%	0.00%	1.26%	0.00%
13	ML-2	ML-6	3.08%	0.00%	2.98%	0.00%
14	ML-2	ML-7	3.08%	0.00%	2.98%	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	1.24%	0.00%	1.14%	0.00%
18	ML-3	SW	0.00%	0.00%	0.00%	0.00%
19	ML-3	ML-5	0.35%	0.00%	0.08%	0.00%
20	ML-3	ML-6	1.73%	0.00%	1.80%	0.00%
21	ML-3	ML-7	1.73%	0.00%	1.80%	0.00%
22	SW	SE	0.69%	0.00%	2.48%	0.00%
23	SW	ML-2	2.04%	0.00%	3.66%	0.00%
24	SW	ML-3	3.16%	0.00%	4.64%	0.00%
25	SW	SW	0.46%	0.00%	1.22%	0.00%
26	SW	ML-5	1.29%	0.00%	2.26%	0.00%
27	SW	ML-6	2.67%	0.00%	3.98%	0.00%
28	SW	ML-7	3.16%	0.00%	4.64%	0.00%
29	ML-5	SE	0.35%	0.00%	1.42%	0.00%
30	ML-5	ML-2	1.70%	0.00%	2.60%	0.00%
31	ML-5	ML-3	2.82%	0.00%	3.58%	0.00%
32	ML-5	SW	0.00%	0.00%	0.00%	0.00%
33	ML-5	ML-5	0.95%	0.00%	1.20%	0.00%
34	ML-5	ML-6	2.33%	0.00%	2.92%	0.00%
35	ML-5	ML-7	2.82%	0.00%	3.58%	0.00%
36	ML-6	SE	0.00%	0.00%	0.00%	0.00%
37	ML-6	ML-2	0.87%	0.00%	1.56%	0.00%
38	ML-6	ML-3	1.99%	0.00%	2.54%	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	1.50%	0.00%	1.88%	0.00%
42	ML-6	ML-7	1.99%	0.00%	2.54%	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	0.61%	0.00%	0.82%	0.00%
46	ML-7	SW	0.00%	0.00%	0.00%	0.00%
47	ML-7	ML-5	0.00%	0.00%	0.00%	0.00%
48	ML-7	ML-6	0.61%	0.00%	0.82%	0.00%
49	ML-7	ML-7	0.61%	0.00%	0.82%	0.00%
50	STORAGE		0.84%		0.73%	

