



October 18, 2023

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. RP23-1104-000
Revised 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 Revised Appendix A to its FERC NGA Gas Tariff, Fourth Revised Volume No. 1 ("Tariff"), proposed to become effective November 1, 2023.

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 Revised Appendix A reflect revised fuel reimbursement percentages.

As noted in Trunkline's October 17, 2023 response to Commission staff's data request in this docket, upon further review of Trunkline's September 29, 2023 filing in Docket No. RP23-1104-000, Trunkline has determined that the projected throughput reflected for Zone 1B, in the September 29, 2023 filing, was incorrect and did not reflect the total projected throughput volumes for the period November 1, 2023 through March 31, 2024, including all receipts and deliveries to and from Zone 1B. As a result, the fuel reimbursement percentage for Zone 1B was overstated. Trunkline has corrected the amount of throughput volumes for the period, November 2023 through March 2024, including the graphs utilized to project the fuel based on throughput, and recalculated the fuel reimbursement percentages, as shown in the attached appendices.

Support for the Filing

Included as Revised Appendices B, C (except for page 5), G, page 1, and H are the revised workpapers setting forth the support for this filing. Appendices C, page 5, D, E, F, and G, pages 2 through 5, did not require revisions and are the same as those filed originally on September 29, 2023. A brief description of the work papers included herein follows:

Appendix B

Page 1 of this revised 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, the current fuel reimbursement and the annual fuel reimbursement surcharge. Page 3 reflects the computation of the projected fuel percentage by zone path.

Appendix C

This revised 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 2023–2024 peak period. Trunkline has corrected the amount of throughput volumes for the period, November 2023 through March 2024, including the graphs utilized to project the fuel based on throughput. The revised projected fuel and flow data for the Field Zone and Market Zones 1A, and 1B do not rely solely on historical information but take into account anticipated market conditions. The projected fuel and flow data originally filed in this docket for Zone 2 did not change.

When comparing Appendix C, page 1, filed in Docket No. RP22-1276-000, effective November 1, 2022 to the revised Appendix C, page 1, the Field Zone projections are consistent given that certain volumes are projected to be delivered prior to going through some of the Field Zone compressor stations, mainly the Longville compressor station, and the projection last year that the Kaplan compressor would not be needed. The current projection is that based on the projected throughput, the Kaplan compressor station will be required to run. A similar explanation is valid for Zones 1A and Zone 2, with differences in flow patterns altering the need to run or not run certain compressors.

Appendix D

This Appendix contains a summary that 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. There is no change to Appendix D from that originally filed on September 29, 2023.

Appendix E

Appendix E reflects the Deferred Reimbursement Account balances as of June 30, 2023, pursuant to Section 22.4. Trunkline has included four additional months, specifically July 2023 through October 2023, to reflect the most recent estimated balance. It is the estimated balance as of October 31, 2023, that Trunkline now proposes to use to calculate the deferred fuel reimbursement component. There is no change to Appendix E from that originally filed on September 29, 2023.

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. There is no change to Appendix F from that originally filed on September 29, 2023.

Appendix G

This revised Appendix reflects the revised projected compressor fuel by segment by station by month for the period November 2023 through March 2024, shown on Page 1. Pages 2 through 5 have not changed from those originally filed on September 29, 2023.

Appendix H

This revised Appendix reflects the revised projected throughput by segment by month for the period November 2023 through March 2024.

IMPLEMENTATION AND WAIVER REQUEST

Pursuant to Section 154.7(a)(9) of the Commission's Regulations, Trunkline requests that the tariff records submitted herewith be accepted effective November 1, 2023, the same proposed effective

date as the tariff records included in Trunkline's September 29, 2023 Fuel Reimbursement Adjustment Filing, some of which are revised in the instant filing.

