



March 1, 2019

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

Re: Trunkline Gas Company, LLC  
Docket No. RP19-\_\_\_\_\_  
Fuel Reimbursement Adjustment

Dear Ms. Bose:

Trunkline Gas Company, LLC (Trunkline) hereby electronically submits for filing with the Federal Energy Regulatory Commission (Commission) the tariff records listed on Appendix A to its FERC NGA Gas Tariff, Fourth Revised Volume No. 1 (Tariff), proposed to become effective April 1, 2019.

#### **STATEMENT OF NATURE, REASONS AND BASIS**

This filing is being made in accordance with Section 22 (Fuel Reimbursement Adjustment) of the General Terms and Conditions (GT&C) of Trunkline's Tariff. The revised tariff records listed on Appendix A reflect: a 0.06% decrease (Field Zone to Zone 2), a 0.01% increase (Zone 1A to Zone 2), a 0.07% increase (Zone 1B to Zone 2), a 0.13% increase (Zone 2 only), a 0.28% decrease (Field Zone to Zone 1B), a 0.21% decrease (Zone 1A to Zone 1B), a 0.15% decrease (Zone 1B only), a 0.22% decrease (Field Zone to Zone 1A), a 0.15% decrease (Zone 1A only) and 0.16% decrease (Field Zone only) to the currently effective fuel reimbursement percentages.

Pursuant to Section 22.4 of the GT&C of Trunkline's Tariff, changes to the Fuel Reimbursement Surcharge are made annually effective November 1 of each year. Accordingly, no change in the surcharge is proposed in this filing.

#### **Support for the Filing**

Included as Appendices B, C, D, E, F and G are the workpapers setting forth the support for this filing. A brief description of the workpapers included herein follows:

#### **Appendix B**

Page 1 of this Appendix sets forth, by zone path, the change in the fuel reimbursement adjustment to the currently effective fuel reimbursement percentage. Page 2 sets forth, by zone path, the two components of the total effective fuel reimbursement percentage, current fuel reimbursement and annual fuel reimbursement surcharge. Page 3 reflects the computation of the projected fuel percentage by zone path.

#### Appendix C

A workpaper and compressor fuel use graphs show the compressor fuel use components for the projected Quantities of Gas to be expended for fuel usage based on the projected level of throughput during the 2019 off-peak period. The projected fuel and flow data for the Field Zone and Market Zones 1A, 1B and 2 do not rely solely on historical information but take into account anticipated market conditions. Taking into account customers' projected utilization and forecasted pipeline operations, Trunkline has adjusted its projected fuel use for each rate zone.

#### Appendix D

A summary reflects the unaccounted for gas component based on a weighted average of the three most recent annual periods' actual quantities of gas lost or unaccounted for.

#### Appendix E

This Appendix reflects the South Texas Modified Transmission fuel reimbursement pursuant to Section 22.6 of the GT&C of Trunkline's Tariff.

#### Appendix F

This Appendix reflects the projected compressor fuel by segment by station by month for the period April 2019 through October 2019.

#### Appendix G

This Appendix reflects the projected throughput by segment by month for the period April 2019 through October 2019.

### **IMPLEMENTATION**

Pursuant to Section 154.7(a)(9) of the Commission's Regulations, Trunkline requests that the tariff records submitted herewith become effective April 1, 2019. Trunkline reserves the right to move the tariff records into effect in the event any change to the proposed tariff records may be ordered by the Commission.

### **CONTENTS OF THE FILING**

This filing is made in electronic format in compliance with Section 154.4 of the Commission's Regulations. The proposed tariff records in RTF format with metadata attached are being submitted as part of an XML filing package containing the following:

- . A transmittal letter including Appendix A in PDF format
- . A clean copy of the proposed tariff records in PDF format for publishing in eLibrary
- . A marked version of the proposed tariff changes in PDF format
- . A copy of Appendices B, C, D, E, F and G in PDF format
- . A copy of the complete filing in PDF format for publishing in eLibrary

## COMMUNICATIONS, PLEADINGS AND ORDERS

Trunkline requests that all Commission orders and correspondence as well as pleadings and correspondence from other parties concerning this filing be served on each of the following:

**Michael T. Langston**<sup>1</sup>

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Chief Regulatory Officer  
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**Lawrence J. Biediger**<sup>1 21</sup>

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In accordance with Section 154.2(d) of the Commission's Regulations, a copy of this filing is available for public inspection during regular business hours at Trunkline's office at 1300 Main Street, Houston, Texas 77002. In addition, copies of this filing are being served electronically on jurisdictional customers and interested state regulatory agencies. Trunkline has posted this filing on its Internet website accessible via <http://tgcmessage.energytransfer.com> under Informational Postings, Regulatory.

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

Respectfully submitted,

TRUNKLINE GAS COMPANY, LLC

*/s/ Lawrence J. Biediger*

Lawrence J. Biediger  
Sr. Director, Rates and Regulatory Affairs

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<sup>1</sup> Designated to receive service pursuant to Rule 2010 of the Commission's Rules of Practice and Procedure. Trunkline respectfully requests that the Commission waive Rule 203(b)(3), 18 C.F.R. § 385.203(b)(3), in order to allow Trunkline to include additional representatives on the official service list.

<sup>2</sup> Designated as responsible Company official under Section 154.7(a)(2) of the Commission's Regulations.

TRUNKLINE GAS COMPANY, LLC  
 FERC Gas Tariff  
 Fourth Revised Volume No. 1

Proposed to be effective April 1, 2019

| <u>Version</u> | <u>Description</u> | <u>Title</u>              |
|----------------|--------------------|---------------------------|
| 21.0.0         | Rate Schedule FT   | Currently Effective Rates |
| 21.0.0         | Rate Schedule SST  | Currently Effective Rates |
| 21.0.0         | Rate Schedule EFT  | Currently Effective Rates |
| 21.0.0         | Rate Schedule QNT  | Currently Effective Rates |
| 21.0.0         | Rate Schedule LFT  | Currently Effective Rates |
| 21.0.0         | Rate Schedule IT   | Currently Effective Rates |
| 21.0.0         | Rate Schedule QNIT | Currently Effective Rates |

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE FT  
 FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$ 9.7097                              | -  | \$ 9.7097                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.47 % (4)                                |
| - Overrun Rate (3)           | 0.3192                                 | -  | 0.3192                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 6.0096                              | -  | \$ 6.0096                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.82 %                                    |
| - Overrun Rate (3)           | 0.1976                                 | -  | 0.1976                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 4.5557                              | -  | \$ 4.5557                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.64 %                                    |
| - Overrun Rate (3)           | 0.1498                                 | -  | 0.1498                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 3.4350                              | -  | \$ 3.4350                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.45 %                                    |
| - Overrun Rate (3)           | 0.1129                                 | -  | 0.1129                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 8.4890                              | -  | \$ 8.4890                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.07 % (4)                                |
| - Overrun Rate (3)           | 0.2791                                 | -  | 0.2791                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 4.7889                              | -  | \$ 4.7889                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.42 %                                    |
| - Overrun Rate (3)           | 0.1574                                 | -  | 0.1574                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 3.3350                              | -  | \$ 3.3350                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.24 %                                    |
| - Overrun Rate (3)           | 0.1096                                 | -  | 0.1096                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 7.3683                              | -  | \$ 7.3683                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 0.88 % (4)                                |
| - Overrun Rate (3)           | 0.2422                                 | -  | 0.2422                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 3.6682                              | -  | \$ 3.6682                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.23 %                                    |
| - Overrun Rate (3)           | 0.1206                                 | -  | 0.1206                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 3.7001                              | -  | \$ 3.7001                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.70 % (4)                                |
| - Overrun Rate (3)           | 0.1216                                 | -  | 0.1216                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.3257                              |  | \$ 0.3257                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.07%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE SST  
 SMALL SHIPPER TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.5461                              | -  | \$ 0.5461                                 | \$ 0.0141                                 | 1.47 %                                    |
| - Overrun Rate (1)           | 0.3333                                 | -  | 0.3333                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.3410                              | -  | \$ 0.3410                                 | \$ 0.0117                                 | 0.82 %                                    |
| - Overrun Rate (1)           | 0.2093                                 | -  | 0.2093                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2559                              | -  | \$ 0.2559                                 | \$ 0.0062                                 | 0.64 %                                    |
| - Overrun Rate (1)           | 0.1560                                 | -  | 0.1560                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.1893                              | -  | \$ 0.1893                                 | \$ 0.0011                                 | 0.45 %                                    |
| - Overrun Rate (1)           | 0.1140                                 | -  | 0.1140                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.4782                              | -  | \$ 0.4782                                 | \$ 0.0130                                 | 1.07 %                                    |
| - Overrun Rate (1)           | 0.2921                                 | -  | 0.2921                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2731                              | -  | \$ 0.2731                                 | \$ 0.0106                                 | 0.42 %                                    |
| - Overrun Rate (1)           | 0.1680                                 | -  | 0.1680                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.1878                              | -  | \$ 0.1878                                 | \$ 0.0051                                 | 0.24 %                                    |
| - Overrun Rate (1)           | 0.1147                                 | -  | 0.1147                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.4116                              | -  | \$ 0.4116                                 | \$ 0.0079                                 | 0.88 %                                    |
| - Overrun Rate (1)           | 0.2501                                 | -  | 0.2501                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2065                              | -  | \$ 0.2065                                 | \$ 0.0055                                 | 0.23 %                                    |
| - Overrun Rate (1)           | 0.1261                                 | -  | 0.1261                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2051                              | -  | \$ 0.2051                                 | \$ 0.0024                                 | 0.70 %                                    |
| - Overrun Rate (1)           | 0.1240                                 | -  | 0.1240                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Usage Rate                 | \$ 0.0178                              |  | \$ 0.0178                                 |   |   |
| - Overrun Rate               | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.07%

