

# MIDCONTINENT EXPRESS PIPELINE LLC

April 18, 2019

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

Re: Midcontinent Express Pipeline LLC  
Fuel Tracker Filing  
Docket No. RP19-

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”), Part 154 of the regulations of the Federal Energy Regulatory Commission (“Commission” or “FERC”), Midcontinent Express Pipeline LLC (“MEP”) hereby submits for filing with the Commission as part of its First Revised Volume No. 1, the following tariff record to be effective June 1, 2019:

<u>First Revised Volume No. 1</u>	<u>Version</u>
Revised Sheet No. 12	20.0.0

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

The revised tariff record is being filed in accordance with Section 36 of the General Terms and Conditions (GT&C) of MEP’s Tariff, which provides for reimbursement percentages for Fuel Gas, Unaccounted For (UAF) Gas, and Booster Compression Fuel to be established on a semi-annual basis.

As required by Section 36 of the GT&C, this filing establishes the Fuel Gas Reimbursement Percentages for Zone 1 and Zone 2 of MEP’s system, the UAF Gas Reimbursement Percentage and the Booster Compression Fuel Reimbursement Percentage. The proposed reimbursement percentages are based on actual data for the Base Period, as adjusted for changes reasonably anticipated to take effect during the Recovery Period. The attached Appendix C includes the work papers supporting the proposed reimbursement percentages.

**Reimbursement Percentages:**

- **Fuel Gas Reimbursement Percentages For Zone 1 and Zone 2**

The proposed Fuel Gas Reimbursement Percentage effective June 1, 2019 for Zone 1 is 0.847% and for Zone 2 is 0.251%. The changes in the Current and Deferred Components for Zone 1 and Zone 2 are shown in the following table:

**Fuel Gas Reimbursement Zone 1**

	<u>Currently Effective December 1, 2018</u>	<u>Proposed June 1, 2019</u>
Current Component	0.772%	0.796%
Deferred Component	<u>0.195%</u>	<u>0.051%</u>
Total Fuel Percentage	0.967%	0.847%

**Fuel Gas Reimbursement Zone 2**

	<u>Currently Effective December 1, 2018</u>	<u>Proposed June 1, 2019</u>
Current Component	0.287%	0.286%
Deferred Component	<u>(0.031)%</u>	<u>(0.035)%</u>
Total Fuel Percentage	0.256%	0.251%

- **UAF Gas Reimbursement Percentage**

The proposed UAF Gas Reimbursement Percentage effective June 1, 2019 is 0.143%. The changes in the Current and Deferred Components for UAF are shown in the following table:

**UAF Gas Reimbursement Percentage**

	<u>Currently Effective December 1, 2018</u>	<u>Proposed June 1, 2019</u>
Current Component	0.072%	0.104%
Deferred Component	<u>0.046%</u>	<u>0.039%</u>
Total Fuel Percentage	0.118%	0.143%

- **Booster Compression Fuel Reimbursement Percentage**

The proposed Booster Compression Reimbursement Percentage effective June 1, 2019 is 0.393%. The changes in the Current and Deferred Components for Booster Compression are shown in the following table:

**Booster Compression Reimbursement Percentage**

	<u>Currently Effective December 1, 2018</u>	<u>Proposed June 1, 2019</u>
Current Component	0.453%	0.427%
Deferred Component	<u>(0.270)%</u>	<u>(0.034)%</u>
Total Fuel Percentage	0.183%	0.393%

**Procedural Matters**

MEP respectfully requests any waivers of the Commission's regulations, to the extent necessary, to permit the proposed tariff records in First Revised Volume No. 1 to become effective June 1, 2019.

**Materials Enclosed**

In accordance with 18 C.F.R. Part 154.7(a) (1) of the Commission's regulations, MEP states that the following items are included in this filing:

1. An eTariff.xml filing package containing the revised tariff record in electronic format;
2. This transmittal letter;
3. The Certificate of Service;
4. The tendered tariff record in Appendix A;
5. The marked tariff record in Appendix B; and
6. A copy of all the work papers supporting the Fuel Gas, Booster Fuel and UAF Gas calculations in Appendix C.