Trunkline respectfully requests that the Commission grant waiver of Section 154.207 of the Commission's Regulation and any other waivers of its Regulations that it deems necessary to allow the proposed tariff records in this filing to become effective on November 1, 2023, the proposed effective date of the tariff records filed in Trunkline's September 29, 2023 Fuel Reimbursement Adjustment Filing. Trunkline asks that the Commission act upon this filing on or before October 31, 2023.

The Commission evaluates requests for waivers using a "four-factor test". The Commission grants waivers of tariff provisions where: (1) the applicant acted in good faith; (2) the waiver is limited in 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 this filing as soon as it became aware of the error and in advance of the November 1 effective date. Second, Trunkline's waiver request is limited in scope because Trunkline is only seeking a one-time waiver. Third, Trunkline's requested waiver addresses a concrete problem because, absent the waiver, Trunkline's billing system is not structured to accommodate mid-month changes to its fuel reimbursement percentages. Finally, Trunkline's request does not result in undesirable consequences, such as harm to any third parties because the revised fuel reimbursement rates will provide a more accurate estimate of the level of fuel required for the period November 1, 2023 through March 31, 2024, with reductions to most zones as compared to Trunkline's September 29, 2023 Fuel Reimbursement Adjustment Filing.

ADDITIONAL REQUESTS

Trunkline respectfully requests that the Commission issue a notice of a shortened comment period for the instant filing in accordance with Section 154.210 of the Commission's regulations.

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.
- 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:

¹ See, e.g., *Citizens Sunrise Transmission LLC*, 171 FERC ¶ 61,106, at P 10 (2020).

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
October 18, 2023
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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 <https://tgcmessenger.energytransfer.com> under Informational Postings, Regulatory.

Pursuant to Section 385.2011(c)(5) 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

² 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.

³ Designated as responsible Company official under Section 154.7(a)(2) of the Commission's Regulations.

