



March 1, 2018

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

Re: Tennessee Gas Pipeline Company, L.L.C.
Annual Fuel Adjustment Filing
Docket No. RP18-____-000

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“**NGA**”) and Part 154 of the Regulations of the Federal Energy Regulatory Commission (“**Commission**”), 18 C.F.R. Part 154, Tennessee Gas Pipeline Company, L.L.C. (“**Tennessee**”) hereby tenders for filing and acceptance revised tariff records to its FERC Gas Tariff, Sixth Revised Volume No. 1 (“**Tariff**”), which Tariff records are listed on Appendix A. Tennessee proposes that these Tariff records be placed into effect on April 1, 2018.

Statement of Nature, Reasons, and Basis for the Filing

Background

On November 30, 2010, Tennessee made an NGA Section 4 rate case filing in Docket No. RP11-1566-000, (“**2011 Filing**”), which included a proposal to establish a fuel and electric power cost recovery mechanism (“**Fuel Adjustment Mechanism**”) to recover the cost of energy used in Tennessee’s pipeline operations. On September 30, 2011, Tennessee filed an offer of settlement (“**2011 Settlement**”)¹ to resolve, with limited exceptions, the outstanding issues in the 2011 Filing. As part of the 2011 Settlement, Tennessee agreed to modify its Fuel Adjustment Mechanism to: (a) consolidate the electric power cost recovery mechanism into its Fuel Adjustment Mechanism;² (b) revise and adjust the F&LR and EPCR annually to be effective April 1 of each calendar year; (c) permit Tennessee to make an out-of-cycle filing to adjust the F&LR in the event that the balance in the Deferred F&LR Account, positive or negative, exceeds two (2) Bcf; and (d) establish an exception for physical volumes scheduled and allocated for

¹ *Tennessee Gas Pipeline Co.*, Offer of Settlement, Docket No. RP11-1566-000 and Docket No. RP11-2066-000, (consolidated), dated September 30, 2011.

² The Fuel Adjustment Mechanism is comprised of two components: (a) the fuel and loss retention percentages (“F&LR”), denominated in percentages of gas retained and (b) the electric power cost rates (“EPCR”), denominated in dollars per dekatherm.

receipt at the Dracut, Massachusetts receipt point (excluding meter bounces³) to be assessed only the applicable Losses percentage and EPCR as set forth in Tennessee's Tariff.⁴ The 2011 Settlement was approved by Commission Order dated December 5, 2011⁵ and became effective on January 1, 2012.

On May 15, 2015, in Docket No. RP15-990-000, Tennessee filed an offer of settlement ("**2015 Settlement**"), to resolve all rate and other related issues arising from the 2011 Settlement. The 2015 Settlement, which maintained the Fuel Adjustment Mechanism implemented as part of the 2011 Settlement, was approved by Commission Order dated July 1, 2015⁶ and became effective on November 1, 2015.

The provisions of the Fuel Adjustment Mechanism, which include the process for determining the fuel and electric power rates, are set forth in Article XXXVII of the General Terms and Conditions of Tennessee's Tariff ("**Article XXXVII**").

Instant Filing

The purpose of this filing is to propose and place into effect on April 1, 2018, Tennessee's revised F&LR and EPCR pursuant to Article XXXVII.⁷ In conformance with Section 5 of Article XXXVII, the revised F&LR reflect Tennessee's proposed recovery of (i) Fuel and Losses for the prospective year based on quantities incurred by Tennessee during the twelve month period ending December 31, 2017 ("**Base Period**") and (ii) the balances as of the end of the Base Period in the applicable Deferred F&LR subaccounts. Similarly, in conformance with Section 7 of Article XXXVII, the revised EPCR reflect Tennessee's proposed recovery of (i) Electric Power Costs for the prospective year based on costs incurred by Tennessee during the Base Period and (ii) the balances as of the end of the Base Period in the applicable Deferred EPCR subaccounts. The Estimated Volumes used to derive the revised F&LR and EPCR reflect actual billable volumes realized by Tennessee during the Base Period. Exhibits 1 and 2 detail the revised EPCR and F&LR components of the Fuel Adjustment Mechanism that Tennessee proposes to place into effect in the instant filing.

Relative to the currently effective F&LR and EPCR, the instant filing reflects higher F&LR and EPCR for transportation services and lower F&LR for storage services. The revised fuel and electric power rates for transportation services were impacted by (i) higher fuel and electric power consumption during the Base Period partially offset by an increase in transportation volumes and (ii) by an increase in the balances of the transportation Deferred

³ Meter bounces mean situations where a single Shipper or multiple Shippers in coordination, simultaneously nominate gas to and from the Dracut, Massachusetts receipt point, without affecting the amount of physical flow into Tennessee's system.

⁴ *See* Article XII of the 2011 Settlement.

⁵ *Tennessee Gas Pipeline Co.*, 137 FERC ¶ 61,182 (2011).

⁶ *Tennessee Gas Pipeline Co., L.L.C.*, 152 FERC ¶ 61,009 (2015).

⁷ Section 3 of Article XXXVII provides that Tennessee shall file annually to revise its F&LR and EPCR at least 30 days prior to the effective date of the proposed change in the F&LR and EPCR and that such annual filing shall be filed by Tennessee to become effective on April 1 of each year.

F&LR and EPCR subaccounts as of the end of the Base Period.⁸ The revised fuel rates for storage services were impacted by (i) higher fuel consumption during the Base Period offset by higher customer storage injections and (ii) by a decrease in the balance of the storage Deferred F&LR subaccount as of the end of the Base Period.⁹ A comparison of the fuel and electric power costs included in the instant filing and in the 2017 Filing¹⁰, is shown in Exhibit 11.

Tennessee includes herewith the following exhibits that detail the derivation of the revised F&LR and EPCR as proposed in the instant filing:

- Exhibit 1 – Derivation of EPCR component of the Fuel Adjustment Mechanism
- Exhibit 2 – Derivation of F&LR component of the Fuel Adjustment Mechanism
- Exhibit 3 – Transportation miles of haul and quantities for the Base Period
- Exhibit 4 – Storage quantities for the Base Period
- Exhibit 5 – Transportation and Storage Compressor Fuel for the Base Period
- Exhibit 6 – Transportation and Storage by Others Fuel for the Base Period
- Exhibit 7 – Transportation and Storage Losses for the Base Period
- Exhibit 8 – Deferred F&LR and EPCR Account Activity and Balances
- Exhibit 9 – Prior Period Adjustments
- Exhibit 10 – Interest Calculation – EPCR Transportation Component
- Exhibit 11 – Fuel and Electric Power Cost Comparison

Materials Enclosed

In accordance with the applicable provisions of Part 154 of the Commission's regulations, Tennessee provides an eTariff .xml filing package containing:

- (1) A transmittal letter in PDF format with Appendix A attached;
- (2) Tariff records in RTF format with metadata attached;
- (3) A clean and marked version of the Tariff records in PDF format for posting on eLibrary;
- (4) Exhibits 1 through 11 - Derivation of Tennessee's revised F&LR and EPCR and supporting workpapers; and
- (5) A copy of the entire filing in PDF format for posting on eLibrary.

⁸ Tennessee's Fuel Adjustment Mechanism is designed to set fuel and electric power rates for the prospective year based on Fuel and Losses quantities and Electric Power Costs incurred by Tennessee during a historical base period (a twelve month period ending 3 months prior to the effective date of a change in fuel and electric power rates) as adjusted for any cumulative over or under recoveries as of the end of that historical base period. To the extent costs incurred during the period the fuel and electric power rates are in effect differ from those included in the historical base period, Tennessee over or under collects costs and these over or under collections, which in conformance with Sections 5.1 and 7.1 of Article XXXVII are included in the determination of the fuel and electric power rates in a subsequent filing, may potentially lead to significant volatility from year to year in the fuel and electric power rates. See Exhibit 11.

⁹ See footnote 8.

¹⁰ See Annual Fuel Adjustment Filing filed by Tennessee on March 1, 2017 ("2017 Filing"). The 2017 Filing was approved by letter order dated March 27, 2017.

Service and Correspondence

The undersigned certifies that a copy of this filing has been served electronically pursuant to 18 C.F.R. § 154.208 on Tennessee's customers and affected state regulatory commissions. A paper copy of this filing may only be served if a customer has been granted waiver of electronic service pursuant to 18 C.F.R. Part 390 of the Commission's regulations. In addition, an electronic copy of this filing is available for public inspection during regular business hours in Tennessee's office at 1001 Louisiana Street, Suite 1000, Houston, Texas 77002.

Pursuant to 18 C.F.R. § 385.2005 and § 385.2011(c)(5) 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 knowledge and belief of the undersigned.

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

* C. Todd Piczak
Assistant General Counsel
Tennessee Gas Pipeline Company, L.L.C.
1001 Louisiana Street, Suite 1000
Houston, TX 77002
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Tennessee Gas Pipeline Company, L.L.C.
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Houston, TX 77002
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* Persons designated for service in accordance with Rule 2010 of the Commission's Rules of Practice and Procedure, 18 C.F.R. § 385.2010. Additionally, service via email is requested in lieu of paper copies.

Effective Date

Pursuant to Section 3 of Article XXXVII, Tennessee is required to file annually to revise its F&LR and EPCR at least 30 days prior to the effective date of the proposed change in the F&LR and EPCR, to become effective on April 1st of each year. Accordingly, Tennessee respectfully requests that the Commission accept and approve Tennessee's proposed Tariff records listed on Appendix A to be effective April 1, 2018.

Pursuant to Section 154.7(a)(9) of the Commission's regulations, Tennessee hereby moves to place the revised Tariff records as listed on Appendix A into effect on the requested effective date. Additionally, pursuant to Section 18 C.F.R. § 154.206(b) of the Commission's regulations, Tennessee hereby requests the Commission to accept the Tariff records without suspension in order for these Tariff records to go into effect as requested on April 1, 2018. If the Commission conditions the acceptance of this filing in any way, Tennessee reserves the right to withdraw the proposed Tariff records or to file a later motion to place such Tariff records into effect at a later date.

Any questions regarding this filing may be directed to the undersigned at (713) 420-5771.

Respectfully submitted,

TENNESSEE GAS PIPELINE COMPANY, L.L.C.

By: /s/ Carlos Oblitas
Carlos J. Oblitas
Director, Rates and Regulatory Affairs

Enclosures

APPENDIX A

Annual Fuel Adjustment Filing

Tariff Records

Tennessee Gas Pipeline Company, L.L.C.

