



Wyoming Interstate  
Company, L.L.C.  
a Kinder Morgan company

July 30, 2021

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

Attention: Ms. Kimberly D. Bose, Secretary

Re: Quarterly Recomputation of Fuel and  
Lost and Unaccounted-for Percentages,  
Wyoming Interstate Company, L.L.C.;  
Docket No. RP21-

Commissioners:

Wyoming Interstate Company, L.L.C. ("WIC") tenders for filing and acceptance by the Federal Energy Regulatory Commission ("Commission") the following tariff records for inclusion in Third Revised Volume No. 2 of its FERC Gas Tariff ("Tariff"):

Part II: Statement of Rates, Section 2 – Fuel and L&U Rates, Version 50  
Part IV: General Terms and Conditions ("GT&C"), Fuel and L&U, Version 11

Proposed to become effective on September 1, 2021, the tendered tariff records revise the fuel and lost and unaccounted-for charges applicable to transportation service on WIC's system and update the list of points included in WIC's Eastern No-Fuel Wheeling Area.

### **Background**

GT&C Section 13 states that the Fuel, Lost and Unaccounted-for-Gas ("FL&U") Percentage(s) shall be recomputed every three months. In addition, Section 13.2 of the GT&C provides that WIC must file with the Commission supporting documentation for each quarterly recomputation of FL&U percentage(s).

The FL&U reimbursement percentages contained herein are comprised of two components: 1) a projected FL&U requirement percentage and 2) an FL&U requirement adjustment, or true-up reimbursement, percentage reflecting the over- or under-recovery of quantities during previous data collection periods. The Projected FL&U Requirement percentages are determined based on a combination of historical and forecasted throughput volumes, Lost and Unaccounted-for-Gas ("L&U") requirements, and fuel burned. To the extent actual FL&U quantities are more or less than the reimbursement percentages in effect at the time, WIC returns or recoups such quantities in the next period

through a volumetric true-up reimbursement percentage or the FL&U Requirement Adjustment. This true-up mechanism keeps WIC and its shippers volumetrically neutral for FL&U.

### **Description of Filing**

Submitted pursuant to Subpart C of Part 154 of the Commission's regulations<sup>1</sup> and WIC's Tariff, this filing proposes revisions to update its FL&U percentages as described in the tables below.

**Table A**

	<b><u>Proposed Fuel Rates (Instant Filing):</u></b>			<b><u>Change from Percentages Currently In Effect:</u></b>		
	Projected Fuel Requirement %	Fuel Requirement Adjustment % (True-up)	<b>Total Proposed Fuel %</b>	Change in Projected Fuel Requirement %	Change In Fuel Requirement Adjustment % (True-up)	<b>Change in Total Fuel %</b>
Mainline System	0.43%	-0.43%	0.00%	-0.08%	0.08%	0.00%
Powder River	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Medicine Bow	0.24%	-0.24%	0.00%	0.01%	-0.08%	-0.07%
Piceance (WIC ML & Other PL)	0.31%	0.17%	0.48%	-0.12%	0.00%	-0.12%
Kanda Incremental (WIC ML and Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Diamond Mountain (WIC ML and Other PL)	1.40%	0.33%	1.73%	0.00%	0.30%	0.30%

  

	<b><u>Proposed L&amp;U Rates (Instant Filing):</u></b>			<b><u>Change From Percentages Currently in Effect:</u></b>		
	Projected L&U Requirement %	L&U Requirement Adjustment % (True-up)	<b>Total Proposed L&amp;U %</b>	Change in Projected L&U Requirement %	Change in L&U Requirement Adjustment % (True-up)	<b>Change in Total L&amp;U %</b>
Mainline System	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Powder River	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Medicine Bow	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Piceance (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Piceance (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental and Kanda Diamond Mountain (WIC ML)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Kanda Incremental and Kanda Diamond Mountain (Other PL)	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

<sup>1</sup> 18 C.F.R. §§ 154.201 – 154.210 (2020).

Additionally, WIC proposes to update the list of points included in its Eastern No-Fuel Wheeling Area.

### Projected Fuel Requirement and Fuel Requirement Adjustment

The fuel reimbursement rates proposed herein seek to recover fuel and other fuel gas consumption that will occur during the three-month period these rates will be in effect beginning September 1, 2021. WIC has forecasted the expected throughput and fuel burn for only the months these rates will be in effect. The support for the FL&U retention percentages for the Mainline System, Powder River, Medicine Bow, Piceance and Kanda Lateral systems, as shown above, is detailed in Appendices A through G included herewith.

#### *Mainline*

As noted in Table A above, the total fuel retention percentage for the Mainline System remains the same at 0.00%. The Projected Fuel Requirement percentage decreases to 0.43% from the current Projected Fuel Requirement of 0.51% due primarily to a significant increase in expected throughput while the associated fuel consumption is expected to only increase marginally for the period in which the proposed fuel rates will be in effect. The Fuel Requirement Adjustment increases to negative 0.43% from a negative 0.51% and reflects 157,125 Dths of over-collected L&U from the March 2021 through May 2021 data collection period<sup>2</sup> being included in the Fuel Requirement Adjustment calculation. In addition, 47,757 Dths of over-collected L&U that was deferred to future filings in Docket No. RP21-758-000 is also being included in that calculation.<sup>3</sup> Schedule 2 of Appendix A and the L&U Requirement Adjustment section of this transmittal letter provide more details on the L&U volumes. These adjustments result in a 0.00% total fuel retention percentage for the Mainline System.

#### *Powder River Lateral*

The total fuel retention percentage for the Powder River Lateral is set at 0.00%. From March 2021 to May 2021, the Powder River Lateral did not have any throughput.<sup>4</sup> In past filings, WIC assigned a portion of the Cheyenne Station fuel to the Powder River Lateral fuel rate based on the required horsepower increase associated with the Powder River Lateral expansion (see Docket No. CP98-128-000, et al.). However, since no quantities have been transported on the Powder River Lateral during the recent past or are expected during the time

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<sup>2</sup> See Appendix A, Schedule 1, line 11, col. (b); Appendix A, Schedule 2, lines 4-10, col. (b). See also GT&C Section 13.3 of WIC's Tariff.

<sup>3</sup> See Appendix A, Schedule 2, line 11, col. (b) in WIC's quarterly FL&U filing in Docket No. RP21-758-000.

<sup>4</sup> See Appendix C, Schedule 1, line 3, cols. (b) through (m) of this filing for throughput on the Powder River Lateral.

these percentages are in effect, fuel burned at the Cheyenne Station<sup>5</sup> should not be allocated to transport on the Powder River Lateral. Therefore, consistent with previous FL&U filings, WIC is proposing a Projected Fuel Requirement of 0.00%, as well as a Fuel Requirement Adjustment of 0.00%, for a total fuel retention percentage of 0.00%.

#### *Medicine Bow Lateral*

The total fuel retention percentage for the Medicine Bow Lateral is proposed to decrease to 0.00%. The Projected Fuel Requirement percentage increased to 0.24% due to a decrease in projected throughput while projected fuel use remained relatively unchanged. The Fuel Requirement Adjustment decreased to negative 0.24% and reflects 88,879 Dth of over-collected L&U volumes from the March 2021 through May 2021 data collection period being included in the calculation of the Fuel Requirement Adjustment.<sup>6</sup> Schedule 2 of Appendix A and the L&U Requirement Adjustment section of this transmittal letter provide more details on the L&U volumes. These adjustments result in a 0.00% total fuel retention percentage for the Medicine Bow Lateral.

#### *Piceance Lateral*

The proposed total fuel retention percentage for the Piceance Lateral is 0.48%. The Projected Fuel Requirement percentage decreased from the currently effective rate of 0.43% to 0.31% primarily due to a decrease in forecasted fuel consumption for the time these rates will be in effect. The Fuel Requirement Adjustment percentage remains unchanged at 0.17%.<sup>7</sup> This Fuel Requirement Adjustment of 0.17% is intended to recover the under-collected volumes from Piceance shippers during the period these rates will be in effect and results in a 0.48% total fuel retention percentage for the Piceance Lateral.

#### *Kanda Lateral*

On the Kanda Lateral, the total fuel retention percentage for the Diamond Mountain Compressor Station is proposed to be 1.73% which is an increase from the 1.43% total fuel retention percentage currently in effect. WIC is forecasting fuel burn and throughput similar to historical usage on Kanda during the time these rates are in effect. Therefore, the Projected Fuel Requirement percentage is proposed to remain at 1.40%. The Fuel Requirement Adjustment will increase to 0.33% from 0.03% due to an increase in under-collected volumes from the rates established in Docket No. RP21-423-000. Also, 745 Dth of over-collected L&U volumes from the March 2021 through May 2021 data collection period are included in the calculation of the Fuel Requirement Adjustment.<sup>8</sup> These

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<sup>5</sup> Appendix G, Schedule 1 shows no allocation from June 2020 to May 2021.

<sup>6</sup> See Appendix A, Schedule 1, line 11, col. (d).

<sup>7</sup> See Appendix A, Schedule 1, lines 4-14, col. (e).

<sup>8</sup> See Appendix A, Schedule 1, line 11, col. (f).

adjustments result in a 1.73% total fuel retention percentage for the Kanda Lateral.