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

Proposed to be Effective November 1, 2023

<u>Version</u>	<u>Description</u>	<u>Title</u>
31.1.0	Rate Schedule FT	Currently Effective Rates
31.1.0	Rate Schedule SST	Currently Effective Rates
31.1.0	Rate Schedule EFT	Currently Effective Rates
31.1.0	Rate Schedule QNT	Currently Effective Rates
31.1.0	Rate Schedule LFT	Currently Effective Rates
31.1.0	Rate Schedule IT	Currently Effective Rates
31.1.0	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	1.77 % (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	1.07 %
- 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	0.82 %
- 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	0.54 %
- 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	1.33 % (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	0.63 %
- 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	0.38 %
- 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	1.05 % (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	0.35 %
- 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	0.80 % (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 0.06%. 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	1.77 %
- Overrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	1.07 %
- Overrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.82 %
- Overrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.54 %
- Overrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	1.33 %
- Overrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.63 %
- Overrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.38 %
- Overrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	1.05 %
- Overrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.35 %
- Overrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.80 %
- 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 0.06%. 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	1.77 % (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	1.07 %
- 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	0.82 %
- 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	0.54 %
- 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	1.33 % (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	0.63 %
- 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	0.38 %
- 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	1.05 % (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	0.35 %
- 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	0.80 % (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 0.06%. 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	1.77 % (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	1.07 %
- 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	0.82 %
- 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 %
- 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	1.33 % (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	0.63 %
- 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	0.38 %
- 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	1.05 % (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	0.35 %
- 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	0.80 % (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 0.06%. 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	1.77 % (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	1.07 %
- 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	0.82 %
- 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	0.54 %
- 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	1.33 % (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	0.63 %
- 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	0.38 %
- 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	1.05 % (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	0.35 %
- 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	0.80 % (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 0.06%. 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 ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
RATE SCHEDULE IT -- PEAK -----					
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.3333	-	\$ 0.3333	\$ 0.0141	1.77 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	1.07 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.82 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.54 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	1.33 % (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	0.38 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	1.05 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.35 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1240	-	\$ 0.1240	\$ 0.0024	0.80 % (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	1.28 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.36 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.21 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.06 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	0.89 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.00 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.00 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	0.74 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.00 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.59 % (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 0.06% Peak and 0.07% 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	1.77 % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	1.07 %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.82 %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.54 %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	1.33 % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.63 %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.38 %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	1.05 % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.35 %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.80 % (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 0.06%. 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	1.281.77 % (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	0.361.07 %
- 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	0.210.82 %
- 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	0.060.54 %
- 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	0.891.33 % (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	0.090.63 %
- 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	0.090.38 %
- 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	0.741.05 % (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	0.090.35 %
- 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	0.590.80 % (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 ~~0.070.06~~%. 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	1.28 1.77 %
- Overrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	0.36 1.07 %
- Overrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.21 0.82 %
- Overrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.06 0.54 %
- Overrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	0.89 1.33 %
- Overrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.00 0.63 %
- Overrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.00 0.38 %
- Overrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	0.74 1.05 %
- Overrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.00 0.35 %
- Overrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.59 0.80 %
- 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~~0.06%. 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	1.28 1.77 % (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	0.36 1.07 %
- 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	0.21 0.82 %
- 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	0.06 0.54 %
- 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	0.89 1.33 % (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	0.00 0.63 %
- 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 0.38 %
- 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	0.74 1.05 % (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 0.35 %
- 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	0.59 0.80 % (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~~0.06%. 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	1.28 <u>1.77</u> % (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	0.36 <u>1.07</u> %
- 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	0.21 <u>0.82</u> %
- 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	0.06 <u>0.54</u> %
- 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	0.89 <u>1.33</u> % (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	0.00 <u>0.63</u> %
- 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 <u>0.38</u> %
- 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	0.74 <u>1.05</u> % (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 <u>0.35</u> %
- 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	0.59 <u>0.80</u> % (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 ~~0.97~~ 0.06%. 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	1.28 1.77 % (4)
- Oerrun 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	0.36 1.07 %
- Oerrun 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	0.21 0.82 %
- Oerrun Rate (3)	0.1139	-	0.1139	-	-
Zone 2 Only					
- Reservation Rate	\$ 2.7125	-	\$ 2.7125	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.06 0.54 %
- Oerrun 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	0.89 1.33 % (4)
- Oerrun 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	0.00 0.63 %
- Oerrun 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 0.38 %
- Oerrun 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	0.74 1.05 % (4)
- Oerrun 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 0.35 %
- Oerrun Rate (3)	0.0943	-	0.0943	-	-
Field Zone Only					
- Reservation Rate	\$ 2.8904	-	\$ 2.8904	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.59 0.80 % (4)
- Oerrun Rate (3)	0.0950	-	0.0950	-	-
Gathering Charge (All Zones)					
- Reservation Rate	\$ 0.2186		\$ 0.2186		
- Oerrun 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 ~~0.070~~0.06%. 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	1.241.77 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	0.451.07 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.280.82 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.000.54 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	0.961.33 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1681	-	\$ 0.1681	\$ 0.0106	0.170.63 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.1147	-	\$ 0.1147	\$ 0.0051	0.000.38 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	0.681.05 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.000.35 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1240	-	\$ 0.1240	\$ 0.0024	0.510.80 % (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	1.28 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.36 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.21 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.06 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	0.89 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.00 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.00 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	0.74 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.00 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.59 % (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 ~~0.120.06~~% Peak and 0.07% 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	1.29 <u>1.77</u> % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	0.36 <u>1.07</u> %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.21 <u>0.82</u> %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.06 <u>0.54</u> %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	0.89 <u>1.33</u> % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.00 <u>0.63</u> %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.00 <u>0.38</u> %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	0.74 <u>1.05</u> % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.00 <u>0.35</u> %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.59 <u>0.80</u> % (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 ~~0.07~~0.06%. 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, 2023