FERC Gas Tariff

Sixth Revised Volume No. 1

Proposed Effective Date: April 1, 2018

| Section Title | | | |
|---------------------------------|-----------------------------|--|---------|
| Narrative Name | Record Contents Description | Tariff Record Title | Version |
| Thirteenth Revised Sheet No. 32 | Sheet No. 32 | Fuel and EPCR | 13.0.0 |
| Fourteenth Revised Sheet No. 61 | Sheet No. 61 | FS Storage Rates – Firm Storage | 14.0.0 |
| Fourteenth Revised Sheet No. 62 | Sheet No. 62 | IS Storage Rates – Interruptible Storage | 14.0.0 |

CLEAN TARIFF SHEETS / RECORDS

FUEL AND EPCR

| F&LR 1/, 2/, 3/, 4/ ----- | RECEIPT ZONE | DELIVERY ZONE ----- | | | | | | | |
|------------------------------|-----------------|------------------------|-------|-------|-------|-------|-------|-------|-------|
| | | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 |
| | 0 | 0.51% | | 1.54% | 2.28% | 2.86% | 3.33% | 3.75% | 4.44% |
| | L | | 0.26% | | | | | | |
| | 1 | 0.63% | | 1.12% | 1.92% | 2.31% | 2.82% | 3.41% | 3.88% |
| | 2 | 2.33% | | 1.19% | 0.25% | 0.46% | 0.85% | 1.43% | 1.93% |
| | 3 | 2.86% | | 2.31% | 0.46% | 0.14% | 1.17% | 1.69% | 2.20% |
| | 4 | 3.33% | | 2.62% | 1.19% | 1.41% | 0.48% | 0.73% | 1.24% |
| | 5 | 3.88% | | 3.41% | 1.44% | 1.69% | 0.72% | 0.71% | 0.91% |
| | 6 | 4.63% | | 4.02% | 1.93% | 2.20% | 1.17% | 0.57% | 0.30% |

| EPCR 3/, 4/ ----- | RECEIPT ZONE | DELIVERY ZONE ----- | | | | | | | |
|----------------------|-----------------|------------------------|----------|----------|----------|----------|----------|----------|----------|
| | | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 |
| | 0 | \$0.0039 | | \$0.0151 | \$0.0233 | \$0.0290 | \$0.0350 | \$0.0398 | \$0.0477 |
| | L | | \$0.0013 | | | | | | |
| | 1 | \$0.0053 | | \$0.0105 | \$0.0193 | \$0.0236 | \$0.0293 | \$0.0359 | \$0.0412 |
| | 2 | \$0.0233 | | \$0.0113 | \$0.0012 | \$0.0034 | \$0.0076 | \$0.0138 | \$0.0190 |
| | 3 | \$0.0290 | | \$0.0236 | \$0.0034 | \$0.0000 | \$0.0111 | \$0.0164 | \$0.0219 |
| | 4 | \$0.0350 | | \$0.0271 | \$0.0113 | \$0.0137 | \$0.0036 | \$0.0063 | \$0.0118 |
| | 5 | \$0.0398 | | \$0.0359 | \$0.0138 | \$0.0164 | \$0.0062 | \$0.0061 | \$0.0082 |
| | 6 | \$0.0477 | | \$0.0412 | \$0.0190 | \$0.0219 | \$0.0110 | \$0.0046 | \$0.0017 |

- 1/ Included in the above F&LR is the Losses component of the F&LR equal to 0.10%.
- 2/ For service that is rendered entirely by displacement and for gas scheduled and allocated for receipt at the Dracut, Massachusetts receipt point, Shipper shall render only the quantity of gas associated with Losses of 0.10%.
- 3/ The F&LR's and EPCR's listed above are applicable to FT-A, FT-BH, FT-G, FT-GS, and IT.
- 4/ The F&LR's and EPCR's determined pursuant to Article XXXVII of the General Terms and Conditions.

RATES PER DEKATHERM

| FIRM STORAGE SERVICE RATE SCHEDULE FS | | | | |
|--|------------------------|--------------------|-------------|----------|
| Rate Schedule and Rate | ===== | | | |
| | Base Tariff Rate | Max Tariff Rate | F&LR 2/, 3/ | EPCR 2/ |
| ----- | | | | |
| FIRM STORAGE SERVICE (FS) - PRODUCTION AREA | | | | |
| ===== | | | | |
| Deliverability Rate | \$2.0334 | \$2.0334 1/ | | |
| Space Rate | \$0.0207 | \$0.0207 1/ | | |
| Injection Rate | \$0.0073 | \$0.0073 | 1.51% | \$0.0000 |
| Withdrawal Rate | \$0.0073 | \$0.0073 | | |
| Overrun Rate | \$0.2441 | \$0.2441 1/ | | |
| | | | | |
| FIRM STORAGE SERVICE (FS) - MARKET AREA | | | | |
| ===== | | | | |
| Deliverability Rate | \$1.4938 | \$1.4938 1/ | | |
| Space Rate | \$0.0205 | \$0.0205 1/ | | |
| Injection Rate | \$0.0087 | \$0.0087 | 1.51% | \$0.0000 |
| Withdrawal Rate | \$0.0087 | \$0.0087 | | |
| Overrun Rate | \$0.1793 | \$0.1793 1/ | | |

Notes:

- 1/ Includes a per Dth charge for the PCB Surcharge Adjustment per Article XXXII of the General Terms and Conditions of \$0.000.
- 2/ The F&LR's and EPCR's determined pursuant to Article XXXVII of the General Terms and Conditions.
- 3/ The applicable F&LR pursuant to Article XXXVII of the General Terms and Conditions, associated with Losses is equal to -0.09%.

RATES PER DEKATHERM

INTERRUPTIBLE STORAGE SERVICE
 RATE SCHEDULE IS

| Rate Schedule and Rate | Base Tariff Rate | Max Tariff Rate | F&LR 2/, 3/ | EPCR 2/ |
|---|------------------------|--------------------|-------------|----------|
| ===== | | | | |
| INTERRUPTIBLE STORAGE SERVICE (IS) - PRODUCTION AREA | | | | |
| ===== | | | | |
| Space Rate | \$0.1019 | \$0.1019 1/ | | |
| Injection Rate | \$0.0073 | \$0.0073 | 1.51% | \$0.0000 |
| Withdrawal Rate | \$0.0073 | \$0.0073 | | |
| | | | | |
| INTERRUPTIBLE STORAGE SERVICE (IS) - MARKET AREA | | | | |
| ===== | | | | |
| Space Rate | \$0.0821 | \$0.0821 1/ | | |
| Injection Rate | \$0.0087 | \$0.0087 | 1.51% | \$0.0000 |
| Withdrawal Rate | \$0.0087 | \$0.0087 | | |

Notes:

- 1/ Includes a per Dth charge for the PCB Surcharge Adjustment per Article XXXII of the General Terms and Conditions of \$0.0000.
- 2/ The F&LR's and EPCR's determined pursuant to Article XXXVII of the General Terms and Conditions.
- 3/ The applicable F&LR pursuant to Article XXXVII of the General Terms and Conditions associated with Losses is equal to -0.09%.

MARKED TARIFF SHEETS / RECORDS

FUEL AND EPCR

F&LR 1/, 2/, 3/, 4/

| RECEIPT ZONE | DELIVERY ZONE | | | | | | | |
|-----------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|------------------------------|
| | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 |
| 0 | <u>0.51%</u> <u>0.42%</u> | | <u>1.54%</u> <u>1.42%</u> | <u>2.28%</u> <u>2.15%</u> | <u>2.86%</u> <u>2.64%</u> | <u>3.33%</u> <u>3.16%</u> | <u>3.75%</u> <u>3.57%</u> | <u>4.44%</u> <u>4.25%</u> |
| L | | <u>0.26%</u> <u>0.18%</u> | | | | | | |
| 1 | <u>0.63%</u> <u>0.54%</u> | | <u>1.12%</u> <u>1.02%</u> | <u>1.92%</u> <u>1.80%</u> | <u>2.31%</u> <u>2.18%</u> | <u>2.82%</u> <u>2.67%</u> | <u>3.41%</u> <u>3.24%</u> | <u>3.88%</u> <u>3.70%</u> |
| 2 | <u>2.33%</u> <u>2.19%</u> | | <u>1.19%</u> <u>1.09%</u> | <u>0.25%</u> <u>0.17%</u> | <u>0.46%</u> <u>0.37%</u> | <u>0.85%</u> <u>0.75%</u> | <u>1.43%</u> <u>1.31%</u> | <u>1.93%</u> <u>1.80%</u> |
| 3 | <u>2.86%</u> <u>2.64%</u> | | <u>2.31%</u> <u>2.18%</u> | <u>0.46%</u> <u>0.37%</u> | <u>0.14%</u> <u>0.06%</u> | <u>1.17%</u> <u>1.06%</u> | <u>1.69%</u> <u>1.54%</u> | <u>2.20%</u> <u>2.07%</u> |
| 4 | <u>3.33%</u> <u>3.16%</u> | | <u>2.62%</u> <u>2.48%</u> | <u>1.19%</u> <u>1.08%</u> | <u>1.41%</u> <u>1.30%</u> | <u>0.48%</u> <u>0.39%</u> | <u>0.73%</u> <u>0.63%</u> | <u>1.24%</u> <u>1.13%</u> |
| 5 | <u>3.88%</u> <u>3.70%</u> | | <u>3.41%</u> <u>3.24%</u> | <u>1.44%</u> <u>1.31%</u> | <u>1.69%</u> <u>1.56%</u> | <u>0.72%</u> <u>0.63%</u> | <u>0.71%</u> <u>0.62%</u> | <u>0.91%</u> <u>0.81%</u> |
| 6 | <u>4.63%</u> <u>4.43%</u> | | <u>4.02%</u> <u>3.84%</u> | <u>1.93%</u> <u>1.80%</u> | <u>2.20%</u> <u>2.07%</u> | <u>1.17%</u> <u>1.06%</u> | <u>0.57%</u> <u>0.48%</u> | <u>0.30%</u> <u>0.21%</u> |