**Service**

The undersigned certifies that a copy of this filing has been served pursuant to 18 C.F.R. § 154.208 on MEP's customers and interested state regulatory commissions.

Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
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### **Communications**

Correspondence and communications concerning this filing should be sent to each of the following persons and that each should be included on the Commission's service list for this filing:

T. Brooks Henderson  
Director - Rates  
Midcontinent Express Pipeline LLC  
Post Office Box 2563  
Birmingham, AL 35202-2563  
(205) 325-3843  
brooks\_henderson@kindermorgan.com

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General Counsel, Asst.  
Midcontinent Express Pipeline LLC  
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MEP also requests that copies be sent to:

Michael T. Langston  
VP & Chief Regulatory Officer  
Energy Transfer Partners  
1300 Main Street,  
Houston, TX 77002  
(713) 989-7610  
michael.langston@energytransfer.com

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Pursuant to 18 CFR § 154.4(b) and § 385.2005 (a)(2) of the Commission's regulations, the undersigned, having full power and authority to execute this filing, has read this filing and knows its contents, and the contents are true as stated, to the best knowledge and belief of the undersigned.

Very truly yours,

*/s/ T. Brooks Henderson*

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T. Brooks Henderson  
Director – Rates  
Midcontinent Express Pipeline LLC

**MIDCONTINENT EXPRESS  
PIPELINE LLC**

**CERTIFICATE OF SERVICE**

I hereby certify that I have this day served the foregoing document upon all customers of Midcontinent Express Pipeline LLC and all interested state commissions.

Dated at Birmingham, Alabama, this 18th day of April, 2019.

*/s/ T. Brooks Henderson*

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T. Brooks Henderson  
Director - Rates  
Midcontinent Express Pipeline LLC

# APPENDIX A

## Tendered Tariff Record

<u>First Revised Volume No. 1</u>	<u>Version</u>
Revised Sheet No. 12	20.0.0

**CURRENTLY EFFECTIVE REIMBURSEMENT PERCENTAGES**  
 (%)

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	<u>Percentage</u>
<b>REIMBURSEMENT PERCENTAGES FOR FUEL GAS AND UNACCOUNTED FOR GAS: 1/</b>	
Zone 1 - Fuel Gas 2/	.847%
Zone 2 - Fuel Gas 3/	.251%
System Haul Unaccounted For Gas 4/	.143%
 Booster Compression Incremental Fuel Percentage:	
Current Reimbursement	.427%
Deferred Reimbursement	<u>(.034)%</u>
Total Booster Compression Incremental Percentage 5/	.393%

- 
- 1/ Fuel Gas charges will not be assessed for any transportation involving all or any portion of the path between Bennington and the interconnection with Natural or with a subsidiary of ETP near Natural's Compressor Station No. 802. Additionally, Fuel Gas charges will not be assessed for any transportation that represents a physical backhaul.
- 2/ Zone 1 - Fuel Gas - Current      .796%  
   Deferred      .051%  
           Total                              .847%
- 3/ Zone 2 - Fuel Gas - Current      .286%  
   Deferred      (.035)%  
           Total                              .251%
- 4/ In addition to the fuel gas percentage, Shippers will be charged 0.143% per Dth which represents System Haul Unaccounted For Gas regardless of the receipt or delivery point.
- 5/ For the Booster Compression installed in Richland Parish, Louisiana.



## APPENDIX B

### Marked Tariff Record

**CURRENTLY EFFECTIVE REIMBURSEMENT PERCENTAGES**  
 (%)

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**Percentage**

**REIMBURSEMENT PERCENTAGES FOR FUEL GAS  
 AND UNACCOUNTED FOR GAS: 1/**

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Zone 1 - Fuel Gas 2/	<u>.967847%</u>
Zone 2 - Fuel Gas 3/	<u>.256251%</u>
System Haul Unaccounted For Gas 4/	<u>.118143%</u>
Booster Compression Incremental Fuel Percentage:	
Current Reimbursement	<u>.453427%</u>
Deferred Reimbursement	<u>(.270034)%</u>
Total Booster Compression Incremental Percentage 5/	<u>.183393%</u>

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1/ Fuel Gas charges will not be assessed for any transportation involving all or any portion of the path between Bennington and the interconnection with Natural or with a subsidiary of ETP near Natural's Compressor Station No. 802. Additionally, Fuel Gas charges will not be assessed for any transportation that represents a physical backhaul.