Line No.	Description	Fuel Reimbursement Effective April 1, 2023 (a) %	Fuel Reimbursement Adjustment (b) %	Fuel Reimbursement Effective November 1, 2023 (c) %
1	Field Zone to Zone 2	1.28	0.49	1.77
2	Zone 1A to Zone 2	0.36	0.71	1.07
3	Zone 1B to Zone 2	0.21	0.61	0.82
4	Zone 2 Only	0.06	0.48	0.54
5	Field Zone to Zone 1B	0.89	0.44	1.33
6	Zone 1A to Zone 1B	0.00	0.63	0.63
7	Zone 1B Only	0.00	0.38	0.38
8	Field Zone to Zone 1A	0.74	0.31	1.05
9	Zone 1A Only	0.00	0.35	0.35
10	Field Zone Only	0.59	0.21	0.80

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, 2023

Line No.	Description	Current Fuel Reimbursement (a) %	Annual Fuel Reimbursement Surcharge (b) %	Fuel Reimbursement (c) %	Fuel Reimbursement Effective November 1, 2023 (d) %
1	Field Zone to Zone 2	1.73	0.04	1.77	1.77
2	Zone 1A to Zone 2	1.03	0.04	1.07	1.07
3	Zone 1B to Zone 2	0.78	0.04	0.82	0.82
4	Zone 2 Only	0.50	0.04	0.54	0.54
5	Field Zone to Zone 1B	1.29	0.04	1.33	1.33
6	Zone 1A to Zone 1B	0.59	0.04	0.63	0.63
7	Zone 1B Only	0.34	0.04	0.38	0.38
8	Field Zone to Zone 1A	1.01	0.04	1.05	1.05
9	Zone 1A Only	0.31	0.04	0.35	0.35
10	Field Zone Only	0.76	0.04	0.80	0.80

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, 2023

Line No.	Description	Projected Fuel Use Percentage (a) %
<u>FIELD ZONE TO ZONE 2</u>		
1	Compressor Fuel - Field	0.70
2	- Zone 1A	0.25
3	- Zone 1B	0.28
4	- Zone 2	<u>0.44</u>
5	Subtotal	1.67
6	Unaccounted For	<u>0.06</u>
7	Field Zone to Zone 2	<u>1.73</u>
<u>ZONE 1A TO ZONE 2</u>		
8	Compressor Fuel - Zone 1A	0.25
9	- Zone 1B	0.28
10	- Zone 2	<u>0.44</u>
11	Subtotal	0.97
12	Unaccounted For	<u>0.06</u>
13	Zone 1A to Zone 2	<u>1.03</u>
<u>ZONE 1B TO ZONE 2</u>		
14	Compressor Fuel - Zone 1B	0.28
15	- Zone 2	<u>0.44</u>
16	Subtotal	0.72
17	Unaccounted For	<u>0.06</u>
18	Zone 1B to Zone 2	<u>0.78</u>
<u>ZONE 2</u>		
19	Compressor Fuel	0.44
20	Unaccounted For	<u>0.06</u>
21	Zone 2 Increment	<u>0.50</u>
<u>FIELD ZONE TO ZONE 1B</u>		
22	Compressor Fuel - Field	0.70
23	- Zone 1A	0.25
24	- Zone 1B	<u>0.28</u>
25	Subtotal	1.23
26	Unaccounted For	<u>0.06</u>
27	Field Zone to Zone 1B	<u>1.29</u>
<u>ZONE 1A TO ZONE 1B</u>		
28	Compressor Fuel - Zone 1A	0.25
29	- Zone 1B	<u>0.28</u>
30	Subtotal	0.53
31	Unaccounted For	<u>0.06</u>
32	Zone 1A to Zone 1B	<u>0.59</u>
<u>ZONE 1B</u>		
33	Compressor Fuel	0.28
34	Unaccounted For	<u>0.06</u>
35	Zone 1B Increment	<u>0.34</u>
<u>FIELD ZONE TO ZONE 1A</u>		
36	Compressor Fuel - Field	0.70
37	- Zone 1A	<u>0.25</u>
38	Subtotal	0.95
39	Unaccounted For	<u>0.06</u>
40	Field Zone to Zone 1A	<u>1.01</u>
<u>ZONE 1A</u>		
41	Compressor Fuel	0.25
42	Unaccounted For	<u>0.06</u>
43	Zone 1A Increment	<u>0.31</u>
<u>FIELD ZONE</u>		
44	Compressor Fuel	0.70
45	Unaccounted For	<u>0.06</u>
46	Field Zone Increment	<u>0.76</u>