EPCR 3/, 4/

| RECEIPT ZONE | DELIVERY ZONE | | | | | | | |
|-----------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|------------------------------------|
| | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 |
| 0 | <u>\$0.0039</u> <u>\$0.0034</u> | | <u>\$0.0151</u> <u>\$0.0130</u> | <u>\$0.0233</u> <u>\$0.0201</u> | <u>\$0.0290</u> <u>\$0.0250</u> | <u>\$0.0350</u> <u>\$0.0302</u> | <u>\$0.0398</u> <u>\$0.0344</u> | <u>\$0.0477</u> <u>\$0.0412</u> |
| L | | <u>\$0.0013</u> <u>\$0.0011</u> | | | | | | |
| 1 | <u>\$0.0053</u> <u>\$0.0046</u> | | <u>\$0.0105</u> <u>\$0.0091</u> | <u>\$0.0193</u> <u>\$0.0167</u> | <u>\$0.0236</u> <u>\$0.0204</u> | <u>\$0.0293</u> <u>\$0.0253</u> | <u>\$0.0359</u> <u>\$0.0310</u> | <u>\$0.0412</u> <u>\$0.0356</u> |
| 2 | <u>\$0.0233</u> <u>\$0.0201</u> | | <u>\$0.0113</u> <u>\$0.0098</u> | <u>\$0.0012</u> <u>\$0.0010</u> | <u>\$0.0034</u> <u>\$0.0030</u> | <u>\$0.0076</u> <u>\$0.0065</u> | <u>\$0.0138</u> <u>\$0.0120</u> | <u>\$0.0190</u> <u>\$0.0164</u> |
| 3 | <u>\$0.0290</u> <u>\$0.0250</u> | | <u>\$0.0236</u> <u>\$0.0204</u> | <u>\$0.0034</u> <u>\$0.0030</u> | <u>\$0.0111</u> <u>\$0.0000</u> | <u>\$0.0164</u> <u>\$0.0096</u> | <u>\$0.0219</u> <u>\$0.0142</u> | <u>\$0.0219</u> <u>\$0.0189</u> |
| 4 | <u>\$0.0350</u> <u>\$0.0302</u> | | <u>\$0.0271</u> <u>\$0.0234</u> | <u>\$0.0113</u> <u>\$0.0097</u> | <u>\$0.0137</u> <u>\$0.0118</u> | <u>\$0.0036</u> <u>\$0.0031</u> | <u>\$0.0063</u> <u>\$0.0054</u> | <u>\$0.0118</u> <u>\$0.0102</u> |
| 5 | <u>\$0.0398</u> <u>\$0.0344</u> | | <u>\$0.0359</u> <u>\$0.0310</u> | <u>\$0.0138</u> <u>\$0.0120</u> | <u>\$0.0164</u> <u>\$0.0142</u> | <u>\$0.0062</u> <u>\$0.0054</u> | <u>\$0.0061</u> <u>\$0.0053</u> | <u>\$0.0082</u> <u>\$0.0071</u> |
| 6 | <u>\$0.0477</u> <u>\$0.0412</u> | | <u>\$0.0412</u> <u>\$0.0356</u> | <u>\$0.0190</u> <u>\$0.0164</u> | <u>\$0.0219</u> <u>\$0.0189</u> | <u>\$0.0110</u> <u>\$0.0095</u> | <u>\$0.0046</u> <u>\$0.0040</u> | <u>\$0.0017</u> <u>\$0.0014</u> |

- 1/ Included in the above F&LR is the Losses component of the F&LR equal to 0.100-01%.
- 2/ For service that is rendered entirely by displacement and for gas scheduled and allocated for receipt at the Dracut, Massachusetts receipt point, Shipper shall render only the quantity of gas associated with Losses of 0.100-01%.
- 3/ The F&LR's and EPCR's listed above are applicable to FT-A, FT-BH, FT-G, FT-GS, and IT.
- 4/ The F&LR's and EPCR's determined pursuant to Article XXXVII of the General Terms and Conditions.

RATES PER DEKATHERM

FIRM STORAGE SERVICE
 RATE SCHEDULE FS

| Rate Schedule and Rate | Base Tariff Rate | Max Tariff Rate | F&LR 2/, 3/ | EPCR 2/ |
|--|------------------------|--------------------|-------------------|----------|
| ===== | | | | |
| FIRM STORAGE SERVICE (FS) - PRODUCTION AREA | | | | |
| ===== | | | | |
| Deliverability Rate | \$2.0334 | \$2.0334 1/ | | |
| Space Rate | \$0.0207 | \$0.0207 1/ | | |
| Injection Rate | \$0.0073 | \$0.0073 | <u>1.512-18</u> % | \$0.0000 |
| Withdrawal Rate | \$0.0073 | \$0.0073 | | |
| Overrun Rate | \$0.2441 | \$0.2441 1/ | | |
| | | | | |
| FIRM STORAGE SERVICE (FS) - MARKET AREA | | | | |
| ===== | | | | |
| Deliverability Rate | \$1.4938 | \$1.4938 1/ | | |
| Space Rate | \$0.0205 | \$0.0205 1/ | | |
| Injection Rate | \$0.0087 | \$0.0087 | <u>1.512-18</u> % | \$0.0000 |
| Withdrawal Rate | \$0.0087 | \$0.0087 | | |
| Overrun Rate | \$0.1793 | \$0.1793 1/ | | |

Notes:

- 1/ Includes a per Dth charge for the PCB Surcharge Adjustment per Article XXXII of the General Terms and Conditions of \$0.000.
- 2/ The F&LR's and EPCR's determined pursuant to Article XXXVII of the General Terms and Conditions.
- 3/ The applicable F&LR pursuant to Article XXXVII of the General Terms and Conditions, associated with Losses is equal to ~~-0.090-33~~%.

RATES PER DEKATHERM

INTERRUPTIBLE STORAGE SERVICE
 RATE SCHEDULE IS

| Rate Schedule and Rate | Base Tariff Rate | Max Tariff Rate | F&LR 2/, 3/ | EPCR 2/ |
|---|------------------------|--------------------|------------------|----------|
| ===== | | | | |
| INTERRUPTIBLE STORAGE SERVICE (IS) - PRODUCTION AREA | | | | |
| ===== | | | | |
| Space Rate | \$0.1019 | \$0.1019 1/ | | |
| Injection Rate | \$0.0073 | \$0.0073 | <u>1.512-18%</u> | \$0.0000 |
| Withdrawal Rate | \$0.0073 | \$0.0073 | | |
| | | | | |
| INTERRUPTIBLE STORAGE SERVICE (IS) - MARKET AREA | | | | |
| ===== | | | | |
| Space Rate | \$0.0821 | \$0.0821 1/ | | |
| Injection Rate | \$0.0087 | \$0.0087 | <u>1.512-18%</u> | \$0.0000 |
| Withdrawal Rate | \$0.0087 | \$0.0087 | | |

Notes:

- 1/ Includes a per Dth charge for the PCB Surcharge Adjustment per Article XXXII of the General Terms and Conditions of \$0.0000.
- 2/ The F&LR's and EPCR's determined pursuant to Article XXXVII of the General Terms and Conditions.
- 3/ The applicable F&LR pursuant to Article XXXVII of the General Terms and Conditions associated with Losses is equal to -0.090-33%.

Exhibits 1-11

Tennessee Gas Pipeline Company, L.L.C.
EPCR Component of Fuel Adjustment Mechanism
Transportation and Storage Services

| Line No. | Description | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) |
|------------------------------------|---|----------------------------|----------------|----------------------|----------|----------|----------|----------|----------|----------|
| Transportation EPCR, \$/Dth | | | | | | | | | | |
| | | 1/ Receipt Zone | | Delivery Zone | | | | | | |
| | | | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | | 0 | \$0.0039 | | \$0.0151 | \$0.0233 | \$0.0290 | \$0.0350 | \$0.0398 | \$0.0477 |
| 2 | | L | | \$0.0013 | | | | | | |
| 3 | | 1 | \$0.0053 | | \$0.0105 | \$0.0193 | \$0.0236 | \$0.0293 | \$0.0359 | \$0.0412 |
| 4 | | 2 | \$0.0233 | | \$0.0113 | \$0.0012 | \$0.0034 | \$0.0076 | \$0.0138 | \$0.0190 |
| 5 | | 3 | \$0.0290 | | \$0.0236 | \$0.0034 | \$0.0000 | \$0.0111 | \$0.0164 | \$0.0219 |
| 6 | | 4 | \$0.0350 | | \$0.0271 | \$0.0113 | \$0.0137 | \$0.0036 | \$0.0063 | \$0.0118 |
| 7 | | 5 | \$0.0398 | | \$0.0359 | \$0.0138 | \$0.0164 | \$0.0062 | \$0.0061 | \$0.0082 |
| 8 | | 6 | \$0.0477 | | \$0.0412 | \$0.0190 | \$0.0219 | \$0.0110 | \$0.0046 | \$0.0017 |
| | Mileaged Component, \$ per 100 Dth Miles: | | | | | | | | | |
| 9 | Electric Power Costs (\$) | | \$36,277,079 | Exh 1, P2 Ln 1 | | | | | | |
| 10 | Estimated Volumes (Dth) | | 3,414,241,482 | Exh 3, P1 Ln 17 | | | | | | |
| 11 | 100 Dth-Miles | | 14,408,824,399 | Exh 3, P1 Ln 26 | | | | | | |
| 12 | Unit Rate (\$ per 100 Dth-mile) | | \$0.00252 | Ln 9 / Ln 11 | | | | | | |
| Storage EPCR, \$/Dth | | | | | | | | | | |
| 13 | Electric Power Costs (\$) | | \$0 | Exh 1, P2 Ln 2 | | | | | | |
| 14 | Estimated Volumes (Dth) | | 57,120,586 | Exh 4, P1 Ln 4 | | | | | | |
| 15 | Unit Rate (\$ per Dth) | | \$0.0000 | Ln 13 / Ln 14 | | | | | | |

Notes:

1/ The EPCR for each zone is equal to the mileaged component rate (\$ per 100 Dth-mile, Ln 12) / 100 x the miles of haul for the applicable zone - see Exhibit 3, page 1, lines 1-8

Tennessee Gas Pipeline Company, L.L.C.
EPCR Component of Fuel Adjustment Mechanism
Transportation and Storage Services - Electric Power Costs

| Line No. | Description | Ref | Base Period 1/ | Deferred EPCR Account Balance 2/ | Total |
|----------|-------------------------------------|--------------------------------|----------------|----------------------------------|-----------------|
| | (a) | (b) | (c) | (d) | (e) = (c) - (d) |
| 1 | Transportation Electric Power Costs | Exh1, P3 Ln 13; Exh8, P1 Ln 34 | \$ 32,496,586 | \$ (3,780,493) | \$ 36,277,079 |
| 2 | Storage Electric Power Costs | Exh1, P3 Ln 14 | \$ - | \$ - | \$ - |

Notes:

1/ 12 month period ending 12/31/17.

2/ Account balances as of 12/31/17 - see Exhibit 8.

[illegible]

Tennessee Gas Pipeline Company, L.L.C.
F&LR Component of Fuel Adjustment Mechanism
Transportation and Storage Services

Line

| No. | Description | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) |
|-----------------------------------|-------------|--------------|--------|-----------------|-------|-------|-------|-------|-------|-------|
| <u>Transportation F&LR, %</u> | | | | | | | | | | |
| | | 1/ | 2/ | Delivery Zone | | | | | | |
| | | Receipt Zone | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 |
| 1 | | 0 | 0.51% | | 1.54% | 2.28% | 2.86% | 3.33% | 3.75% | 4.44% |
| 2 | | L | | 0.26% | | | | | | |
| 3 | | 1 | 0.63% | | 1.12% | 1.92% | 2.31% | 2.82% | 3.41% | 3.88% |
| 4 | | 2 | 2.33% | | 1.19% | 0.25% | 0.46% | 0.85% | 1.43% | 1.93% |
| 5 | | 3 | 2.86% | | 2.31% | 0.46% | 0.14% | 1.17% | 1.69% | 2.20% |
| 6 | | 4 | 3.33% | | 2.62% | 1.19% | 1.41% | 0.48% | 0.73% | 1.24% |
| 7 | | 5 | 3.88% | | 3.41% | 1.44% | 1.69% | 0.72% | 0.71% | 0.91% |
| 8 | | 6 | 4.63% | | 4.02% | 1.93% | 2.20% | 1.17% | 0.57% | 0.30% |
| <u>Storage F&LR, %</u> | | | | | | | | | | |
| 9 | Fuel | | 1.60% | Exh 2, P2 Ln 17 | | | | | | |
| 10 | Losses | | -0.09% | Exh 2, P2 Ln 18 | | | | | | |
| 11 | Total | | 1.51% | | | | | | | |

Notes:

- 1/ The F&LR for each zone is equal to the non-mileaged component rate per Dth (Exhibit 2, Page 2, Line 19) plus the mileaged component rate per Dth (Exhibit 2, Page 3, Lines 30-37)
2/ Includes Losses equal to 0.1% - See Exhibit 2, Page 2, Line 18.