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE EFT  
 ENHANCED FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$10.3159                              | -  | \$10.3159                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.47 % (4)                                |
| - Overrun Rate (3)           | 0.3392                                 | -  | 0.3392                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 6.6158                              | -  | \$ 6.6158                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.82 %                                    |
| - Overrun Rate (3)           | 0.2175                                 | -  | 0.2175                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 5.1619                              | -  | \$ 5.1619                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.64 %                                    |
| - Overrun Rate (3)           | 0.1697                                 | -  | 0.1697                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 4.0412                              | -  | \$ 4.0412                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.45 %                                    |
| - Overrun Rate (3)           | 0.1329                                 | -  | 0.1329                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 9.0952                              | -  | \$ 9.0952                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.07 % (4)                                |
| - Overrun Rate (3)           | 0.2990                                 | -  | 0.2990                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 5.3951                              | -  | \$ 5.3951                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.42 %                                    |
| - Overrun Rate (3)           | 0.1774                                 | -  | 0.1774                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 3.9412                              | -  | \$ 3.9412                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.24 %                                    |
| - Overrun Rate (3)           | 0.1296                                 | -  | 0.1296                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 7.9745                              | -  | \$ 7.9745                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 0.88 % (4)                                |
| - Overrun Rate (3)           | 0.2622                                 | -  | 0.2622                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 4.2744                              | -  | \$ 4.2744                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.23 %                                    |
| - Overrun Rate (3)           | 0.1405                                 | -  | 0.1405                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 4.3063                              | -  | \$ 4.3063                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.70 % (4)                                |
| - Overrun Rate (3)           | 0.1416                                 | -  | 0.1416                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.3257                              |  | \$ 0.3257                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.07%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE QNT  
 QUICK NOTICE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$10.7536                              | -  | \$10.7536                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.47 % (4)                                |
| - Overrun Rate (3)           | 0.3535                                 | -  | 0.3535                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 7.0535                              | -  | \$ 7.0535                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.82 %                                    |
| - Overrun Rate (3)           | 0.2319                                 | -  | 0.2319                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 5.5996                              | -  | \$ 5.5996                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.64 %                                    |
| - Overrun Rate (3)           | 0.1841                                 | -  | 0.1841                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 4.4789                              | -  | \$ 4.4789                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.45 %                                    |
| - Overrun Rate (3)           | 0.1473                                 | -  | 0.1473                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 9.5329                              | -  | \$ 9.5329                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.07 % (4)                                |
| - Overrun Rate (3)           | 0.3134                                 | -  | 0.3134                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 5.8328                              | -  | \$ 5.8328                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.42 %                                    |
| - Overrun Rate (3)           | 0.1918                                 | -  | 0.1918                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 4.3789                              | -  | \$ 4.3789                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.24 %                                    |
| - Overrun Rate (3)           | 0.1440                                 | -  | 0.1440                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 8.4122                              | -  | \$ 8.4122                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 0.88 % (4)                                |
| - Overrun Rate (3)           | 0.2766                                 | -  | 0.2766                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 4.7121                              | -  | \$ 4.7121                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.23 %                                    |
| - Overrun Rate (3)           | 0.1549                                 | -  | 0.1549                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 4.7440                              | -  | \$ 4.7440                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.70 % (4)                                |
| - Overrun Rate (3)           | 0.1560                                 | -  | 0.1560                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.3257                              |  | \$ 0.3257                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.07%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6



CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE LFT  
 LIMITED FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$ 6.9240                              | -  | \$ 6.9240                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.47 % (4)                                |
| - Overrun Rate (3)           | 0.2276                                 | -  | 0.2276                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 4.4405                              | -  | \$ 4.4405                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.82 %                                    |
| - Overrun Rate (3)           | 0.1460                                 | -  | 0.1460                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 3.4647                              | -  | \$ 3.4647                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.64 %                                    |
| - Overrun Rate (3)           | 0.1139                                 | -  | 0.1139                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 2.7125                              | -  | \$ 2.7125                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.45 %                                    |
| - Overrun Rate (3)           | 0.0892                                 | -  | 0.0892                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 6.1047                              | -  | \$ 6.1047                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.07 % (4)                                |
| - Overrun Rate (3)           | 0.2007                                 | -  | 0.2007                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 3.6212                              | -  | \$ 3.6212                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.42 %                                    |
| - Overrun Rate (3)           | 0.1191                                 | -  | 0.1191                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 2.6453                              | -  | \$ 2.6453                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.24 %                                    |
| - Overrun Rate (3)           | 0.0870                                 | -  | 0.0870                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 5.3525                              | -  | \$ 5.3525                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 0.88 % (4)                                |
| - Overrun Rate (3)           | 0.1760                                 | -  | 0.1760                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 2.8690                              | -  | \$ 2.8690                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.23 %                                    |
| - Overrun Rate (3)           | 0.0943                                 | -  | 0.0943                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 2.8904                              | -  | \$ 2.8904                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.70 % (4)                                |
| - Overrun Rate (3)           | 0.0950                                 | -  | 0.0950                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.2186                              |  | \$ 0.2186                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.07%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE IT  
 INTERRUPTIBLE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt | Adjustment<br>-----<br>Sec. 24 | Maximum<br>Rate<br>Per Dt | Minimum<br>Rate<br>Per Dt | Fuel<br>Reimbursement (2) |
|------------------------------|------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|
|                              | (1)                    | (2)                            | (3)                       | (4)                       | (5)                       |
| RATE SCHEDULE IT -- PEAK     |                        |                                |                           |                           |                           |
| -----                        |                        |                                |                           |                           |                           |
| Field Zone to Zone 2         |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.3333              | -                              | \$ 0.3333                 | \$ 0.0141                 | 1.53 % (3)                |
| Zone 1A to Zone 2            |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2093              | -                              | \$ 0.2093                 | \$ 0.0117                 | 0.81 %                    |
| Zone 1B to Zone 2            |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1560              | -                              | \$ 0.1560                 | \$ 0.0062                 | 0.57 %                    |
| Zone 2 Only                  |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1140              | -                              | \$ 0.1140                 | \$ 0.0011                 | 0.32 %                    |
| Field Zone to Zone 1B        |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2921              | -                              | \$ 0.2921                 | \$ 0.0130                 | 1.35 % (3)                |
| Zone 1A to Zone 1B           |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1681              | -                              | \$ 0.1681                 | \$ 0.0106                 | 0.63 %                    |
| Zone 1B Only                 |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1147              | -                              | \$ 0.1147                 | \$ 0.0051                 | 0.39 %                    |
| Field Zone to Zone 1A        |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2501              | -                              | \$ 0.2501                 | \$ 0.0079                 | 1.10 % (3)                |
| Zone 1A Only                 |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1261              | -                              | \$ 0.1261                 | \$ 0.0055                 | 0.38 %                    |
| Field Zone Only              |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1240              | -                              | \$ 0.1240                 | \$ 0.0024                 | 0.86 % (3)                |
| Gathering Charge (All Zones) |                        |                                |                           |                           |                           |
| - Usage Rate                 | \$ 0.0107              |                                | \$ 0.0107                 |                           |                           |
| RATE SCHEDULE IT -- OFF-PEAK |                        |                                |                           |                           |                           |
| -----                        |                        |                                |                           |                           |                           |
| Field Zone to Zone 2         |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2749              | -                              | \$ 0.2749                 | \$ 0.0141                 | 1.47 % (3)                |
| Zone 1A to Zone 2            |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1726              | -                              | \$ 0.1726                 | \$ 0.0117                 | 0.82 %                    |
| Zone 1B to Zone 2            |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1290              | -                              | \$ 0.1290                 | \$ 0.0062                 | 0.64 %                    |
| Zone 2 Only                  |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.0944              | -                              | \$ 0.0944                 | \$ 0.0011                 | 0.45 %                    |
| Field Zone to Zone 1B        |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2417              | -                              | \$ 0.2417                 | \$ 0.0130                 | 1.07 % (3)                |
| Zone 1A to Zone 1B           |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1394              | -                              | \$ 0.1394                 | \$ 0.0106                 | 0.42 %                    |
| Zone 1B Only                 |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.0958              | -                              | \$ 0.0958                 | \$ 0.0051                 | 0.24 %                    |
| Field Zone to Zone 1A        |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2072              | -                              | \$ 0.2072                 | \$ 0.0079                 | 0.88 % (3)                |
| Zone 1A Only                 |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1049              | -                              | \$ 0.1049                 | \$ 0.0055                 | 0.23 %                    |
| Field Zone Only              |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1023              | -                              | \$ 0.1023                 | \$ 0.0024                 | 0.70 % (3)                |
| Gathering Charge (All Zones) |                        |                                |                           |                           |                           |
| - Usage Rate                 | \$ 0.0086              |                                | \$ 0.0086                 |                           |                           |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.16% Peak and 0.07% Off-Peak

(3) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE QNIT  
 QUICK NOTICE INTERRUPTIBLE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|  | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|--|--|--|---|---|---|
| Field Zone to Zone 2<br>- Usage Rate (1)     | \$ 0.3676                              | -  | \$ 0.3676                                 | \$ 0.0141                                 | 1.47 % (3)                                |
| Zone 1A to Zone 2<br>- Usage Rate (1)        | \$ 0.2436                              | -  | \$ 0.2436                                 | \$ 0.0117                                 | 0.82 %                                    |
| Zone 1B to Zone 2<br>- Usage Rate (1)        | \$ 0.1903                              | -  | \$ 0.1903                                 | \$ 0.0062                                 | 0.64 %                                    |
| Zone 2 Only<br>- Usage Rate (1)              | \$ 0.1484                              | -  | \$ 0.1484                                 | \$ 0.0011                                 | 0.45 %                                    |
| Field Zone to Zone 1B<br>- Usage Rate (1)    | \$ 0.3264                              | -  | \$ 0.3264                                 | \$ 0.0130                                 | 1.07 % (3)                                |
| Zone 1A to Zone 1B<br>- Usage Rate (1)       | \$ 0.2024                              | -  | \$ 0.2024                                 | \$ 0.0106                                 | 0.42 %                                    |
| Zone 1B Only<br>- Usage Rate (1)             | \$ 0.1491                              | -  | \$ 0.1491                                 | \$ 0.0051                                 | 0.24 %                                    |
| Field Zone to Zone 1A<br>- Usage Rate (1)    | \$ 0.2845                              | -  | \$ 0.2845                                 | \$ 0.0079                                 | 0.88 % (3)                                |
| Zone 1A Only<br>- Usage Rate (1)             | \$ 0.1604                              | -  | \$ 0.1604                                 | \$ 0.0055                                 | 0.23 %                                    |
| Field Zone Only<br>- Usage Rate (1)          | \$ 0.1584                              | -  | \$ 0.1584                                 | \$ 0.0024                                 | 0.70 % (3)                                |
| Gathering Charge (All Zones)<br>- Usage Rate | \$ 0.0107                              |  | \$ 0.0107                                 |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.07%

