



September 30, 2022

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. RP22-_____
Fuel Reimbursement Adjustment Filing

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 November 1, 2022.

STATEMENT OF NATURE, REASONS AND BASIS

This filing is 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 revised fuel reimbursement percentages.

Support for the Filing

Included as Appendices B, C, D, E, F, G and H are the workpapers setting forth the support for this filing. A brief description of the work papers 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.

The Zone 1A Only Fuel Reimbursement percentage as derived in accordance with the provisions of Section 22.2 would be (0.11%), as reflected on Appendix B, Page 2. Section 22 of Trunkline's Tariff is not structured to address a situation in which Trunkline would be required to charge any of its shippers a negative Fuel Reimbursement percentage. Trunkline accordingly requests that the Commission grant Trunkline a waiver of the provisions of Section 22 to permit Trunkline to use a 0.00% Fuel Reimbursement percentage for Zone 1A Only, as set forth in Appendix B, Page 2.

Appendix C

This Appendix contains a workpaper and compressor fuel use graphs which 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 2022–2023 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

This Appendix contains a summary which reflects the unaccounted for gas component based on a simple average of the three most recent annual periods' actual quantities of gas lost or unaccounted for.

Appendix E

Appendix E reflects the Deferred Reimbursement Account balances as of June 30, 2022, pursuant to Section 22.4. Trunkline has included four additional months, specifically July 2022 through October 2022, to reflect the most recent estimated balance. It is the estimated balance as of October 31, 2022, that Trunkline now proposes to use to calculate the deferred fuel reimbursement component. Trunkline accordingly requests that the Commission grant Trunkline a waiver of the provisions of Section 22.4 to permit Trunkline to use the most recent data.

Appendix F

This Appendix reflects the South Texas Modified Transmission fuel reimbursement pursuant to Section 22.6 of the General Terms and Conditions of Trunkline's Tariff.

Appendix G

This Appendix reflects the projected compressor fuel by segment by station by month for the period November 2022 through March 2023.

Appendix H

This Appendix reflects the projected throughput by segment by month for the period November 2022 through March 2023.

REQUEST FOR WAIVERS

Trunkline respectfully requests that the Commission grant waiver of the provisions of Section 22 of the GT&C of its Tariff to allow Trunkline to charge a Fuel Reimbursement percentage of 0.0% for Zone 1A Only instead of a negative Fuel Reimbursement percentage of (0.11%).

The Commission evaluates requests for waiver of tariff provisions using a "four-factor test." The Commission has granted waiver of tariff provisions where: (1) the applicant acted in good faith; (2) the waiver is of limited scope; (3) the waiver addresses a concrete problem; and (4) the waiver does not have undesirable consequences, such as harming third parties.¹ Trunkline respectfully contends that the circumstances here satisfy the foregoing criteria.

First, Trunkline has acted in good faith by submitting the instant filing in advance of the requested date for Commission action. Second, Trunkline's waiver request is limited in scope because Trunkline is only seeking a one-time waiver of Section 22 of the GT&C of its Tariff to allow it to charge a Reimbursement Percentage of 0.00% for Zone 1A Only. Third, Trunkline's requested waiver addresses a concrete problem because, absent the waiver, GT&C Section 22 of Trunkline's Tariff is not structured to address a situation in which Trunkline would be required to charge any of its shippers a negative Reimbursement Percentage. The waiver would allow Trunkline's shippers to avoid market distortions that could result from use of a negative Reimbursement Percentage. Fourth, Trunkline's requested waiver does not result in undesirable consequences, such as harm to any third parties, because any

¹ See, e.g., *Citizens Sunrise Transmission LLC*, 171 FERC ¶ 61,106 at P 10 (2020); *Midcontinent Indep. Sys. Operator, Inc.*, 154 FERC ¶61,059 at P 13 (2016).

under or over collected amounts will be reflected in Trunkline's next Reimbursement Percentage Adjustment filing. Trunkline's waiver is consistent with prior Commission decisions to grant waiver under similar circumstances.² Finally, Trunkline notes that on September 28, 2022, in Docket No. RP22-1254-000, it filed to modify Section 22.2 of the GT&C of the Tariff, to be effective October 28, 2022, which, if approved, would eliminate the need for Trunkline to request a similar waiver in the future.

Trunkline also respectfully requests that the Commission grant waiver of the provisions of Section 22.4 of the GT&C of the Tariff to allow Trunkline to utilize the most current data, including monthly estimates for the last two months of the annual period, which would allow for a more accurate ending balance in its deferred account. As shown below, the circumstances here satisfy the above-referenced criteria under the Commission's "four-factor test" for granting waivers with respect to Section 22.4 of the GT&C of the Tariff.

First, Trunkline has acted in good faith by submitting the instant filing in advance of the requested date for Commission action. Second, Trunkline's waiver request is limited in scope because Trunkline is only seeking a one-time waiver of Section 22.4 to allow it to charge a deferred fuel reimbursement component of (0.40%) for any transactions under Rate Schedules FT, SST, EFT, QNT, LFT, IT, and QNIT. Third, Trunkline's requested waiver addresses a concrete problem because, absent the waiver, GT&C Section 22.4 of Trunkline's Tariff would require the deferred fuel reimbursement component to use the June 2022 ending balance, which would result in a higher overall Reimbursement Percentage. The waiver would allow use of more recent data that better reflects current market conditions. Finally, Trunkline's requested waiver does not result in undesirable consequences, such as harm to any third parties, because any under or over collected amounts will be reflected in Trunkline's next Reimbursement Percentage Adjustment filing. In fact, by granting this waiver, shippers will receive the benefit of an additional (0.10%) reduction in the Reimbursement Percentage than otherwise would be calculated under the current tariff provision. Trunkline's waiver is consistent with prior Commission decisions to grant waiver under similar circumstances.³

IMPLEMENTATION

Pursuant to Section 154.7(a)(9) of the Commission's Regulations, Trunkline requests that the tariff records submitted herewith become effective November 1, 2022. 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, G and H in PDF format.

² See, e.g., *Rover Pipeline LLC*, 177 FERC ¶ 61,063 at P 15 (2021); *MIGC LLC*, 177 FERC ¶ 61,003 at P 5 (2021).