Tennessee Gas Pipeline Company, L.L.C.
F&LR Component of Fuel Adjustment Mechanism
Transportation and Storage Services - Derivation of Mileaged and Non-Mileaged Components

| Line No. | Description | | Ref | Total | Transport | Storage |
|----------|--|-----------------|-------------------------------|------------|----------------|---------------|
| | (a) | (b) | (c) | (d) | (e) | (f) |
| | <u>Fuel</u> | | | | | |
| 1 | Transportation Compressor Fuel | Mileaged | Exh2, P4 Ln 1 | 34,134,947 | 34,134,947 | |
| 2 | Transportation by Others Fuel | Non-Mileaged | Exh2, P4 Ln 2 | 634,032 | 634,032 | |
| 3 | Storage Compressor Fuel | 1/ Non-Mileaged | Exh2, P4 Ln 4 | 400,034 | 183,831 | 216,203 |
| 4 | Storage by Others Fuel | 1/ Non-Mileaged | Exh2, P4 Ln 5 | 1,317,394 | 605,393 | 712,001 |
| 5 | Storage Compressor and SBO Fuel | | | 1,717,428 | 789,224 | 928,204 |
| 6 | <u>Losses</u> | Non-Mileaged | Exh2, P4 Ln 7-9 | 3,408,975 | 3,458,021 | (49,046) |
| | <u>Total Fuel and Losses</u> | | | | | |
| 7 | Fuel | Dth | | 36,486,406 | 35,558,202 | 928,204 |
| 8 | Non-mileaged | Dth | | 2,351,459 | 1,423,255 | 928,204 |
| 9 | Mileaged | Dth | | 34,134,947 | 34,134,947 | - |
| 10 | Fuel and Losses | Dth | | 39,895,381 | 39,016,223 | 879,158 |
| 11 | Non-mileaged | Dth | | 5,760,434 | 4,881,276 | 879,158 |
| 12 | Mileaged | Dth | | 34,134,947 | 34,134,947 | - |
| 13 | <u>Estimated Volumes</u> | Dth | Exh3, P1 Ln 17, Exh4, P1 Ln 4 | | 3,414,241,482 | 57,120,586 |
| 14 | | 100 Dth-Miles | Exh3, P1 Ln 26 | | 14,408,824,399 | |
| | <u>F&LR Non-Mileaged Component, % per Dth</u> | | | | | |
| 15 | Storage Compressor and SBO Fuel | | | | 0.02% | 1.60% |
| 16 | TBO Fuel | | | | <u>0.02%</u> | <u>0.00%</u> |
| 17 | Fuel | | | | 0.04% | 1.60% |
| 18 | Losses | | | | <u>0.10%</u> | <u>-0.09%</u> |
| 19 | Total | | | | 0.14% | 1.51% |
| | <u>F&LR Mileaged Component, % per 100 Dth-mile</u> | | | | | |
| 20 | Fuel | | | | 0.24% | |
| 21 | Losses | | | | <u>0.00%</u> | |
| 22 | Total | | | | 0.24% | |

Notes:

| | | | |
|---|--------------|-------------------|---------------------------|
| 1/ Storage compressor and SBO fuel allocated to transportation and storage services based on storage injections during the Base Period: | | | |
| Transportation: Storage Injection for System Operations | 46.0% | 49,599,353 | Exhibit 4, Page 1, Line 1 |
| Storage: Customer Storage Injections | <u>54.0%</u> | <u>58,333,683</u> | Exhibit 4, Page 1, Line 2 |
| Total | 100.0% | 107,933,036 | |

Tennessee Gas Pipeline Company, L.L.C.
F&LR Component of Fuel Adjustment Mechanism
Transportation Services - Derivation of Mileaged Component by Zone

| Line No. | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
|--------------------------------------|--|----------------------------|-------------|---------------|-------------|-------------|-------------|---------------|---------------|----------------|
| 100 Dth-Miles | | | | | | | | | | |
| | | 1/ Delivery Zone | | | | | | | | |
| | Receipt Zone | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | Total |
| 1 | 0 | 331,625,102 | | 608,683,190 | 46,226,355 | - | 290,619 | 106,081 | 2,157,430 | 989,088,777 |
| 2 | L | | 94,702,856 | | | | | | | 94,702,856 |
| 3 | 1 | 274,593,341 | | 908,812,776 | 51,988,416 | 3,666,403 | 17,069,805 | 5,053,062 | 3,058,681 | 1,264,242,483 |
| 4 | 2 | | | 15,389,452 | 7,530,496 | 949,428 | 1,362,470 | 65,674 | - | 25,297,520 |
| 5 | 3 | | | 1,445,414,344 | 21,012,311 | 87,380 | 1,814,507 | - | - | 1,468,328,542 |
| 6 | 4 | 308,316,383 | | 5,735,160,172 | 126,790,266 | 139,725,937 | 899,933,013 | 1,613,974,079 | 1,217,732,444 | 10,041,632,294 |
| 7 | 5 | | | 111,119 | - | - | 52,685,367 | 193,021,485 | 258,551,213 | 504,369,184 |
| 8 | 6 | | | - | - | - | 1,209,345 | 1,533,937 | 18,419,462 | 21,162,743 |
| 9 | | 914,534,826 | 94,702,856 | 8,713,571,054 | 253,547,843 | 144,429,147 | 974,365,125 | 1,813,754,318 | 1,499,919,229 | 14,408,824,399 |
| Fuel and Losses | | | | | | | | | | |
| 10 | Mileaged Component, Dth: 34,134,947 Exh 2, P2 Ln12 | | | | | | | | | |
| | | 2/ Delivery Zone | | | | | | | | |
| | Receipt Zone | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | Total |
| 11 | 0 | 785,630 | | 1,441,989 | 109,512 | - | 688 | 251 | 5,111 | 2,343,182 |
| 12 | L | | 224,354 | | | | | | | 224,354 |
| 13 | 1 | 650,520 | | 2,153,005 | 123,162 | 8,686 | 40,439 | 11,971 | 7,246 | 2,995,029 |
| 14 | 2 | | | 36,458 | 17,840 | 2,249 | 3,228 | 156 | - | 59,931 |
| 15 | 3 | | | 3,424,231 | 49,779 | 207 | 4,299 | - | - | 3,478,515 |
| 16 | 4 | 730,411 | | 13,586,770 | 300,370 | 331,015 | 2,131,969 | 3,823,554 | 2,884,846 | 23,788,935 |
| 17 | 5 | | | 263 | - | - | 124,813 | 457,274 | 612,516 | 1,194,866 |
| 18 | 6 | | | - | - | - | 2,865 | 3,634 | 43,636 | 50,135 |
| 19 | | 2,166,561 | 224,354 | 20,642,717 | 600,663 | 342,157 | 2,308,301 | 4,296,840 | 3,553,355 | 34,134,947 |
| Volumes | | | | | | | | | | |
| | | 3/ Delivery Zone | | | | | | | | |
| | Receipt Zone | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | Total |
| 20 | 0 | 213,538,379 | - | 101,837,576 | 4,997,984 | - | 20,924 | 6,716 | 113,818 | 320,515,397 |
| 21 | L | | 182,471,784 | - | - | - | - | - | - | 182,471,784 |
| 22 | 1 | 131,008,273 | - | 216,952,203 | 6,779,919 | 391,208 | 1,466,100 | 354,427 | 186,721 | 357,138,851 |
| 23 | 2 | | - | 3,419,878 | 15,655,916 | 695,552 | 452,648 | 11,941 | - | 20,235,934 |
| 24 | 3 | | - | 154,226,883 | 15,393,634 | 8,738,022 | 412,294 | - | - | 178,770,833 |
| 25 | 4 | 22,198,602 | - | 533,404,034 | 28,352,027 | 25,680,194 | 628,884,006 | 648,703,408 | 259,312,701 | 2,146,534,973 |
| 26 | 5 | | - | 7,794 | - | - | 21,330,108 | 79,172,061 | 79,212,994 | 179,722,958 |
| 27 | 6 | | - | - | - | - | 276,485 | 834,115 | 27,740,153 | 28,850,752 |
| 28 | | 366,745,254 | 182,471,784 | 1,009,848,367 | 71,179,480 | 35,504,976 | 652,842,566 | 729,082,667 | 366,566,388 | 3,414,241,482 |
| F&LR - Mileaged Component | | | | | | | | | | |
| 29 | % per 100 Dth Miles: 0.24% Exh 2, P2 Ln22 | | | | | | | | | |
| | | 4/ Delivery Zone | | | | | | | | |
| | Receipt Zone | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | |
| 30 | 0 | 0.37% | | 1.40% | 2.14% | 2.72% | 3.19% | 3.61% | 4.30% | |
| 31 | L | | 0.12% | | | | | | | |
| 32 | 1 | 0.49% | | 0.98% | 1.78% | 2.17% | 2.68% | 3.27% | 3.74% | |
| 33 | 2 | 2.19% | | 1.05% | 0.11% | 0.32% | 0.71% | 1.29% | 1.79% | |
| 34 | 3 | 2.72% | | 2.17% | 0.32% | 0.00% | 1.03% | 1.55% | 2.06% | |
| 35 | 4 | 3.19% | | 2.48% | 1.05% | 1.27% | 0.34% | 0.59% | 1.10% | |
| 36 | 5 | 3.74% | | 3.27% | 1.30% | 1.55% | 0.58% | 0.57% | 0.77% | |
| 37 | 6 | 4.49% | | 3.88% | 1.79% | 2.06% | 1.03% | 0.43% | 0.16% | |

Notes:

- 1/ Refer to Exhibit 3, Page 1, Lines 18-26.
- 2/ Mileaged component of Fuel and Losses allocated to each zone based on 100 Dth-miles (Lines 1-9).
- 3/ Refer to Exhibit 3, Page 1, Lines 9-17.
- 4/ The F&LR mileaged component per Dth is equal to Fuel and Losses / (Fuel and Losses + Volumes).
The F&LR mileaged component per Dth for zones with no volumes, is equal to the mileaged component rate per 100 Dth-mile (Ln 29) / 100 x the miles of haul for the applicable zone - see Exhibit 3, Page 1, Lines 1-8.