2/ Zone 1 - Fuel Gas - Current	<u>.772796%</u>
Deferred	<u>.195051%</u>
Total	<u>.967847%</u>

3/ Zone 2 - Fuel Gas - Current	<u>.287286%</u>
Deferred	<u>(.031035)%</u>
Total	<u>.256251%</u>

4/ In addition to the fuel gas percentage, Shippers will be charged 0.~~118143~~% per Dth which represents System Haul Unaccounted For Gas regardless of the receipt or delivery point.

5/ For the Booster Compression installed in Richland Parish, Louisiana.

## APPENDIX C

### Fuel Calculation Support Documentation

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Fuel Gas, Unaccounted for Gas and Booster Compression Fuel  
Reimbursement Percentages Summary  
To be Effective for the Six Months Beginning June 1, 2019

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Line No.	Details (a)	Percentages (b)
	Fuel Reimbursement Zone 1:	
1	Current Percentage 1/	0.796%
2	Deferred Percentage 2/	0.051%
3	Total Fuel Percentage	<u>0.847%</u>
	Fuel Reimbursement Zone 2:	
4	Current Percentage 1/	0.286%
5	Deferred Percentage 2/	(0.035)%
6	Total Fuel Percentage	<u>0.251%</u>
	Unaccounted For Gas (Overall System):	
7	Current Percentage 1/	0.104%
8	Deferred Percentage 2/	0.039%
9	Total UAF Percentage	<u>0.143%</u>
	Booster Compressor Fuel:	
10	Current Percentage 1/	0.427%
11	Deferred Percentage 2/	(0.034)%
12	Total Booster Compressor Fuel Percentage	<u>0.393%</u>

Notes:

- 1/ For details on the Current Percentage, please see Attachment A, Page 2 of 3.
- 2/ For details on the Deferred Percentage, please see Attachment A, Page 3 of 3.

**MIDCONTINENT EXPRESS PIPELINE LLC**

Fuel Gas, Unaccounted For Gas and Booster Fuel Current Percentage  
To be Effective for the Six Months Beginning June 1, 2019

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Line No.	Description (a)	Calculations (b)
1	Zone 1	
2	Fuel Usage 1/	1,551,474
3	Throughput 2/	195,028,773
4	Current Percentage	<u>0.796%</u>
5	Zone 2	
6	Fuel Usage 1/	631,533
7	Throughput 2/	220,688,118
8	Current Percentage	<u>0.286%</u>
9	Unaccounted For Gas	
10	Unaccounted For Gas 1/	270,291
11	Throughput 2/	259,425,192
12	Current Percentage	<u>0.104%</u>
13	Booster	
14	Fuel Usage 1/	176,961
15	Throughput 2/	41,396,430
16	Current Percentage	<u>0.427%</u>

Notes:

- 1/ Volumes are in Dth and are based on actuals for the period of September 1, 2018 through February 28, 2019.  
See Attachment B, Pages 1 and 3 and Attachment C, Page 5 for details.
- 2/ See Attachment B, Pages 2 and 3 for details.

**MIDCONTINENT EXPRESS PIPELINE LLC**

Fuel Gas, Unaccounted for Gas and Booster Compression Fuel

Calculation of Deferred Component Summary

To be Effective for the Six Months Beginning June 1, 2019

Line No.	Details (a)	Calculations (b)
1	Fuel Zone 1	
2	Deferred Account Balance (Dth) at 8/31/18 1/	99,891
3	Throughput 2/	195,028,773
4	Deferred Account Percentage	<u>0.051%</u>
5	Fuel Zone 2	
6	Deferred Account Balance (Dth) at 8/31/18 3/	(77,058)
7	Throughput 2/	220,688,118
8	Deferred Account Percentage	<u>(0.035)%</u>
9	Unaccounted For Gas	
10	Deferred Account Balance (Dth) at 8/31/18 4/	100,059
11	Throughput 5/	259,425,192
12	Deferred Account Percentage	<u>0.039%</u>
13	Booster Compression	
14	Deferred Account Balance (Dth) at 8/31/18 6/	(14,160)
15	Throughput 2/	41,396,430
16	Deferred Account Percentage	<u>(0.034)%</u>