³ See, e.g., *Rover Pipeline LLC*, 177 FERC ¶ 61,063 at P 15 (2021); *Panhandle Eastern Pipe Line Co., LP*, 173 FERC ¶ 61,103 at P 5 (2020).

- 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. Langston⁴
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Chief Regulatory Officer
Trunkline Gas Company, LLC
1300 Main Street
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(713) 989-1205 (Fax)
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Lawrence J. Biediger^{4 5}
Sr. Director, Rates and
Regulatory Affairs
Trunkline Gas Company, LLC
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Houston, TX 77002
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(713) 989-1205 (Fax)
larry.biediger@energytransfer.com

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 <https://tgcmessenger.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

⁴ 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.

⁵ Designated as responsible Company official under Section 154.7(a)(2) of the Commission's Regulations.

Appendix A

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

Proposed to be Effective November 1, 2022

<u>Version</u>	<u>Description</u>	<u>Title</u>
29.0.0	Rate Schedule FT	Currently Effective Rates
29.0.0	Rate Schedule SST	Currently Effective Rates
29.0.0	Rate Schedule EFT	Currently Effective Rates
29.0.0	Rate Schedule QNT	Currently Effective Rates
29.0.0	Rate Schedule LFT	Currently Effective Rates
29.0.0	Rate Schedule IT	Currently Effective Rates
29.0.0	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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$ 9.7097	-	\$ 9.7097	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.24 % (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	0.45 %
- 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	0.28 %
- 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	0.00 %
- 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	0.96 % (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	0.17 %
- 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	0.00 %
- 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	0.68 % (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	0.00 %
- 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	0.51 % (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 0.12%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.5461	-	\$ 0.5461	\$ 0.0141	1.24 %
- Overrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	0.45 %
- Overrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.28 %
- Overrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.00 %
- Overrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	0.96 %
- Overrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.17 %
- Overrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.00 %
- Overrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	0.68 %
- Overrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.00 %
- Overrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.51 %
- 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 0.12%. See the definition of Backhaul in GT&C Section 1.

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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$10.3159	-	\$10.3159	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.24 % (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	0.45 %
- 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	0.28 %
- 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	0.00 %
- 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	0.96 % (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	0.17 %
- 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	0.00 %
- 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	0.68 % (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	0.00 %
- 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	0.51 % (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 0.12%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$10.7536	-	\$10.7536	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.24 % (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	0.45 %
- 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	0.28 %
- 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	0.00 %
- 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	0.96 % (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	0.17 %
- 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	0.00 %
- 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	0.68 % (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	0.00 %
- 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	0.51 % (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 0.12%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$ 6.9240	-	\$ 6.9240	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.24 % (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	0.45 %
- 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	0.28 %
- 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	0.00 %
- 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	0.96 % (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	0.17 %
- 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	0.00 %
- 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	0.68 % (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	0.00 %
- 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	0.51 % (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 0.12%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt	Adjustment ----- Sec. 24	Maximum Rate Per Dt	Minimum Rate Per Dt	Fuel 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	1.24 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	0.45 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.28 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.00 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	0.96 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1681	-	\$ 0.1681	\$ 0.0106	0.17 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.1147	-	\$ 0.1147	\$ 0.0051	0.00 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	0.68 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.00 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1240	-	\$ 0.1240	\$ 0.0024	0.51 % (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	1.66 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.86 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.73 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.54 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	1.28 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.48 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.35 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	1.09 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.29 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.96 % (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 0.12% Peak and 0.14% Off-Peak. See the definition of Backhaul in GT&C Section 1

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2 - Usage Rate (1)	\$ 0.3676	-	\$ 0.3676	\$ 0.0141	1.24 % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	0.45 %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.28 %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.00 %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	0.96 % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.17 %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.00 %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	0.68 % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.00 %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.51 % (3)
Gathering Charge (All Zones) - 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 0.12%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$ 9.7097	-	\$ 9.7097	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.661.24 % (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	0.860.45 %
- 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	0.730.28 %
- 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	0.540.00 %
- 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	1.280.96 % (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	0.480.17 %
- 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	0.350.00 %
- 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	1.090.68 % (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	0.290.00 %
- 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	0.960.51 % (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 ~~0.140.12~~%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.5461	-	\$ 0.5461	\$ 0.0141	1.661.24 %
- Overrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	0.860.45 %
- Overrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.730.28 %
- Overrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.540.00 %
- Overrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	1.280.96 %
- Overrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.480.17 %
- Overrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.350.00 %
- Overrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	1.090.68 %
- Overrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.290.00 %
- Overrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.960.51 %
- 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 ~~0.140.12~~%. See the definition of Backhaul in GT&C Section 1.

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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$10.3159	-	\$10.3159	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.661.24 % (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	0.860.45 %
- 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	0.730.28 %
- 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	0.540.00 %
- 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	1.280.96 % (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	0.480.17 %
- 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	0.350.00 %
- 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	1.090.68 % (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	0.290.00 %
- 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	0.960.51 % (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 ~~0.140.12~~%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$10.7536	-	\$10.7536	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.66 1.24 % (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	0.86 0.45 %
- 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	0.73 0.28 %
- 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	0.54 0.00 %
- 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	1.28 0.96 % (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	0.48 0.17 %
- 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	0.35 0.00 %
- 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	1.09 0.68 % (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	0.29 0.00 %
- 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	0.96 0.51 % (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 ~~0.14~~0.12%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$ 6.9240	-	\$ 6.9240	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.661.24 % (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	0.860.45 %
- 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	0.730.28 %
- 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	0.540.00 %
- 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	1.240.96 % (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	0.480.17 %
- 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	0.350.00 %
- 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	1.090.68 % (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	0.290.00 %
- 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	0.960.51 % (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 ~~0.140.12~~%. See the definition of Backhaul in GT&C Section 1.