ANR PIPELINE COMPANY  
Fuel and L&U Retained By Rate Route  
2011

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 2011 (Col. 13)
1	SE	SE	50,883	44,330	50,909	60,990	63,002	53,521	45,431	47,028	48,837	45,154	66,367	62,525	638,977
2	SE	ML-2	36,563	20,858	13,924	5,999	18,088	12,237	10,584	7,432	4,195	4,635	7,601	9,746	151,862
3	SE	ML-3	174,429	136,857	93,497	67,367	50,641	81,618	47,093	26,098	29,705	39,725	68,094	75,194	890,318
4	SE	SW	0	4,486	0	0	0	0	0	0	0	0	0	0	4,486
5	SE	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	SE	ML-6	134	894	0	0	0	0	0	0	0	0	0	1,163	2,191
7	SE	ML-7	290,656	313,232	371,550	324,671	282,468	417,392	260,448	377,091	370,305	396,583	346,860	376,331	4,127,587
8	ML-2	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
9	ML-2	ML-2	1,181	506	1,930	532	1,786	1,501	2,309	3,211	5,117	3,635	498	551	22,757
10	ML-2	ML-3	41,719	32,481	24,526	29,343	35,369	26,177	48,018	44,862	61,056	40,699	75,682	89,597	549,529
11	ML-2	SW	0	1,068	14	0	0	0	0	0	0	0	0	0	1,082
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	12	0	0	0	0	0	0	0	12
14	ML-2	ML-7	375,641	347,829	526,953	418,149	582,799	367,671	373,874	431,214	462,716	526,882	470,349	414,738	5,298,815
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	6,670	9,338	14,871	4,087	2,751	2,961	5,026	1,690	6,893	7,319	5,082	2,037	68,725
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	12,489	27,269	60,092	54,295	46,531	28,996	30,489	46,853	80,942	74,577	79,521	32,594	574,648
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	87,133	53,356	46,745	61,329	67,950	69,350	63,224	67,228	60,734	70,990	59,957	64,392	772,388
25	SW	SW	4,049	9,363	1,084	6,156	2,242	5,626	8,089	7,351	2,409	7,887	1,722	2,314	58,292
26	SW	ML-5	1,133	1,240	1,263	2,846	2,579	1,347	660	1,942	4,341	4,028	2,083	1,991	25,453
27	SW	ML-6	49,553	42,148	43,820	60,540	54,099	40,883	45,294	52,911	43,367	54,196	60,550	68,830	616,191
28	SW	ML-7	658,988	533,538	675,619	907,571	928,401	880,521	860,513	837,692	871,386	930,425	985,050	986,394	10,056,098
29	ML-5	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
33	ML-5	ML-5	0	0	0	0	0	0	0	0	0	0	0	5	5
34	ML-5	ML-6	434	392	372	270	93	119	31	31	60	155	270	549	2,776
35	ML-5	ML-7	0	0	0	0	0	0	0	0	0	0	827	14	841
36	ML-6	SE	0	0	0	0	0	0	0	0	0	0	0	0	0
37	ML-6	ML-2	0	0	0	0	0	0	0	0	0	0	0	0	0
38	ML-6	ML-3	0	0	0	0	0	0	0	0	0	0	0	0	0
39	ML-6	SW	0	0	0	0	0	0	0	0	0	0	0	0	0
40	ML-6	ML-5	0	0	0	0	0	0	0	0	0	0	0	0	0
41	ML-6	ML-6	0	0	0	0	18	0	261	0	0	0	0	0	279
42	ML-6	ML-7	317	206	364	930	961	1,259	1,141	1,081	632	1,041	812	439	9,183
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	44,502	31,377	18,506	3,926	2,072	5,368	3,469	3,489	1,775	3,693	6,393	14,272	138,842
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	6,003	4,796	2,380	1,220	808	360	534	556	757	842	1,990	4,015	24,261
49	ML-7	ML-7	426,071	400,636	355,753	308,613	310,142	288,981	357,685	341,209	267,141	267,325	357,380	449,647	4,130,583
50	TOTAL TRANSPORTATION (Dth)		2,268,548	2,016,200	2,304,172	2,318,834	2,452,812	2,285,888	2,164,173	2,298,969	2,322,368	2,479,791	2,597,088	2,657,338	28,166,181
51	TOTAL TRANSPORTATION (Mcf) (1)		2,215,379	1,968,945	2,250,168	2,264,486	2,395,324	2,232,313	2,113,450	2,245,087	2,267,938	2,421,671	2,536,219	2,595,057	27,506,036
52	STORAGE INJ. FUEL (Dth)		12,808	40,525	71,544	119,199	149,254	153,587	134,260	133,114	153,307	143,989	50,250	15,728	1,177,565
53	STORAGE CYCLING FUEL (Dth)		0	0	81,442	0	0	0	0	0	0	0	0	0	81,442
54	TOTAL STORAGE FUEL RETAINED (Dth)		12,808	40,525	71,544	200,641	149,254	153,587	134,260	133,114	153,307	143,989	50,250	15,728	1,259,007
55	STORAGE FUEL RETAINED (Mcf) (1)		12,508	39,575	69,867	195,938	145,756	149,987	131,113	149,714	140,614	49,072	15,359	1,229,499	
56	TOTAL FUEL RETAINED (Dth)		2,281,356	2,056,725	2,375,716	2,519,475	2,602,066	2,439,475	2,298,433	2,432,083	2,475,675	2,623,780	2,647,338	2,673,066	29,425,188
57	TOTAL FUEL RETAINED (Mcf) (1)		2,227,887	2,008,521	2,320,035	2,460,425	2,541,080	2,382,300	2,244,563	2,375,081	2,417,651	2,562,285	2,585,291	2,610,416	28,735,535