## Note:

- 1/ See Attachment C, Page 1 for details.
- 2/ See Attachment B, Page 2 for details.
- 3/ See Attachment C, Page 2 for details.
- 4/ See Attachment C, Page 3 for details.
- 5/ See Attachment B, Page 3 for details.
- 6/ See Attachment C, Page 4 for details.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Details for the Calculation of Current Component  
Projected Fuel Usage by Month (Dth)

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Line No.	Month	Zone 1 Fuel <sup>1/</sup>	Zone 2 Fuel <sup>1/</sup>	Booster Compressor Fuel <sup>1/</sup>
	(a)	(b)	(c)	(d)
1	June 2019	254,340	103,530	29,010
2	July 2019	262,818	106,981	29,977
3	August 2019	262,818	106,981	29,977
4	September 2019	254,340	103,530	29,010
5	October 2019	262,818	106,981	29,977
6	November 2019	254,340	103,530	29,010
7	Total	1,551,474	631,533	176,961

Note:

1/ Volumes are based on the daily average for the period of September 1, 2018 through February 28, 2019. See Attachment C, Page 5 for support.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Details for the Calculation of Current Component  
Projected Volumes by Month (Dth)

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Line No.	Month	Zone 1 Volumes 1/	Zone 2 Volumes 1/	Booster Compressor Volumes 1/
	(a)	(b)	(c)	(d)
1	June 2019	31,971,930	36,178,380	6,786,300
2	July 2019	33,037,661	37,384,326	7,012,510
3	August 2019	33,037,661	37,384,326	7,012,510
4	September 2019	31,971,930	36,178,380	6,786,300
5	October 2019	33,037,661	37,384,326	7,012,510
6	November 2019	31,971,930	36,178,380	6,786,300
7	Total	<u>195,028,773</u>	<u>220,688,118</u>	<u>41,396,430</u>

Note:

1/ Volumes are based on the daily average for the period of September 1, 2018 through February 28, 2019.



**MIDCONTINENT EXPRESS PIPELINE LLC**  
Details for the Calculation of Current Component  
Projected Unaccounted For Gas Details by Month (Dth)

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Line No.	Month (a)	Gas (Gain)/ Loss 1/ (b)	Gas Volumes 1/ (c)
1	June 2019	44,310	42,528,720
2	July 2019	45,787	43,946,344
3	August 2019	45,787	43,946,344
4	September 2019	44,310	42,528,720
5	October 2019	45,787	43,946,344
6	November 2019	44,310	42,528,720
7	Total	270,291	259,425,192

Note:

1/ Volumes are based on the daily average for the period of September 1, 2018 through February 28, 2019.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Calculation of Zone 1 Fuel Gas Deferred Account  
Base Period

Line No.	Period	Beginning Balance (Dth)	Burned Fuel (Dth)	Retained Volumes (Dth)	Net Monthly Results (Dth)	Deferred Account Ending Balance (Dth)
		1/	2/	3/	1/	1/
	(a)	(b)	(c)	(d)	(e) (c - d)	(f) (b - d + c)
1	September 2018	428,294	263,850	336,550	(72,700)	355,594
2	October 2018	355,594	263,618	338,750	(75,132)	280,462
3	November 2018	280,462	252,617	301,335	(48,718)	231,744
4	December 2018	231,744	250,429	323,502	(73,073)	158,670
5	January 2019	158,670	273,756	309,554	(35,798)	122,872
6	February 2019	122,872	247,246	270,227	(22,981)	99,891

Notes:

- 1/ Negative volumes denote overcollection of fuel volumes. Positive volumes denote undercollection of fuel volumes.
- 2/ See Attachment C, Page 5 of 9.
- 3/ See Attachment C, Page 6 of 9.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Calculation of Zone 2 Fuel Gas Deferred Account  
Base Period