(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 Rate Per Dt	Adjustment ----- Sec. 24	Maximum Rate Per Dt	Minimum Rate Per Dt	Fuel 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	1.731.24 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	0.960.45 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.760.28 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.480.00 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	1.420.96 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1681	-	\$ 0.1681	\$ 0.0106	0.650.17 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.1147	-	\$ 0.1147	\$ 0.0051	0.450.00 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	1.140.68 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.370.00 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1240	-	\$ 0.1240	\$ 0.0024	0.940.51 % (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	1.66 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.86 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.73 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.54 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	1.28 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.48 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.35 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	1.09 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.29 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.96 % (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 ~~0.150.12~~ % Peak and 0.14% Off-Peak. See the definition of Backhaul in GT&C Section 1

(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 Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2 - Usage Rate (1)	\$ 0.3676	-	\$ 0.3676	\$ 0.0141	1.661.24 % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	0.860.45 %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.730.28 %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.540.00 %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	1.280.96 % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.480.17 %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.350.00 %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	1.090.68 % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.290.00 %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.960.51 % (3)
Gathering Charge (All Zones) - 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 ~~0.140.12~~%. See the definition of Backhaul in GT&C Section 1.

(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 NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

Line No.	Description	Fuel Reimbursement Effective April 1, 2022 (a) %	Fuel Reimbursement Adjustment (b) %	Fuel Reimbursement Effective November 1, 2022 (c) %
1	Field Zone to Zone 2	1.66	(0.42)	1.24
2	Zone 1A to Zone 2	0.86	(0.41)	0.45
3	Zone 1B to Zone 2	0.73	(0.45)	0.28
4	Zone 2 Only	0.54	(0.54)	0.00
5	Field Zone to Zone 1B	1.28	(0.32)	0.96
6	Zone 1A to Zone 1B	0.48	(0.31)	0.17
7	Zone 1B Only	0.35	(0.35)	0.00
8	Field Zone to Zone 1A	1.09	(0.41)	0.68
9	Zone 1A Only	0.29	(0.29)	0.00
10	Field Zone Only	0.96	(0.45)	0.51

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 NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

Line No.	Description	Current Fuel Reimbursement (a) %	Annual Fuel Reimbursement Surcharge (b) %	Fuel Reimbursement (c) %	Fuel Reimbursement Effective November 1, 2022 (d) %
1	Field Zone to Zone 2	1.64	(0.40)	1.24	1.24
2	Zone 1A to Zone 2	0.85	(0.40)	0.45	0.45
3	Zone 1B to Zone 2	0.68	(0.40)	0.28	0.28
4	Zone 2 Only	0.40	(0.40)	0.00	0.00
5	Field Zone to Zone 1B	1.36	(0.40)	0.96	0.96
6	Zone 1A to Zone 1B	0.57	(0.40)	0.17	0.17
7	Zone 1B Only	0.40	(0.40)	0.00	0.00
8	Field Zone to Zone 1A	1.08	(0.40)	0.68	0.68
9	Zone 1A Only	0.29	(0.40)	(0.11)	0.00 1/
10	Field Zone Only	0.91	(0.40)	0.51	0.51

1/ For Zone 1A Only, Trunkline is requesting the Commission approve a fuel reimbursement percentage of 0.00%. Use of a fuel reimbursement percentage of (0.11%) as shown in column (c), Line No. 9 would result in a negative reimbursement percentage.

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 NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

Line No.	Description	Projected Fuel Use Percentage (a) %
<u>FIELD ZONE TO ZONE 2</u>		
1	Compressor Fuel - Field	0.79
2	- Zone 1A	0.17
3	- Zone 1B	0.28
4	- Zone 2	<u>0.28</u>
5	Subtotal	1.52
6	Unaccounted For	<u>0.12</u>
7	Field Zone to Zone 2	<u>1.64</u>
<u>ZONE 1A TO ZONE 2</u>		
8	Compressor Fuel - Zone 1A	0.17
9	- Zone 1B	0.28
10	- Zone 2	<u>0.28</u>
11	Subtotal	0.73
12	Unaccounted For	<u>0.12</u>
13	Zone 1A to Zone 2	<u>0.85</u>
<u>ZONE 1B TO ZONE 2</u>		
14	Compressor Fuel - Zone 1B	0.28
15	- Zone 2	<u>0.28</u>
16	Subtotal	0.56
17	Unaccounted For	<u>0.12</u>
18	Zone 1B to Zone 2	<u>0.68</u>
<u>ZONE 2</u>		
19	Compressor Fuel	0.28
20	Unaccounted For	<u>0.12</u>
21	Zone 2 Increment	<u>0.40</u>
<u>FIELD ZONE TO ZONE 1B</u>		
22	Compressor Fuel - Field	0.79
23	- Zone 1A	0.17
24	- Zone 1B	<u>0.28</u>
25	Subtotal	1.24
26	Unaccounted For	<u>0.12</u>
27	Field Zone to Zone 1B	<u>1.36</u>
<u>ZONE 1A TO ZONE 1B</u>		
28	Compressor Fuel - Zone 1A	0.17
29	- Zone 1B	<u>0.28</u>
30	Subtotal	0.45
31	Unaccounted For	<u>0.12</u>
32	Zone 1A to Zone 1B	<u>0.57</u>
<u>ZONE 1B</u>		
33	Compressor Fuel	0.28
34	Unaccounted For	<u>0.12</u>
35	Zone 1B Increment	<u>0.40</u>
<u>FIELD ZONE TO ZONE 1A</u>		
36	Compressor Fuel - Field	0.79
37	- Zone 1A	<u>0.17</u>
38	Subtotal	0.96
39	Unaccounted For	<u>0.12</u>
40	Field Zone to Zone 1A	<u>1.08</u>
<u>ZONE 1A</u>		
41	Compressor Fuel	0.17
42	Unaccounted For	<u>0.12</u>
43	Zone 1A Increment	<u>0.29</u>
<u>FIELD ZONE</u>		
44	Compressor Fuel	0.79
45	Unaccounted For	<u>0.12</u>
46	Field Zone Increment	<u>0.91</u>