Tennessee Gas Pipeline Company, L.L.C.
F&LR Component of Fuel Adjustment Mechanism
Transportation and Storage Services - Fuel and Losses

| Line No. | Description | Ref | Base Period 1/ | Deferred F&LR Balance 2/ | Total |
|----------------------------|---------------------------|--------------------------------|----------------|--------------------------|-----------------|
| | (a) | (b) | (c) | (d) | (e) = (c) - (d) |
| <u>Transportation Fuel</u> | | | | | |
| 1 | Compressor Fuel | Exh 5, P1 Ln1; Exh 8, P1 Ln20 | 29,865,372 | (4,269,575) | 34,134,947 |
| 2 | TBO Fuel | Exh 6, P1 Ln4; Exh 8, P1 Ln21 | 682,209 | 48,177 | 634,032 |
| 3 | Total Transportation Fuel | | 30,547,581 | (4,221,398) | 34,768,979 |
| <u>Storage Fuel</u> | | | | | |
| 4 | Compressor Fuel | Exh 5, P1 Ln7; Exh 8, P1 Ln23 | 560,252 | 160,218 | 400,034 |
| 5 | SBO Fuel | Exh 6, P1 Ln15; Exh 8, P1 Ln24 | 1,246,701 | (70,693) | 1,317,394 |
| 6 | Total Storage Fuel | | 1,806,953 | 89,525 | 1,717,428 |
| <u>Losses</u> | | | | | |
| 7 | Transportation | Exh 7, P1 Ln1; Exh 8, P1 Ln26 | 3,464,851 | 6,830 | 3,458,021 |
| 8 | Storage | Exh 7, P1 Ln7; Exh 8, P1 Ln27 | 21,736 | 70,782 | (49,046) |
| 9 | Total Losses | | 3,486,587 | 77,612 | 3,408,975 |
| 10 | <u>Total</u> | | 35,841,121 | (4,054,260) | 39,895,381 |

Notes:

1/ 12 month period ending 12/31/17.

2/ Account balances as of 12/31/17 - see Exhibit 8.

Tennessee Gas Pipeline Company, L.L.C.
Transportation Miles of Haul and Quantities (Dth and 100 Dth-Miles) - Base Period

| Line No. | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) |
|----------|----------------------|---------------|-------------|---------------|-------------|-------------|-------------|---------------|---------------|--|
| | <u>Miles of haul</u> | | | | | | | | | |
| | 1/ Receipt Zone | Delivery Zone | | | | | | | | |
| | | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | |
| 1 | 0 | 155 | | 598 | 925 | 1,150 | 1,389 | 1,580 | 1,896 | |
| 2 | L | | 52 | | | | | | | |
| 3 | 1 | 210 | | 419 | 767 | 937 | 1,164 | 1,426 | 1,638 | |
| 4 | 2 | 925 | | 450 | 48 | 137 | 301 | 550 | 754 | |
| 5 | 3 | 1,150 | | 937 | 137 | 1 | 440 | 652 | 871 | Average Miles |
| 6 | 4 | 1,389 | | 1,075 | 447 | 544 | 143 | 249 | 470 | of Haul |
| 7 | 5 | 1,580 | | 1,426 | 550 | 652 | 247 | 244 | 326 | $\frac{\text{Ln } 26 * 100 / \text{Ln } 17}{}$ |
| 8 | 6 | 1,896 | | 1,638 | 754 | 871 | 437 | 184 | 66 | 422 miles |
| | <u>Volumes, Dth</u> | | | | | | | | | |
| | 2/ Receipt Zone | Delivery Zone | | | | | | | | |
| | | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | Total |
| 9 | 0 | 213,538,379 | - | 101,837,576 | 4,997,984 | - | 20,924 | 6,716 | 113,818 | 320,515,397 |
| 10 | L | - | 182,471,784 | - | - | - | - | - | - | 182,471,784 |
| 11 | 1 | 131,008,273 | - | 216,952,203 | 6,779,919 | 391,208 | 1,466,100 | 354,427 | 186,721 | 357,138,851 |
| 12 | 2 | - | - | 3,419,878 | 15,655,916 | 695,552 | 452,648 | 11,941 | - | 20,235,934 |
| 13 | 3 | - | - | 154,226,883 | 15,393,634 | 8,738,022 | 412,294 | - | - | 178,770,833 |
| 14 | 4 | 22,198,602 | - | 533,404,034 | 28,352,027 | 25,680,194 | 628,884,006 | 648,703,408 | 259,312,701 | 2,146,534,973 |
| 15 | 5 | - | - | 7,794 | - | - | 21,330,108 | 79,172,061 | 79,212,994 | 179,722,958 |
| 16 | 6 | - | - | - | - | - | 276,485 | 834,115 | 27,740,153 | 28,850,752 |
| 17 | | 366,745,254 | 182,471,784 | 1,009,848,367 | 71,179,480 | 35,504,976 | 652,842,566 | 729,082,667 | 366,566,388 | 3,414,241,482 |
| | <u>100 Dth-Miles</u> | | | | | | | | | |
| | 3/ Receipt Zone | Delivery Zone | | | | | | | | |
| | | 0 | L | 1 | 2 | 3 | 4 | 5 | 6 | Total |
| 18 | 0 | 331,625,102 | - | 608,683,190 | 46,226,355 | - | 290,619 | 106,081 | 2,157,430 | 989,088,777 |
| 19 | L | - | 94,702,856 | - | - | - | - | - | - | 94,702,856 |
| 20 | 1 | 274,593,341 | - | 908,812,776 | 51,988,416 | 3,666,403 | 17,069,805 | 5,053,062 | 3,058,681 | 1,264,242,483 |
| 21 | 2 | - | - | 15,389,452 | 7,530,496 | 949,428 | 1,362,470 | 65,674 | - | 25,297,520 |
| 22 | 3 | - | - | 1,445,414,344 | 21,012,311 | 87,380 | 1,814,507 | - | - | 1,468,328,542 |
| 23 | 4 | 308,316,383 | - | 5,735,160,172 | 126,790,266 | 139,725,937 | 899,933,013 | 1,613,974,079 | 1,217,732,444 | 10,041,632,294 |
| 24 | 5 | - | - | 111,119 | - | - | 52,685,367 | 193,021,485 | 258,551,213 | 504,369,184 |
| 25 | 6 | - | - | - | - | - | 1,209,345 | 1,533,937 | 18,419,462 | 21,162,743 |
| 26 | | 914,534,826 | 94,702,856 | 8,713,571,054 | 253,547,843 | 144,429,147 | 974,365,125 | 1,813,754,318 | 1,499,919,229 | 14,408,824,399 |

Notes:

1/ November 30, 2010 filing in Docket No. RP11-1566: Schedule I-3, page 2 of 3.

| | | | | | | | | | | | | | |
|----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|
| 2/ Monthly Activity: | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | Total |
| | 307,490,651 | 266,427,434 | 302,296,925 | 268,514,239 | 271,803,933 | 262,743,082 | 273,742,363 | 274,180,062 | 267,959,431 | 289,007,560 | 293,493,155 | 336,582,647 | 3,414,241,482 |

3/ Miles of haul x Volumes/100.

Tennessee Gas Pipeline Company, L.L.C.
Storage Quantities - Base Period

| Line | | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | Total | |
|--------------------|---------------------------------|--------|-----------|-----------|-----------|------------|------------|------------|-----------|-----------|------------|-----------|-----------|-----------|-------------|
| No. | Description | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) |
| Storage Injections | | | | | | | | | | | | | | | |
| 1 | System Operations | | 3,162,117 | 4,531,962 | 2,427,057 | 8,928,868 | 8,110,310 | 4,245,728 | 205,951 | 1,784,951 | 6,440,234 | 4,113,826 | 3,761,919 | 1,886,430 | 49,599,353 |
| 2 | Customer Storage Injections | | 2,696,915 | 2,148,400 | 2,369,840 | 5,739,866 | 7,575,653 | 6,001,360 | 5,810,714 | 8,002,243 | 7,234,153 | 5,857,693 | 2,962,369 | 1,934,477 | 58,333,683 |
| 3 | Total | | 5,859,032 | 6,680,362 | 4,796,897 | 14,668,734 | 15,685,963 | 10,247,088 | 6,016,665 | 9,787,194 | 13,674,387 | 9,971,519 | 6,724,288 | 3,820,907 | 107,933,036 |
| | | | | | | | | | | | | | | | |
| 4 | Net Customer Storage Injections | | 2,659,960 | 2,118,970 | 2,337,295 | 5,614,766 | 7,410,590 | 5,870,582 | 5,683,991 | 7,827,694 | 7,076,548 | 5,730,023 | 2,897,813 | 1,892,354 | 57,120,586 |

Tennessee Gas Pipeline Company, L.L.C.
Transportation & Storage Compressor Fuel - Base Period

| Line No. | Description | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | Total |
|----------|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) |
| 1 | Transportation | 2,817,211 | 2,431,338 | 2,737,782 | 2,316,967 | 2,239,314 | 2,089,612 | 2,283,986 | 2,263,249 | 2,342,616 | 2,559,307 | 2,651,430 | 3,132,560 | 29,865,372 |
| 2 | <u>Storage</u> | | | | | | | | | | | | | |
| 3 | Colden | 8,575 | 7,476 | 9,682 | 4,362 | 6,792 | 3,800 | 5,958 | 3,953 | 1,520 | 3,183 | 8,209 | 9,081 | 72,591 |
| 4 | Hebron | 2,535 | 2,417 | 2,451 | 1,728 | 3,034 | 2,644 | 1,175 | 1,805 | 2,632 | 1,450 | 503 | 1,252 | 23,626 |
| 6 | Ellisburg | 14,461 | 9,639 | 25,250 | 32,967 | 35,311 | 34,234 | 23,831 | 34,776 | 36,382 | 28,135 | 14,374 | 13,755 | 303,115 |
| 5 | Harrison | 4,635 | 5,882 | 17,710 | 21,418 | 12,949 | 17,400 | 14,284 | 20,618 | 15,986 | 12,326 | 8,895 | 8,817 | 160,920 |
| 7 | Subtotal | 30,206 | 25,414 | 55,093 | 60,475 | 58,086 | 58,078 | 45,248 | 61,152 | 56,520 | 45,094 | 31,981 | 32,905 | 560,252 |
| 8 | Total | 2,847,417 | 2,456,752 | 2,792,875 | 2,377,442 | 2,297,400 | 2,147,690 | 2,329,234 | 2,324,401 | 2,399,136 | 2,604,401 | 2,683,411 | 3,165,465 | 30,425,624 |