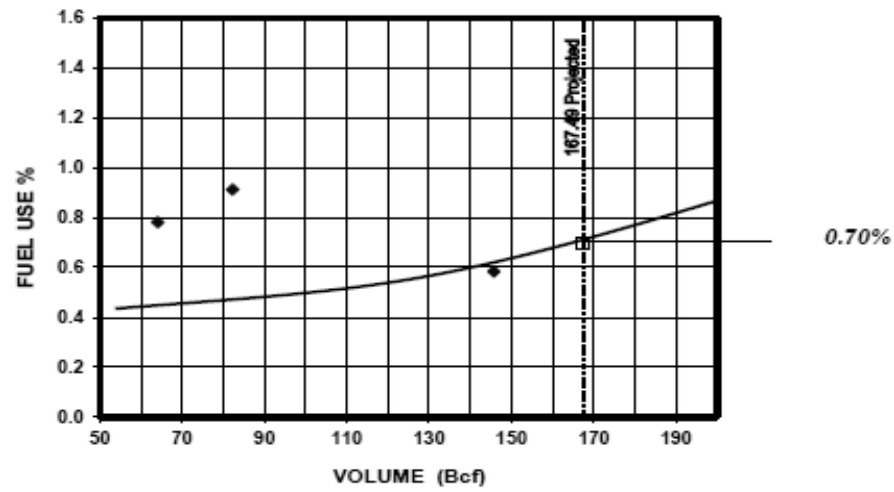
TRUNKLINE GAS COMPANY, LLC

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, 2023

Line No.	Description	Estimated Fuel - Bcf (a)	Estimated Flow - Bcf (b)	Fuel Use Component Percentage (c) %
	<u>FIELD ZONE</u>			
1	Texas System	0.84	81.14	
2	East Louisiana System	0.23	14.80	
3	Vermilion System	-	-	
4	Lakeside/Kaplan System	0.10	71.55	
5	Fuel Pay to Others	-	-	
6	Total Field Zone	<u>1.17</u>	<u>167.49</u>	<u>0.70</u>
	<u>ZONE 1A</u>			
7	Longville to Dyersburg suction	<u>0.16</u>	<u>62.94</u>	
8	Total Zone 1A	<u>0.16</u>	<u>62.94</u>	<u>0.25</u>
	<u>ZONE 1B</u>			
9	Dyersburg, TN to Tuscola suction	<u>0.15</u>	<u>54.03</u>	
10	Total Zone 1B	<u>0.15</u>	<u>54.03</u>	<u>0.28</u>
	<u>ZONE 2</u>			
11	Tuscola North	<u>0.24</u>	<u>54.72</u>	
12	Total Zone 2	<u>0.24</u>	<u>54.72</u>	<u>0.44</u>