### *Off-System*

WIC notes that off-system FL&U quantities are not included for recovery through WIC's projected fuel reimbursement rate. As addressed in Section 4.5 of the GT&C of the Tariff, all WIC shippers using the off-system capacity held by WIC, on either a primary or a secondary basis, are directly assessed the FL&U charged by the third party transportation provider to WIC.

### Projected L&U Requirement

The twelve-month data period used to forecast L&U quantities for this instant filing is June 2020 through May 2021. As shown on Schedule 1 of Appendix D, WIC experienced an overall "gain" during this time period which results in the calculation of negative L&U reimbursement percentages. WIC's tariff prevents the establishment of negative L&U reimbursement percentages that would otherwise have resulted from the use of the overall "gain". Instead, Section 13.3 of the GT&C requires the projected L&U percentage to be set at 0.00% under these circumstances. Therefore, the Projected L&U Requirement is proposed to be 0.00% for the Mainline and each of the laterals. These retention percentages are detailed in Table A above.

### L&U Requirement Adjustment

WIC is proposing the L&U Requirement Adjustment be set at 0.00% on the Mainline and each of the laterals as shown in Table A and described more fully below.

As shown on Appendix A, Schedule 2, line 4, column (b), the Mainline experienced an L&U gain of 289,690 Dth during the period of March 2021 through May 2021. In addition, WIC had previously deferred 47,757 Dth of over-collected Mainline L&U in its quarterly FL&U filing in Docket No. RP21-758-000. Consistent with the tariff and as discussed earlier,<sup>9</sup> the 47,757 Dth of deferred Mainline over-collected L&U is being included in the calculation of the Mainline Fuel Requirement Adjustment.<sup>10</sup> Also, 157,125 Dth out of the previously mentioned 289,690 Dth of over-collected L&U volumes is included in that calculation. The remaining 132,565 Dth of over-collected L&U quantities on the Mainline is proposed to be cashed out pursuant to GT&C Section 13.5 of WIC's

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<sup>9</sup> See GT&C Section 13.3.

<sup>10</sup> See Appendix A, Schedule 1, line 10, col. (b).

tariff.<sup>11</sup> Accordingly, the total proposed L&U reimbursement percentage is 0.00% for the Mainline System.

As shown on Appendix A, Schedule 2, line 4, column (d), the Medicine Bow lateral experienced a gain of L&U of 88,879 Dth for the period March 2021 through May 2021. As discussed above in the section on the fuel percentage for the Medicine Bow Lateral, this 88,879 Dth of over-collected L&U volumes is being included in the calculation of the Fuel Requirement Adjustment and results in a total proposed L&U reimbursement percentage of 0.00% for the Medicine Bow Lateral.

The Powder River and Piceance-Other Pipeline total proposed L&U reimbursement percentages are 0.00% based on the expected throughput for both of these systems during the time period these rates will be in effect. The Kanda – Other Pipeline total proposed L&U reimbursement percentage also remains at 0.00% and 745 Dth of over-collected L&U is included in the calculation of the Fuel Requirement Adjustment for the Kanda Diamond Mountain System.

#### Cash Out of L&U Over-Collection

##### *Mainline*

As detailed in Appendices A and H, WIC has over-collected L&U quantities of 132,565 Dth associated with the Mainline System, for the period of March 2021 to May 2021, after the application of 157,125 Dth to the calculation of the Mainline Fuel Reimbursement Percentage.<sup>12</sup> Pursuant to the terms of Section 13.5(d) of WIC's tariff, WIC must cash out Excess L&U quantities exceeding 50,000 Dth. As such, WIC proposes to cash out the remaining over-collected L&U quantities on the Mainline System.

WIC calculated the value associated with the Excess L&U quantities by using the applicable month's Cash Out Index Price.<sup>13</sup> The calculation results in a total cash-out refund of \$338,281 for shippers on the Mainline System. WIC allocated the value of the Excess L&U pro-rata to each Mainline System shipper based on total throughput for April 2021 to May 2021 which are the months the over-collection and resulting Excess L&U occurred. See Appendix H, Schedules 1 and 2 in the attached work papers for details.

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<sup>11</sup> Including the remaining 132,565 Dth of over-collected L&U in the Fuel Requirement Adjustment calculation would cause that percentage to be less than zero percent which is prohibited by GT&C Section 13.3.

<sup>12</sup> See Appendix A, Schedule 2, line 11, col. (b).

<sup>13</sup> Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

Update to Eastern No-Fuel Wheeling Area

GT&C Section 13.6(c) of WIC's Tariff lists the points that comprise the Eastern No-Fuel Wheeling Area which is located on WIC's mainline east of the Medicine Bow Lateral mainline junction.<sup>14</sup> Transportation service provided completely within this area will not be assessed fuel to the extent the transaction does not require the use of WIC's compression to receive or deliver natural gas. WIC has added two points in this area, the Lonetree Meter Station and the Silo Plant Meter Station.<sup>15</sup> As such, WIC is submitting a tariff record reflecting the addition of these two points to the Eastern No-Fuel Wheeling Area.<sup>16</sup>

**Procedural Matters**

In accordance with the applicable provisions of Part 154 of the Commission's regulations,<sup>17</sup> WIC is submitting an eTariff XML filing package, which includes the following:

- a. a transmittal letter;
- b. the clean and related marked versions of the tariff records; and
- c. workpapers under Appendices A-H in PDF format.

WIC respectfully requests the Commission accept the tendered tariff records for filing and permit them to become effective on September 1, 2021, which is not less than 30 days or more than 60 days following the date of this filing. With respect to any tariff provisions the Commission allows to go into effect without change, WIC hereby moves to place the tendered tariff provisions into effect at the end of a minimal suspension period specified by the Commission.

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<sup>14</sup> See *Wyoming Interstate Company, L.L.C.*, Docket No. RP13-657-000 (Mar. 26, 2013) (unpublished letter order).

<sup>15</sup> The Lonetree Meter Station and the Silo Plant Meter Station are located in Weld County, Colorado in WIC's Cheyenne Yard.

<sup>16</sup> Consistent with Section 13.6, transactions will be assessed WIC's applicable L&U charge as shown on the Statement of Rates.

<sup>17</sup> 18 C.F.R. §§ 154.101 - 154.603 (2020).

Correspondence and communications concerning this filing should be directed to:

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These persons have been designated for service in accordance with Rule 203 of the Commission's Rules of Practice and Procedure (18 C.F.R. § 385.203 (2020)).

The undersigned hereby certifies that she has read this filing and knows (i) the contents of such filing and the attachments; (ii) that the contents as stated in the filing and in the attachments are true to the best of her knowledge and belief; and (iii) that she possesses full power and authority to sign this filing.

Respectfully submitted,

WYOMING INTERSTATE COMPANY, L.L.C.

By:                     /s/                      
M. Catherine Rezendes  
Director, Rates

Enclosures



Certificate of Service

I hereby certify that I have this day caused a copy of the foregoing document to be served upon all shippers on WIC's system and interested state regulatory commissions, in accordance with the requirements of Section 154.208 and 385.2010 of the Federal Energy Regulatory Commission's Rules of Practice and Procedures.

Dated at Colorado Springs, Colorado as of this 30<sup>th</sup> day of July, 2021.

/s/  
M. Catherine Rezendes

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**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
**Docket No. RP21-\_\_\_\_**

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**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
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**Appendix A**  
**FL&U Reimbursement Percentages**

**Wyoming Interstate Company, L.L.C.****Fuel Percentage Calculation**

(Quantities in Dth unless otherwise noted)

Line No.	Description	Mainline System	Powder River	Medicine Bow	Piceance	Diamond Mountain
	(a)	(b)	(c)	(d)	(e)	(f)
<b>Current Period Retention Percentage</b> <sup>1</sup>						
1	Fuel Gas Projected During Forecast Period (Sep 21 - Nov 21) <sup>2</sup>	108,803	-	75,048	54,668	102,855
2	Fuel-Related Receipts (Throughput)	25,403,198	-	30,860,353	17,562,870	7,354,772
3	Projected Fuel Requirement [line 1 / line 2]	0.43%	0.00%	0.24%	0.31%	1.40%
<b>Volumetric True-up Retention Percentage</b>						
Current Deficiency/(Gain) for Mar 2021 - May 2021 Period						
4	Fuel Gas Consumed <sup>3</sup>	186,140	-	97,725	128,229	1,196
5	Fuel Gas Retained - Current <sup>4</sup>	170,657	-	102,022	141,308	-
6	Current Deficiency/(Gain) [line 4 - line 5]	15,483	-	(4,297)	(13,079)	1,196
True-up Deficiency/(Gain) for Mar 2021 - May 2021 Period						
7	Fuel Gas Sought for True-up <sup>5</sup>	(90,061)	(7,842)	(58,570)	(80,721)	23,471
8	Fuel Gas Retained - True-up <sup>6</sup>	(170,657)	-	(76,698)	(124,013)	-
9	True-up Deficiency/(Gain) [line 7 - line 8]	80,596	(7,842)	18,128	43,292	23,471
10	L&U Over-collection from Docket No. RP21-758-000 FL&U Filing <sup>7</sup>	(47,757)	-	-	-	-
11	L&U Over-collection from March 2021 - May 2021 Period <sup>8</sup>	(157,125)	-	(88,879)	-	(745)
12	Net Deficiency/(Gain) to be Trued-up During Sep 2021 - Nov 2021 [line 6 + line 9 + line 10 + line 11]	(108,803)	(7,842)	(75,048)	30,213	23,922
13	Fuel-Related Receipts (Throughput)	25,403,198	-	30,860,353	17,562,870	7,354,772
14	Fuel Requirement Adjustment [line 12 / line 13]	-0.43%	0.00%	-0.24%	0.17%	0.33%
15	Total Fuel Retention Percentage [line 3 + line 14]	0.00%	0.00%	0.00%	0.48%	1.73%