(1) Conversion Factor

1.024

ANR PIPELINE COMPANY  
Fuel and L&U Retained by Rate Segment  
2011

Line No.	REC-SEG	DEL-SEG	System Throughput (Col. 1)	SouthEast Area (Col. 2)	SouthWest Area (Col. 3)	SouthEast Leg (Col. 4)	SouthWest Leg (Col. 5)	Northern Segment (Col. 6)	L&U (Col. 7)
<b>Transactional Throughput Grossed Up for Fuel and L&amp;U</b>									
1	SE	SE	187,323,315	187,323,315	0	0	0	0	187,323,315
2	SE	ML-2	9,598,657	9,598,657	0	9,598,657	0	0	9,598,657
3	SE	ML-3	33,964,209	33,964,209	0	33,964,209	0	0	33,964,209
4	SW	SW	439,804	439,804	0	439,804	(439,804)	439,804	439,804
5	SE	ML-5	0	0	0	0	0	0	0
6	SE	ML-6	68,285	68,285	0	68,285	0	68,285	68,285
7	SE	ML-7	129,012,766	129,012,766	0	129,012,766	0	129,012,766	129,012,766
8	ML-2	SE	0	0	0	0	0	0	0
9	ML-2	ML-2	1,674,413	0	0	1,674,413	0	0	1,674,413
10	ML-2	ML-3	23,242,978	0	0	23,242,978	0	0	23,242,978
11	ML-2	SW	124,368	0	0	124,368	(124,368)	124,368	124,368
12	ML-2	ML-5	0	0	0	0	0	0	0
13	ML-2	ML-6	403	0	0	403	0	403	403
14	ML-2	ML-7	176,450,229	0	0	176,450,229	0	176,450,229	176,450,229
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	5,810,067	0	0	5,810,067	0	0	5,810,067
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	32,149,344	0	0	32,149,344	0	32,149,344	32,149,344
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	18,536,204	0	18,536,204	0	18,536,204	18,536,204	18,536,204
25	SW	SW	6,741,140	0	6,741,140	0	0	0	6,741,140
26	SW	ML-5	0	0	1,247,214	0	1,247,214	0	1,247,214
27	SW	ML-6	17,152,830	0	17,152,830	0	17,152,830	0	17,152,830
28	SW	ML-7	235,583,018	0	235,583,018	0	235,583,018	235,583,018	235,583,018
29	ML-5	SE	0	0	0	0	0	0	0
30	ML-5	ML-2	0	0	0	0	0	0	0
31	ML-5	ML-3	0	0	0	0	0	0	0
32	ML-5	SW	0	0	0	0	0	0	0
33	ML-5	ML-5	417	0	0	0	417	0	417
34	ML-5	ML-6	105,459	0	0	0	105,459	0	105,459
35	ML-5	ML-7	23,492	0	0	0	23,492	23,492	23,492
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	14,840	0	0	0	14,840	0	14,840
42	ML-6	ML-7	371,187	0	0	0	371,187	371,187	371,187
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	20,894,535	0	0	0	0	20,894,535	20,894,535
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	3,511,955	0	0	0	0	3,511,955	3,511,955
49	ML-7	ML-7	553,373,098	0	0	0	0	553,373,098	553,373,098
50	<b>TOTAL (Dth)</b>		<b>1,457,414,227</b>	<b>360,407,036</b>	<b>279,260,406</b>	<b>412,535,523</b>	<b>272,470,489</b>	<b>1,170,538,688</b>	<b>1,457,414,227</b>
51	<b>Fuel and L&amp;U Retained by Rate Segment</b>								
52	Unadjusted Fuel and L&U Retainec		28,769,556	694,474	2,430,582	9,229,727	7,135,554	7,124,210	2,155,008
53	Adjustments								
54	SE-SE (L&U)		0	0	0	0	0	0	0
54	SE-ML2		(100,232)	0	0	(100,232)	0	0	0
55	ML2-ML2		(16,754)	0	0	(16,754)	0	0	0
56	ML3-ML3		(72,792)	0	0	(72,792)	0	0	0
57	ML3-ML6		0	0	0	0	0	0	0
58	ML3-ML7		(389,174)	0	0	(389,174)	0	0	0
59	SW-ML5		(20,494)	0	0	0	(20,494)	0	0
60	ML5-ML-5		(7)	0	0	0	(7)	0	0
61	ML6-ML3		0	0	0	0	0	0	0
62	ML6-ML6		(154)	0	0	0	(154)	0	0
63	ML6-ML7		(3,767)	0	0	0	(3,767)	0	0
64	Total Fuel and L&U Retained (Dth)		28,166,181	694,474	2,430,582	8,650,775	7,111,132	7,124,210	2,155,008
65	<b>Total Fuel and L&amp;U Retained (Mcf)</b>		27,506,036	678,198	2,373,616	8,448,022	6,944,465	6,957,236	2,104,500
66	<b>CenterPoint Reallocation</b>								
67	Adjusted Total Fuel and L&U Retained (Mcf)		27,506,036	678,198	2,373,616	9,368,762	6,023,725	6,957,236	2,104,500
<b>Transporter's Use</b>			<b>Transportation</b>						
68	Fuel & L&U Retained by Rate Segment		27,506,036	678,198	2,373,616	9,368,762	6,023,725	6,957,236	2,104,500
69	Less: Def.Transporter's Use Bal. - 2010 (Over)/Under Rec.		3,752,253	92,317	870,273	690,153	956,821	(44,779)	1,187,468
70	<b>Current Transporter's Use</b>		23,753,783	585,881	1,503,343	8,678,609	5,066,904	7,002,015	917,032
			<b>Storage</b>						
			<b>Total Co. Use</b>						
			1,229,499						
			28,735,535						
			(296,703)						
			3,455,550						
			1,526,202						
			25,279,985						