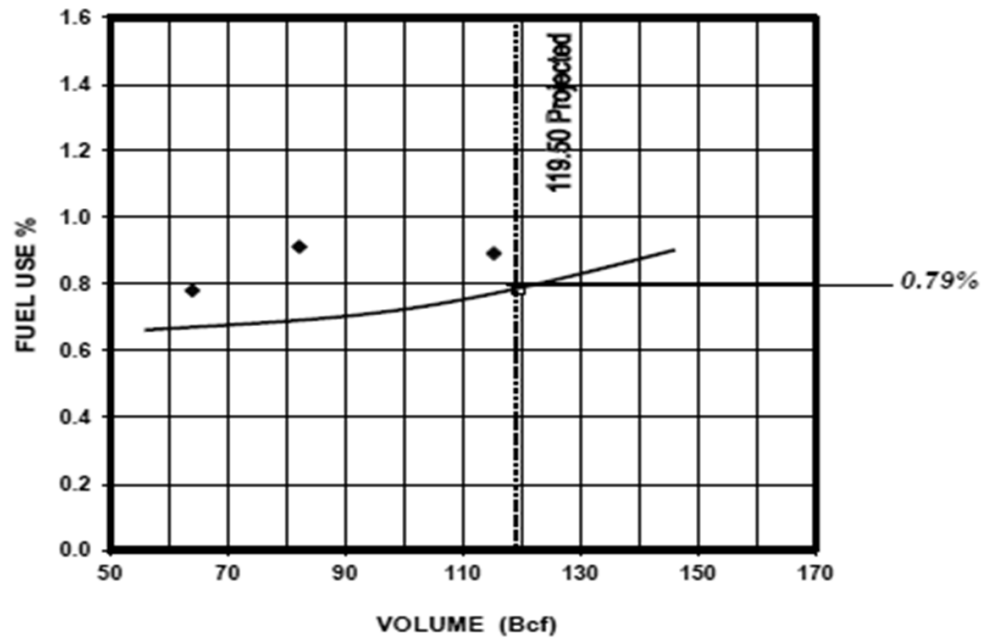
TRUNKLINE GAS COMPANY, LLC

Computation of Projected Compressor Fuel Use Component
Pursuant to Section 22.3 of the General Terms and Conditions
of Trunkline's FERC NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

Line No.	Description	Estimated Fuel - Bcf (a)	Estimated Flow - Bcf (b)	Fuel Use Component Percentage (c) %
	<u>FIELD ZONE</u>			
1	Texas System	0.24	29.93	
2	East Louisiana System	0.70	23.83	
3	Vermilion System	-	-	
4	Lakeside/Kaplan System	-	65.74	
5	Fuel Pay to Others	-	-	
6	Total Field Zone	<u>0.94</u>	<u>119.50</u>	<u>0.79</u>
	<u>ZONE 1A</u>			
7	Longville to Dyersburg suction	<u>0.09</u>	<u>54.06</u>	
8	Total Zone 1A	<u>0.09</u>	<u>54.06</u>	<u>0.17</u>
	<u>ZONE 1B</u>			
9	Dyersburg, TN to Tuscola suction	<u>0.07</u>	<u>25.54</u>	
10	Total Zone 1B	<u>0.07</u>	<u>25.54</u>	<u>0.28</u>
	<u>ZONE 2</u>			
11	Tuscola North	<u>0.18</u>	<u>64.72</u>	
12	Total Zone 2	<u>0.18</u>	<u>64.72</u>	<u>0.28</u>

TRUNKLINE GAS COMPANY, LLC

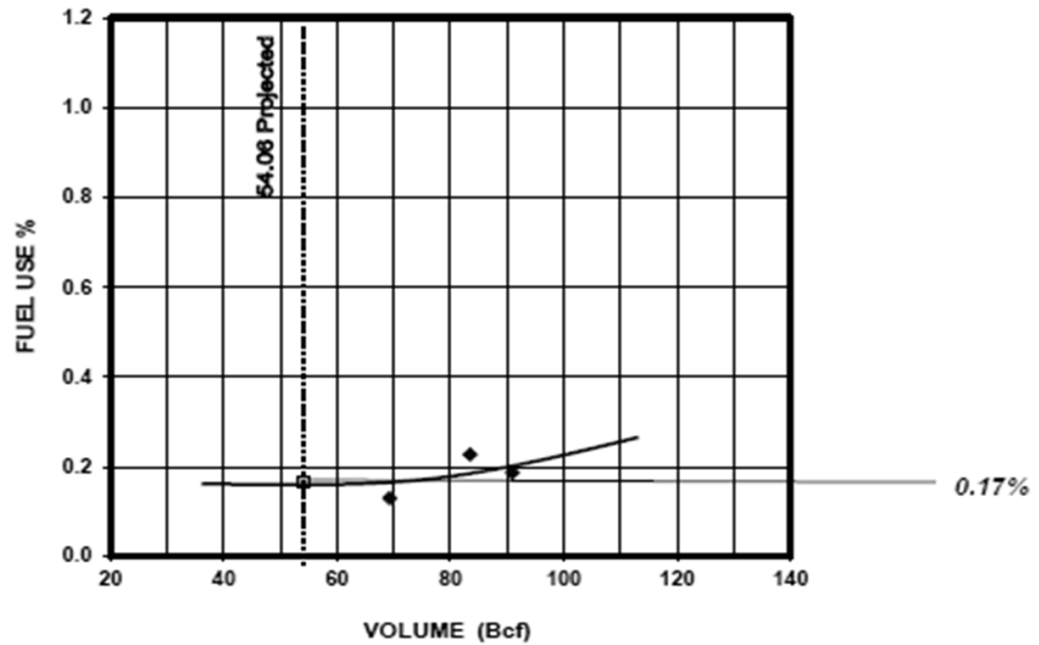
Field Zone
Incremental Fuel Use
Winter



	<i>Winter</i>	<i>Flow</i>	<i>Fuel</i>	<i>Fuel Use</i>
	<u>Period</u>	<u>(Bcf)</u>	<u>(Bcf)</u>	<u>(%)</u>
<i>Projected:</i>	'22-'23	119.50	0.94	0.79
<i>Actual:</i>	'19-'20	115.32	1.03	0.89
	'20-'21	82.21	0.75	0.91
	'21-'22	64.02	0.5	0.78