## Notes:

- 1) The current period retention percentage is based on WIC's forecasted fuel consumption during the 3-month period of Sep. 2021 - Nov. 2021 divided by forecasted receipts expected during the same period.
- 2) Excludes quantities associated with off-system capacity, including Overthrust FL&U. Off-system FL&U is directly assessed to all shippers using WIC's off-system capacity.
- 3) See Appendix E, Schedule 1, col. (o). Excludes quantities for capitalized gas.
- 4) See Appendix F, Schedule 1, lines 1-6, col. (o).
- 5) See Appendix A, Schedule 1, line 13 of WIC's quarterly FL&U filing in Docket No. RP21-423-000.
- 6) See Appendix F, Schedule 1, lines 7-12, col. (o).
- 7) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 11 of WIC's quarterly FL&U filing in Docket No. RP21-758-000.
- 8) The quantities on this line are being applied from over-collected L&U volumes from Appendix A, Schedule 2, line 10 of this filing.

## Wyoming Interstate Company, L.L.C.

## L&amp;U Percentage Calculation

(Quantities in Dth unless otherwise noted)

Line No.	Description	Mainline System	Powder River	Medicine Bow	Piceance - Other Pipeline	Kanda - Other Pipeline
	(a)	(b)	(c)	(d)	(e)	(f)
<b>Current Period Retention Percentage<sup>1</sup></b>						
1	L&U Projected During Forecast Period <sup>2</sup>	(1,084,113)	-	(297,282)	-	(1,785)
2	L&U Receipts (Throughput) <sup>3</sup>	603,009,029	-	163,051,896	-	890,510
3	Projected L&U Requirement [line 1 / line 2; if less than zero, reflected zero]	0.00%	0.00%	0.00%	0.00%	0.00%
<b>Volumetric True-up Retention Percentage</b>						
Current Deficiency/(Gain) for Mar 2021 - May 2021 Period						
4	L&U Experienced <sup>4</sup>	(289,690)	-	(88,879)	-	(745)
5	L&U Retained - Current <sup>5</sup>	-	-	-	-	-
6	L&U True-up Deficiency/(Gain) [line 4 - line 5]	(289,690)	-	(88,879)	-	(745)
True-up Deficiency/(Gain) for Mar 2021 - May 2021 Period						
7	L&U Sought for True-up <sup>6</sup>	-	1,876	-	250	-
8	L&U Gas Retained - True-up <sup>7</sup>	-	-	-	-	-
9	L&U True-up Deficiency/(Gain) [line 7 - line 8]	-	1,876	-	250	-
10	L&U to be Netted <sup>8</sup>	(157,125)	-	(88,879)	-	(745)
11	L&U From Instant Filing to be Cashed-Out <sup>9</sup>	(132,565)	-	-	-	-
12	Net Deficiency/(Gain) to be Trued-up During Sep 2021 - Nov 2021 [line 6 + line 9 - line 10 - line 11]	0	1,876	-	250	-
13	L&U-Related Receipts for Sep 2021 - Nov 2021 <sup>10</sup>	164,659,815	-	43,827,752	-	7,882
14	L&U Requirement Adjustment [line 12 / line 13]	0.00%	0.00%	0.00%	0.00%	0.00%
15	Total L&U Retention Percentage [line 3 + line 14]	0.00%	0.00%	0.00%	0.00%	0.00%

## Notes:

- 1) The current period retention percentage is based on the L&U experienced during the 12-month period ending May 2021 as shown on Schedule 1 of Appendix D divided by receipts experienced during the 12 month period ending May 2021.
- 2) Excludes quantities associated with off-system capacity, including Overthrust FL&U. Off-system FL&U is directly assessed to shippers using WIC's off-system capacity.
- 3) L&U receipts forecasted for current period based on historical data from June 2020 through May 2021. See Appendix C, Schedule 1, lines 6-10, col. (n).
- 4) See Appendix D, Schedule 1, lines 2-7, col. (o).
- 5) See Appendix F, Schedule 2, lines 1-6, col. (o).
- 6) See Appendix A, Schedule 2, line 12 of WIC's quarterly FL&U filing in Docket No. RP21-423-000.
- 7) See Appendix F, Schedule 2, lines 7-12, col. (o).
- 8) The quantities on this line will be applied to the appropriate Fuel quantities on Schedule 1 line 11 of Appendix A of this filing.
- 9) The quantities on this line will be cashed-out; see Appendix H, Schedules 1 and 2.
- 10) See Appendix C, Schedule 1, lines 6-10, col. (o). Since the true-up requirement calculated here will be sought to be recovered during the months of Sep. 2021 through Nov. 2021, WIC is using receipts experienced during Sep. 2020 through Nov. 2020 to reasonably estimate L&U-related receipts.

**Wyoming Interstate Company, L.L.C.**  
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**Appendix B**  
**Physical Gas Balance**

Wyoming Interstate Company, L.L.C.  
Physical Gas Balance

Line No.	Item	Receipts (Dth)												Total
		Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
1	ANTELOPE (AMS) (892022)	667,779	1,343,476	1,267,303	1,065,234	976,893	857,682	674,572	730,546	525,421	680,084	818,369	845,856	10,453,215
2	BOWIE (BOW) (800104)	5,226,446	3,940,311	3,460,850	3,155,640	4,272,431	1,841,453	3,021,566	3,413,680	3,142,373	4,342,583	5,085,682	6,034,130	46,937,145
3	BAXTER TO WIC (BTW) (800116)	4,759,158	4,456,252	3,885,586	3,127,772	3,669,273	3,963,634	4,382,580	4,518,227	3,552,235	5,407,679	3,746,070	4,537,932	50,006,399
4	BITTER CREEK (BTC) (800115)	83,590	347,379	890,790	1,878,253	2,956,977	2,883,042	3,300,026	2,099,608	771,246	502,756	1,121,934	266,484	17,102,084
5	BRONZE DOME (BZD) (896107)	-	-	-	-	-	-	-	-	-	-	-	-	-
6	BUCKING HORSE (BKH) (47849)	2,219,472	2,336,233	2,099,407	2,117,849	2,095,177	2,686,687	2,747,047	3,171,681	2,737,552	2,739,545	2,705,377	3,130,694	30,786,720
7	CHALK BUTTES (CBR) (50156)	2,907,416	3,452,219	1,901,438	3,705,260	4,476,538	4,517,655	4,284,322	3,731,603	3,398,146	3,754,107	3,659,038	4,495,001	44,282,743
8	CHEYENNE JUMPER TO WELD (49841)	-	-	-	-	-	-	-	-	-	-	55,103	381,204	436,307
9	WIC/CIG SPARROW DELIVERY WELD (50528)	3,818,435	6,026,792	5,581,278	5,391,625	5,881,998	7,779,817	7,135,656	6,532,300	3,795,575	6,540,932	5,935,220	1,097,224	65,516,852
10	COTTONWOOD (CTW) (896060)	119,599	126,489	610,408	640,551	327,659	52,017	346,082	718,046	724,141	771,064	165,081	38,791	4,639,927
11	CRESTON (CRE) (896054)	1,424,437	914,420	1,329,673	1,891,003	1,555,740	1,522,149	734,746	1,525,169	932,640	1,514,758	475,313	678,562	14,498,610
12	FLYING HAWK (FLY) (800245)	20,230,973	17,189,594	17,473,189	16,037,468	16,498,844	8,756,094	7,662,700	8,398,213	6,180,664	8,226,043	10,771,544	14,007,519	151,432,844
13	GOLDEN DOME (GLD) (800273)	3,076,767	3,194,654	3,048,365	2,935,668	3,354,267	3,183,610	3,419,379	3,254,165	3,040,928	3,276,669	3,193,047	3,177,360	38,154,879
14	KANDA TO WIC-QUESTAR (KAW) (800336)	-	417	2	1	-	-	1	-	-	-	-	-	421
15	LARAMIE-WIC (LAW) (800367)	126	-	-	-	72	-	60	34	-	67	27	-	387
16	LOST CREEK WIC (LCW) (896043)	-	-	-	-	-	-	-	-	-	-	-	-	-
17	MEDICINE BOW (MBW) (896031)	1,346,279	1,008,254	924,345	3,206,354	3,488,372	3,487,291	3,433,619	3,383,359	2,817,026	3,235,673	3,097,368	3,179,211	32,607,152
18	OVERTHRUST/ WIC (OVW) (800528)	-	-	-	-	-	-	-	-	-	-	-	-	-
19	RAWLINS TO WIC (RTW) (800666)	0	-	1	-	-	-	-	-	0	-	-	-	2
20	RED RIM (RIM) (800633)	303,603	300,443	290,740	280,499	276,711	274,068	274,325	298,529	287,115	329,824	322,389	345,776	3,584,024
21	RIO BLANCO (RBL) (896062)	3,461,356	4,661,650	4,515,140	3,855,233	3,645,773	1,245,892	745,773	1,118,439	1,550,107	2,500,253	1,045,009	2,316,253	30,660,888
22	SILO PLANT (48646)	63,702	42,416	90,996	88,741	108,546	106,413	143,206	145,303	130,620	122,450	158,747	160,125	1,361,265
23	THUNDER CREEK (TCR) (896029)	2,325,865	2,946,389	5,043,038	3,625,778	3,057,040	2,417,216	2,762,057	3,011,036	2,426,256	2,831,012	3,111,884	2,904,215	36,461,786
24	TRAPPERS LAKE (TPL) (800722)	5,001,685	3,601,061	4,952,313	5,966,419	5,694,433	7,127,760	6,992,124	6,668,218	5,754,299	6,441,699	7,410,838	8,001,953	73,612,802
25	WALCOTT JUNCTION (WAL) (47968)	-	150	0	-	-	-	3,452	-	-	-	-	-	3,602
26	WAMSUTTER TO WIC (WAW) (800760)	-	-	-	-	-	-	-	-	-	-	-	-	-
27	WAPITI (WAP) (896017)	93,884	93,162	111,536	121,140	94,677	101,003	101,949	430,222	88,815	87,627	167,783	171,646	1,663,444
28	YELLOW JACKET PASS (YJP) (896061)	338,029	303,141	3,546	3,373	27,138	80,150	378,391	626,129	1,374,700	655,277	43,116	107,761	3,940,752
29	Total Receipts	57,468,601	56,284,902	57,479,943	59,093,860	62,458,558	52,883,634	52,543,632	53,774,506	43,229,860	53,960,102	53,088,939	55,877,709	658,144,249
30	OFF-SYSTEM OVERTHRUST FL&U <sup>1</sup>	20,332	20,328	18,613	19,050	20,880	21,015	31,326	42,419	37,977	55,464	42,502	29,541	359,447
31	OFF-SYSTEM WHITE RIVER HUB FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
32	OFF-SYSTEM ROCKIES EXPRESS PIPELINE FL&U <sup>1</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
33	Net Linepack Decrease	65,348	-	42,537	54,062	-	51,174	-	13,849	-	36,538	-	71,241	334,749
34	Total System Receipts	57,554,282	56,305,230	57,541,093	59,166,972	62,479,438	52,955,823	52,574,958	53,830,774	43,267,837	54,052,105	53,131,441	55,978,491	658,838,444