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

<b>To</b>		<b>Southeast</b>			<b>Southwest</b>			
<b>From</b>	<b>Southeast Area SE</b>	<b>Southern ML-2</b>	<b>Central ML-3</b>	<b>Southwest Area SW</b>	<b>Southern ML-5</b>	<b>Central ML-6</b>	<b>Northern ML-7</b>	
<b>Southeast Area SE</b>	SEA \$0.0000	SEA+SES 0 + 0 = \$0.0000	SEA+SES+SEC 0 + 0 + 0 = \$0.0000	SEA+SES+SEC+N -SWC-SWS 0 + 0 + 0 + 0.0005 - 0 - 0 = \$0.0005	SEA+SES+SEC+N-SWC 0 + 0 + 0 0.0005 - 0 = \$0.0005	SEA+SES+SEC+N 0 + 0 0 + 0.0005 = \$0.0005	SEA+SES+SEC+N 0 + 0 = 0 + 0.0005 = \$0.0005	
<b>Southeast Southern ML-2</b>	Complete Backhaul No Charge	SES \$0.0000	SES+SEC 0 + 0 = \$0.0000	SES+SEC+N -SWC-SWS 0 + 0 + 0.0005 + - 0 - 0 = \$0.0005	SES+SEC+N-SWC 0 + 0 0.0005 - 0 = \$0.0005	SES+SEC+N 0 + 0 + 0.0005 = \$0.0005	SES+SEC+N 0 + 0 + 0.0005 = \$0.0005	
<b>Southeast Central ML-3</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	SEC \$0.0000	SEC+N-SWC-SWS 0 + 0.0005 0 - 0 = \$0.0005	SEC+N-SWC 0 + 0.0005 - 0 = \$0.0005	SEC+N 0 + 0.0005 = \$0.0005	SEC+N 0 + 0.0005 = \$0.0005	
<b>Southwest Area SW</b>	SWA+SWS+SWC+N-SEC-SES 0 + 0 + 0 + 0.0005 - 0 - 0 = \$0.0005	SWA+SWS+SWC+N-SEC 0 + 0 + 0 + 0.0005 - 0 = \$0.0005	SWA+SWS+SWC+N 0 + 0 0 + 0.0005 = \$0.0005	SWA \$0.0000	SWA+SWS 0 + 0 = \$0.0000	SWA+SWS+SWC 0 + 0 + 0 = \$0.0000	SWA+SWS+SWC+N 0 + 0 0 + 0.0005 = \$0.0005	
<b>Southwest Southern ML-5</b>	SWS+SWC+N-SEC-SES 0 + 0 + 0.0005 - 0 - 0 = \$0.0005	SWS+SWC+N-SEC 0 + 0 0.0005 - 0 = \$0.0005	SWS+SWC+N 0 + 0 + 0.0005 = \$0.0005	Complete Backhaul No Charge	SWS \$0.0000	SWS+SWC 0 + 0 = \$0.0000	SWS+SWC+N 0 + 0 + 0.0005 = \$0.0005	
<b>Southwest Central ML-6</b>	Complete Backhaul No Charge	SWC+N-SEC 0 + 0.0005 - 0 = \$0.0005	SWC+N 0 + 0.0005 = \$0.0005	Complete Backhaul No Charge	Complete Backhaul No Charge	SWC \$0.0000	SWC + N 0 + 0.0005 = \$0.0005	
<b>Northern Segment ML-7</b>	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0005	Complete Backhaul No Charge	Complete Backhaul No Charge	N \$0.0005	N \$0.0005	