TRUNKLINE GAS COMPANY, LLC

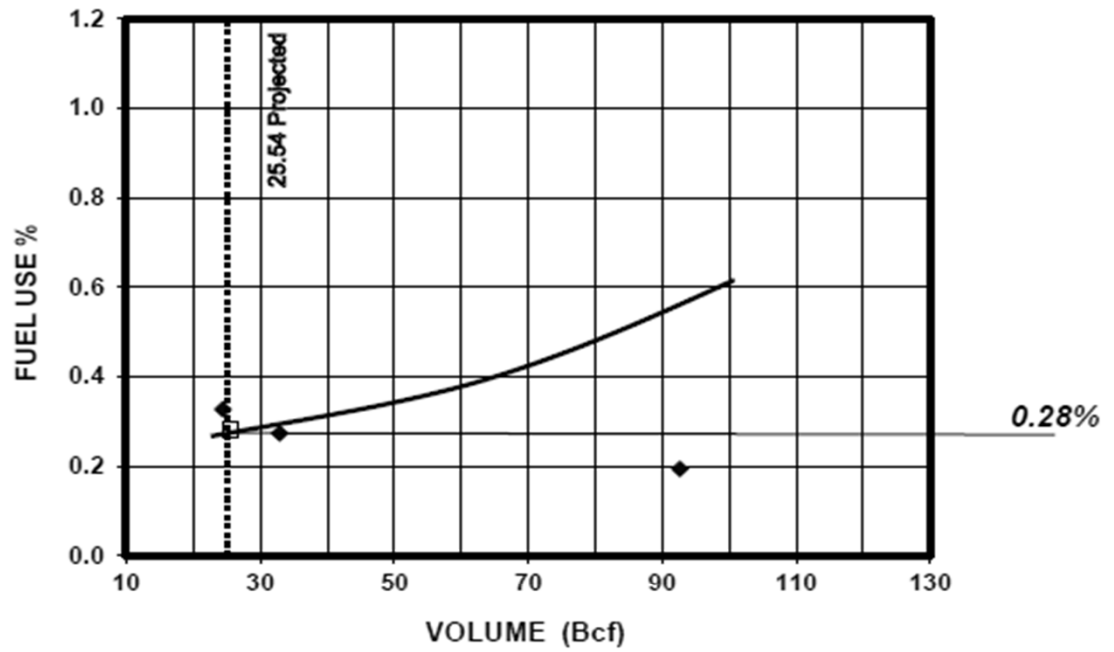
Zone 1A
Incremental Fuel Use
Winter



	<i>Winter</i> <u>Period</u>	<i>Flow</i> <u>(Bcf)</u>	<i>Fuel</i> <u>(Bcf)</u>	<i>Fuel Use</i> <u>(%)</u>
<i>Projected:</i>	'22-'23	54.06	0.09	0.17
<i>Actual:</i>	'19-'20	83.45	0.19	0.23
	'20-'21	69.28	0.09	0.13
	'21-'22	90.96	0.17	0.19

TRUNKLINE GAS COMPANY, LLC

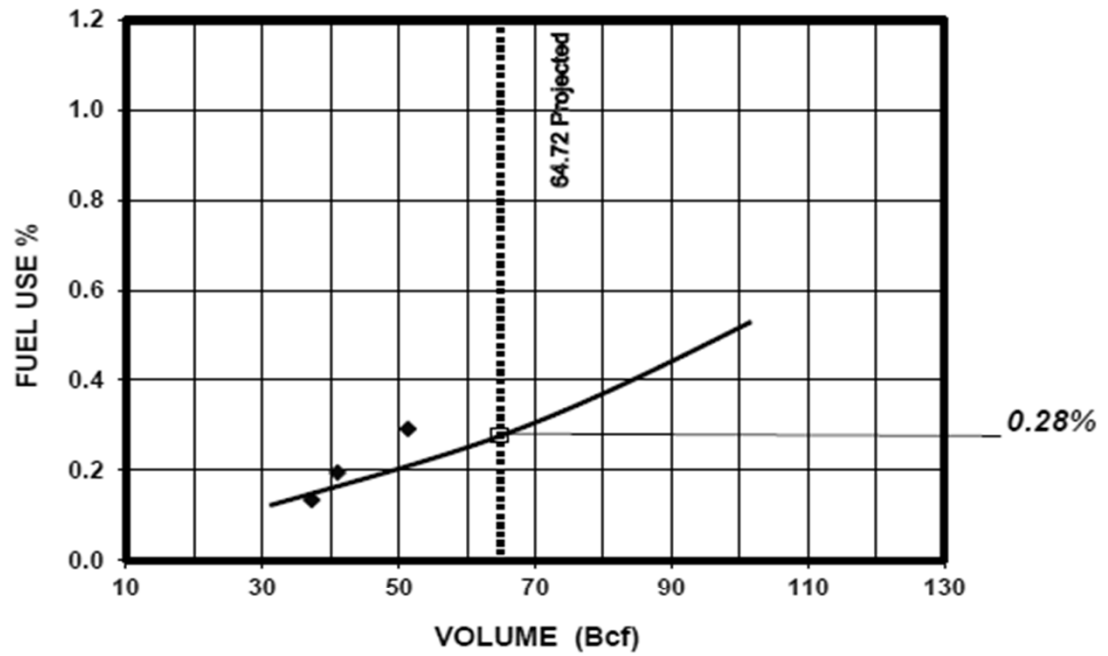
Zone 1B
Incremental Fuel Use
Winter



	<u>Winter</u> <u>Period</u>	<u>Flow</u> <u>(Bcf)</u>	<u>Fuel</u> <u>(Bcf)</u>	<u>Fuel Use</u> <u>(%)</u>
<i>Projected:</i>	'22-'23	25.54	0.07	0.28
<i>Actual:</i>	'19-'20	92.67	0.18	0.19
	'20-'21	32.88	0.09	0.27
	'21-'22	24.42	0.08	0.33

TRUNKLINE GAS COMPANY, LLC

Zone 2
Incremental Fuel Use
Winter



	<u>Winter</u> <u>Period</u>	<u>Flow</u> <u>(Bcf)</u>	<u>Fuel</u> <u>(Bcf)</u>	<u>Fuel Use</u> <u>(%)</u>
<i>Projected:</i>	'22-'23	64.72	0.18	0.28
<i>Actual:</i>	'19-'20	37.23	0.05	0.13
	'20-'21	41.04	0.08	0.19
	'21-'22	51.37	0.15	0.29

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 NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

Line No.	Period	System Volumes (a)	Unaccounted For Gas (b)	Unaccounted For Gas Percentage (c) %
1	Twelve Months Ended June 30, 2020	779.13	1.61	
2	Less: South Texas Modified Transmission System	<u>(101.05)</u>	<u>0.03</u>	
3	Twelve Months Ended June 30, 2020, As Adjusted	<u>678.08</u>	<u>1.64</u>	
4	Twelve Months Ended June 30, 2021	616.60	0.37	
5	Less: South Texas Modified Transmission System	<u>(71.57)</u>	<u>0.34</u>	
6	Twelve Months Ended June 30, 2021, As Adjusted	<u>545.03</u>	<u>0.71</u>	
7	Twelve Months Ended June 30, 2022	545.22	(1.51)	
8	Less: South Texas Modified Transmission System 1/	<u>(43.32)</u>	<u>1.18</u>	
9	Twelve Months Ended June 30, 2022, As Adjusted	<u>501.90</u>	<u>(0.33)</u>	
10	Total	<u>1,725.01</u>	<u>2.02</u>	<u>0.12</u>

1/ See Appendix F.