Line No.	Item	Deliveries (Dth)												Total
		Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	
35	CHROME DOME (CHD) (800140)	62,852	-	22,898	713	-	-	-	-	-	-	-	-	86,462
36	BITTER CREEK (BTC) (800115)	-	0	-	-	-	-	-	-	0	-	-	-	0
37	BOWIE (BOW) (800104)	1,861	-	-	6,906	1	12,259	-	433	-	-	-	-	21,459
38	BUCKING HORSE (BKD) (47848)	66,960	62,014	54,496	57,576	59,094	41,777	24,531	65,205	83,872	45,985	46,841	79,791	688,141
39	CHALK BUTTES (CBB) (50472)	-	-	-	8,054	860	-	0	-	-	-	3,606	-	12,520
40	CURLEY (CUR) (800184)	6,026,061	10,075,470	9,871,247	7,289,743	10,658,015	4,146,199	4,781,938	6,702,173	8,508,241	5,788,669	5,621,567	6,925,772	86,395,096
41	DOVER (DOV) (800212)	5,049,446	4,137,883	3,847,114	2,897,018	3,959,569	1,754,061	2,127,736	2,130,980	2,050,619	2,990,114	2,682,730	1,293,013	34,920,283
42	DULLKNIFE (DUL) (896002)	13,691,081	12,847,718	7,762,481	10,091,766	9,503,924	10,357,080	7,573,173	7,012,143	8,540,411	10,120,739	11,211,228	11,552,869	120,264,613
43	FLYING HAWK (FLY) (800245)	-	-	-	-	-	-	-	-	-	107,059	-	-	107,059
44	HAPPY JACK (49167)	74	149	84	0	176	-	792	243	323	6,315	5,492	124	13,773
45	LITTLE WOLF (LTW) (896018)	-	-	-	-	-	-	-	-	-	-	-	-	-
46	OTTO ROAD (49168)	540,020	537,497	541,757	560,722	593,562	543,923	407,867	577,050	475,272	578,053	587,325	535,640	6,478,688
47	OVERTHRUST/ WIC (OVW) (800528)	13,061,081	12,349,974	16,231,473	16,878,824	17,803,508	17,620,082	18,265,867	17,977,684	8,983,693	17,212,935	15,729,963	17,464,956	189,580,040
48	OWL CREEK (OWL) (896026)	2,005,320	3,763,419	5,225,118	3,981,645	2,542,502	3,181,580	5,063,762	5,177,327	4,772,511	2,180,743	4,115,789	2,666,277	44,675,993
49	RAWLINS TO WIC (RTW) (800666)	2,300,624	2,981,840	2,332,731	3,398,980	3,168,065	2,182,889	1,260,252	1,192,053	932,349	1,650,013	2,543,680	2,457,787	26,401,263
50	ROCKPORT (RKP) (896021)	3,088,898	2,318,358	1,471,793	2,718,674	2,929,566	1,460,535	1,309,469	1,128,191	1,916,934	2,591,121	1,799,904	3,746,624	26,480,068
51	SILVER DOME (SLD) (896080)	-	-	-	61,024	-	-	-	-	62,542	58,202	172,163	-	353,931
52	SITTING BULL (STB) (896084)	392,345	871,824	772,239	658,084	792,102	255,359	135,232	583,950	154,330	765,783	621,344	976,054	6,978,646
53	SWEETWATER (SWT) (800709)	-	-	-	21,393	-	-	-	-	-	-	-	-	21,393
54	TAFT (TFT) (54065)	402,510	412,867	305,788	389,249	648,248	856,642	1,145,835	1,002,496	1,047,618	685,162	512,156	487,841	7,896,411
55	THREEMILE DELIVERY (TML) (896114)	6,639,917	5,610,152	9,069,220	9,977,147	9,621,236	10,376,081	10,333,984	10,207,644	4,723,722	9,155,117	7,378,484	7,734,718	100,827,421
56	THUNDER CHIEF (TDC) (800716)	4,153,873	241,791	15,443	-	-	-	-	-	852,697	-	-	-	5,263,804
57	TRAPPERS LAKE (TPL) (800722)	249	590	-	-	-	266	-	-	460	-	-	-	1,566
58	WALCOTT JUNCTION (WAL) (47968)	19,109	16,523	122	15,624	99,688	123,484	8,004	-	49,367	1,649	582	12,053	346,205
59	YELLOW TAIL DELIVERY (YLT) (800829)	-	-	-	-	-	-	-	-	-	-	-	-	-
60	Total Deliveries	57,502,281	56,228,069	57,524,002	59,013,141	62,380,116	52,912,217	52,438,442	53,757,573	43,154,962	53,937,658	53,032,853	55,933,522	657,814,835
61	System Fuel:	-	-	-	-	-	-	-	-	-	-	-	-	-
62	FERC Account 810 - Compressor Station Fuel <sup>2</sup>	133,950	128,781	135,869	147,395	148,757	161,995	190,069	200,250	170,944	209,610	172,490	146,492	1,946,603
63	FERC Account 812 - Capitalized Gas	-	-	-	98,725	-	-	-	-	-	-	-	15	98,739
64	FERC Account 812 - Other Utility Operations	3,804	2,963	3,313	4,301	3,658	5,752	5,301	5,077	5,329	4,549	4,401	3,255	51,704
65	Total Fuel	137,755	131,744	139,182	250,421	152,415	167,747	195,370	205,327	176,273	214,159	176,891	149,761	2,097,046
66	Net Linepack Increase	-	41,305	-	-	90,471	-	52,322	-	29,139	-	96,507	-	309,743
67	Total System Deliveries	57,640,036	56,401,118	57,663,184	59,263,562	62,623,002	53,079,964	52,686,134	53,962,900	43,360,374	54,151,817	53,306,251	56,083,283	660,221,624
68	L&U Loss/(Gain) [Line 34 - Line 67]	(85,754)	(95,887)	(122,091)	(96,590)	(143,564)	(124,141)	(111,176)	(132,126)	(92,537)	(99,712)	(174,810)	(104,792)	(1,383,180)

Notes:  
1) FL&U used on Questar Overthrust Pipeline, White River Hub and Rockies Express Pipeline. Since off-system FL&U is not physically consumed on WIC's system, but is included in the system fuel section of the physical balance, an off-setting receipt is shown here.  
2) Includes FL&U consumed on the Questar Overthrust Pipeline, Rockies Express Pipeline and White River Hub.