Tennessee Gas Pipeline Company, L.L.C.
Transportation & Storage by Others Fuel - Base Period

| Line No. | Description | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | Total |
|----------|--------------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) |
| | <u>Transportation</u> | | | | | | | | | | | | | |
| 1 | Dominion K# 200557 (FT) | 56,730 | 51,240 | 56,730 | 54,900 | 56,730 | 54,900 | 56,730 | 56,730 | 54,900 | 56,730 | 54,900 | 56,730 | 667,950 |
| 2 | National Fuel K# N12086 (FST) | - | - | - | - | - | - | 3,007 | 3,007 | 2,878 | 2,829 | 360 | - | 12,081 |
| 3 | Columbia Gas K# 331025 (IT) | - | - | - | - | - | - | - | 2,178 | - | - | - | - | 2,178 |
| 4 | Subtotal | 56,730 | 51,240 | 56,730 | 54,900 | 56,730 | 54,900 | 59,737 | 61,915 | 57,778 | 59,559 | 55,260 | 56,730 | 682,209 |
| | <u>Storage</u> | | | | | | | | | | | | | |
| 5 | Bear Creek | 65,656 | 64,186 | 55,994 | 41,751 | 16,425 | 20,571 | 22,953 | 14,877 | 29,139 | 67,197 | 55,505 | 103,944 | 558,198 |
| 6 | Caledonia K# TGPCALFIRM2017 (FSS) | - | - | - | 26,010 | 10,710 | 1,632 | 4,080 | 3,162 | 12,852 | 11,424 | 6,630 | 6,222 | 82,722 |
| 7 | Freebird K# TGPFreebirdFSS2017 (FSS) | - | - | - | 26,010 | 10,710 | 1,632 | 4,080 | 3,162 | 12,852 | 11,220 | 6,630 | 6,222 | 82,518 |
| 8 | KMTP K# TGP583121 (FSS) | 1,252 | 2,670 | 134 | 391 | 8,354 | 4,454 | - | 57 | - | - | - | 204 | 17,516 |
| 9 | Leaf River K# TGP00447S (FSS) | 24,855 | 8,493 | 17,948 | 16,732 | 4,616 | 5,706 | 12,165 | 11,539 | 31,478 | 28,144 | 13,014 | 18,657 | 193,347 |
| 10 | Leaf River K# TGP304619 (FSS) | 8,917 | 3,408 | 2,050 | - | - | - | - | - | - | - | - | - | 14,375 |
| 11 | Lost Creek K# 300078 (GSS) | - | 6,691 | 9,866 | 4,835 | 15,925 | 31,084 | - | 6,691 | 3,346 | 145,319 | - | 16,728 | 240,485 |
| 12 | National Fuel K# O12085 (FSS) | 1,812 | 1,612 | 1,401 | - | - | - | 1,829 | 1,829 | 1,752 | 1,736 | 221 | 2,596 | 14,788 |
| 13 | Pine Prairie K# TEN01491S (FSS) | 8,398 | 3,346 | 6,018 | - | - | - | - | - | - | - | - | - | 17,762 |
| 14 | Pine Prairie K# TEN01698S (FSS) | - | - | - | 3,468 | 306 | 408 | 1,428 | 612 | 6,630 | 6,834 | 1,938 | 3,366 | 24,990 |
| 15 | Subtotal | 110,890 | 90,406 | 93,411 | 119,197 | 67,046 | 65,487 | 46,535 | 41,929 | 98,049 | 271,874 | 83,938 | 157,939 | 1,246,701 |
| 16 | Total | 167,620 | 141,646 | 150,141 | 174,097 | 123,776 | 120,387 | 106,272 | 103,844 | 155,827 | 331,433 | 139,198 | 214,669 | 1,928,910 |

Tennessee Gas Pipeline Company, L.L.C.
Transportation and Storage Losses - Base Period

| Line No. | Description | Jan-17 | Feb-17 | Mar-17 | Apr-17 | May-17 | Jun-17 | Jul-17 | Aug-17 | Sep-17 | Oct-17 | Nov-17 | Dec-17 | Total |
|----------|----------------|---------|---------|---------|---------|---------|---------|---------|----------|---------|---------|---------|---------|-----------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) |
| 1 | Transportation | 350,296 | 431,834 | 387,324 | 245,322 | 305,235 | 232,394 | 310,332 | (22,530) | (8,881) | 419,972 | 221,871 | 591,682 | 3,464,851 |
| 2 | <u>Storage</u> | | | | | | | | | | | | | |
| 3 | Colden | 1,575 | 2,381 | 1,379 | 1,508 | 696 | 583 | 296 | 211 | 260 | 361 | 602 | 1,295 | 11,147 |
| 4 | Hebron | 883 | 135 | 666 | 564 | 43 | 260 | 106 | 207 | 20 | 495 | 767 | 812 | 4,958 |
| 5 | Ellisburg | 6 | 4 | 10 | 273 | 167 | 7 | 9 | 7 | 7 | 1,127 | 123 | 103 | 1,843 |
| 6 | Harrison | 137 | 74 | 236 | 516 | 375 | - | - | - | - | 2,121 | 51 | 278 | 3,788 |
| 7 | Subtotal | 2,601 | 2,594 | 2,291 | 2,861 | 1,281 | 850 | 411 | 425 | 287 | 4,104 | 1,543 | 2,488 | 21,736 |
| 8 | Total | 352,897 | 434,428 | 389,615 | 248,183 | 306,516 | 233,244 | 310,743 | (22,105) | (8,594) | 424,076 | 223,414 | 594,170 | 3,486,587 |

Tennessee Gas Pipeline Company, L.L.C.
Deferred F&LR and EPCR Account Activity and Balances