TRUNKLINE GAS COMPANY, LLC

Computation of Deferred Fuel Reimbursement Account Component
Pursuant to Section 22.4 of the General Terms and Conditions
of Trunkline's FERC NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

Line No.	Description	Detail (a)	Percentage (b) %
1	Deferred Fuel Reimbursement Account Balance as of October 31, 2022, as Adjusted	1/ (2,173,712)	
2	Projected Annual Fuel Reimbursement Recovery Billing Units Twelve Months Ended October 31, 2023 - Dt	<u>538,000,000</u>	
3	Annual Fuel Reimbursement Surcharge		<u><u>(0.40)</u></u>

1/ See Appendix E, Page 2, Column (e), Line 18.

TRUNKLINE GAS COMPANY, LLC

Computation of Deferred Fuel Reimbursement Account Component
Pursuant to Section 22.4 of the General Terms and Conditions
of Trunkline's FERC NGA Gas Tariff Fourth Revised Volume No. 1
Effective November 1, 2022
Volumes - Dt

Line No	Description	Total				
		Gas	Gas Equivalent 1/	Recovery	Deferral	Balance
		(a)	(b)	(c)	(d)	(e)
1	Balance at June 30, 2021					634,135
2	July 2021	(72,452)	114,600	401,938	(359,790)	274,345
3	August	283,063	133,021	449,911	(33,827)	240,518
4	September	133,380	104,129	407,454	(169,945)	70,573
5	October	(228,685)	89,910	421,061	(559,836)	(489,263)
6	November	114,433	87,792	440,787	(238,562)	(727,825)
7	December	224,853	48,360	392,208	(118,995)	(846,820)
8	January 2022	(118,289)	66,929	382,220	(433,580)	(1,280,400)
9	February	292,000	82,088	390,515	(16,427)	(1,296,827)
10	March	203,626	110,768	328,988	(14,594)	(1,311,421)
11	April	142,382	112,406	377,719	(122,931)	(1,434,352)
12	May	200,099	65,220	308,808	(43,489)	(1,477,841)
13	June	82,270	73,713	298,709	(142,726)	(1,620,567)
14	July	192,278	53,400	314,619	(68,941)	(1,689,508)
15	August	44,218	42,904	339,187	(252,065)	(1,941,573)
16	September (projected)	149,207	59,892	381,238	(172,139)	(2,113,712)
17	October (projected)	215,000	50,000	325,000	(60,000)	(2,173,712)
18	Balance at October 31, 2022 2/					<u>(2,173,712)</u>

1/ Reflects the equivalent gas usage for electric compression located at Trunkline's Cypress, Kountze, and Longville Compressor Stations.
See Appendix E, Page 3, Line 12.

2/ Balance adjusted to reflect projected balance at October 31, 2022.

TRUNKLINE GAS COMPANY, LLC

Computation of Deferred Fuel Reimbursement Account Component
Pursuant to Section 22.4 of the General Terms and Conditions
of Trunkline's FERC NGA Gas Tariff Fourth Revised Volume No. 1
Effective November 1, 2022
Volumes - Dt

No.	Description	2021						2022					
		July (a)	August (b)	September (c)	October (d)	November (e)	December (f)	January (g)	February (h)	March (i)	April (j)	May (k)	June (l)
Production Period 1/ Cypress Compressor Station													
1	Total Actual Power Cost	\$ 2,539	\$ 2,600	\$ 2,015	\$ 1,119	\$ 1,235	\$ 1,285	\$ 1,588	\$ 1,362	\$ 5,162	\$ 10,720	\$ 4,231	\$ 7,475
2	Actual Gas Sales Price	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Gas Equivalent (Dt)	-	-	-	-	-	-	-	-	-	-	-	-
Kountze Compressor Station													
4	Total Actual Power Cost	\$ 54,032	\$ 53,868	\$ 53,950	\$ 53,909	\$ 53,929	\$ 53,919	\$ 53,924	\$ 53,922	\$ 53,923	\$ 53,922	\$ 53,923	\$ 53,923
5	Actual Gas Sales Price	\$ 3.6700	\$ 3.9200	\$ 5.6000	\$ 5.8700	\$ 4.6700	\$ 3.6600	\$ 4.1600	\$ 4.7800	\$ 4.8800	\$ 6.7500	\$ 6.0600	\$ 7.8400
6	Gas Equivalent (Dt)	14,723	13,742	9,634	9,184	11,548	14,732	12,963	11,281	11,050	7,988	8,898	6,878
Longville Compressor Station													
7	Total Actual Power Cost	\$ 276,271	\$ 286,165	\$ 283,904	\$ 312,296	\$ 311,501	\$ 311,841	\$ 321,699	\$ 278,077	\$ 322,451	\$ 271,159	\$ 320,536	\$ 330,575
8	Actual Gas Sales Price	\$ 3.5200	\$ 3.9700	\$ 5.6000	\$ 5.8700	\$ 4.6000	\$ 3.8500	\$ 3.7500	\$ 4.1500	\$ 5.0000	\$ 5.0200	\$ 6.7600	\$ 5.9100
9	Gas Equivalent (Dt)	78,486	72,082	50,697	53,202	67,718	80,998	85,786	67,007	64,490	54,016	47,417	55,935
Katy Compression Booster Station													
10	Total Actual Power Cost	\$ 6,000	\$ 12,469	\$ 5,678	\$ 4,444	\$ 6,455	\$ 2,948	\$ 4,191	\$ 4,210	\$ 4,240	\$ 13,140	\$ 15,343	\$ 13,599
11	Actual Gas Sales Price	\$ 3.6700	\$ 3.9200	\$ 5.7200	\$ 5.8700	\$ 4.6700	\$ 3.6600	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Gas Equivalent (Dt)	1,635	3,181	993	757	1,382	805	-	-	-	-	-	-
Accounting Period 1/													
13	North Texas Segment (NTX) - Proposed Operational Sales	34,500	36,084	23,715	20,100	19,747	11,040	13,609	13,609	16,604	16,368	11,310	10,726
14	West Louisiana Segment (WLA) - Proposed Operational Sales	80,100	96,937	80,414	69,810	68,045	37,320	53,320	68,479	94,164	96,038	53,910	62,987
15	Total Gas Equivalent - Accounting Period	114,600	133,021	104,129	89,910	87,792	48,360	66,929	82,088	110,768	112,406	65,220	73,713