**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
**Docket No. RP21-\_\_\_\_**

**Appendix C**  
**Throughput**



**Wyoming Interstate Company, L.L.C.  
Allocated Quantities (Throughput)**

Line No.	Item	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Total	Sep-20 - Nov-20
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Related Receipts (Dth)<sup>1</sup></b>															
1	Mainline	16,543,590	12,642,094	16,378,996	16,804,929	16,246,278	16,777,061	13,624,049	13,987,201	12,683,070	12,762,128	11,550,397	11,824,945	171,824,738	49,828,268
2	Medicine Bow	9,603,701	11,429,059	11,987,486	14,707,180	14,536,118	14,313,146	14,468,677	14,960,009	12,847,058	14,236,278	13,574,811	14,712,888	161,376,411	43,556,444
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Piceance	8,726,181	8,208,195	9,315,173	9,837,498	9,457,787	8,519,622	8,376,345	8,380,401	8,647,314	9,657,320	8,466,523	10,816,139	108,408,498	27,814,907
<b>L&amp;U-Related Receipts (Dth)</b>															
6	Mainline	53,209,336	50,525,563	55,624,655	55,837,336	57,851,174	50,971,305	49,397,721	49,807,655	39,428,645	45,317,036	44,726,643	50,311,960	603,009,029	164,659,815
7	Medicine Bow	9,639,771	11,461,945	12,006,721	14,756,378	14,625,328	14,446,046	14,672,675	15,260,459	13,095,395	14,382,538	13,670,811	15,033,829	163,051,896	43,827,752
8	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Kanda	1,867	41,915	45,705	578	7,304	-	-	-	501,134	95,435	196,572	-	890,510	7,882
10	Piceance - Other Pipeline	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Notes:

1) Excludes transactions that do not consume fuel.

**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
**Docket No. RP21-\_\_\_\_**

**Appendix D**  
**L&U Allocation**

**Wyoming Interstate Company, L.L.C.**  
**System L&U Allocation <sup>1</sup>**

Line No.	Item	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Total	Mar-21 - May-21
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
1	System L&U <sup>2</sup>	(85,754)	(95,887)	(122,091)	(96,590)	(143,564)	(124,141)	(111,176)	(132,126)	(92,537)	(99,712)	(174,810)	(104,792)	(1,383,180)	(379,314)
<b>L&amp;U Allocation</b>															
2	Mainline	(72,598)	(78,104)	(100,349)	(76,399)	(114,583)	(96,727)	(85,716)	(101,138)	(68,809)	(75,569)	(133,438)	(80,683)	(1,084,113)	(289,690)
3	Medicine Bow	(13,153)	(17,718)	(21,660)	(20,190)	(28,967)	(27,414)	(25,460)	(30,988)	(22,853)	(23,984)	(40,786)	(24,109)	(297,282)	(88,879)
4	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Kanda	(3)	(65)	(82)	(1)	(14)	-	-	-	(875)	(159)	(586)	-	(1,785)	(745)
6	Piceance - All	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Total System L&U	(85,754)	(95,887)	(122,091)	(96,590)	(143,564)	(124,141)	(111,176)	(132,126)	(92,537)	(99,712)	(174,810)	(104,792)	(1,383,180)	(379,314)

## Notes:

1) L&U determined by the physical gas balance, shown in Appendix B, Schedule 1, is allocated to each segment of WIC's system using L&U-related receipts from Appendix C, Schedule 1, lines 6-10.

2) See Appendix B, Schedule 1, line 68.

**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
**Docket No. RP21-\_\_\_\_**

**Appendix E**  
**Fuel Consumption**

**Wyoming Interstate Company, L.L.C.**  
**Fuel Gas Consumption**  
**(FERC Accounts 810 and 812)**

Line No.	Item	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Total	Mar-21 - May-21
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel Gas Used (FERC Accounts 810 and 812, Excluding Capitalized Gas) (Dth)<sup>1</sup></b>															
1	Mainline	66,085	60,408	64,077	72,547	72,622	70,217	73,933	73,299	61,735	70,890	54,170	61,080	801,062	186,140
2	Medicine Bow	28,267	27,588	30,897	33,764	33,659	33,144	34,202	34,052	31,881	33,464	31,933	32,327	385,178	97,725
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	208	123	256	904	277	537	587	588	481	537	387	272	5,155	1,196
5	Piceance	22,863	23,297	25,339	25,432	24,978	42,835	55,322	54,969	44,200	53,803	47,899	26,527	447,465	128,229
6	<b>Total</b>	<b>117,423</b>	<b>111,416</b>	<b>120,569</b>	<b>132,646</b>	<b>131,535</b>	<b>146,732</b>	<b>164,044</b>	<b>162,908</b>	<b>138,296</b>	<b>158,695</b>	<b>134,389</b>	<b>120,206</b>	<b>1,638,860</b>	<b>413,290</b>

Notes:

1) Excludes off-system fuel directly retained.

**Wyoming Interstate Company, L.L.C.**  
**Fuel Gas Consumption (FERC Accounts 810 and 812) by Compressor Station**

Quantity (Dth)

Line No.	Item	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Total
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)
<b>FERC Account 810 Compressor Station Fuel Gas Consumption</b>														
1	BAXTER ENGINE FUEL GAS	16,874	16,036	14,537	11,836	13,743	15,410	16,797	17,648	14,245	20,157	12,670	16,172	186,124
2	DIAMOND MOUNTAIN COMPRESSOR	-	-	-	75	-	69	-	-	-	65	0	-	209
3	DOUGLAS COMP. STA. TOTAL FUEL	27,524	26,809	30,080	33,002	32,839	30,775	33,109	33,151	30,846	32,372	30,774	31,242	372,523
4	ECHO JUNCTION COMPRESSOR FUEL	10,562	10,048	10,512	9,317	10,880	10,059	10,968	11,091	7,426	10,133	8,234	7,698	116,929
5	HAROLD BURROW COMPRESSOR STATION	-	-	-	-	-	-	-	-	657	-	-	-	657
6	LARAMIE JUMPER FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
7	LARAMIE WIC COMPRESSOR FUEL	-	-	-	-	-	-	-	-	479	-	-	-	479
8	PICEANCE LATERAL COMPRESSOR FUEL	21,212	21,605	23,621	23,880	23,100	7,559	-	-	20,606	720	2,115	25,149	169,567
9	RAWLINS TO WIC COMPRESSOR FUEL	-	-	0	-	-	-	-	-	-	-	-	-	0
10	SNAKE RIVER COMPRESSOR	20	-	0	-	-	33,233	53,114	52,882	21,367	51,233	43,839	-	255,689
11	WIC GE COMPRESSOR FUEL	-	-	-	-	-	-	-	-	-	-	-	-	-
12	WIC WAMSUTTER COMPRESSOR FUEL	33,422	33,954	38,506	42,321	42,073	43,832	44,169	43,060	30,482	39,408	32,356	36,689	460,271
13	WIC-CHEYENNE COMPRESSOR FUEL	4,004	-	-	7,915	5,242	43	585	-	6,860	58	-	-	24,707
14	Total	113,618	108,453	117,256	128,345	127,877	140,980	158,743	157,831	132,967	154,146	129,988	116,951	1,587,156
15	FERC Account 812 - Other Fuel Gas <sup>1</sup>	3,804	2,963	3,313	4,301	3,658	5,752	5,301	5,077	5,329	4,549	4,401	3,255	51,704

Notes:

1) Excludes off-system FL&U.

**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
**Docket No. RP21-\_\_\_\_**

**Appendix F**  
**FL&U Retention**

**Wyoming Interstate Company, L.L.C.**  
**Transportation Fuel Quantities Retained**

Line No.	Item	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	Jan-21	Feb-21	Mar-21	Apr-21	May-21	Total	Mar-21 - May-21
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)
<b>Fuel-Current</b>															
1	Mainline	125,681	96,033	124,408	73,975	71,506	73,832	77,999	79,199	66,053	61,977	52,971	55,709	959,343	170,657
2	Medicine Bow	29,744	35,406	37,067	32,336	31,908	31,479	31,748	32,948	28,207	34,172	32,542	35,308	392,865	102,022
3	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Kanda - Diamond Mountain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Piceance	36,645	34,439	39,115	60,995	58,641	52,812	37,704	37,723	38,676	47,325	41,497	52,486	538,058	141,308
6	Total Fuel-Current	192,070	165,878	200,590	167,306	162,055	158,123	147,451	149,870	132,936	143,474	127,010	143,503	1,890,266	413,987
<b>Fuel-True-up</b>															
7	Mainline	(125,681)	(96,033)	(124,408)	(73,979)	(71,507)	(73,834)	(77,999)	(79,199)	(66,053)	(61,977)	(52,971)	(55,709)	(959,350)	(170,657)
8	Medicine Bow	(13,435)	(16,015)	(16,713)	(32,336)	(31,908)	(31,479)	(31,748)	(32,948)	(28,207)	(25,725)	(24,460)	(26,513)	(311,487)	(76,698)
9	Powder River	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Kanda - Diamond Mountain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Piceance	(6,962)	(6,541)	(7,438)	(970)	(941)	(851)	(10,886)	(10,903)	(11,149)	(41,537)	(36,418)	(46,058)	(180,654)	(124,013)
12	Total Fuel-True-up	(146,078)	(118,589)	(148,559)	(107,285)	(104,356)	(106,164)	(120,633)	(123,050)	(105,409)	(129,239)	(113,849)	(128,280)	(1,451,491)	(371,368)