TRUNKLINE GAS COMPANY, LLC

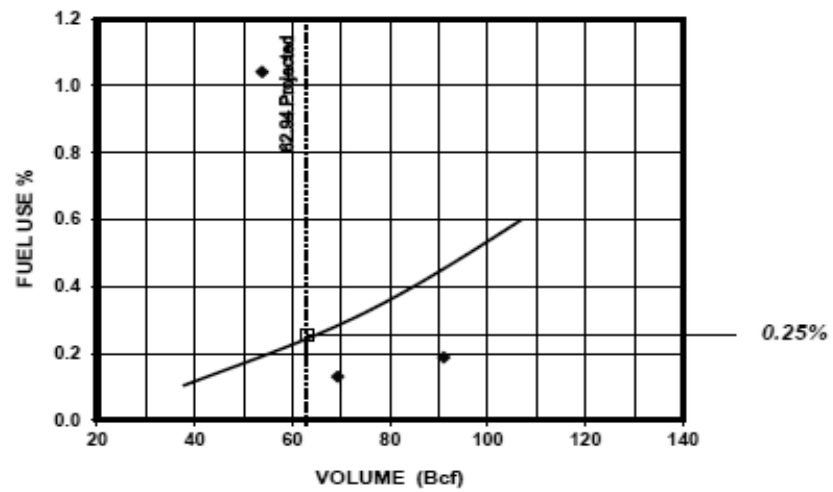
Field Zone
Incremental Fuel Use
Winter



	<i>Winter Period</i>	<i>Flow (Bcf)</i>	<i>Fuel (Bcf)</i>	<i>Fuel Use (%)</i>
<i>Projected:</i>	'23-'24	167.49	1.17	0.70
<i>Actual:</i>	'20-'21	82.21	0.75	0.91
	'21-'22	64.02	0.50	0.78
	'22-'23	145.74	0.85	0.58

TRUNKLINE GAS COMPANY, LLC

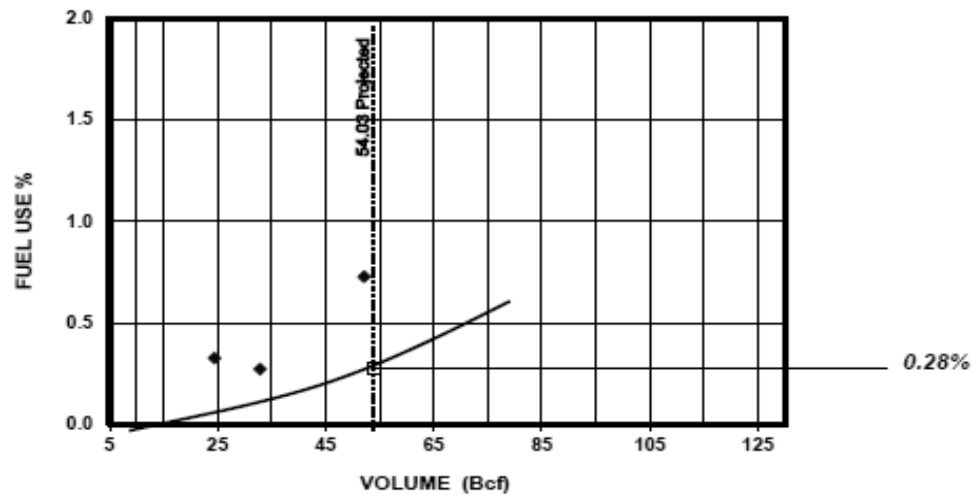
Zone 1A
Incremental Fuel Use
Winter



	<u>Winter Period</u>	<u>Flow (Bcf)</u>	<u>Fuel (Bcf)</u>	<u>Fuel Use (%)</u>
Projected:	'23-'24	62.94	0.16	0.25
Actual:	'20-'21	69.28	0.09	0.13
	'21-'22	90.96	0.17	0.19
	'22-'23	53.77	0.56	1.04