Line No.	Period	Beginning	Burned	Retained	Net Monthly	Deferred
		Balance (Dth) 1/ (b)	Fuel (Dth) 2/ (c)	Volumes (Dth) 3/ (d)	Results (Dth) 1/ (e) (c - d)	Account Ending Balance (Dth) 1/ (f) (b - d + c)
1	September 2018	(69,006)	107,603	121,411	(13,808)	(82,814)
2	October 2018	(82,814)	109,326	122,989	(13,663)	(96,477)
3	November 2018	(96,477)	106,000	119,296	(13,296)	(109,773)
4	December 2018	(109,773)	106,026	94,831	11,195	(98,578)
5	January 2019	(98,578)	106,940	95,620	11,320	(87,257)
6	February 2019	(87,257)	95,561	85,361	10,200	(77,058)

Notes:

- 1/ Negative volumes denote overcollection of fuel volumes. Positive volumes denote undercollection of fuel volumes.
- 2/ See Attachment C, Page 5 of 9.
- 3/ See Attachment C, Page 7 of 9.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Calculation of Unaccounted For Gas Deferred Account  
Base Period

Line No.	Period	Beginning Balance (Gain)/Loss (Dth) 1/ (b)	Actual Gas (Gain)/Loss (Dth) 2/ (c)	Retained Volumes (Dth) 3/ (d)	Net Monthly Results (Dth) 1/ (e) (c - d)	Ending Balance (Gain)/Loss (Dth) 1/ (f) (b - d + c)
1	September 2018	131,915	22,346	53,219	(30,873)	101,042
2	October 2018	101,042	53,403	53,533	(130)	100,913
3	November 2018	100,913	82,622	48,506	34,116	135,028
4	December 2018	135,028	57,294	51,003	6,291	141,319
5	January 2019	141,319	13,875	50,901	(37,026)	104,293
6	February 2019	104,293	40,675	44,909	(4,234)	100,059

Notes:

- 1/ Negative volumes denote overcollection. Positive volumes denote undercollection.
- 2/ See Attachment C, Page 5 of 9.
- 3/ See Attachment C, Page 8 of 9.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Calculation of Booster Fuel Deferred Account  
Base Period

Line No.	Period	Beginning Balance (Dth) 1/	Actual Fuel (Dth) 2/	Retained Fuel (Dth) 3/	Net Monthly Results (Dth) 1/	Deferred Account Ending Balance (Dth) 1/
	(a)	(b)	(c)	(d)	(e) (c - d)	(e) (b - d + c)
1	September 2018	(90,644)	34,451	20,841	13,610	(77,034)
2	October 2018	(77,034)	33,923	20,617	13,306	(63,728)
3	November 2018	(63,728)	36,598	22,088	14,510	(49,218)
4	December 2018	(49,218)	23,088	10,237	12,851	(36,367)
5	January 2019	(36,367)	26,759	14,061	12,698	(23,669)
6	February 2019	(23,669)	22,074	12,565	9,509	(14,160)

Notes:

- 1/ Negative volumes denote overcollection of fuel volumes. Positive volumes denote undercollection of fuel volumes.
- 2/ See Attachment C, Page 5 of 9.
- 3/ See Attachment C, Page 9 of 9.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Fuel Burned by Zone and Compressor Station  
Unaccounted For Gas  
Fuel Burned by Booster  
Base Period

Line No.	Period	Zone 1			Zone 2			Unaccounted For (Gain)/Loss (Dth)	Fuel Burned Booster (Dth)
		Fuel Burned Lamar, Cass & Vicksburg (Dth)	Fuel Burned Perryville (Dth) (Allocated) 1/	Total Fuel Burned Zone 1 (Dth)	Fuel Burned Vicksburg (Dth)	Fuel Burned Perryville (Dth) (Allocated) 1/	Total Fuel Burned Zone 2 (Dth)		
	(a)	(b)	(c)	(d) (b + c)	(e)	(f)	(g) (e + f)	(h)	(i)
1	September 2018	218,969	44,881	263,850	74,020	33,583	107,603	22,346	34,451
2	October 2018	216,462	47,156	263,618	73,957	35,369	109,326	53,403	33,923
3	November 2018	205,309	47,308	252,617	67,995	38,005	106,000	82,622	36,598
4	December 2018	203,889	46,540	250,429	71,763	34,263	106,026	57,294	23,088
5	January 2019	221,299	52,457	273,756	65,422	41,518	106,940	13,875	26,759
6	February 2019	201,885	45,361	247,246	58,901	36,660	95,561	40,675	22,074
7	Total			1,551,516			631,456	270,215	176,893