[illegible]

**Wyoming Interstate Company, L.L.C.  
Quarterly FL&U Filing  
Docket No. RP21-\_\_\_\_**

**Appendix G  
Cheyenne Station Fuel Assignment**

**Wyoming Interstate Company, L.L.C.**  
**Cheyenne Station Fuel Assignment<sup>1</sup>**  
**Jun-20 through May-21**

Line No.	Item	Quantity (Dth)
	(a)	(b)
1	Powder River - 0.00% of Cheyenne Station	-
2	Mainline - 100.00% of Cheyenne Station <sup>2</sup>	24,707
3	Total Cheyenne Fuel Gas	24,707

Notes:

- 1) Pursuant to Docket No. CP98-128-000, incremental fuel at the Cheyenne compressor station associated with the Powder River Lateral expansion is allocated based on the incremental horsepower installed as a part of the expansion. However, since the Powder River Lateral had no throughput from March 2021 to May 2021, no fuel from the Cheyenne compressor station is allocated to it during that time period. At which time there is throughput on the Powder River Lateral again, the Cheyenne compressor station fuel burned will be allocated 14.7% to Powder River shippers and 85.3% to the Mainline shippers.
- 2) Included in quantities shown on Appendix E, Schedule 1, line 1.

**Wyoming Interstate Company, L.L.C.**  
**Quarterly FL&U Filing**  
**Docket No. RP21-\_\_\_\_**

**Appendix H**  
**L&U Cash-out**

**Wyoming Interstate Company, L.L.C.  
Mainline System L&U Over-Collection Cash-out Worksheet**

Line No.	Month	System L&U Allocated <sup>1</sup>	Current L&U Retained <sup>2</sup>	L&U Sought for True-up <sup>3</sup>	True-up L&U Retained <sup>4</sup>	Gain to be Netted With Fuel <sup>5</sup>	Cash-out Quantities	Index Price <sup>6</sup>	Cash-out Amount
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)
							[(b) - (c) + (d) - (e) - (f)]		[(g) x (h)]
1	March 2021	(75,569)	0	0	0	(75,569)	0	\$2.3426	\$0
2	April 2021	(133,438)	0	0	0	(81,556)	(51,882)	\$2.4097	(\$125,020)
3	May 2021	(80,683)	0	0	0	0	(80,683)	\$2.6432	(\$213,261)
4	Total	(289,690)	0	0	0	(157,125)	(132,565)		(\$338,281)

Notes:

- 1) See Appendix D, Schedule 1, line 2, columns (k) through (m).
- 2) See Appendix F, Schedule 2, line 1, columns (k) through (m).
- 3) See Appendix A, Schedule 2, line 7, column (b); no true-up quantities were sought during this time period.
- 4) See Appendix F, Schedule 2, line 7, columns (k) through (m).
- 5) Total gain being netted with fuel. See Appendix A, Schedule 2, line 10, column (b).
- 6) Section 1.6 of WIC's General Terms & Conditions states that "'Cash Out Index Price' shall mean the price calculated as the average of the daily average index prices for CIG as published on the Natural Gas Intelligence ("NGI") Daily Gas Price Index."

**Wyoming Interstate Company, L.L.C.**  
**Mainline System Receipts Subject to L&U by Contract - Refund Allocation**  
(Quantities (Dth) Subject to L&U)

Line No.	Service Requester and Contract Number	Apr-21	May-21	Total	Pro-Rata Refund Allocation
	(a)	(b)	(c)	(d)	(e)
1	ANADARKO ENERGY SERVICES COMPANY - 200725	3,018,667	3,137,172	6,155,839	\$21,911
2	ANADARKO ENERGY SERVICES COMPANY - 201932	6,655,510	9,257,180	15,912,690	\$56,640
3	BP ENERGY COMPANY - 200774	2,465,642	2,015,729	4,481,371	\$15,951
4	BP ENERGY COMPANY - 215885	341,240	331,700	672,940	\$2,395
5	BP ENERGY COMPANY - 216459	885,328	827,181	1,712,509	\$6,096
6	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 200859	24	970	994	\$4
7	CASTLETON COMMODITIES MERCHANT TRADING L.P. - 215883	710,000	806,476	1,516,476	\$5,398
8	CIMA ENERGY, LP - 218350	409,992	464,669	874,661	\$3,113
9	CIMA ENERGY, LP - 218352	30,018		30,018	\$107
10	CITADEL ENERGY MARKETING LLC - 216493	1,875,000	1,937,500	3,812,500	\$13,570
11	CITADEL ENERGY MARKETING LLC - 216713	981,895	1,027,520	2,009,415	\$7,152
12	CITADEL ENERGY MARKETING LLC - 217275	571,200	550,000	1,121,200	\$3,991
13	CITADEL ENERGY MARKETING LLC - 217620	5,059,248	5,213,966	10,273,214	\$36,567
14	CITADEL ENERGY MARKETING LLC - 217814	3,194		3,194	\$11
15	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 213436		616,371	616,371	\$2,194
16	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 216324	384,800	767,504	1,152,304	\$4,102
17	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217469	1,200,000	1,240,000	2,440,000	\$8,685
18	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217484	2,250,000	2,325,000	4,575,000	\$16,284
19	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217485	809,130	836,101	1,645,231	\$5,856
20	COLORADO INTERSTATE GAS COMPANY, L.L.C. - 217486	60,000	62,000	122,000	\$434
21	CONCORD ENERGY LLC - 202162	1,525,744	1,011,064	2,536,808	\$9,030
22	CONCORD ENERGY LLC - 214667	427,915	422,624	850,539	\$3,027
23	CONCORD ENERGY LLC - 215149	354,259	387,500	741,759	\$2,640
24	CONCORD ENERGY LLC - 217794	633,193	627,262	1,260,455	\$4,487
25	CONOCOPHILLIPS COMPANY - 215881	204,265	408,940	613,205	\$2,183
26	DCP MIDSTREAM MARKETING, LLC - 200789	1,679,700	1,689,906	3,369,606	\$11,994
27	DCP MIDSTREAM MARKETING, LLC - 210725	3,907,897	3,908,473	7,816,370	\$27,822
28	DCP MIDSTREAM MARKETING, LLC - 213516	2,708,436	3,330,741	6,039,177	\$21,496
29	DIRECT ENERGY BUSINESS MARKETING, LLC - 215148	346,153	387,500	733,653	\$2,611
30	DIRECT ENERGY BUSINESS MARKETING, LLC - 216466	344,532	387,500	732,032	\$2,606
31	DIRECT ENERGY BUSINESS MARKETING, LLC - 217448	648,391	663,101	1,311,492	\$4,668
32	DIRECT ENERGY BUSINESS MARKETING, LLC - 217449	562,385	638,755	1,201,140	\$4,275
33	HARTREE PARTNERS, LP - 215264	727,280	2,104,850	2,832,130	\$10,081
34	HARTREE PARTNERS, LP - 218433		582	582	\$2
35	J. ARON & COMPANY LLC - 200717	156,100	335,508	491,608	\$1,750
36	K2 COMMODITIES, LLC - 212277	1,157,026	1,016,941	2,173,967	\$7,738
37	KOCH ENERGY SERVICES, LLC - 213947		7,229	7,229	\$26
38	MIECO LLC - 200884	146,118	164,657	310,775	\$1,106
39	SHELL ENERGY NORTH AMERICA (US), L.P. - 200879	5,350	34,646	39,996	\$142
40	SOUTHERN CALIFORNIA GAS COMPANY - 217885	582,106	607,042	1,189,148	\$4,233
41	SPOTLIGHT ENERGY, LLC - 217274	233,757	52,299	286,056	\$1,018
42	SPOTLIGHT ENERGY, LLC - 218344	4,957		4,957	\$18
43	SYMMETRY ENERGY SOLUTIONS, LLC - 211730	2,978		2,978	\$11
44	SYMMETRY ENERGY SOLUTIONS, LLC - 217403	23,736	21,107	44,843	\$160
45	TENASKA MARKETING VENTURES - 200848	9,618		9,618	\$34
46	TENASKA MARKETING VENTURES - 217271	5,600	-	5,600	\$20
47	TENASKA MARKETING VENTURES - 218303	6,400	33,726	40,126	\$143
48	TWIN EAGLE RESOURCE MANAGEMENT, LLC - 210918	82,317	89,101	171,418	\$610
49	UNITED ENERGY TRADING, LLC - 215609	287,223	379,917	667,140	\$2,375
50	UNITED ENERGY TRADING, LLC - 217405	32,617	20,009	52,626	\$187
51	UPSTREAM ENERGY SERVICES LLC - 213864	5,500		5,500	\$20
52	WILLIAMS ENERGY RESOURCES LLC - 217272	204,202	163,941	368,143	\$1,310
53	<b>Total</b>	<b>44,726,643</b>	<b>50,311,960</b>	<b>95,038,603</b>	<b>\$338,281</b>