1/ Monthly amounts vary due to timing differences associated with the lag between power costs expended and actual sales of equivalent gas volume.

Appendix F

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 NGA Gas Tariff, Fourth Revised Volume No. 1
Effective November 1, 2022

[illegible]

TRUNKLINE GAS COMPANY, LLC

Projected Fuel Summary
For the Period November 2022 through March 2023
(MCF)

Line No.	Description	Station	Nov-22 (a)	Dec-22 (b)	Jan-23 (c)	Feb-23 (d)	Mar-23 (e)	Winter '22-'23 (f)
FIELD ZONE								
1	- Texas	Beeville	-	-	-	-	-	-
2		Cypress	836	843	834	799	999	4,311
3		Kountze	7,139	7,027	6,945	7,174	8,325	36,610
4		Katy Booster	842	849	840	805	1,006	4,342
5		Longville Booster	38,409	38,818	38,374	36,524	45,920	198,045
6		Texas Total:	47,226	47,537	46,993	45,302	56,250	243,308
7	- East Louisiana	Patterson	57,000	57,000	57,000	57,000	57,000	285,000
8		Centerville	82,500	85,250	85,250	77,000	85,250	415,250
9		East Louisiana Total:	139,500	142,250	142,250	134,000	142,250	700,250
10	- Lakeside/Kaplan	Kaplan	-	-	-	-	-	-
11		Field Zone Total:	186,726	189,787	189,243	179,302	198,500	943,558
12	ZONE 1A	Longville	-	-	-	-	-	-
13		Pollock	-	-	-	-	-	-
14		Epps	-	-	-	-	-	-
15		Shaw	-	-	-	-	-	-
16		Independence	18,060	18,664	18,664	16,856	18,664	90,908
17		Zone 1A Total:	18,060	18,664	18,664	16,856	18,664	90,908
18	ZONE 1B	Dyersburg	-	-	-	-	-	-
19		Joppa	14,452	14,935	14,935	13,488	14,935	72,745
20		Johnsonville	-	-	-	-	-	-
21		Zone 1B Total:	14,452	14,935	14,935	13,488	14,935	72,745
22	ZONE 2	Tuscola	-	-	-	-	-	-
23		Ambia	35,772	36,971	36,971	33,395	36,971	180,080
24		North Judson	-	-	-	-	-	-
25		Zone 2 Total:	35,772	36,971	36,971	33,395	36,971	180,080

Trunkline Gas Company, LLC
Cypress Compressor Station

Estimated Gas Use Forecast (based on Monthly Power Costs)

Conversion Factor	1 HP	0.7456999 KW
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Average Summer Usage (in HP)

250

PROJECTED HORSEPOWER REQUIREMENT

Projected HP Utilized

250

250

250

250

250

Projected KW Consumed

186

186

186

186

186

Total KWh Consumed

133,920

138,384

138,384

124,992

138,384

PROJECTED POWER COST

Consumer Charge (Flat Fee - \$/Month)

\$ 1,500

\$ 1,500

\$ 1,500

\$ 1,500

\$ 1,500

Energy Charge KWh Usage (Per SHEC Tariff)

\$ 5,377

\$ 5,556

\$ 5,556

\$ 5,018

\$ 5,556

Total Power Costs (\$)

\$ 6,877

\$ 7,056

\$ 7,056

\$ 6,518

\$ 7,056

ESTIMATED GAS EQUIVALENT

Average Natural Gas Week Price

\$ 8.22

\$ 8.37

\$ 8.46

\$ 8.16

\$ 7.06

Gas Equivalent (Dth)

836

843

834

799

999

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 price (\$/KWh) is based on Fixed Price usage charge of \$0.04015/KWh.

-Power cost recovery exclude Sales & Use Taxes due to tax exemption and include only gross receipts 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
Katy Compression Booster Station

Estimated Gas Use Forecast (based on Monthly Power Costs)

	Conversion Factor 1 HP 0.7456999 KW				
Average Summer Usage (in HP)	250				
	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23
PROJECTED HORSEPOWER REQUIREMENT					
Projected HP Utilized	250	250	250	250	250
Projected KW Consumed	186	186	186	186	186
Total KWh Consumed	133,920	138,384	138,384	124,992	138,384
PROJECTED POWER COST					
Consumer Charge (Flat Fee - \$/Month)	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500
Energy Charge KWh Usage (Per SHEC Tariff)	\$ 5,426	\$ 5,607	\$ 5,607	\$ 5,065	\$ 5,607
Total Power Costs (\$)	<u>\$ 6,926</u>	<u>\$ 7,107</u>	<u>\$ 7,107</u>	<u>\$ 6,565</u>	<u>\$ 7,107</u>
ESTIMATED GAS EQUIVALENT					
Average Natural Gas Week Price	\$ 8.222	\$ 8.367	\$ 8.464	\$ 8.156	\$ 7.061
Gas Equivalent (Dth)	842	849	840	805	1,006

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 price (\$KWh) is based on Fixed Price usage charge of \$0.04052/kWh.
- Power cost recovery exclude Sales & Use Taxes due to tax exemption and include only gross receipts 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