(3) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

MARKED VERSION

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE FT  
 FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$ 9.7097                              | -  | \$ 9.7097                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.5347 % (4)                              |
| - Overrun Rate (3)           | 0.3192                                 | -  | 0.3192                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 6.0096                              | -  | \$ 6.0096                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.8182 %                                  |
| - Overrun Rate (3)           | 0.1976                                 | -  | 0.1976                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 4.5557                              | -  | \$ 4.5557                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.5764 %                                  |
| - Overrun Rate (3)           | 0.1498                                 | -  | 0.1498                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 3.4350                              | -  | \$ 3.4350                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.3245 %                                  |
| - Overrun Rate (3)           | 0.1129                                 | -  | 0.1129                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 8.4890                              | -  | \$ 8.4890                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.3507 % (4)                              |
| - Overrun Rate (3)           | 0.2791                                 | -  | 0.2791                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 4.7889                              | -  | \$ 4.7889                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.6342 %                                  |
| - Overrun Rate (3)           | 0.1574                                 | -  | 0.1574                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 3.3350                              | -  | \$ 3.3350                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.3924 %                                  |
| - Overrun Rate (3)           | 0.1096                                 | -  | 0.1096                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 7.3683                              | -  | \$ 7.3683                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 1.140.88 % (4)                            |
| - Overrun Rate (3)           | 0.2422                                 | -  | 0.2422                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 3.6682                              | -  | \$ 3.6682                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.3823 %                                  |
| - Overrun Rate (3)           | 0.1206                                 | -  | 0.1206                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 3.7001                              | -  | \$ 3.7001                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.8670 % (4)                              |
| - Overrun Rate (3)           | 0.1216                                 | -  | 0.1216                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.3257                              |  | \$ 0.3257                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.1607%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE SST  
 SMALL SHIPPER TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.5461                              | -  | \$ 0.5461                                 | \$ 0.0141                                 | 1.5347 %                                  |
| - Overrun Rate (1)           | 0.3333                                 | -  | 0.3333                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.3410                              | -  | \$ 0.3410                                 | \$ 0.0117                                 | 0.842 %                                   |
| - Overrun Rate (1)           | 0.2093                                 | -  | 0.2093                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2559                              | -  | \$ 0.2559                                 | \$ 0.0062                                 | 0.5764 %                                  |
| - Overrun Rate (1)           | 0.1560                                 | -  | 0.1560                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.1893                              | -  | \$ 0.1893                                 | \$ 0.0011                                 | 0.3245 %                                  |
| - Overrun Rate (1)           | 0.1140                                 | -  | 0.1140                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.4782                              | -  | \$ 0.4782                                 | \$ 0.0130                                 | 1.3507 %                                  |
| - Overrun Rate (1)           | 0.2921                                 | -  | 0.2921                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2731                              | -  | \$ 0.2731                                 | \$ 0.0106                                 | 0.6342 %                                  |
| - Overrun Rate (1)           | 0.1680                                 | -  | 0.1680                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.1878                              | -  | \$ 0.1878                                 | \$ 0.0051                                 | 0.3924 %                                  |
| - Overrun Rate (1)           | 0.1147                                 | -  | 0.1147                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.4116                              | -  | \$ 0.4116                                 | \$ 0.0079                                 | 1.100.88 %                                |
| - Overrun Rate (1)           | 0.2501                                 | -  | 0.2501                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2065                              | -  | \$ 0.2065                                 | \$ 0.0055                                 | 0.3823 %                                  |
| - Overrun Rate (1)           | 0.1261                                 | -  | 0.1261                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Usage Rate (1)             | \$ 0.2051                              | -  | \$ 0.2051                                 | \$ 0.0024                                 | 0.8670 %                                  |
| - Overrun Rate (1)           | 0.1240                                 | -  | 0.1240                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Usage Rate                 | \$ 0.0178                              |  | \$ 0.0178                                 |   |   |
| - Overrun Rate               | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.1607%

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE EFT  
 ENHANCED FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$10.3159                              | -  | \$10.3159                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.5347 % (4)                              |
| - Overrun Rate (3)           | 0.3392                                 | -  | 0.3392                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 6.6158                              | -  | \$ 6.6158                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.842 %                                   |
| - Overrun Rate (3)           | 0.2175                                 | -  | 0.2175                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 5.1619                              | -  | \$ 5.1619                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.5764 %                                  |
| - Overrun Rate (3)           | 0.1697                                 | -  | 0.1697                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 4.0412                              | -  | \$ 4.0412                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.3245 %                                  |
| - Overrun Rate (3)           | 0.1329                                 | -  | 0.1329                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 9.0952                              | -  | \$ 9.0952                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.3507 % (4)                              |
| - Overrun Rate (3)           | 0.2990                                 | -  | 0.2990                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 5.3951                              | -  | \$ 5.3951                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.6342 %                                  |
| - Overrun Rate (3)           | 0.1774                                 | -  | 0.1774                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 3.9412                              | -  | \$ 3.9412                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.3924 %                                  |
| - Overrun Rate (3)           | 0.1296                                 | -  | 0.1296                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 7.9745                              | -  | \$ 7.9745                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 1.140.88 % (4)                            |
| - Overrun Rate (3)           | 0.2622                                 | -  | 0.2622                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 4.2744                              | -  | \$ 4.2744                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.3923 %                                  |
| - Overrun Rate (3)           | 0.1405                                 | -  | 0.1405                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 4.3063                              | -  | \$ 4.3063                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.8670 % (4)                              |
| - Overrun Rate (3)           | 0.1416                                 | -  | 0.1416                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.3257                              |  | \$ 0.3257                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.4607%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE QNT  
 QUICK NOTICE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$10.7536                              | -  | \$10.7536                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.5347 % (4)                              |
| - Overrun Rate (3)           | 0.3535                                 | -  | 0.3535                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 7.0535                              | -  | \$ 7.0535                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.812 %                                   |
| - Overrun Rate (3)           | 0.2319                                 | -  | 0.2319                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 5.5996                              | -  | \$ 5.5996                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.5764 %                                  |
| - Overrun Rate (3)           | 0.1841                                 | -  | 0.1841                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 4.4789                              | -  | \$ 4.4789                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.3245 %                                  |
| - Overrun Rate (3)           | 0.1473                                 | -  | 0.1473                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 9.5329                              | -  | \$ 9.5329                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.3507 % (4)                              |
| - Overrun Rate (3)           | 0.3134                                 | -  | 0.3134                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 5.8328                              | -  | \$ 5.8328                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.6342 %                                  |
| - Overrun Rate (3)           | 0.1918                                 | -  | 0.1918                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 4.3789                              | -  | \$ 4.3789                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.3924 %                                  |
| - Overrun Rate (3)           | 0.1440                                 | -  | 0.1440                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 8.4122                              | -  | \$ 8.4122                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 1.100.88 % (4)                            |
| - Overrun Rate (3)           | 0.2766                                 | -  | 0.2766                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 4.7121                              | -  | \$ 4.7121                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.3823 %                                  |
| - Overrun Rate (3)           | 0.1549                                 | -  | 0.1549                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 4.7440                              | -  | \$ 4.7440                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.8670 % (4)                              |
| - Overrun Rate (3)           | 0.1560                                 | -  | 0.1560                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.3257                              |  | \$ 0.3257                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.4607%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6



CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE LFT  
 LIMITED FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|------------------------------|--|--|---|---|---|
| Field Zone to Zone 2         |  |  |   |   |   |
| - Reservation Rate           | \$ 6.9240                              | -  | \$ 6.9240                                 | -   | -   |
| - Usage Rate (1)             | 0.0141                                 | -  | 0.0141                                    | \$ 0.0141                                 | 1.5347 % (4)                              |
| - Overrun Rate (3)           | 0.2276                                 | -  | 0.2276                                    | -   | -   |
| Zone 1A to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 4.4405                              | -  | \$ 4.4405                                 | -   | -   |
| - Usage Rate (1)             | 0.0117                                 | -  | 0.0117                                    | \$ 0.0117                                 | 0.812 %                                   |
| - Overrun Rate (3)           | 0.1460                                 | -  | 0.1460                                    | -   | -   |
| Zone 1B to Zone 2            |  |  |   |   |   |
| - Reservation Rate           | \$ 3.4647                              | -  | \$ 3.4647                                 | -   | -   |
| - Usage Rate (1)             | 0.0062                                 | -  | 0.0062                                    | \$ 0.0062                                 | 0.5764 %                                  |
| - Overrun Rate (3)           | 0.1139                                 | -  | 0.1139                                    | -   | -   |
| Zone 2 Only                  |  |  |   |   |   |
| - Reservation Rate           | \$ 2.7125                              | -  | \$ 2.7125                                 | -   | -   |
| - Usage Rate (1)             | 0.0011                                 | -  | 0.0011                                    | \$ 0.0011                                 | 0.3245 %                                  |
| - Overrun Rate (3)           | 0.0892                                 | -  | 0.0892                                    | -   | -   |
| Field Zone to Zone 1B        |  |  |   |   |   |
| - Reservation Rate           | \$ 6.1047                              | -  | \$ 6.1047                                 | -   | -   |
| - Usage Rate (1)             | 0.0130                                 | -  | 0.0130                                    | \$ 0.0130                                 | 1.3507 % (4)                              |
| - Overrun Rate (3)           | 0.2007                                 | -  | 0.2007                                    | -   | -   |
| Zone 1A to Zone 1B           |  |  |   |   |   |
| - Reservation Rate           | \$ 3.6212                              | -  | \$ 3.6212                                 | -   | -   |
| - Usage Rate (1)             | 0.0106                                 | -  | 0.0106                                    | \$ 0.0106                                 | 0.6342 %                                  |
| - Overrun Rate (3)           | 0.1191                                 | -  | 0.1191                                    | -   | -   |
| Zone 1B Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 2.6453                              | -  | \$ 2.6453                                 | -   | -   |
| - Usage Rate (1)             | 0.0051                                 | -  | 0.0051                                    | \$ 0.0051                                 | 0.3924 %                                  |
| - Overrun Rate (3)           | 0.0870                                 | -  | 0.0870                                    | -   | -   |
| Field Zone to Zone 1A        |  |  |   |   |   |
| - Reservation Rate           | \$ 5.3525                              | -  | \$ 5.3525                                 | -   | -   |
| - Usage Rate (1)             | 0.0079                                 | -  | 0.0079                                    | \$ 0.0079                                 | 1.140.88 % (4)                            |
| - Overrun Rate (3)           | 0.1760                                 | -  | 0.1760                                    | -   | -   |
| Zone 1A Only                 |  |  |   |   |   |
| - Reservation Rate           | \$ 2.8690                              | -  | \$ 2.8690                                 | -   | -   |
| - Usage Rate (1)             | 0.0055                                 | -  | 0.0055                                    | \$ 0.0055                                 | 0.3823 %                                  |
| - Overrun Rate (3)           | 0.0943                                 | -  | 0.0943                                    | -   | -   |
| Field Zone Only              |  |  |   |   |   |
| - Reservation Rate           | \$ 2.8904                              | -  | \$ 2.8904                                 | -   | -   |
| - Usage Rate (1)             | 0.0024                                 | -  | 0.0024                                    | \$ 0.0024                                 | 0.8670 % (4)                              |
| - Overrun Rate (3)           | 0.0950                                 | -  | 0.0950                                    | -   | -   |
| Gathering Charge (All Zones) |  |  |   |   |   |
| - Reservation Rate           | \$ 0.2186                              |  | \$ 0.2186                                 |   |   |
| - Overrun Rate (3)           | 0.0107                                 |  | 0.0107                                    |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.1607%