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS  
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
Mainline System			
Fuel Gas Percentage (Note 3)	0.43%	-0.43%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.43%	-0.43%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Powder River Incremental			
Fuel Gas Percentage (Note 3) (Note 4)	0.00%	0.00%	0.00%
L&U Percentage (Note 3) (Note 4)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.24%	-0.24%	0.00%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.24%	-0.24%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Piceance Basin Incremental  
 FL&U Percentages detailed below (Note 3)(Note 9)(Note 12):

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0.31%	0.17%	0.48 %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.31%	0.17%	0.48%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.31%	0.17%	0.48%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.31%	0.17%	0.48%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%



Kanda Lateral Incremental  
 FL&U Percentages detailed below (Note 3) (Note 9) (Note 13):

Fuel Gas Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.00%	0.00%	0.00%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Diamond Mountain Compressor Station  
 FL&U Percentages detailed below (Note 3) (Note 9):

Fuel Gas Percentage To Transporter's Mainline System	1.40%	0.33%	1.73%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	1.40%	0.33%	1.73%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	1.40%	0.33%	1.73%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	1.40%	0.33%	1.73%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

13. FUEL AND L&U

- 13.1 The FL&U Percentage(s) shall be stated separately on the Statement of Rates in Transporter's Tariff as a Fuel Gas component and an L&U component, and shall apply to all quantities received by Transporter under all Rate Schedules (except Rate Schedule HSP-1) in this Tariff. Furthermore, the FL&U Percentages shall be stated separately for Transporter's mainline and each lateral, as applicable.
- 13.2 The FL&U Percentage(s) shall be recomputed every three months. Transporter shall file with the FERC the documentation supporting such quarterly recomputation. The proposed FL&U Percentage(s) shall become effective on the proposed date after appropriate FERC review and notice.
- 13.3 Fuel Gas and the L&U will be assessed as follows:
- (a) For Shippers assessed both a Fuel Gas and L&U charge, should the sum of the Fuel Gas and the L&U components be less than zero, the FL&U Percentage shall be adjusted to zero and the quantities that would have reduced the calculation of the FL&U rates to below zero shall be excluded and applied to the calculation of the FL&U Percentage in future period(s), except as provided in Section 13.5(d) below. Such amounts will be deemed to be Excess Fuel Gas and L&U Quantities.
  - (b) For Shippers not assessed Fuel Gas pursuant to Section 13.6, the L&U Percentage shall not be less than zero. Quantities that would have reduced the calculation of the L&U percentage to below zero shall be excluded from the calculation and applied to the Fuel Gas percentage pursuant to Section 13.3(a), except as provided in Section 13.5(d) below. Such amount will be deemed to be Excess L&U Quantities.
- 13.4 The FL&U Adjustment quantity shall be calculated as a fixed ratio (FL&U Percentage) applied to all quantities received by Transporter during the effective period of the FL&U Percentages.
- For in-kind fuel reimbursement methods, Transporter will provide, if applicable, a fuel matrix for Receipt and Delivery point combinations. The shipper should not be responsible for calculating and totaling fuel based on each zone or facility traversed. (NAESB WGQ Standard No. 1.3.30)
- 13.5 The FL&U Requirement shall be calculated separately for all Incremental FL&U Percentages. FL&U shall be the sum of separately stated reimbursement percentages for Fuel Gas and for L&U. The FL&U Requirement shall include the following components:

13.5 (continued)

- (a) "Projected FL&U Requirement" shall mean the quantity of Gas which is the sum of the Fuel Gas and the Lost and Unaccounted-for Gas projected by Transporter to be required to support the anticipated Transportation Service for all Shippers under all Rate Schedules during the projected period.
- (b) "FL&U Requirement Adjustment" for December 1, 2009 forward shall mean the quantity of Gas which is the difference between: (i) the actual quantities of FL&U experienced by Transporter adjusted for anticipated changes in system operations; and (ii) the quantities of Gas retained by Transporter through application of the FL&U Percentages during the data collection period adjusted for any prior under or over-recoveries resulting from a prior true-up. Determination of the actual quantities of FL&U experienced during this period shall include an adjustment to eliminate the effect of changes in system line pack, if any. The data collection period shall be the most recent twelve months of available data ending on the last Day of the second previous Month before a FL&U Percentages filing is to be made (i.e., if the FL&U Percentages filing is to be made on October 31, the data collection period would be the previous twelve months ending on August 31).
- (c) FL&U calculations shall be accomplished pursuant to NAESB WGQ Standards.
  - (i) FL&U calculations shall be rounded to the nearest Dth for each Nomination transaction.
  - (ii) Balanced Nomination transactions are calculated as follows:  
  
Receipt Quantity times  $(1 - (\text{FL\&U Percentage} / 100))$  equals Delivery Quantity.
  - (iii) In the event of differences resulting from rounding the calculation of FL&U Adjustment, a Nomination shall not be rejected for differences less than 5 Dth.
  - (iv) FL&U Adjustment quantities have the same scheduling priority as their base Nomination.
  - (v) FL&U Percentages shall be posted by and be effective at the beginning of the Month.
- (d) Excess Fuel Gas and L&U Quantities.
  - (i) Transporter will remit by invoice credit the value of the Excess Fuel Gas and/or L&U quantities when any of the following occur:

13.5(d) (continued)

- (1) The Excess Fuel Gas and/or L&U quantities exceeds 50,000 Dth;  
or
- (2) There has been Excess Fuel Gas and/or L&U quantities in three consecutive Fuel Gas and L&U filings.
- (ii) Excess Fuel Gas and/or L&U quantities will be valued at the Cash Out Index Price, as posted on Transporter's electronic bulletin board, for the month the Excess Fuel Gas and/or L&U quantities are calculated and deferred.
- (iii) Invoice credits of deferred amounts will be remitted to Shippers using an allocation based on the ratio of a Shipper's Fuel Gas and/or L&U Receipt quantities to the total Fuel Gas and/or L&U quantities receipt quantity during the Period.

13.6 Fuel Gas shall not be assessed on the following types of transactions. However, the applicable L&U charge will be assessed on these transactions unless such charge is less than zero. Such L&U charge is set forth on the Statement of Rates:

- (a) When Transportation Service is provided using the displacement segments/routes identified here or on the electronic bulletin board:
  - (i) Mainline (east to west) to include:
    - (1) Cheyenne to Laramie
    - (2) Laramie to Rawlins
    - (3) Rawlins to Wam-WIC and
  - (ii) Laterals (away from Mainline) to include:
    - (1) Powder River Lateral (south to north)
    - (2) Medicine Bow Lateral (south to north)
    - (3) Piceance Basin Lateral (north to south)
    - (4) Kanda Lateral (north to south)
- (b) When Transportation Service is provided in the Western No-Fuel Wheeling Area which is located on the western portion of WIC's mainline. The Western No-Fuel Wheeling Area shall consist of the facilities west of Wamsutter to the western terminus of Transporter's mainline. Transportation Service provided within this area that involves high pressure receipts and lower pressure deliveries will not be assessed Fuel Gas to the extent the transaction does not require the use of Transporter's compression to receive or deliver Gas. All receipt points in this area meet this requirement except as noted below.

13.6 (b) (continued)

- (i) Baxter to WIC - Compression is required for all Baxter to WIC receipts. Mainline Fuel Gas reimbursement will be assessed regardless of the nominated direction of Gas flow (east or west).
  - (ii) Piceance Lateral receipts will be subject to the Piceance Lateral Fuel Gas Adjustment and Piceance Lateral L&U percentage before entering the mainline.
  - (iii) Kanda Lateral receipts will be subject to the Kanda Lateral FL&U Adjustment or the Diamond Mountain Compressor Station FL&U Adjustment (as applicable) before entering the mainline.
- (c) When Transportation Service is provided in the Eastern No-Fuel Wheeling Area which is located on WIC's mainline east of the Medicine Bow Lateral mainline junction. Transportation Service provided completely within this area will not be assessed Fuel Gas to the extent the transaction does not require the use of Transporter's compression to receive or deliver Gas. The current interconnect points included in the Eastern No-Fuel Wheeling Area are:

Bowie  
Dover  
Dullknife  
Flying Hawk  
Little Wolf  
Owl Creek  
Rockport  
Sitting Bull  
Thunder Chief  
Lonetree  
Silo Plant

STATEMENT OF RATES FOR TRANSPORTATION OF NATURAL GAS  
 RATES PER DTH

Particulars -----	Current Reimbursement -----	True-up -----	Total -----
Mainline System			
Fuel Gas Percentage (Note 3)	0. <del>43</del> 51%	-0. <del>43</del> 51%	0.00%
L&U Percentage (Note 3)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <del>43</del> 51%	-0. <del>43</del> 51%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Powder River Incremental			
Fuel Gas Percentage (Note 3) (Note 4)	0.00%	0.00%	0.00%
L&U Percentage (Note 3) (Note 4)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Medicine Bow Incremental			
Fuel Gas Percentage (Note 3) (Note 6)	0.2 <del>4</del> 3%	-0. <del>24</del> 16%	0.0 <del>0</del> 7%
L&U Percentage (Note 3) (Note 6)	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.2 <del>4</del> 3%	-0. <del>24</del> 16%	0.0 <del>0</del> 7%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Piceance Basin Incremental  
 FL&U Percentages detailed below (Note 3)(Note 9)(Note 12):