Kountze Compressor 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 Demand (in KW) - for 15 Minute Interval	10,350							
Projected Average Usage (in HP)	100							
	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23			
PROJECTED HORSEPOWER REQUIREMENT								
Demand (in HP)	100	100	100	100	100			
Demand (in KW)	898	898	898	898	898			
Projected HP Utilized	100	100	100	100	100			
Projected KW Consumed	75	75	75	75	75			
Total KWh Consumed	54,000	55,800	55,800	50,400	55,800			
Consumer Charge (Flat Fee - \$/Month)	\$ 51,471	\$ 51,471	\$ 51,471	\$ 51,471	\$ 51,471			
Demand Charge (Per SHEC Tariff) per KW	\$ 4,445	\$ 4,445	\$ 4,445	\$ 4,445	\$ 4,445			
Energy Charge KWh Usage (Per SHEC Tariff)	\$ 891	\$ 921	\$ 921	\$ 832	\$ 921			
PCRF	\$ 1,890	\$ 1,953	\$ 1,953	\$ 1,764	\$ 1,953			
Total Power Costs (\$)	\$ 58,697	\$ 58,790	\$ 58,790	\$ 58,512	\$ 58,790			
Average Natural Gas Week Price	\$ 8.22	\$ 8.37	\$ 8.47	\$ 8.16	\$ 7.06			
Gas Equivalent (Dth)	7,139	7,027	6,945	7,174	8,325			

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. or previous 11 months (per SHEC Tariff)
- Demand Charges, Consumer Charges, & Energy Charges (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 Compressor 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 Demand (in KW) - for 15 Minute Interval	6,801							
	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23			
PROJECTED HORSEPOWER REQUIREMENT								
Demand (in HP)	10,350	10,350	10,350	10,350	10,350			
Peak Demand (in KW)	6,801	6,801	6,801	6,801	6,801			
Projected HP Utilized	8,500	8,500	8,500	8,500	8,500			
Projected KW Consumed	6,338	6,338	6,338	6,338	6,338			
Total KWh Consumed	4,563,360	4,715,472	4,715,472	4,259,136	4,715,472			
Demand Charge (Per BECI Tariff) per KW	\$ 47,131	\$ 47,131	\$ 47,131	\$ 47,131	\$ 47,131			
Energy Charge KWh Usage (Per BECI Tariff)	88,803	91,763	91,763	82,883	91,763			
Fuel Cost Adjustment	168,069	173,671	173,671	156,864	173,671			
Environmental Cost Adjustment	8,488	8,771	8,771	7,922	8,771			
State Tax	6,080	6,251	6,251	5,738	6,251			
Total Power Costs (\$)	\$ 318,571	\$ 327,587	\$ 327,587	\$ 300,538	\$ 327,587			
Average Natural Gas Week Price	\$ 8.294	\$ 8.439	\$ 8.537	\$ 8.228	\$ 7.134			
Gas Equivalent (Dth)	38,409	38,818	38,374	36,524	45,920			

Key Assumptions

- Assumes Longville electric costs are billed under BECI rate schedule HLF (High Load Factor) - per BECI REP.
- 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 ("Total Power Costs") include Louisiana 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 November 2022 through March 2023
(MMCF)

Line No.	Segment	Nov-22 (a)	Dec-22 (b)	Jan-23 (c)	Feb-23 (d)	Mar-23 (e)	Winter '22-'23 (f)
1	Texas	4,653	4,691	7,182	6,490	6,916	29,932
2	East Louisiana	4,438	4,925	5,203	4,707	4,556	23,829
3	Goliad	-	-	-	-	-	-
4	Lakeside	13,999	13,390	12,848	11,612	13,890	65,739
5	Field Zone	23,090	23,006	25,233	22,809	25,362	119,500
6	Zone 1A	11,540	11,381	10,836	10,830	9,477	54,064
7	Zone 1B	6,837	5,414	4,085	4,735	4,465	25,536
8	Zone 2	13,228	12,750	13,351	12,070	13,325	64,724

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2022 through March 31, 2023

Line No.	Description	November 2022 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	1,765	2,837	1,898	4,484
2	Rate Schedule FT	18,799	8,318	4,714	8,466
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	269	210	136	108
5	Rate Schedule QNT	-	144	35	109
6	Rate Schedule IT	2,257	31	26	61
7	Rate Schedule QNIT	-	-	28	-
8	Total	<u>23,090</u>	<u>11,540</u>	<u>6,837</u>	<u>13,228</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2022 through March 31, 2023

Line No.	Description	December 2022 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	1,759	2,798	1,503	4,322
2	Rate Schedule FT	18,730	8,204	3,734	8,160
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	268	207	108	104
5	Rate Schedule QNT	-	142	27	105
6	Rate Schedule IT	2,249	30	20	59
7	Rate Schedule QNIT	-	-	22	-
8	Total	<u>23,006</u>	<u>11,381</u>	<u>5,414</u>	<u>12,750</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2022 through March 31, 2023

Line No.	Description	January 2023 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	1,929	2,664	1,134	4,526
2	Rate Schedule FT	20,544	7,811	2,816	8,544
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	294	197	82	109
5	Rate Schedule QNT	-	135	21	110
6	Rate Schedule IT	2,466	29	15	62
7	Rate Schedule QNIT	-	-	17	-
8	Total	<u>25,233</u>	<u>10,836</u>	<u>4,085</u>	<u>13,351</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2022 through March 31, 2023

Line No.	Description	February 2023 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	1,744	2,663	1,315	4,091
2	Rate Schedule FT	18,570	7,806	3,263	7,726
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	266	197	95	98
5	Rate Schedule QNT	-	135	24	99
6	Rate Schedule IT	2,229	29	18	56
7	Rate Schedule QNIT	-	-	20	-
8	Total	<u>22,809</u>	<u>10,830</u>	<u>4,735</u>	<u>12,070</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2022 through March 31, 2023

Line No.	Description	March 2023 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	1,939	2,330	1,240	4,517
2	Rate Schedule FT	20,648	6,832	3,077	8,528
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	296	172	89	108
5	Rate Schedule QNT	-	118	23	110
6	Rate Schedule IT	2,479	25	17	62
7	Rate Schedule QNIT	-	-	19	-
8	Total	<u>25,362</u>	<u>9,477</u>	<u>4,465</u>	<u>13,325</u>