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE IT  
 INTERRUPTIBLE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|                              | Base<br>Rate<br>Per Dt | Adjustment<br>-----<br>Sec. 24 | Maximum<br>Rate<br>Per Dt | Minimum<br>Rate<br>Per Dt | Fuel<br>Reimbursement (2) |
|------------------------------|------------------------|--------------------------------|---------------------------|---------------------------|---------------------------|
|                              | (1)                    | (2)                            | (3)                       | (4)                       | (5)                       |
| RATE SCHEDULE IT -- PEAK     |                        |                                |                           |                           |                           |
| -----                        |                        |                                |                           |                           |                           |
| Field Zone to Zone 2         |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.3333              | -                              | \$ 0.3333                 | \$ 0.0141                 | 1.53 % (3)                |
| Zone 1A to Zone 2            |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2093              | -                              | \$ 0.2093                 | \$ 0.0117                 | 0.81 %                    |
| Zone 1B to Zone 2            |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1560              | -                              | \$ 0.1560                 | \$ 0.0062                 | 0.57 %                    |
| Zone 2 Only                  |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1140              | -                              | \$ 0.1140                 | \$ 0.0011                 | 0.32 %                    |
| Field Zone to Zone 1B        |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2921              | -                              | \$ 0.2921                 | \$ 0.0130                 | 1.35 % (3)                |
| Zone 1A to Zone 1B           |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1681              | -                              | \$ 0.1681                 | \$ 0.0106                 | 0.63 %                    |
| Zone 1B Only                 |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1147              | -                              | \$ 0.1147                 | \$ 0.0051                 | 0.39 %                    |
| Field Zone to Zone 1A        |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.2501              | -                              | \$ 0.2501                 | \$ 0.0079                 | 1.10 % (3)                |
| Zone 1A Only                 |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1261              | -                              | \$ 0.1261                 | \$ 0.0055                 | 0.38 %                    |
| Field Zone Only              |                        |                                |                           |                           |                           |
| - Usage Rate (1)             | \$ 0.1240              | -                              | \$ 0.1240                 | \$ 0.0024                 | 0.86 % (3)                |
| Gathering Charge (All Zones) |                        |                                |                           |                           |                           |
| - Usage Rate                 | \$ 0.0107              |                                | \$ 0.0107                 |                           |                           |

RATE SCHEDULE IT -- OFF-PEAK

|                              |           |   |           |           |              |
|------------------------------|-----------|---|-----------|-----------|--------------|
| -----                        |           |   |           |           |              |
| Field Zone to Zone 2         |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.2749 | - | \$ 0.2749 | \$ 0.0141 | 1.447 % (3)  |
| Zone 1A to Zone 2            |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.1726 | - | \$ 0.1726 | \$ 0.0117 | 0.872 %      |
| Zone 1B to Zone 2            |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.1290 | - | \$ 0.1290 | \$ 0.0062 | 0.7064 %     |
| Zone 2 Only                  |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.0944 | - | \$ 0.0944 | \$ 0.0011 | 0.5445 %     |
| Field Zone to Zone 1B        |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.2417 | - | \$ 0.2417 | \$ 0.0130 | 1.097 % (3)  |
| Zone 1A to Zone 1B           |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.1394 | - | \$ 0.1394 | \$ 0.0106 | 0.5242 %     |
| Zone 1B Only                 |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.0958 | - | \$ 0.0958 | \$ 0.0051 | 0.3524 %     |
| Field Zone to Zone 1A        |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.2072 | - | \$ 0.2072 | \$ 0.0079 | 0.9388 % (3) |
| Zone 1A Only                 |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.1049 | - | \$ 0.1049 | \$ 0.0055 | 0.3623 %     |
| Field Zone Only              |           |   |           |           |              |
| - Usage Rate (1)             | \$ 0.1023 | - | \$ 0.1023 | \$ 0.0024 | 0.760 % (3)  |
| Gathering Charge (All Zones) |           |   |           |           |              |
| - Usage Rate                 | \$ 0.0086 |   | \$ 0.0086 |           |              |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.16% Peak and 0.2907% Off-Peak

(3) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES  
 RATE SCHEDULE QNIT  
 QUICK NOTICE INTERRUPTIBLE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

|  | Base<br>Rate<br>Per Dt<br>-----<br>(1) | Adjustment<br>-----<br>Sec. 24<br>-----<br>(2) | Maximum<br>Rate<br>Per Dt<br>-----<br>(3) | Minimum<br>Rate<br>Per Dt<br>-----<br>(4) | Fuel<br>Reimbursement (2)<br>-----<br>(5) |
|--|--|--|---|---|---|
| Field Zone to Zone 2<br>- Usage Rate (1)     | \$ 0.3676                              | -  | \$ 0.3676                                 | \$ 0.0141                                 | 1. <del>53</del> <u>47</u> % (3)          |
| Zone 1A to Zone 2<br>- Usage Rate (1)        | \$ 0.2436                              | -  | \$ 0.2436                                 | \$ 0.0117                                 | 0.8 <u>12</u> %                           |
| Zone 1B to Zone 2<br>- Usage Rate (1)        | \$ 0.1903                              | -  | \$ 0.1903                                 | \$ 0.0062                                 | 0. <del>57</del> <u>64</u> %              |
| Zone 2 Only<br>- Usage Rate (1)              | \$ 0.1484                              | -  | \$ 0.1484                                 | \$ 0.0011                                 | 0. <del>32</del> <u>45</u> %              |
| Field Zone to Zone 1B<br>- Usage Rate (1)    | \$ 0.3264                              | -  | \$ 0.3264                                 | \$ 0.0130                                 | 1. <del>35</del> <u>07</u> % (3)          |
| Zone 1A to Zone 1B<br>- Usage Rate (1)       | \$ 0.2024                              | -  | \$ 0.2024                                 | \$ 0.0106                                 | 0. <del>63</del> <u>42</u> %              |
| Zone 1B Only<br>- Usage Rate (1)             | \$ 0.1491                              | -  | \$ 0.1491                                 | \$ 0.0051                                 | 0. <del>39</del> <u>24</u> %              |
| Field Zone to Zone 1A<br>- Usage Rate (1)    | \$ 0.2845                              | -  | \$ 0.2845                                 | \$ 0.0079                                 | <del>1.19</del> <u>0.88</u> % (3)         |
| Zone 1A Only<br>- Usage Rate (1)             | \$ 0.1604                              | -  | \$ 0.1604                                 | \$ 0.0055                                 | 0. <del>39</del> <u>23</u> %              |
| Field Zone Only<br>- Usage Rate (1)          | \$ 0.1584                              | -  | \$ 0.1584                                 | \$ 0.0024                                 | 0. <del>86</del> <u>70</u> % (3)          |
| Gathering Charge (All Zones)<br>- Usage Rate | \$ 0.0107                              |  | \$ 0.0107                                 |   |   |

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for backhauls, excluding backhaul transactions in the South Texas Modified Transmission System, is 0.~~16~~07%

(3) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

TRUNKLINE GAS COMPANY, LLC

Computation of the Effective Fuel Reimbursement  
Pursuant to Section 22 of the General Terms and Conditions  
of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1  
Effective April 1, 2019

| Line<br>No. | Description           | Fuel<br>Reimbursement<br>Effective<br>November 1, 2018<br>(a) |   | Fuel<br>Reimbursement<br>Adjustment<br>(b) |   | Fuel<br>Reimbursement<br>Effective<br>April 1, 2019<br>(c) |   |
|-------------|-----------------------|---|---|--|---|--|---|
| 1           | Field Zone to Zone 2  | 1.53  | % | (0.06)                                     | % | 1.47   | % |
| 2           | Zone 1A to Zone 2     | 0.81  |   | 0.01                                       |   | 0.82   |   |
| 3           | Zone 1B to Zone 2     | 0.57  |   | 0.07                                       |   | 0.64   |   |
| 4           | Zone 2 Only           | 0.32  |   | 0.13                                       |   | 0.45   |   |
| 5           | Field Zone to Zone 1B | 1.35  |   | (0.28)                                     |   | 1.07   |   |
| 6           | Zone 1A to Zone 1B    | 0.63  |   | (0.21)                                     |   | 0.42   |   |
| 7           | Zone 1B Only          | 0.39  |   | (0.15)                                     |   | 0.24   |   |
| 8           | Field Zone to Zone 1A | 1.10  |   | (0.22)                                     |   | 0.88   |   |
| 9           | Zone 1A Only          | 0.38  |   | (0.15)                                     |   | 0.23   |   |
| 10          | Field Zone Only       | 0.86  |   | (0.16)                                     |   | 0.70   |   |