| Line No. | Description | Balance 1/ 2016 EOY | PPA's 2/ 2017 BOY | Actual Balance 2017 BOY | Actual 31 Jan-17 | Actual 28 Feb-17 | Actual 31 Mar-17 | Actual 30 4/1/17 | Actual 31 May-17 | Actual 30 Jun-17 | Actual 31 Jul-17 | Actual 31 Aug-17 | Actual 30 Sep-17 | Actual 31 Oct-17 | Actual 30 Nov-17 | Actual 31 Dec-17 | 365 Total | Balance 2017 EOY |
|---|--|------------------------|----------------------|-------------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|---------------|---------------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (l) | (n) | (n) | (n) | (q) | (r) |
| Deferred F&LR Transportation and Storage Account Activity and Balances | | | | | | | | | | | | | | | | | | |
| 1 | F&LR Retained | | | | | | | | | | | | | | | | | |
| 2 | Transportation F&LR | | 23,798 | | 2,451,648 | 2,086,285 | 2,363,655 | 2,767,703 | 2,835,784 | 2,732,185 | 2,805,474 | 2,658,353 | 2,657,055 | 2,807,840 | 2,786,890 | 2,985,359 | 31,938,231 | |
| 3 | Less: Losses | | 6,292 | | 153,822 | 133,280 | 151,224 | 26,854 | 27,183 | 26,277 | 27,377 | 27,421 | 26,799 | 28,904 | 29,352 | 33,662 | 692,155 | |
| 4 | Less: TBO Fuel | | 359 | | 61,510 | 53,296 | 60,471 | 53,714 | 54,372 | 52,559 | 54,759 | 54,847 | 53,603 | 57,813 | 58,710 | 67,330 | 682,985 | |
| 5 | Less: Storage Allocation to Transportation | | 516 | | 92,261 | 79,941 | 90,703 | 80,570 | 81,557 | 78,838 | 82,139 | 82,270 | 80,403 | 86,719 | 88,065 | 100,994 | 1,024,460 | |
| 6 | Compressor Fuel - Transportation | | 16,630 | | 2,144,054 | 1,819,768 | 2,061,256 | 2,606,566 | 2,672,672 | 2,574,511 | 2,641,199 | 2,493,815 | 2,496,250 | 2,634,404 | 2,610,762 | 2,783,373 | 29,538,632 | |
| 7 | Storage F&LR | | 0 | | 36,955 | 29,430 | 32,545 | 125,100 | 165,063 | 130,778 | 126,723 | 174,549 | 157,605 | 127,670 | 64,556 | 42,123 | 1,213,097 | |
| 8 | Less: Losses | | 0 | | 798 | 636 | 701 | 18,590 | 24,536 | 19,437 | 18,819 | 25,917 | 23,430 | 18,972 | 9,594 | 6,265 | 167,696 | |
| 9 | Plus: Storage Allocation to Transportation | | 516 | | 92,261 | 79,941 | 90,703 | 80,570 | 81,557 | 78,838 | 82,139 | 82,270 | 80,403 | 86,719 | 88,065 | 100,994 | 1,024,460 | |
| 10 | Compressor and SBO Fuel - Storage | | 516 | | 128,418 | 108,735 | 122,547 | 187,080 | 222,084 | 190,179 | 190,042 | 230,902 | 214,578 | 195,417 | 143,026 | 136,852 | 2,069,860 | |
| 11 | Losses | | 6,292 | | 154,620 | 133,916 | 151,925 | 45,444 | 51,719 | 45,714 | 46,196 | 53,338 | 50,229 | 47,875 | 38,947 | 39,927 | 859,851 | |
| 12 | Fuel and Losses | | | | | | | | | | | | | | | | | |
| 13 | Compressor Fuel - Transportation | | 12,269 | | 2,817,211 | 2,431,338 | 2,737,782 | 2,316,967 | 2,239,314 | 2,089,612 | 2,283,986 | 2,263,249 | 2,342,616 | 2,559,307 | 2,651,430 | 3,132,560 | 29,865,372 | |
| 14 | TBO Fuel | | 0 | | 56,730 | 51,240 | 56,730 | 54,900 | 56,730 | 54,900 | 59,737 | 61,915 | 57,778 | 59,559 | 55,260 | 56,730 | 682,209 | |
| 15 | Compressor and TBO Fuel - Transportation | | 12,269 | | 2,873,941 | 2,482,578 | 2,794,512 | 2,371,867 | 2,296,044 | 2,144,512 | 2,343,723 | 2,325,164 | 2,400,394 | 2,618,866 | 2,706,690 | 3,189,290 | 30,547,581 | |
| 16 | Compressor Fuel - Storage | | 0 | | 30,206 | 25,414 | 55,093 | 60,475 | 58,086 | 58,078 | 45,248 | 61,152 | 56,520 | 45,094 | 31,981 | 32,905 | 560,252 | |
| 17 | SBO Fuel | | (73,251) | | 110,890 | 90,406 | 93,411 | 119,197 | 67,046 | 65,487 | 46,535 | 41,929 | 98,049 | 271,874 | 83,938 | 157,939 | 1,246,701 | |
| 18 | Compressor and SBO Fuel - Storage | | (73,251) | | 141,096 | 115,820 | 148,504 | 179,672 | 125,132 | 123,565 | 91,783 | 103,081 | 154,569 | 316,968 | 115,919 | 190,844 | 1,806,953 | |
| 19 | Losses - Transportation | | (6,109) | | 350,296 | 431,834 | 387,324 | 245,322 | 305,235 | 232,394 | 310,332 | (22,530) | (8,881) | 419,972 | 221,871 | 591,682 | 3,464,851 | |
| 20 | Losses - Storage | | 4,126 | | 2,601 | 2,594 | 2,291 | 2,861 | 1,281 | 850 | 411 | 425 | 287 | 4,104 | 1,543 | 2,488 | 21,736 | |
| 21 | Losses | | (1,983) | | 352,897 | 434,428 | 389,615 | 248,183 | 306,516 | 233,244 | 310,743 | (22,105) | (8,594) | 424,076 | 223,414 | 594,170 | 3,486,587 | |
| 22 | Deferred F&LR Account | | | | | | | | | | | | | | | | | |
| 23 | Compressor Fuel - Transportation | (3,947,196) | 4,361 | (3,942,835) | (673,157) | (611,570) | (676,526) | 289,599 | 433,358 | 484,899 | 357,213 | 230,566 | 153,634 | 75,097 | (40,668) | (349,187) | (326,740) | (4,269,575) |
| 24 | TBO Fuel | 47,042 | 359 | 47,401 | 4,780 | 2,056 | 3,741 | (1,186) | (2,358) | (2,341) | (4,978) | (7,068) | (4,175) | (1,746) | 3,450 | 10,600 | 776 | 48,177 |
| 25 | Fuel - Transportation | (3,900,154) | 4,720 | (3,895,433) | (668,377) | (609,514) | (672,784) | 288,412 | 431,000 | 482,558 | 352,235 | 223,498 | 149,459 | 73,351 | (37,217) | (338,587) | (325,964) | (4,221,398) |
| 26 | Compressor Fuel - Storage 3/ | (31,781) | 0 | (31,781) | (2,714) | (1,555) | (9,630) | 2,493 | 45,005 | 31,310 | 48,441 | 75,829 | 21,943 | (17,293) | 7,479 | (9,309) | 191,999 | 160,218 |
| 27 | SBO Fuel 3/ | (215,368) | 73,767 | (141,601) | (9,964) | (5,530) | (16,327) | 4,915 | 51,947 | 35,304 | 49,818 | 51,992 | 38,066 | (104,258) | 19,628 | (44,683) | 70,908 | (70,693) |
| 28 | Fuel - Storage | (247,149) | 73,767 | (173,382) | (12,678) | (7,085) | (25,957) | 7,408 | 96,952 | 66,614 | 98,259 | 127,821 | 60,009 | (121,551) | 27,107 | (53,992) | 262,907 | 89,525 |
| 29 | Transportation | 2,767,126 | 12,401 | 2,779,527 | (196,474) | (298,554) | (236,100) | (218,468) | (278,052) | (206,117) | (282,955) | 49,951 | 35,680 | (391,068) | (192,519) | (558,020) | (2,772,696) | 6,830 |
| 30 | Storage | (71,053) | (4,126) | (75,179) | (1,803) | (1,958) | (1,590) | 15,729 | 23,255 | 18,587 | 18,408 | 25,492 | 23,143 | 14,868 | 8,051 | 3,777 | 145,960 | 70,782 |
| 31 | Losses | 2,696,073 | 8,275 | 2,704,348 | (198,277) | (300,512) | (237,690) | (202,739) | (254,797) | (187,530) | (264,547) | 75,443 | 58,823 | (376,201) | (184,467) | (554,243) | (2,626,736) | 77,612 |
| 32 | Total | (1,451,230) | 86,763 | (1,364,467) | (879,331) | (917,111) | (936,431) | 93,081 | 273,155 | 361,642 | 185,948 | 426,762 | 268,291 | (424,400) | (194,577) | (946,822) | (2,689,793) | (4,054,260) |
| 0 | | | | | | | | | | | | | | | | | | |
| Deferred EPCR Account Activity and Balances | | | | | | | | | | | | | | | | | | |
| 33 | Transportation | | | | | | | | | | | | | | | | | |
| 34 | EPCR Collections | | \$0 | | \$2,096,276 | \$1,807,020 | \$2,023,932 | \$2,476,393 | \$2,515,604 | \$2,447,424 | \$2,553,273 | \$2,495,951 | \$2,405,261 | \$2,596,032 | \$2,683,757 | \$2,902,270 | \$29,003,192 | |
| 35 | Electric Compression Costs | | (\$126,027) | | \$2,750,407 | \$2,319,020 | \$2,781,323 | \$2,959,707 | \$3,026,848 | \$2,733,876 | \$2,943,198 | \$2,753,264 | \$2,479,333 | \$2,280,733 | \$2,643,146 | \$2,825,732 | \$32,496,586 | |
| 36 | Deferred EPCR Account | | | | | | | | | | | | | | | | | |
| 37 | Principal | (\$153,605) | \$126,027 | (\$27,578) | (\$654,131) | (\$512,000) | (\$757,391) | (\$483,314) | (\$511,243) | (\$286,452) | (\$389,924) | (\$257,314) | (\$74,072) | \$315,299 | \$40,611 | \$76,538 | (\$3,493,394) | (\$3,520,972) |
| 38 | Carrying Charges | (147,632) | 1,784 | (145,849) | (1,206) | (2,615) | (4,781) | (6,912) | (8,729) | (9,744) | (11,941) | (13,094) | (13,292) | (14,516) | (13,297) | (13,546) | (\$113,672) | (259,521) |
| 39 | Total | (\$301,237) | \$127,811 | (\$173,427) | (\$655,337) | (\$514,615) | (\$762,172) | (\$490,226) | (\$519,972) | (\$296,196) | (\$401,865) | (\$270,407) | (\$87,364) | \$300,783 | \$27,314 | \$62,992 | (\$3,607,066) | (\$3,780,493) |

Notes:
1/ Refer to Exhibit 8 of March 1, 2017 annual fuel adjustment filing in Docket No. RP17-501-000.
2/ Refer to Exhibit 9.
3/ The deferred F&LR balance in the storage account has been allocated to sub-accounts based on Base Period activity (Lns. 14-16).

Tennessee Gas Pipeline Company, L.L.C.
Prior Period Adjustments

| Line No. | Description | Previous Periods | Jan-16 | Feb-16 | Mar-16 | Apr-16 | May-16 | Jun-16 | Jul-16 | Aug-16 | Sep-16 | Oct-16 | Nov-16 | Dec-16 | Total |
|-------------------------------|---|------------------|-------------|----------|----------|------------|------------|----------|-----------|----------|------------|-----------|----------|------------|-------------|
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) | (l) | (m) | (n) | (o) |
| <u>Volumetric Adjustments</u> | | | | | | | | | | | | | | | |
| 1 | Transportation F&LR | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | (727) | 24,509 | 23,798 |
| 2 | Compressor Fuel - Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12,269 | 12,269 |
| 3 | SBO Fuel 1/ | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (42,231) | 3,701 | (34,721) | (73,251) |
| 4 | Transportation Losses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | (2,268) | 2,864 | (6,705) | (6,109) |
| 5 | Storage Losses | 0 | 4,126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,126 |
| <u>\$ Adjustments</u> | | | | | | | | | | | | | | | |
| 6 | Transportation Electric Compression Costs | \$0 | (\$118,928) | \$39,100 | \$65,701 | (\$31,344) | (\$11,010) | \$40,847 | (\$3,875) | \$19,886 | (\$92,383) | (\$3,622) | \$58,230 | (\$88,629) | (\$126,027) |

Notes:

1/ Reflects PPAs related to Lost Creek and Bear Creek storage.

Bear Creek Adjustments

3/1/17 Fuel Tracker Filing Estimate (See Exh. 6, Pg. 1, Ln. 5)

| | | | | | | | | | | | | | |
|-----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|---------|----------|-----------|
| BC tariff fuel billed | 41,921 | 70,600 | 33,765 | 46,443 | 54,715 | 41,288 | 103,156 | 95,379 | 40,191 | 128,338 | 65,750 | 85,634 | 807,180 |
| BC fuel refund | (30,317) | (27,390) | (19,812) | (35,609) | (20,849) | (17,270) | (68,164) | (76,773) | (19,369) | - | - | - | (315,553) |
| Net Bear Creek Fuel | 11,604 | 43,210 | 13,953 | 10,834 | 33,866 | 24,018 | 34,992 | 18,606 | 20,822 | 128,338 | 65,750 | 85,634 | 491,627 |
| <u>Actuals</u> | | | | | | | | | | | | | |
| BC tariff fuel billed | 41,921 | 70,600 | 33,765 | 46,443 | 54,715 | 41,288 | 103,156 | 95,379 | 40,191 | 128,338 | 65,750 | 85,634 | 807,180 |
| BC fuel refund | (30,317) | (27,390) | (19,812) | (35,609) | (20,849) | (17,270) | (68,164) | (76,773) | (19,369) | (42,231) | (2,990) | (35,876) | (396,650) |
| Net Bear Creek Fuel | 11,604 | 43,210 | 13,953 | 10,834 | 33,866 | 24,018 | 34,992 | 18,606 | 20,822 | 86,107 | 62,760 | 49,758 | 410,530 |
| | | | | | | | | | | | | | |
| Bear Creek PPA | - | - | - | - | - | - | - | - | - | (42,231) | (2,990) | (35,876) | (81,097) |
| Lost Creek PPA | - | - | - | - | - | - | - | - | - | - | 6,691 | 1,155 | 7,846 |

Tennessee Gas Pipeline Company, L.L.C.
Interest Calculation - EPCR Transportation Component of Fuel Adjustment Mechanism