Piceance Lateral

Fuel Gas Percentage To Transporter's Mainline System	0. <u>31</u> <del>43</del> %	0.17%	0. <del>48</del> <u>60</u> %
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <u>31</u> <del>43</del> %	0.17%	0. <del>48</del> <u>60</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0. <u>31</u> <del>43</del> %	0.17%	0. <del>48</del> <u>60</u> %
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0. <u>31</u> <del>43</del> %	0.17%	0. <del>48</del> <u>60</u> %
L&U Percentage (Note 11)	0.00%	0.00%	0.00%



Kanda Lateral Incremental  
 FL&U Percentages detailed below (Note 3) (Note 9) (Note 13):

Fuel Gas Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%
Fuel Gas Percentage To Other Pipelines	0.00%	0.00%	0.00%
L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
	-----	-----	-----
Total FL&U Percentage	0.00%	0.00%	0.00%
L&U Percentage (Note 11)	0.00%	0.00%	0.00%

Diamond Mountain Compressor Station  
 FL&U Percentages detailed below (Note 3) (Note 9):

	Fuel Gas Percentage To Transporter's Mainline System	1.40%	0. <del>30</del> 3%	1. <del>74</del> 3%
	L&U Percentage To Transporter's Mainline System	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	1.40%	0. <del>30</del> 3%	1. <del>74</del> 3%
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%
	Fuel Gas Percentage To Other Pipelines	1.40%	0. <del>30</del> 3%	1. <del>74</del> 3%
	L&U Percentage To Other Pipelines	0.00%	0.00%	0.00%
		-----	-----	-----
	Total FL&U Percentage	1.40%	0. <del>30</del> 3%	1. <del>74</del> 3%
	L&U Percentage (Note 11)	0.00%	0.00%	0.00%

|      13.      FUEL AND L&U

- 13.1      The FL&U Percentage(s) shall be stated separately on the Statement of Rates in Transporter's Tariff as a Fuel Gas component and an L&U component, and shall apply to all quantities received by Transporter under all Rate Schedules (except Rate Schedule HSP-1) in this Tariff. Furthermore, the FL&U Percentages shall be stated separately for Transporter's mainline and each lateral, as applicable.
- 13.2      The FL&U Percentage(s) shall be recomputed every three months. Transporter shall file with the FERC the documentation supporting such quarterly recomputation. The proposed FL&U Percentage(s) shall become effective on the proposed date after appropriate FERC review and notice.
- 13.3      Fuel Gas and the L&U will be assessed as follows:
- (a)      For Shippers assessed both a Fuel Gas and L&U charge, should the sum of the Fuel Gas and the L&U components be less than zero, the FL&U Percentage shall be adjusted to zero and the quantities that would have reduced the calculation of the FL&U rates to below zero shall be excluded and applied to the calculation of the FL&U Percentage in future period(s), except as provided in Section 13.5(d) below. Such amounts will be deemed to be Excess Fuel Gas and L&U Quantities.
  - (b)      For Shippers not assessed Fuel Gas pursuant to Section 13.6, the L&U Percentage shall not be less than zero. Quantities that would have reduced the calculation of the L&U percentage to below zero shall be excluded from the calculation and applied to the Fuel Gas percentage pursuant to Section 13.3(a), except as provided in Section 13.5(d) below. Such amount will be deemed to be Excess L&U Quantities.
- 13.4      The FL&U Adjustment quantity shall be calculated as a fixed ratio (FL&U Percentage) applied to all quantities received by Transporter during the effective period of the FL&U Percentages.
- For in-kind fuel reimbursement methods, Transporter will provide, if applicable, a fuel matrix for Receipt and Delivery point combinations. The shipper should not be responsible for calculating and totaling fuel based on each zone or facility traversed. (NAESB WGQ Standard No. 1.3.30)
- 13.5      The FL&U Requirement shall be calculated separately for all Incremental FL&U Percentages. FL&U shall be the sum of separately stated reimbursement percentages for Fuel Gas and for L&U. The FL&U Requirement shall include the following components:

13.5 (continued)

- (a) "Projected FL&U Requirement" shall mean the quantity of Gas which is the sum of the Fuel Gas and the Lost and Unaccounted-for Gas projected by Transporter to be required to support the anticipated Transportation Service for all Shippers under all Rate Schedules during the projected period.
- (b) "FL&U Requirement Adjustment" for December 1, 2009 forward shall mean the quantity of Gas which is the difference between: (i) the actual quantities of FL&U experienced by Transporter adjusted for anticipated changes in system operations; and (ii) the quantities of Gas retained by Transporter through application of the FL&U Percentages during the data collection period adjusted for any prior under or over-recoveries resulting from a prior true-up. Determination of the actual quantities of FL&U experienced during this period shall include an adjustment to eliminate the effect of changes in system line pack, if any. The data collection period shall be the most recent twelve months of available data ending on the last Day of the second previous Month before a FL&U Percentages filing is to be made (i.e., if the FL&U Percentages filing is to be made on October 31, the data collection period would be the previous twelve months ending on August 31).
- (c) FL&U calculations shall be accomplished pursuant to NAESB WGQ Standards.
  - (i) FL&U calculations shall be rounded to the nearest Dth for each Nomination transaction.
  - (ii) Balanced Nomination transactions are calculated as follows:  
  
Receipt Quantity times  $(1 - (\text{FL\&U Percentage} / 100))$  equals Delivery Quantity.
  - (iii) In the event of differences resulting from rounding the calculation of FL&U Adjustment, a Nomination shall not be rejected for differences less than 5 Dth.
  - (iv) FL&U Adjustment quantities have the same scheduling priority as their base Nomination.
  - (v) FL&U Percentages shall be posted by and be effective at the beginning of the Month.
- (d) Excess Fuel Gas and L&U Quantities.
  - (i) Transporter will remit by invoice credit the value of the Excess Fuel Gas and/or L&U quantities when any of the following occur:

13.5(d) (continued)

- (1) The Excess Fuel Gas and/or L&U quantities exceeds 50,000 Dth;  
or
  - (2) There has been Excess Fuel Gas and/or L&U quantities in three consecutive Fuel Gas and L&U filings.
- (ii) Excess Fuel Gas and/or L&U quantities will be valued at the Cash Out Index Price, as posted on Transporter's electronic bulletin board, for the month the Excess Fuel Gas and/or L&U quantities are calculated and deferred.
  - (iii) Invoice credits of deferred amounts will be remitted to Shippers using an allocation based on the ratio of a Shipper's Fuel Gas and/or L&U Receipt quantities to the total Fuel Gas and/or L&U quantities receipt quantity during the Period.

13.6 Fuel Gas shall not be assessed on the following types of transactions. However, the applicable L&U charge will be assessed on these transactions unless such charge is less than zero. Such L&U charge is set forth on the Statement of Rates:

- (a) When Transportation Service is provided using the displacement segments/routes identified here or on the electronic bulletin board:
  - (i) Mainline (east to west) to include:
    - (1) Cheyenne to Laramie
    - (2) Laramie to Rawlins
    - (3) Rawlins to Wam-WIC and
  - (ii) Laterals (away from Mainline) to include:
    - (1) Powder River Lateral (south to north)
    - (2) Medicine Bow Lateral (south to north)
    - (3) Piceance Basin Lateral (north to south)
    - (4) Kanda Lateral (north to south)
- (b) When Transportation Service is provided in the Western No-Fuel Wheeling Area which is located on the western portion of WIC's mainline. The Western No-Fuel Wheeling Area shall consist of the facilities west of Wamsutter to the western terminus of Transporter's mainline. Transportation Service provided within this area that involves high pressure receipts and lower pressure deliveries will not be assessed Fuel Gas to the extent the transaction does not require the use of Transporter's compression to receive or deliver Gas. All receipt points in this area meet this requirement except as noted below.

13.6 (b) (continued)

- (i) Baxter to WIC - Compression is required for all Baxter to WIC receipts. Mainline Fuel Gas reimbursement will be assessed regardless of the nominated direction of Gas flow (east or west).
  - (ii) Piceance Lateral receipts will be subject to the Piceance Lateral Fuel Gas Adjustment and Piceance Lateral L&U percentage before entering the mainline.
  - (iii) Kanda Lateral receipts will be subject to the Kanda Lateral FL&U Adjustment or the Diamond Mountain Compressor Station FL&U Adjustment (as applicable) before entering the mainline.
- (c) When Transportation Service is provided in the Eastern No-Fuel Wheeling Area which is located on WIC's mainline east of the Medicine Bow Lateral mainline junction. Transportation Service provided completely within this area will not be assessed Fuel Gas to the extent the transaction does not require the use of Transporter's compression to receive or deliver Gas. The current interconnect points included in the Eastern No-Fuel Wheeling Area are:

Bowie  
Dover  
Dullknife  
Flying Hawk  
Little Wolf  
Owl Creek  
Rockport  
Sitting Bull  
Thunder Chief  
Lonetree  
Silo Plant