TRUNKLINE GAS COMPANY, LLC

Computation of Effective Fuel Reimbursement Adjustment  
Pursuant to Section 22.2 of the General Terms and Conditions  
of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1  
Effective April 1, 2019

| Line<br>No. | Description           | Current<br>Fuel<br>Reimbursement<br>(a) |   | Annual Fuel<br>Reimbursement<br>Surcharge<br>(b) |   | Fuel<br>Reimbursement<br>Effective<br>April 1, 2019<br>(c) |   |
|-------------|-----------------------|---|---|--|---|--|---|
| 1           | Field Zone to Zone 2  | 1.49                                    | % | (0.02)   | % | 1.47   | % |
| 2           | Zone 1A to Zone 2     | 0.84                                    |   | (0.02)   |   | 0.82   |   |
| 3           | Zone 1B to Zone 2     | 0.66                                    |   | (0.02)   |   | 0.64   |   |
| 4           | Zone 2 Only           | 0.47                                    |   | (0.02)   |   | 0.45   |   |
| 5           | Field Zone to Zone 1B | 1.09                                    |   | (0.02)   |   | 1.07   |   |
| 6           | Zone 1A to Zone 1B    | 0.44                                    |   | (0.02)   |   | 0.42   |   |
| 7           | Zone 1B Only          | 0.26                                    |   | (0.02)   |   | 0.24   |   |
| 8           | Field Zone to Zone 1A | 0.90                                    |   | (0.02)   |   | 0.88   |   |
| 9           | Zone 1A Only          | 0.25                                    |   | (0.02)   |   | 0.23   |   |
| 10          | Field Zone Only       | 0.72                                    |   | (0.02)   |   | 0.70   |   |

TRUNKLINE GAS COMPANY, LLC

Computation of Current Fuel Reimbursement Adjustment  
Pursuant to Section 22.3 of the General Terms and Conditions  
of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1  
Effective April 1, 2019

| Line No.                     | Description               | Projected Fuel Use Percentage<br>(a) |
|------------------------------|---------------------------|--------------------------------------|
| <u>FIELD ZONE TO ZONE 2</u>  |                           |                                      |
| 1                            | Compressor Fuel - Field   | 0.65 %                               |
| 2                            | - Zone 1A                 | 0.18                                 |
| 3                            | - Zone 1B                 | 0.19                                 |
| 4                            | - Zone 2                  | <u>0.40</u>                          |
| 5                            | Subtotal                  | 1.42                                 |
| 6                            | Unaccounted For           | <u>0.07</u>                          |
| 7                            | Field Zone to Zone 2      | <u>1.49</u> %                        |
| <u>ZONE 1A TO ZONE 2</u>     |                           |                                      |
| 8                            | Compressor Fuel - Zone 1A | 0.18 %                               |
| 9                            | - Zone 1B                 | 0.19                                 |
| 10                           | - Zone 2                  | <u>0.40</u>                          |
| 11                           | Subtotal                  | 0.77                                 |
| 12                           | Unaccounted For           | <u>0.07</u>                          |
| 13                           | Zone 1A to Zone 2         | <u>0.84</u> %                        |
| <u>ZONE 1B TO ZONE 2</u>     |                           |                                      |
| 14                           | Compressor Fuel - Zone 1B | 0.19 %                               |
| 15                           | - Zone 2                  | <u>0.40</u>                          |
| 16                           | Subtotal                  | 0.59                                 |
| 17                           | Unaccounted For           | <u>0.07</u>                          |
| 18                           | Zone 1B to Zone 2         | <u>0.66</u> %                        |
| <u>ZONE 2</u>                |                           |                                      |
| 19                           | Compressor Fuel           | 0.40 %                               |
| 20                           | Unaccounted For           | <u>0.07</u>                          |
| 21                           | Zone 2 Increment          | <u>0.47</u> %                        |
| <u>FIELD ZONE TO ZONE 1B</u> |                           |                                      |
| 22                           | Compressor Fuel - Field   | 0.65 %                               |
| 23                           | - Zone 1A                 | 0.18                                 |
| 24                           | - Zone 1B                 | <u>0.19</u>                          |
| 25                           | Subtotal                  | 1.02                                 |
| 26                           | Unaccounted For           | <u>0.07</u>                          |
| 27                           | Field Zone to Zone 1B     | <u>1.09</u> %                        |
| <u>ZONE 1A TO ZONE 1B</u>    |                           |                                      |
| 28                           | Compressor Fuel - Zone 1A | 0.18 %                               |
| 29                           | - Zone 1B                 | <u>0.19</u>                          |
| 30                           | Subtotal                  | 0.37                                 |
| 31                           | Unaccounted For           | <u>0.07</u>                          |
| 32                           | Zone 1A to Zone 1B        | <u>0.44</u> %                        |
| <u>ZONE 1B</u>               |                           |                                      |
| 33                           | Compressor Fuel           | 0.19 %                               |
| 34                           | Unaccounted For           | <u>0.07</u>                          |
| 35                           | Zone 1B Increment         | <u>0.26</u> %                        |
| <u>FIELD ZONE TO ZONE 1A</u> |                           |                                      |
| 36                           | Compressor Fuel - Field   | 0.65 %                               |
| 37                           | - Zone 1A                 | <u>0.18</u>                          |
| 38                           | Subtotal                  | 0.83                                 |
| 39                           | Unaccounted For           | <u>0.07</u>                          |
| 40                           | Field Zone to Zone 1A     | <u>0.90</u> %                        |
| <u>ZONE 1A</u>               |                           |                                      |
| 41                           | Compressor Fuel           | 0.18 %                               |
| 42                           | Unaccounted For           | <u>0.07</u>                          |
| 43                           | Zone 1A Increment         | <u>0.25</u> %                        |
| <u>FIELD ZONE</u>            |                           |                                      |
| 44                           | Compressor Fuel           | 0.65 %                               |
| 45                           | Unaccounted For           | <u>0.07</u>                          |
| 46                           | Field Zone Increment      | <u>0.72</u> %                        |

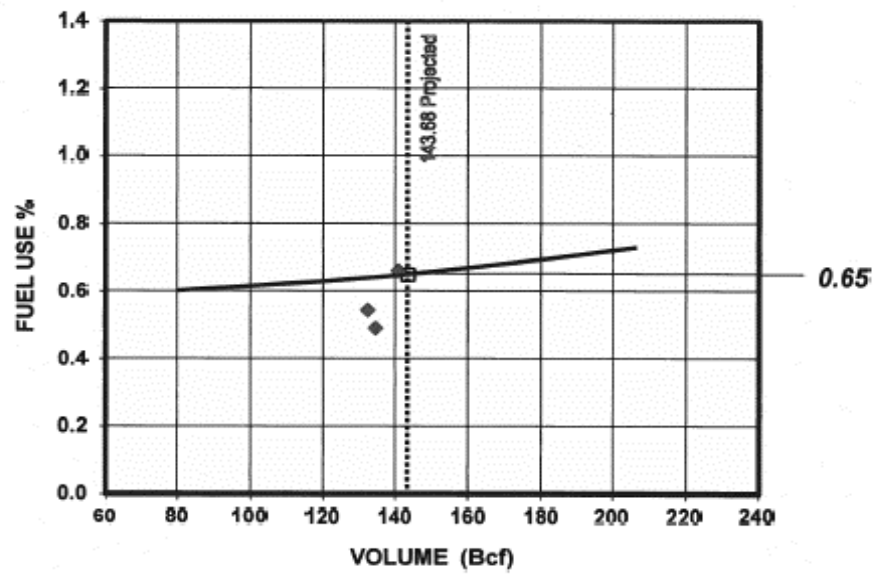
TRUNKLINE GAS COMPANY, LLC

Computation of Projected Compressor Fuel Use Component  
Pursuant to Section 22.3 of the General Terms and Conditions  
of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1  
Effective April 1, 2019

| Line No. | Description                    | Estimated Fuel - Bcf<br>(a) | Estimated Flow - Bcf<br>(b) | Fuel Use Component Percentage<br>(c) |
|----------|--------------------------------|-----------------------------|-----------------------------|--------------------------------------|
|          | <u>FIELD ZONE</u>              |                             |                             |                                      |
| 1        | Texas System                   | 0.85                        | 10.77                       |                                      |
| 2        | Bayou Sale System              | 0.08                        | 6.42                        |                                      |
| 3        | Vermilion System               | -                           | -                           |                                      |
| 4        | Lakeside/Kaplan System         | -                           | 126.49                      |                                      |
| 5        | Fuel Pay to Others             | -                           | -                           |                                      |
| 6        | Total Field Zone               | <u>0.93</u>                 | <u>143.68</u>               | <u>0.65 %</u>                        |
|          | <u>ZONE 1A</u>                 |                             |                             |                                      |
| 7        | Longville to Dyersburg suction | <u>0.16</u>                 | <u>88.09</u>                |                                      |
| 8        | Total Zone 1A                  | <u>0.16</u>                 | <u>88.09</u>                | <u>0.18 %</u>                        |
|          | <u>ZONE 1B</u>                 |                             |                             |                                      |
| 9        | Dyersburg to Tuscola suction   | <u>0.21</u>                 | <u>111.16</u>               |                                      |
| 10       | Total Zone 1B                  | <u>0.21</u>                 | <u>111.16</u>               | <u>0.19 %</u>                        |
|          | <u>ZONE 2</u>                  |                             |                             |                                      |
| 11       | Tuscola North                  | <u>0.38</u>                 | <u>94.83</u>                |                                      |
| 12       | Total Zone 2                   | <u>0.38</u>                 | <u>94.83</u>                | <u>0.40 %</u>                        |

TRUNKLINE GAS COMPANY, LLC

Field Zone  
Incremental Fuel Use  
Summer

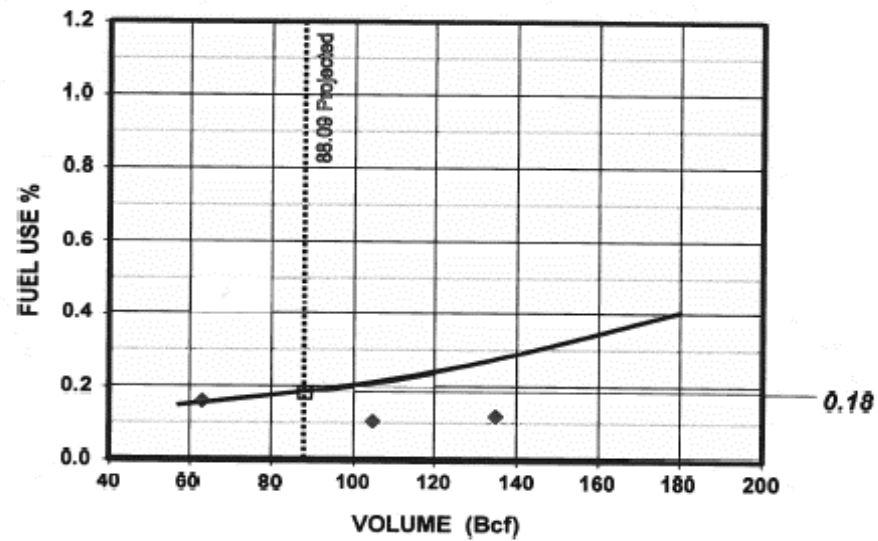


|                  | <u>Summer<br/>Period</u> | <u>Flow<br/>(Bcf)</u> | <u>Fuel<br/>(Bcf)</u> | <u>Fuel Use<br/>(%)</u> |
|------------------|--------------------------|-----------------------|-----------------------|-------------------------|
| <b>Projected</b> | 2019                     | 143.68                | 0.93                  | 0.65                    |
| <b>Actual</b>    | 2016                     | 140.90                | 0.93                  | 0.66                    |
|                  | 2017                     | 134.62                | 0.66                  | 0.49                    |
|                  | 2018                     | 132.45                | 0.72                  | 0.54                    |