ANR PIPELINE COMPANY  
COMPARISON OF TRANSPORTATION EPC CHARGE BY ROUTE

TO	Southeast Area SE			Southeast Southern ML-2			Central ML-3			Southwest Area SW			Southwest Southern ML-5			Central ML-6			Northern ML-7		
	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE	NEW	OLD	CHANGE
FROM																					
Southeast Area SE	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)
Southeast Southern ML-2	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)
Southeast Central ML-3	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)
Southwest Area SW	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0007	(\$0.0002)
Southwest Southern ML-5	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	-----			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0007	(\$0.0002)
Southwest Central ML-6	-----			\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)	-----			-----			\$0.0000	\$0.0000	\$0.0000	\$0.0005	\$0.0007	(\$0.0002)
Northern Segment ML-7	-----			-----			\$0.0005	\$0.0007	(\$0.0002)	-----			-----			\$0.0005	\$0.0007	(\$0.0002)	\$0.0005	\$0.0007	(\$0.0002)

**ANR PIPELINE COMPANY**  
**Derivation of Transportation EPC Charge by Area and Segment**  
**2011**

Line No.		<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
		<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	(Co. 7)
1	THROUGHPUT						
2	Bcf (1)	346.3	261.5	425.2	221.1	1,118.6	
3	MMDth (1)	354.6	267.8	435.4	226.4	1,145.4	
4	ELECTRIC POWER COSTS, \$ (2)	\$ -	\$ -	\$ -	\$ -	\$ 516,019	\$ 516,019
5	CURRENT EPC CHARGE, \$/Dth (3)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00045</u>	
6	(OVER)/UNDER RECOVERIES, \$ (Line 13)	\$ -	\$ -	\$ -	\$ -	\$ 113,762	\$ 113,762
7	ANNUAL EPC CHARGE ADJUSTMENT, \$/Dth (4)	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.00010</u>	
8	<b>TRANSPORTATION EPC CHARGE, \$/Dth - (5)</b>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0000</u>	<u>\$0.0005</u>	<u>\$ 629,781</u>

BREAKDOWN OF MAINLINE LEGS BY SEGMENT

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

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

	<u>SOUTHEAST AREA</u>	<u>SOUTHWEST AREA</u>	<u>MAINLINE AREA</u>			<u>TOTAL</u>
	<u>TRANSMISSION</u> (Col. 2)	<u>TRANSMISSION</u> (Col. 3)	<u>SOUTHEAST LEG</u> (Col. 4)	<u>SOUTHWEST LEG</u> (Col. 5)	<u>NORTHERN SEGMENT</u> (Co. 6)	
9	Deferred Balance - January 1, 2011 (7)	\$ -	\$ -	\$ -	\$ 718,333	\$ 718,333
10	Less: Transporter's EPC Collected (8)	-	-	-	629,679	629,679
11	(Over)/Under Recoveries	\$ -	\$ -	\$ -	\$ 88,654	\$ 88,654
13	Interest (9)	-	-	-	25,108	25,108
14	(Over)/Under Recoveries Including Interest	\$ -	\$ -	\$ -	\$ 113,762	\$ 113,762

- (1) Refer to Line 1, Attachment 1, Page 3 of 15. Conversion factor of 1.024 Dth/Mcf.
- (2) Cost of electric power purchases for the period Jan 1 - Dec 31, 2011. 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 Jan 1, 2011, per RP11-1845-000, Attachment 2, Page 3 of 5, line 8.
- (8) Refer to Attachment 2, Page 4 of 5.
- (9) Refer to Attachment 2, Page 5 of 5.