| Line No. | | | Prior Month | | (1) | | (2) | | Adjusted | | Current Month | | (3) | Prior Month | | (4) | | Total Monthly | | Cumm. | | Days to end of | | | |
|----------|--------------------|---------------|---------------|-------------------|--------------------|-----------------|---------------------|------------------------|---------------|---------------|---------------|--------------------|--------------|------------------|------------|----------------------------|--------------------|---------------|--|----------------------|--|-----------------------------|--|-------|--|
| | | | Interest Base | | Quarterly | | Current Month | | Current Month | | Interest Base | | | Monthly Interest | | Interest (Col. 3+4) x Col. | | Current Month | | Interest (Col. 9+10) | | Monthly Interest (Col. 11A) | | Month | |
| | Month | Days in Month | (Col. 6) | Interest (Col. 4) | Principal (Col. 5) | PPA's (Col. 5A) | Principal (Col. 5B) | (Col. 3+4+5B) (Col. 6) | Rate (Col. 7) | Rate (Col. 8) | 8 (Col. 9) | Interest (Col. 10) | | (Col. 11) | (Col. 11A) | (Col. 12) | Due Date (Col. 13) | | | | | | | | |
| 1 | Jan-16 | 31 | \$ 1,920,588 | (2,007) | \$ 1,249,569 | \$ 118,928 | \$ 1,368,497 | \$ 3,287,078 | 3.2500% | 0.2760% | \$ 5,296 | \$ 1,340 | \$ 6,636 | \$ (233,161) | 11 | 1/20/2016 | | | | | | | | | |
| 2 | Feb-16 | 29 | 3,287,078 | | 1,014,955 | (39,100) | 975,855 | 4,262,933 | 3.2500% | 0.2582% | 8,488 | 782 | 9,270 | (223,891) | 9 | 2/20/2016 | | | | | | | | | |
| 3 | Mar-16 | 31 | 4,262,933 | | 1,301,091 | (65,701) | 1,235,390 | 5,498,323 | 3.2500% | 0.2760% | 11,767 | 1,210 | 12,977 | (210,914) | 11 | 3/20/2016 | | | | | | | | | |
| 4 | Apr-16 | 30 | 5,498,323 | 28,883 | (833,577) | 31,344 | (802,233) | 4,724,972 | 3.4600% | 0.2844% | 15,718 | (760) | 14,958 | (195,956) | 10 | 4/20/2016 | | | | | | | | | |
| 5 | May-16 | 31 | 4,724,972 | | (821,140) | 11,010 | (810,130) | 3,914,843 | 3.4600% | 0.2939% | 13,885 | (845) | 13,040 | (182,916) | 11 | 5/20/2016 | | | | | | | | | |
| 6 | Jun-16 | 30 | 3,914,843 | | (578,802) | (40,847) | (619,649) | 3,295,194 | 3.4600% | 0.2844% | 11,133 | (587) | 10,546 | (172,370) | 10 | 6/20/2016 | | | | | | | | | |
| 7 | Jul-16 | 31 | 3,295,194 | 38,544 | (891,779) | 3,875 | (887,904) | 2,445,833 | 3.5000% | 0.2973% | 9,910 | (937) | 8,973 | (163,397) | 11 | 7/20/2016 | | | | | | | | | |
| 8 | Aug-16 | 31 | 2,445,833 | | (745,249) | (19,886) | (765,135) | 1,680,698 | 3.5000% | 0.2973% | 7,270 | (807) | 6,463 | (156,933) | 11 | 8/20/2016 | | | | | | | | | |
| 9 | Sep-16 | 30 | 1,680,698 | | (460,333) | 92,383 | (367,950) | 1,312,749 | 3.5000% | 0.2877% | 4,835 | (353) | 4,482 | (152,451) | 10 | 9/20/2016 | | | | | | | | | |
| 10 | Oct-16 | 31 | 1,312,749 | 19,919 | (252,515) | 3,622 | (248,893) | 1,083,775 | 3.5000% | 0.2973% | 3,961 | (263) | 3,699 | (148,752) | 11 | 10/20/2016 | | | | | | | | | |
| 11 | Nov-16 | 30 | 1,083,775 | | (672,661) | (58,230) | (730,891) | 352,883 | 3.5000% | 0.2877% | 3,118 | (701) | 2,417 | (146,336) | 10 | 11/20/2016 | | | | | | | | | |
| 12 | Dec-16 | 31 | 352,883 | | (621,542) | 88,629 | (532,913) | (180,029) | 3.5000% | 0.2973% | 1,049 | (562) | 487 | (145,849) | 11 | 12/20/2016 | | | | | | | | | |
| 13 | Jan-17 | 31 | \$ (180,029) | 6,603 | \$ (654,131) | \$ - | \$ (654,131) | \$ (827,558) | 3.5000% | 0.2973% | \$ (516) | \$ (690) | \$ (1,206) | \$ (147,054) | 11 | 1/20/2017 | | | | | | | | | |
| 14 | Feb-17 | 28 | (827,558) | | (512,000) | - | (512,000) | (1,339,558) | 3.5000% | 0.2685% | (2,222) | (393) | (2,615) | (149,669) | 8 | 2/20/2017 | | | | | | | | | |
| 15 | Mar-17 | 31 | (1,339,558) | | (757,391) | - | (757,391) | (2,096,949) | 3.5000% | 0.2973% | (3,982) | (799) | (4,781) | (154,450) | 11 | 3/20/2017 | | | | | | | | | |
| 16 | Apr-17 | 30 | (2,096,949) | (8,601) | (483,314) | - | (483,314) | (2,588,864) | 3.7100% | 0.3049% | (6,420) | (491) | (6,912) | (161,361) | 10 | 4/20/2017 | | | | | | | | | |
| 17 | May-17 | 31 | (2,588,864) | | (511,243) | - | (511,243) | (3,100,107) | 3.7100% | 0.3151% | (8,157) | (572) | (8,729) | (170,090) | 11 | 5/20/2017 | | | | | | | | | |
| 18 | Jun-17 | 30 | (3,100,107) | | (286,452) | - | (286,452) | (3,386,560) | 3.7100% | 0.3049% | (9,453) | (291) | (9,744) | (179,835) | 10 | 6/20/2017 | | | | | | | | | |
| 19 | Jul-17 | 31 | (3,386,560) | (25,385) | (389,924) | - | (389,924) | (3,801,869) | 3.9600% | 0.3363% | (11,475) | (465) | (11,941) | (191,776) | 11 | 7/20/2017 | | | | | | | | | |
| 20 | Aug-17 | 31 | (3,801,869) | | (257,314) | - | (257,314) | (4,059,183) | 3.9600% | 0.3363% | (12,787) | (307) | (13,094) | (204,869) | 11 | 8/20/2017 | | | | | | | | | |
| 21 | Sep-17 | 30 | (4,059,183) | | (74,072) | - | (74,072) | (4,133,255) | 3.9600% | 0.3255% | (13,212) | (80) | (13,292) | (218,162) | 10 | 9/20/2017 | | | | | | | | | |
| 22 | Oct-17 | 31 | (4,133,255) | (38,327) | 315,299 | - | 315,299 | (3,856,282) | 4.2100% | 0.3576% | (14,916) | 400 | (14,516) | (232,678) | 11 | 10/20/2017 | | | | | | | | | |
| 23 | Nov-17 | 30 | (3,856,282) | | 40,611 | - | 40,611 | (3,815,672) | 4.2100% | 0.3460% | (13,344) | 47 | (13,297) | (245,974) | 10 | 11/20/2017 | | | | | | | | | |
| 24 | Dec-17 | 31 | (3,815,672) | | 76,538 | - | 76,538 | (3,739,134) | 4.2100% | 0.3576% | (13,643) | 97 | (13,546) | (259,521) | 11 | 12/20/2017 | | | | | | | | | |
| 25 | Total Jan-Dec 2017 | | | | \$ (3,493,394) | \$ - | \$ (3,493,394) | | | | \$ (110,128) | \$ (3,544) | \$ (113,672) | | | | | | | | | | | | |

- (1) Quarterly interest based upon Col. 11.
(2) Refer to Exhibit 8, Page 1, Ln 32, and to Exhibit 8 Page 1, Line 32 of March 1, 2017 annual fuel adjustment filing in Docket No. RP17-501-000.
(3) FERC prescribed interest rates pursuant to CFR 154.501. Rate factored by number of days in the month.
(4) Interest calculated assuming amount is due or received as shown in Column 13. Column 5B * Column 7 * (No. of days in the month - due date)/365.

Tennessee Gas Pipeline Company, L.L.C.
Fuel and Electric Power Cost Comparison

| Line No. | Description | Ref | 2018 Filing - Docket No. RP18- | | | 2017 Filing - Docket No. RP17-501 | | | Difference | | |
|---------------------------|-----------------------|------------------|--------------------------------|---------------|--------------------|-----------------------------------|------------------|--------------------|--------------------|--------------------|--------------------|
| | | | Fuel | Losses | Total | Fuel | Losses | Total | Fuel | Losses | Total |
| | (a) | (b) | (c) | (d) | (e) | (f) | (g) | (h) | (i) | (j) | (k) |
| F&LR Component | | | | | | | | | | | |
| <u>Transportation</u> | | | | | | | | | | | |
| 1 | Base Period | Exh2, P4 Ln 3, 7 | 30,547,581 | 3,464,851 | 34,012,432 | 29,163,729 | 3,235,467 | 32,399,196 | 1,383,852 | 229,384 | 1,613,236 |
| 2 | Deferred F&LR Balance | Exh2, P4 Ln 3, 7 | <u>(4,221,398)</u> | <u>6,830</u> | <u>(4,214,567)</u> | <u>(3,900,154)</u> | <u>2,767,126</u> | <u>(1,133,028)</u> | <u>(321,244)</u> | <u>(2,760,295)</u> | <u>(3,081,539)</u> |
| 3 | Total Transportation | | 34,768,979 | 3,458,021 | 38,226,999 | 33,063,883 | 468,341 | 33,532,224 | 1,705,096 | 2,989,679 | 4,694,775 |
| <u>Storage</u> | | | | | | | | | | | |
| 4 | Base Period | Exh2, P4 Ln 6, 8 | 1,806,953 | 21,736 | 1,828,689 | 1,637,415 | 85,641 | 1,723,056 | 169,538 | (63,905) | 105,633 |
| 5 | Deferred F&LR Balance | Exh2, P4 Ln 6, 8 | <u>89,525</u> | <u>70,782</u> | <u>160,307</u> | <u>(247,149)</u> | <u>(71,053)</u> | <u>(318,202)</u> | <u>336,675</u> | <u>141,834</u> | <u>478,509</u> |
| 6 | Total Storage | | 1,717,428 | (49,046) | 1,668,382 | 1,884,564 | 156,694 | 2,041,258 | (167,137) | (205,739) | (372,876) |
| <u>Total</u> | | | | | | | | | | | |
| 7 | Base Period | | 32,354,534 | 3,486,587 | 35,841,121 | 30,801,144 | 3,321,108 | 34,122,252 | 1,553,390 | 165,479 | 1,718,869 |
| 8 | Deferred F&LR Balance | | <u>(4,131,872)</u> | <u>77,612</u> | <u>(4,054,260)</u> | <u>(4,147,303)</u> | <u>2,696,073</u> | <u>(1,451,230)</u> | <u>15,431</u> | <u>(2,618,461)</u> | <u>(2,603,030)</u> |
| 9 | Total | | 36,486,406 | 3,408,975 | 39,895,381 | 34,948,447 | 625,035 | 35,573,482 | 1,537,959 | 2,783,940 | 4,321,899 |
| EPCR Component | | | | | | | | | | | |
| <u>Transportation</u> | | | | | | | | | | | |
| 10 | Base Period | Exh1, P2 Ln 1 | 32,496,586 | 0 | 32,496,586 | 30,178,850 | 0 | 30,178,850 | 2,317,736 | 0 | 2,317,736 |
| 11 | Deferred EPCR Balance | Exh1, P2 Ln 1 | <u>(3,780,493)</u> | <u>0</u> | <u>(3,780,493)</u> | <u>(301,237)</u> | <u>0</u> | <u>(301,237)</u> | <u>(3,479,256)</u> | <u>0</u> | <u>(3,479,256)</u> |
| 12 | Total Transportation | | 36,277,079 | 0 | 36,277,079 | 30,480,087 | 0 | 30,480,087 | 5,796,992 | 0 | 5,796,992 |