TRUNKLINE GAS COMPANY, LLC

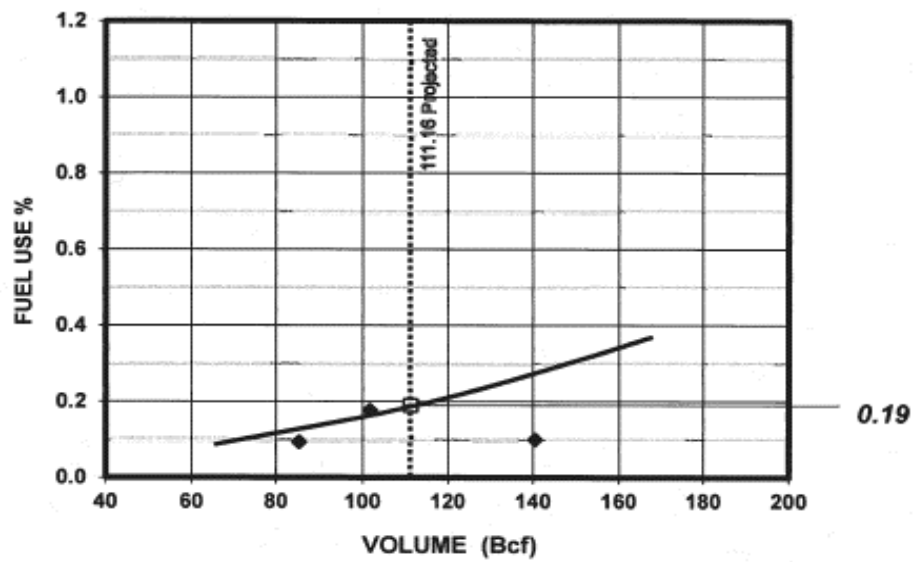
Zone 1A  
Incremental Fuel Use  
Summer



|                  | <u>Summer<br/>Period</u> | <u>Flow<br/>(Bcf)</u> | <u>Fuel<br/>(Bcf)</u> | <u>Fuel Use<br/>(%)</u> |
|------------------|--------------------------|-----------------------|-----------------------|-------------------------|
| <b>Projected</b> | 2019                     | 88.09                 | 0.16                  | 0.18                    |
| <b>Actual</b>    | 2016                     | 63.15                 | 0.10                  | 0.16                    |
|                  | 2017                     | 104.64                | 0.11                  | 0.11                    |
|                  | 2018                     | 134.87                | 0.16                  | 0.12                    |

TRUNKLINE GAS COMPANY, LLC

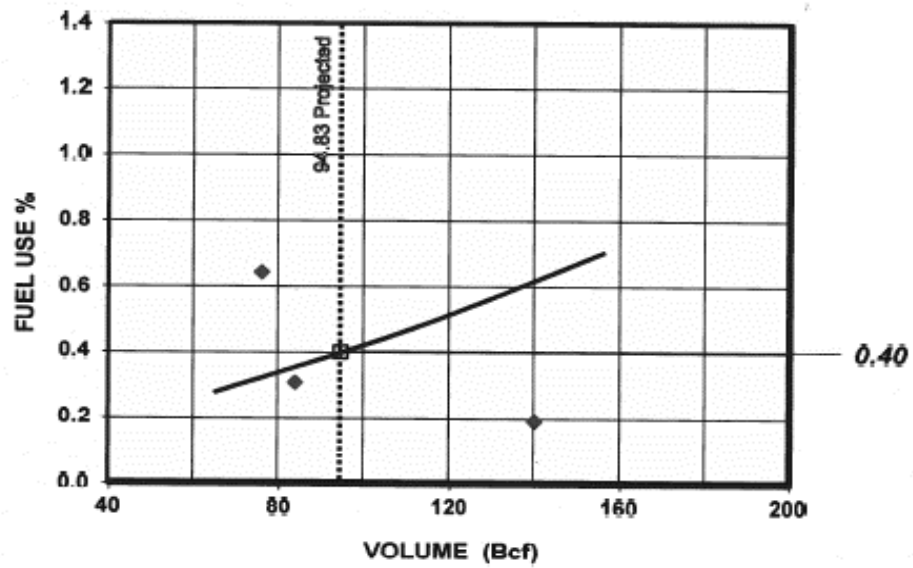
Zone 1B  
Incremental Fuel Use  
Summer



|                  | <u>Summer<br/>Period</u> | <u>Flow<br/>(Bcf)</u> | <u>Fuel<br/>(Bcf)</u> | <u>Fuel Use<br/>(%)</u> |
|------------------|--------------------------|-----------------------|-----------------------|-------------------------|
| <b>Projected</b> | <b>2019</b>              | <b>111.16</b>         | <b>0.21</b>           | <b>0.19</b>             |
| <b>Actual</b>    | <b>2016</b>              | <b>85.42</b>          | <b>0.08</b>           | <b>0.09</b>             |
|                  | <b>2017</b>              | <b>140.53</b>         | <b>0.14</b>           | <b>0.10</b>             |
|                  | <b>2018</b>              | <b>101.61</b>         | <b>0.18</b>           | <b>0.18</b>             |

TRUNKLINE GAS COMPANY, LLC

Zone 2  
Incremental Fuel Use  
Summer



|                  | <u>Summer<br/>Period</u> | <u>Flow<br/>(Bcf)</u> | <u>Fuel<br/>(Bcf)</u> | <u>Fuel Use<br/>(%)</u> |
|------------------|--------------------------|-----------------------|-----------------------|-------------------------|
| <b>Projected</b> | 2019                     | 94.83                 | 0.38                  | 0.40                    |
| <b>Actual</b>    | 2016                     | 84.16                 | 0.26                  | 0.31                    |
|                  | 2017                     | 140.25                | 0.27                  | 0.19                    |
|                  | 2018                     | 76.23                 | 0.49                  | 0.64                    |

## TRUNKLINE GAS COMPANY, LLC

Computation of Unaccounted For Gas Component  
Pursuant to Section 22.3 of the General Terms and Conditions  
of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1  
Effective April 1, 2019

| Line<br>No. | Period   | System<br>Volumes<br>(a) | Unaccounted<br>For Gas<br>(b) | Unaccounted<br>For Gas<br>Percentage<br>(c) |
|-------------|--|--------------------------|-------------------------------|---|
| 1           | Twelve Months Ended November 30, 2016              | 583.42                   | (0.66)                        |   |
| 2           | Less: South Texas Modified Transmission System     | (98.37)                  | 1.08                          |   |
| 3           | Twelve Months Ended November 30, 2016, As Adjusted | 485.05                   | 0.43                          |   |
| 4           | Twelve Months Ended November 30, 2017              | 594.31                   | (0.30)                        |   |
| 5           | Less: South Texas Modified Transmission System     | (76.77)                  | 0.74                          |   |
| 6           | Twelve Months Ended November 30, 2017, As Adjusted | 517.54                   | 0.43                          |   |
| 7           | Twelve Months Ended November 30, 2018              | 750.18                   | (0.26)                        |   |
| 8           | Less: South Texas Modified Transmission System 1/  | (91.98)                  | 0.61                          |   |
| 9           | Twelve Months Ended November 30, 2018, As Adjusted | 658.21                   | 0.35                          |   |
| 10          | Total  | 1,660.80                 | 1.21                          | 0.07 %                                      |

1/ See Appendix E.

TRUNKLINE GAS COMPANY, LLC

South Texas Modified Transmission System Fuel Reimbursement  
Pursuant to Section 22.6 of the General Terms and Conditions  
of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1  
Effective April 1, 2019

[illegible]

TRUNKLINE GAS COMPANY, LLC

Projected Fuel Summary  
For the Period April 2019 through October 2019  
(MCF)

| Line No.          | Description       | Station               | Apr-19<br>(a) | May-19<br>(b) | Jun-19<br>(c) | Jul-19<br>(d) | Aug-19<br>(e) | Sep-19<br>(f) | Oct-19<br>(g) | Summer 2019<br>(h) |
|-------------------|-------------------|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------------|
| <b>FIELD ZONE</b> |                   |                       |               |               |               |               |               |               |               |                    |
| 1                 | - Texas           | Beeville              | -             | -             | -             | -             | -             | -             | -             | -                  |
| 2                 |                   | Cypress               | 3,703         | 3,666         | 3,602         | 3,535         | 3,512         | 3,525         | 3,500         | 25,043             |
| 3                 |                   | Kountze               | 20,650        | 20,439        | 20,081        | 19,711        | 19,583        | 19,654        | 19,514        | 139,632            |
| 4                 |                   | Longville Booster     | 100,254       | 101,938       | 97,387        | 98,165        | 97,507        | 95,234        | 97,145        | 687,630            |
| 5                 |                   | Texas Total:          | 124,607       | 126,043       | 121,070       | 121,411       | 120,602       | 118,413       | 120,159       | 852,305            |
| 6                 | - East Louisiana  | Patterson             | -             | -             | -             | -             | -             | -             | -             | -                  |
| 7                 |                   | Centerville           | 12,000        | 12,400        | 10,500        | 10,230        | 10,850        | 12,000        | 12,400        | 80,380             |
| 8                 |                   | East Louisiana Total: | 12,000        | 12,400        | 10,500        | 10,230        | 10,850        | 12,000        | 12,400        | 80,380             |
| 9                 | - Lakeside/Kaplan | Kaplan                | -             | -             | -             | -             | -             | -             | -             | -                  |
| 10                |                   | Field Zone Total:     | 136,607       | 138,443       | 131,570       | 131,641       | 131,452       | 130,413       | 132,559       | 932,685            |
| 11                | ZONE 1A           | Longville             | -             | -             | -             | -             | -             | -             | -             | -                  |
| 12                |                   | Pollock               | -             | -             | -             | -             | -             | -             | -             | -                  |
| 13                |                   | Epps                  | -             | -             | -             | -             | -             | -             | -             | -                  |
| 14                |                   | Shaw                  | -             | -             | -             | -             | -             | -             | -             | -                  |
| 15                |                   | Independence          | 24,300        | 24,180        | 23,100        | 22,320        | 22,940        | 21,600        | 22,320        | 160,760            |
| 16                |                   | Zone 1A Total:        | 24,300        | 24,180        | 23,100        | 22,320        | 22,940        | 21,600        | 22,320        | 160,760            |
| 17                | ZONE 1B           | Dyersburg             | -             | -             | -             | -             | -             | -             | -             | -                  |
| 18                |                   | Joppa                 | 33,600        | 32,550        | 31,500        | 27,900        | 26,350        | 28,200        | 31,000        | 211,100            |
| 19                |                   | Johnsonville          | -             | -             | -             | -             | -             | -             | -             | -                  |
| 20                |                   | Zone 1B Total:        | 33,600        | 32,550        | 31,500        | 27,900        | 26,350        | 28,200        | 31,000        | 211,100            |
| 21                | ZONE 2            | Tuscola               | -             | -             | -             | -             | -             | -             | -             | -                  |
| 22                |                   | Ambia                 | 57,000        | 57,040        | 55,200        | 52,700        | 52,700        | 51,000        | 54,250        | 379,890            |
| 23                |                   | North Judson          | -             | -             | -             | -             | -             | -             | -             | -                  |
| 24                |                   | Zone 2 Total:         | 57,000        | 57,040        | 55,200        | 52,700        | 52,700        | 51,000        | 54,250        | 379,890            |