**ANR Pipeline Company  
Transportation Electric Power Costs by Segment  
2011**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			(1)	Total
				Southeast Leg	Southwest Leg	Northern Segment		
1	January	-	-	-	-	\$ 108,177	\$ 108,177	
2	February	-	-	-	-	72,281	72,281	
3	March	-	-	-	-	65,023	65,023	
4	April	-	-	-	-	12,375	12,375	
5	May	-	-	-	-	12,339	12,339	
6	June	-	-	-	-	11,910	11,910	
7	July	-	-	-	-	80,588	80,588	
8	August	-	-	-	-	12,165	12,165	
9	September	-	-	-	-	11,730	11,730	
10	October	-	-	-	-	12,124	12,124	
11	November	-	-	-	-	48,313	48,313	
12	December	-	-	-	-	68,994	68,994	
13	Total	-	-	-	-	<u>\$ 516,019</u>	<u>\$ 516,019</u>	

**Transportation EPC Collected by Segment  
2011**

Line No.	Production Month	Southeast Area	Southwest Area	Mainline Area			Total
				Southeast Leg	Southwest Leg	Northern Segment	
14	January	-	-	-	-	\$ 24,230	\$ 24,230
15	February	-	-	-	-	22,295	22,295
16	March	-	-	-	-	22,838	22,838
17	April	-	-	-	-	58,847	58,847
18	May	-	-	-	-	61,785	61,785
19	June	-	-	-	-	56,883	56,883
20	July	-	-	-	-	59,060	59,060
21	August	-	-	-	-	61,965	61,965
22	September	-	-	-	-	59,404	59,404
23	October	-	-	-	-	62,223	62,223
24	November	-	-	-	-	67,097	67,097
25	December	-	-	-	-	73,052	73,052
26	Total	-	-	-	-	<u>\$ 629,679</u>	<u>\$ 629,679</u>

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



ANR PIPELINE COMPANY  
Transportation EPC  
Interest Calculation

<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) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2011	\$ 718,333	(6)	\$ 108,177	\$ 24,230	\$ 802,280	0.2500%	\$ 1,796	\$ 60	\$ 1,856
2	March	802,280		72,281	22,295	852,266	0.2800%	2,246	49	2,295
3	April	852,266	4,151	65,023	22,838	898,602	0.2700%	2,312	38	2,350
4	May	898,602		12,375	58,847	852,130	0.2800%	2,516	(46)	2,470
5	June	852,130		12,339	61,785	802,684	0.2700%	2,301	(45)	2,256
6	July	802,684	7,076	11,910	56,883	764,787	0.2800%	2,267	(45)	2,222
7	August	764,787		80,588	59,060	786,315	0.2800%	2,141	21	2,162
8	September	786,315		12,165	61,965	736,515	0.2700%	2,123	(45)	2,078
9	October	736,515	6,462	11,730	59,404	695,303	0.2800%	2,080	(47)	2,033
10	November	695,303		12,124	62,223	645,204	0.2700%	1,877	(45)	1,832
11	December	645,204		48,313	67,097	626,420	0.2800%	1,807	(19)	1,788
12	January, 2012	626,420	5,653	68,994	73,052	628,015	0.2800%	1,770	(4)	1,766
13	Total			<u>\$ 516,019</u>	<u>\$ 629,679</u>			<u>\$ 25,236</u>	<u>\$ (128)</u>	<u>\$ 25,108</u>

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

ANR PIPELINE COMPANY  
Derivation of Storage EPC Charge  
2011

<u>Line No.</u>	<u>Storage EPC Charge</u> (1)
<u>Storage Gas Injected (Transactional Throughput)</u>	
1 Bcf (2)	154.19
2 MMDth (2)	157.89
<u>Current EPC Charge</u>	
3 Electric Power Costs, \$ (3)	\$ 1,602,600
4 Current EPC Charge, \$/Dth (4)	\$0.0102
<u>EPC Charge Adjustment</u>	
5 (Over)/Under Recoveries, \$ (Line 14)	\$ (434,278)
6 Annual EPC Charge Adjustment, \$/Dth (5)	(\$0.0028)
7 <b>Storage EPC Charge, \$/Dth (6)</b>	<b>\$0.0074</b>
<u>Derivation of EPC (Over)Under Recoveries</u>	
8 Deferred Balance - December 31, 2010 (7)	\$ (327,432)
9 Actual Electric Power Costs - 2011 (Attach 3, Pg 2 of 3)	1,602,585
10 Total	<u>\$ 1,275,153</u>
11 Transporter's EPC Collected - 2011 (Attach 3, Pg 2 of 3)	<u>1,693,557</u>
12 Total (Over)/Under Recoveries	\$ (418,404)
13 Interest (8)	<u>(15,874)</u>
14 Deferred Balance - December 31, 2011	<u><u>\$ (434,278)</u></u>