Note:

1/ Perryville fuel is allocated between Zone 1 and Zone 2 based on an MMcf-Mile calculation. Commencing June 1, 2010, fuel burned at the Vicksburg Compressor Station is allocated between Zone 1 and Zone 2, if required, in order to make the actual Zone 2 fuel burned percentage at or below 0.29%.

**MIDCONTINENT EXPRESS PIPELINE LLC**

Fuel Retained by Zone  
Base Period

Line No.	Period	Zone 1		
		Volume Flow (Dth)	Fuel Retention Percentage	Retained Volumes (Dth) 1/
	(a)	(b)	(c)	(d) (b x c)
1	September 2018	34,719,617	0.966%	336,550
2	October 2018	34,945,362	0.966%	338,750
3	November 2018	31,420,404	0.966%	301,335
4	December 2018	33,654,237	0.967%	323,502
5	January 2019	32,191,019	0.967%	309,554
6	February 2019	<u>28,098,068</u>	0.967%	<u>270,227</u>
7	Total	<u>195,028,707</u>		<u>1,879,919</u>

1/ Total fuel retained for each line does not equal exactly volume flow x fuel rate due to rounding. Actual fuel retained is calculated on individual transactions.

**MIDCONTINENT EXPRESS PIPELINE LLC**

Fuel Retained by Zone  
Base Period

Line No.	Period	Zone 2		
		Volume Flow (Dth)	Fuel Retention Percentage	Retained Volumes (Dth) 1/
	(a)	(b)	(c)	(d) (b x c)
1	September 2018	37,705,320	0.322%	121,411
2	October 2018	38,195,214	0.322%	122,989
3	November 2018	37,048,420	0.322%	119,296
4	December 2018	37,043,367	0.256%	94,831
5	January 2019	37,351,454	0.256%	95,620
6	February 2019	33,344,314	0.256%	85,361
7	Total	220,688,089		639,508

1/ Total fuel retained for each line does not equal exactly volume flow x fuel rate due to rounding. Actual fuel retained is calculated on individual transactions.



**MIDCONTINENT EXPRESS PIPELINE LLC**  
Unaccounted For Retained Volumes  
Base Period

Line No.	Period	Gas Volumes (Dth)	Unaccounted For Retention Percentage	Retained Volumes (Dth) 1/ (b x c)
	(a)	(b)	(c)	(d)
1	September 2018	46,277,018	0.115%	53,219
2	October 2018	46,550,279	0.115%	53,533
3	November 2018	42,179,404	0.115%	48,506
4	December 2018	43,223,237	0.118%	51,003
5	January 2019	43,136,620	0.118%	50,901
6	February 2019	<u>38,058,544</u>	0.118%	<u>44,909</u>
7	Total	<u>259,425,102</u>		<u>302,071</u>

1/ Total fuel retained for each line does not equal exactly volume flow x fuel rate due to rounding. Actual fuel retained is calculated on individual transactions.

**MIDCONTINENT EXPRESS PIPELINE LLC**  
Booster Fuel Retained Volumes  
Base Period

Line No.	Period	Gas Volumes (Dth)	Booster Fuel Retention Percentage	Retained Volumes (Dth) 1/ (b x c)
	(a)	(b)	(c)	(d)
1	September 2018	6,970,350	0.299%	20,841
2	October 2018	6,895,263	0.299%	20,617
3	November 2018	7,387,195	0.299%	22,088
4	December 2018	5,593,890	0.183%	10,237
5	January 2019	7,683,744	0.183%	14,061
6	February 2019	<u>6,865,928</u>	0.183%	<u>12,565</u>
7	Total	<u>41,396,370</u>		<u>100,409</u>

1/ Total fuel retained for each line does not equal exactly volume flow x fuel rate due to rounding. Actual fuel retained is calculated on individual transactions.