**Trunkline Gas Company, LLC**  
**Cypress Compression Station**

Estimated Gas Use Forecast (based on Monthly Power Costs)

|  | <table><tr><td>Conversion Factor</td><td>1 HP</td><td>0.7456999 KW</td></tr></table> |                  |                  |                  |                  |                  |                  | Conversion Factor | 1 HP | 0.7456999 KW |
|--|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------|--------------|
| Conversion Factor                                    | 1 HP   | 0.7456999 KW     |                  |                  |                  |                  |                  |                   |      |              |
| Average Summer Usage (in HP)                         | -  |                  |                  |                  |                  |                  |                  |                   |      |              |
|  | Apr-19   | May-19           | Jun-19           | Jul-19           | Aug-19           | Sep-19           | Oct-19           |                   |      |              |
| PROJECTED HORSEPOWER REQUIREMENT                     |  |                  |                  |                  |                  |                  |                  |                   |      |              |
| Projected Demand (in HP)                             | -  | -                | -                | -                | -                | -                | -                |                   |      |              |
| Equivalent MWh Usage                                 | -  | -                | -                | -                | -                | -                | -                |                   |      |              |
| PROJECTED POWER EXPENSE                              |  |                  |                  |                  |                  |                  |                  |                   |      |              |
| Power Price (\$/MWh)                                 | \$ 39.50   | \$ 40.25         | \$ 40.43         | \$ 41.60         | \$ 41.72         | \$ 39.40         | \$ 38.64         |                   |      |              |
| Retail Adder   | 6.40   | 6.40             | 6.40             | 6.40             | 6.40             | 6.40             | 6.40             |                   |      |              |
| Total Power Cost (\$/MWh)                            | <u>\$ 45.90</u>  | <u>\$ 46.65</u>  | <u>\$ 46.83</u>  | <u>\$ 48.00</u>  | <u>\$ 48.12</u>  | <u>\$ 45.80</u>  | <u>\$ 45.04</u>  |                   |      |              |
| Total Power Cost (Exclusive of pass through charges) | \$ -   | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             | \$ -             |                   |      |              |
| TDSP Pass Through Charges (Per CenterPoint Energy)   | <u>10,000</u>  | <u>10,000</u>    | <u>10,000</u>    | <u>10,000</u>    | <u>10,000</u>    | <u>10,000</u>    | <u>10,000</u>    |                   |      |              |
| Total Power Cost (Inclusive of pass through charges) | <u>\$ 10,000</u>   | <u>\$ 10,000</u> | <u>\$ 10,000</u> | <u>\$ 10,000</u> | <u>\$ 10,000</u> | <u>\$ 10,000</u> | <u>\$ 10,000</u> |                   |      |              |
| ESTIMATED GAS EQUIVALENT                             |  |                  |                  |                  |                  |                  |                  |                   |      |              |
| Total Power Cost                                     | \$ 10,000  | \$ 10,000        | \$ 10,000        | \$ 10,000        | \$ 10,000        | \$ 10,000        | \$ 10,000        |                   |      |              |
| Average Natural Gas Week Price                       | \$ 2.70  | \$ 2.73          | \$ 2.78          | \$ 2.83          | \$ 2.85          | \$ 2.84          | \$ 2.86          |                   |      |              |
| Gas Equivalent (Dth)                                 | 3,703  | 3,666            | 3,602            | 3,535            | 3,512            | 3,525            | 3,500            |                   |      |              |

Key Assumptions

- Horse power is converted to MWh using a conversion factor of 1 HP = 0.745699 KW/1000 \* 24hrs \* No. of days/month.
- Power cost to be recovered through fuel tracker will be inclusive of TDSP (pass through) charges.
- TDSP charges assume peak demand of 5.5 MW per CenterPoint Energy.
- TDSP pass through charges exclude Sales & Use Taxes due to tax exemption (on Cypress station only) and include only gross receipts taxes.
- Estimated gas equivalent is determined by dividing the projected power expense by the natural gas futures price.

**Trunkline Gas Company, LLC**  
**Kountze Compression Station**

Estimated Gas Use Forecast (based on Monthly Power Costs)

|   | <table><tr><td>Conversion Factor</td><td>1 HP</td><td>0.7456999 KW</td></tr></table> |                  |                  |                  |                  |                  |                  | Conversion Factor | 1 HP | 0.7456999 KW |
|---|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|------|--------------|
| Conversion Factor                         | 1 HP   | 0.7456999 KW     |                  |                  |                  |                  |                  |                   |      |              |
| Max Peak - HP                             | 10,350   |                  |                  |                  |                  |                  |                  |                   |      |              |
| Projected Average Usage (in HP)           | 750  |                  |                  |                  |                  |                  |                  |                   |      |              |
|   | Apr-19   | May-19           | Jun-19           | Jul-19           | Aug-19           | Sep-19           | Oct-19           |                   |      |              |
| PROJECTED HORSEPOWER REQUIREMENT          |  |                  |                  |                  |                  |                  |                  |                   |      |              |
| Projected Demand (in HP)                  | 10,350   | 10,350           | 10,350           | 10,350           | 10,350           | 10,350           | 10,350           |                   |      |              |
| Projected Demand (in KW)                  | 2,318  | 2,318            | 2,318            | 2,318            | 2,318            | 2,318            | 2,318            |                   |      |              |
| Projected HP Utilized                     | 750  | 750              | 750              | 750              | 750              | 750              | 750              |                   |      |              |
| Projected KW Consumed                     | 559  | 559              | 559              | 559              | 559              | 559              | 559              |                   |      |              |
| Total KWh Consumed                        | 20,963   | 20,963           | 20,963           | 20,963           | 20,963           | 20,963           | 20,963           |                   |      |              |
| Consumer Charge (Per Month)               | \$ 51,471  | \$ 51,471        | \$ 51,471        | \$ 51,471        | \$ 51,471        | \$ 51,471        | \$ 51,471        |                   |      |              |
| Demand Charge (Per SHEC Tariff) per KW    | \$ 2,767   | \$ 2,767         | \$ 2,767         | \$ 2,767         | \$ 2,767         | \$ 2,767         | \$ 2,767         |                   |      |              |
| Energy Charge KWh Usage (Per SHEC Tariff) | <u>\$ 912</u>  | <u>\$ 912</u>    | <u>\$ 912</u>    | <u>\$ 912</u>    | <u>\$ 912</u>    | <u>\$ 912</u>    | <u>\$ 912</u>    |                   |      |              |
| PCRF                                      | 608  | 608              | 608              | 608              | 608              | 608              | 608              |                   |      |              |
| Fuel Cost Adjustment                      | -  | -                | -                | -                | -                | -                | -                |                   |      |              |
| Sales Tax (%)                             | <u>-</u>   | <u>-</u>         | <u>-</u>         | <u>-</u>         | <u>-</u>         | <u>-</u>         | <u>-</u>         |                   |      |              |
| Total Power Costs (\$)                    | <u>\$ 55,758</u>   | <u>\$ 55,758</u> | <u>\$ 55,758</u> | <u>\$ 55,758</u> | <u>\$ 55,758</u> | <u>\$ 55,758</u> | <u>\$ 55,758</u> |                   |      |              |
| Average Natural Gas Week Price            | \$ 2.70  | \$ 2.73          | \$ 2.78          | \$ 2.83          | \$ 2.85          | \$ 2.84          | \$ 2.86          |                   |      |              |
| Gas Equivalent (Dth)                      | 20,650   | 20,439           | 20,081           | 19,711           | 19,583           | 19,654           | 19,514           |                   |      |              |

Key Assumptions

- Horse power is converted to KW using a conversion factor of 1 HP = 0.745699 KW (standard conversion).
- Demand (KW) is based on the greater of 100% of current month demand (based on 15 min intervals) or 65% of highest demand est in June, July, Aug, Sept.
- Consumer Charge, Demand Charge & Energy Charge (in KWh) per SHEC rate schedule SH-1.
- Estimated gas equivalent is determined by dividing the projected power expense by the natural gas futures price (adj for locational basis per ICE).