- (1) The Storage EPC Charge was effectuated August 1, 2010, pursuant to Commission orders issued July 1, 2010, in Docket No. RP09-428 *et al.* and August 9, 2010, in Docket No. RP10-977.
- (2) Conversion factor of 1.024.
- (3) Actual 2011 Cold Springs 1 electric power costs incurred, rounded.
- (4) Current EPC Charge = Line 3 ÷ Line 2.
- (5) Annual EPC Charge Adjustment = Line 5 ÷ Line 2.
- (6) EPC Charge = (Line 3 + Line 5) / Line 2.
- (7) Deferred balance Dec 31, 2010, per RP11-1845 (see Attachment 3, Page 1 of 3, Line 14).
- (8) Refer to Attachment 3, Page 3 of 3, for the interest calculation.

ANR Pipeline Company  
Storage EPC  
2011

**Electric Power Costs**

<u>Line No.</u>	<u>Production Month</u>	<u>Amount</u>
1	January	\$ 38,769
2	February	45,066
3	March	41,099
4	April	67,259
5	May	70,962
6	June	212,426
7	July	173,329
8	August	206,004
9	September	235,878
10	October	272,902
11	November	198,341
12	December	40,550
13	Total	<u>\$ 1,602,585</u>

**Storage EPC Collected**

	<u>Production Month</u>	<u>Amount</u>
14	January	\$ 19,759
15	February	40,785
16	March	64,598
17	April	177,877
18	May	220,953
19	June	224,637
20	July	194,807
21	August	194,336
22	September	223,325
23	October	210,287
24	November	83,316
25	December	38,877
26	Total	<u>\$ 1,693,557</u>

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

**ANR PIPELINE COMPANY  
Storage EPC  
Interest Calculation**

<u>Line No.</u>	<u>Accounting Month</u>	Prior Month Interest Base (Col. 5) (Col. 1)	(1) Quarterly Interest (Col. 2)	(2) Electric Power Costs (Col. 3)	(3) Storage EPC (Col. 4)	Current Month Interest Base (Col. 1+ 2 + 3 - 4) (Col. 5)	(4) Monthly Interest Rate (Col. 6)	Interest (Col. 1 + Col. 2 x Col. 6 (Col. 7)	(5) Interest (Col. 8)	Total Monthly Interest (Col. 7 + 8) (Col. 9)
1	February, 2011	\$ (327,432) (6)		\$ 38,769	\$ 19,759	\$ (308,422)	0.2500%	\$ (819)	\$ 14	\$ (805)
2	March	(308,422)		45,066	40,785	(304,141)	0.2800%	(864)	4	(860)
1	April	(304,141)	(1,665)	41,099	64,598	(329,305)	0.2700%	(826)	(21)	(847)
2	May	(329,305)		67,259	177,877	(439,923)	0.2800%	(922)	(110)	(1,032)
3	June	(439,923)		70,962	220,953	(589,914)	0.2700%	(1,188)	(135)	(1,323)
4	July	(589,914)	(3,202)	212,426	224,637	(605,327)	0.2800%	(1,661)	(12)	(1,673)
5	August	(605,327)		173,329	194,807	(626,805)	0.2800%	(1,695)	(21)	(1,716)
6	September	(626,805)		206,004	194,336	(615,137)	0.2700%	(1,692)	11	(1,681)
7	October	(615,137)	(5,070)	235,878	223,325	(607,654)	0.2800%	(1,737)	12	(1,725)
8	November	(607,654)		272,902	210,287	(545,039)	0.2700%	(1,641)	56	(1,585)
9	December	(545,039)		198,341	83,316	(430,014)	0.2800%	(1,526)	114	(1,412)
10	January, 2012	(430,014)	(4,722)	40,550	38,877	(433,063)	0.2800%	(1,217)	\$ 2	(1,215)
11	Total			<u>\$ 1,602,585</u>	<u>\$ 1,693,557</u>			<u>\$ (15,788)</u>	<u>\$ (86)</u>	<u>\$ (15,874)</u>