**Trunkline Gas Company, LLC  
Longville Compression Station**

Estimated Gas Use Forecast (based on Monthly Power Costs)

|  |  |              |            |            |            |            |            |                   |      |              |
|--|--|--------------|------------|------------|------------|------------|------------|-------------------|------|--------------|
|  | <table><tr><td>Conversion Factor</td><td>1 HP</td><td>0.7456999 KW</td></tr></table> |              |            |            |            |            |            | Conversion Factor | 1 HP | 0.7456999 KW |
| Conversion Factor                      | 1 HP   | 0.7456999 KW |            |            |            |            |            |                   |      |              |
| Projected Average Usage (in HP)        | 8,000  |              |            |            |            |            |            |                   |      |              |
|  | Apr-19   | May-19       | Jun-19     | Jul-19     | Aug-19     | Sep-19     | Oct-19     |                   |      |              |
| PROJECTED HORSEPOWER REQUIREMENT       |  |              |            |            |            |            |            |                   |      |              |
| Projected Demand (in HP)               | 10,350   | 10,350       | 10,350     | 10,350     | 10,350     | 10,350     | 10,350     |                   |      |              |
| Projected Peak Demand (in KW)          | 6,915  | 6,915        | 6,915      | 6,915      | 6,915      | 6,915      | 6,915      |                   |      |              |
| Projected HP Used                      | 8,000  | 8,000        | 8,000      | 8,000      | 8,000      | 8,000      | 8,000      |                   |      |              |
| Projected KW Used                      | 5,966  | 5,966        | 5,966      | 5,966      | 5,966      | 5,966      | 5,966      |                   |      |              |
| Total KWh                              | 4,295,520  | 4,438,704    | 4,295,520  | 4,438,704  | 4,438,704  | 4,295,520  | 4,438,704  |                   |      |              |
| Demand Charge (Per BECI Tariff) per KW | \$ 43,150  | \$ 43,150    | \$ 43,150  | \$ 43,150  | \$ 43,150  | \$ 43,150  | \$ 43,150  |                   |      |              |
| Energy Charge KWh Usage                | 80,971   | 83,670       | 80,971     | 83,670     | 83,670     | 80,971     | 83,670     |                   |      |              |
| Environmental Cost Adjustment          | 11,727   | 12,118       | 11,727     | 12,118     | 12,118     | 11,727     | 12,118     |                   |      |              |
| Fuel Cost Adjustment                   | 119,458  | 123,440      | 119,458    | 123,440    | 123,440    | 119,458    | 123,440    |                   |      |              |
| State Tax (%)                          | 4.872  | 5.005        | 4.872      | 5.005      | 5.005      | 4.872      | 5.005      |                   |      |              |
| Total Power Costs (\$)                 | \$ 260,178   | \$ 267,383   | \$ 260,178 | \$ 267,383 | \$ 267,383 | \$ 260,178 | \$ 267,383 |                   |      |              |
| Average Natural Gas Week Price         | \$ 2.60  | \$ 2.62      | \$ 2.67    | \$ 2.72    | \$ 2.74    | \$ 2.73    | \$ 2.75    |                   |      |              |
| Gas Equivalent (Dth)                   | 100,254  | 101,938      | 97,387     | 98,165     | 97,507     | 95,234     | 97,145     |                   |      |              |

**Key Assumptions**

- Assumes Longville electric costs are billed under rate schedule HLF (High Load Factor).
- Horse power is converted to KW using a conversion factor of 1 HP = 0.745699 KW (standard conversion).
- Demand & Energy charges per BECI rate Schedule HLF.
- Power costs to be recovered include state taxes.
- Estimated gas equivalent is determined by dividing the projected power expense by the natural gas futures price (adj for locational basis per ICE).

TRUNKLINE GAS COMPANY, LLC

Projected System Flow Summary  
For the Period April 2019 through October 2019  
(MMCF)

| Line<br>No. | Segment        | Apr-19<br>(a) | May-19<br>(b) | Jun-19<br>(c) | Jul-19<br>(d) | Aug-19<br>(e) | Sep-19<br>(f) | Oct-19<br>(g) | Summer<br>2019<br>(h) |
|-------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-----------------------|
| 1           | Texas          | 1,916         | 1,462         | 1,686         | 1,465         | 1,482         | 1,420         | 1,343         | 10,774                |
| 2           | East Louisiana | 1,150         | 862           | 988           | 864           | 881           | 853           | 818           | 6,416                 |
| 3           | Goliad         | -             | -             | -             | -             | -             | -             | -             | -                     |
| 4           | Lakeside       | 20,547        | 19,018        | 19,560        | 17,086        | 17,162        | 16,547        | 16,568        | 126,488               |
| 5           | Field Zone     | 23,613        | 21,342        | 22,234        | 19,415        | 19,525        | 18,820        | 18,729        | 143,678               |
| 6           | Zone 1A        | 14,626        | 12,771        | 13,403        | 11,920        | 12,007        | 11,607        | 11,758        | 88,092                |
| 7           | Zone 1B        | 18,087        | 15,460        | 16,478        | 15,479        | 15,599        | 15,037        | 15,020        | 111,160               |
| 8           | Zone 2         | 14,999        | 13,321        | 14,032        | 13,336        | 13,409        | 12,914        | 12,822        | 94,833                |

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | April 2019 (MMCF) |                |                |               |
|-------------|--------------------|-------------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)      | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 567               | 1,617          | 4,151          | 3,856         |
| 2           | Rate Schedule FT   | 22,107            | 11,634         | 13,209         | 10,319        |
| 3           | Rate Schedule LFT  | -                 | -              | -              | -             |
| 4           | Rate Schedule SST  | 78                | 83             | 78             | 30            |
| 5           | Rate Schedule QNT  | 186               | 1,157          | 15             | -             |
| 6           | Rate Schedule IT   | 675               | 135            | 557            | 794           |
| 7           | Rate Schedule QNIT | -                 | -              | 77             | -             |
| 8           | Total              | <u>23,613</u>     | <u>14,626</u>  | <u>18,087</u>  | <u>14,999</u> |

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | May 2019 (MMCF) |                |                |               |
|-------------|--------------------|-----------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)    | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 511             | 1,412          | 3,548          | 3,426         |
| 2           | Rate Schedule FT   | 19,983          | 10,158         | 11,290         | 9,164         |
| 3           | Rate Schedule LFT  | -               | -              | -              | -             |
| 4           | Rate Schedule SST  | 70              | 73             | 67             | 26            |
| 5           | Rate Schedule QNT  | 168             | 1,010          | 13             | -             |
| 6           | Rate Schedule IT   | 610             | 118            | 476            | 705           |
| 7           | Rate Schedule QNIT | -               | -              | 66             | -             |
| 8           | Total              | <u>21,342</u>   | <u>12,771</u>  | <u>15,460</u>  | <u>13,321</u> |

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | June 2019 (MMCF) |                |                |               |
|-------------|--------------------|------------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)     | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 533              | 1,482          | 3,781          | 3,608         |
| 2           | Rate Schedule FT   | 20,818           | 10,662         | 12,034         | 9,654         |
| 3           | Rate Schedule LFT  | -                | -              | -              | -             |
| 4           | Rate Schedule SST  | 73               | 76             | 71             | 28            |
| 5           | Rate Schedule QNT  | 175              | 1,060          | 14             | -             |
| 6           | Rate Schedule IT   | 635              | 123            | 508            | 742           |
| 7           | Rate Schedule QNIT | -                | -              | 70             | -             |
| 8           | Total              | <u>22,234</u>    | <u>13,403</u>  | <u>16,478</u>  | <u>14,032</u> |

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | July 2019 (MMCF) |                |                |               |
|-------------|--------------------|------------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)     | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 465              | 1,318          | 3,552          | 3,429         |
| 2           | Rate Schedule FT   | 18,178           | 9,481          | 11,304         | 9,175         |
| 3           | Rate Schedule LFT  | -                | -              | -              | -             |
| 4           | Rate Schedule SST  | 64               | 68             | 67             | 26            |
| 5           | Rate Schedule QNT  | 153              | 943            | 13             | -             |
| 6           | Rate Schedule IT   | 555              | 110            | 477            | 706           |
| 7           | Rate Schedule QNIT | -                | -              | 66             | -             |
| 8           | Total              | <u>19,415</u>    | <u>11,920</u>  | <u>15,479</u>  | <u>13,336</u> |

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | August 2019 (MMCF) |                |                |               |
|-------------|--------------------|--------------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)       | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 468                | 1,327          | 3,579          | 3,447         |
| 2           | Rate Schedule FT   | 18,281             | 9,550          | 11,393         | 9,226         |
| 3           | Rate Schedule LFT  | -                  | -              | -              | -             |
| 4           | Rate Schedule SST  | 64                 | 69             | 67             | 27            |
| 5           | Rate Schedule QNT  | 154                | 950            | 13             | -             |
| 6           | Rate Schedule IT   | 558                | 111            | 481            | 709           |
| 7           | Rate Schedule QNIT | -                  | -              | 66             | -             |
| 8           | Total              | <u>19,525</u>      | <u>12,007</u>  | <u>15,599</u>  | <u>13,409</u> |

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | September 2019 (MMCF) |                |                |               |
|-------------|--------------------|-----------------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)          | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 451                   | 1,283          | 3,450          | 3,320         |
| 2           | Rate Schedule FT   | 17,621                | 9,233          | 10,982         | 8,885         |
| 3           | Rate Schedule LFT  | -                     | -              | -              | -             |
| 4           | Rate Schedule SST  | 62                    | 66             | 65             | 26            |
| 5           | Rate Schedule QNT  | 148                   | 918            | 13             | -             |
| 6           | Rate Schedule IT   | 538                   | 107            | 463            | 683           |
| 7           | Rate Schedule QNIT | -                     | -              | 64             | -             |
| 8           | Total              | <u>18,820</u>         | <u>11,607</u>  | <u>15,037</u>  | <u>12,914</u> |



TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month  
For the period April 1, 2019 through October 31, 2019

| Line<br>No. | Description        | October 2019 (MMCF) |                |                |               |
|-------------|--------------------|---------------------|----------------|----------------|---------------|
|             |                    | Field<br>(a)        | Zone 1A<br>(b) | Zone 1B<br>(c) | Zone 2<br>(d) |
| 1           | Rate Schedule EFT  | 449                 | 1,300          | 3,446          | 3,296         |
| 2           | Rate Schedule FT   | 17,535              | 9,353          | 10,969         | 8,823         |
| 3           | Rate Schedule LFT  | -                   | -              | -              | -             |
| 4           | Rate Schedule SST  | 62                  | 67             | 65             | 25            |
| 5           | Rate Schedule QNT  | 148                 | 930            | 13             | -             |
| 6           | Rate Schedule IT   | 535                 | 108            | 463            | 678           |
| 7           | Rate Schedule QNIT | -                   | -              | 64             | -             |
| 8           | Total              | <u>18,729</u>       | <u>11,758</u>  | <u>15,020</u>  | <u>12,822</u> |