- (1) Quarterly interest based upon Col. 9.
- (2) Reflects prior month electric power cost activity. Please refer to Attachment 3, Page 2 of 3.
- (3) Reflects prior month Transporter's EPC collected. Refer to Attachment 3, Page 2 of 3.
- (4) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.
- (5) Interest calculated assuming amount is due and received on the 20th of each month. (Column 3 - Column 4 x Column 6 x (No. of days in the month - 20) / No. of days in the month).
- (6) Refer to Attachment 3, Page 1 of 3, Line 8.

ANR PIPELINE COMPANY  
RECONCILIATION OF COMPANY USE AND L&U TO FORM 2  
2011

<u>Line No.</u>	<u>2011 FORM 2 Dth</u> (A) (Col. 1)	<u>Dec. 2010 Dth</u> (B) (Col. 2)	<u>Dec. 2011 Dth</u> (C) (Col. 3)	<u>2011 Fuel Filing Dth</u> (A) - (B) + (C) (Col. 4)	<u>2011 Fuel Filing Mcf</u> (Col. 5)
1 Company Use	23,151,365 (1)	1,759,562	2,119,324	23,511,127 (3)	22,970,000 (5)
2 L&U	(1,082,948) (2)	48,109	(142,916)	(1,273,973) (4)	(1,244,000) (6)

(1) FORM 2 Page 331, Line 1 (Acct. 810) and Line 5 (Acct. 812)

(2) FORM 2 Page 331, Line 6 (Acct. 812)

(3) Company Use of Gas reports included in Appendix C of the Detailed Workpapers

(4) L&U from Attachment 1, Page 8, Line 13 converted to Dth using a 1.024 Dth/Mcf conversion factor

(5) Fuel Total from Attachment 1, Page 3, Line 2, Col. 7 and Attachment 1, Page 6, Line 1 (22.253 + 0.717 = 22.97). Additionally, see Company Use of Gas reports included in Appendix C

(6) L&U from Attachment 1, Page 8, Line 13

**ANR PIPELINE COMPANY  
RECONCILIATION OF ELECTRIC POWER CHARGES TO FORM 2  
2011**

<u>Line No.</u>	<b>2011</b>		<b>Dec. 2010</b>	<b>Dec. 2011</b>	<b>2011</b>	
	<b>FORM 2</b>				<b>Electric Power</b>	
	<b>\$</b>		<b>\$</b>	<b>\$</b>	<b>\$</b>	
	<b>( A )</b>		<b>( B )</b>	<b>( C )</b>	<b>( A ) - ( B ) + ( C )</b>	
	<b>(Col. 1)</b>		<b>(Col. 2)</b>	<b>(Col. 3)</b>	<b>(Col. 4)</b>	
1 Weyauwega, WI	536,691 (1)		89,666	68,994	516,019	(2)
2 Fuel Tracker Electric	604,303 (3)		0	370	604,673	(4)

(1) FORM 2 Page 323, Account 855

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

(3) FORM 2 Page 232, Account 182.3

(4) Derivation of EPC Charge, excluding interest, Attachment 2, Page 3 (Line 4 + Line 6 - Line 13)

**ANR PIPELINE COMPANY  
STORAGE  
RECONCILIATION OF COMPANY USE AND ELECTRIC POWER CHARGES TO FORM 2  
2011**

<u>Line No.</u>	<u>2011 FORM 2 \$</u> (A) (Col. 1)	<u>Dec. 2010 \$</u> (B) (Col. 2)	<u>Dec. 2011 \$</u> (C) (Col. 3)	<u>2011 Fuel Filing \$</u> (A) - (B) + (C) (Col. 4)
1 Cold Springs 1, MI	1,599,035	37,000	40,550	1,602,585 (1)
2 Fuel Tracker - Electric	(424,505) (2)	0	6,101	(418,404) (3)

(1) Electric Power Costs, Attachment 3, Page 2 Line 13

(2) FORM 2 Page 278, Account 254

(3) Electric Power Costs, Attachment 3, Page 1 Line 12