TRUNKLINE GAS COMPANY, LLC

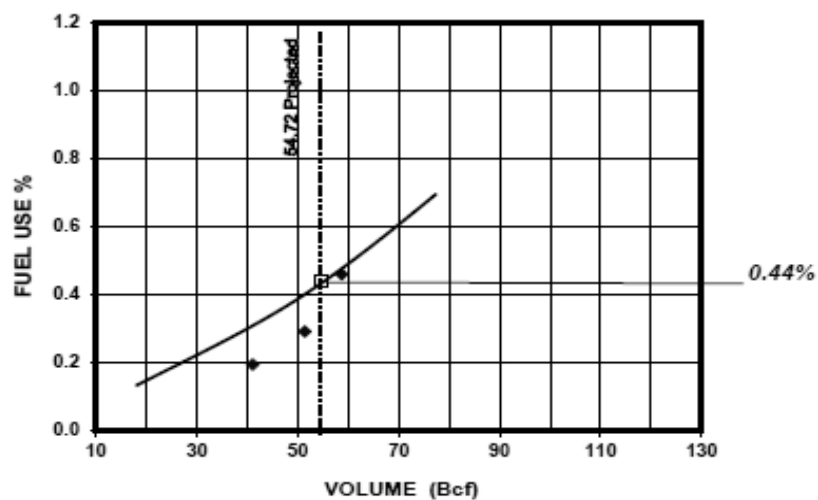
Zone 1B
Incremental Fuel Use
Winter



	<u>Winter Period</u>	<u>Flow (Bcf)</u>	<u>Fuel (Bcf)</u>	<u>Fuel Use (%)</u>
<i>Projected:</i>	'23-'24	54.03	0.15	0.28
<i>Actual:</i>	'20-'21	32.88	0.09	0.27
	'21-'22	24.42	0.08	0.33
	'22-'23	52.11	0.38	0.73

TRUNKLINE GAS COMPANY, LLC

Zone 2
Incremental Fuel Use
Winter



	<u>Winter Period</u>	<u>Flow (Bcf)</u>	<u>Fuel (Bcf)</u>	<u>Fuel Use (%)</u>
<i>Projected:</i>	'23-'24	54.72	0.24	0.44
<i>Actual:</i>	'20-'21	41.04	0.08	0.19
	'21-'22	51.37	0.15	0.29
	'22-'23	58.70	0.27	0.46

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, 2023

Line No.	Period	System Volumes (a)	Unaccounted For Gas (b)	Unaccounted For Gas Percentage (c) %
1	Twelve Months Ended June 30, 2021	616.60	0.37	
2	Less: South Texas Modified Transmission System	<u>(71.57)</u>	<u>0.34</u>	
3	Twelve Months Ended June 30, 2021, As Adjusted	<u>545.03</u>	<u>0.71</u>	
4	Twelve Months Ended June 30, 2022	545.22	(1.51)	
5	Less: South Texas Modified Transmission System	<u>(43.32)</u>	<u>1.18</u>	
6	Twelve Months Ended June 30, 2022, As Adjusted	<u>501.90</u>	<u>(0.33)</u>	
7	Twelve Months Ended June 30, 2023	737.60	(0.05)	
8	Less: South Texas Modified Transmission System 1/	<u>(60.91)</u>	<u>0.76</u>	
9	Twelve Months Ended June 30, 2023, As Adjusted	<u>676.69</u>	<u>0.71</u>	
10	Total	<u><u>1,723.62</u></u>	<u><u>1.09</u></u>	<u><u>0.06</u></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, 2023

Line No.	Description	Detail (a)	Percentage (b) %
1	Deferred Fuel Reimbursement Account Balance as of October 31, 2023, as Adjusted	1/ 315,325	
2	Projected Annual Fuel Reimbursement Recovery Billing Units Twelve Months Ended October 31, 2024 - Dt	<u>709,000,000</u>	
3	Annual Fuel Reimbursement Surcharge		<u><u>0.04</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, 2023
Volumes - Dt

Line No	Description	Total				
		Gas	Gas Equivalent	1/ Recovery	Deferral	Balance
		(a)	(b)	(c)	(d)	(e)
1	Balance at June 30, 2022					(1,620,567)
2	July 2022	192,278	53,400	314,619	(68,941)	(1,689,508)
3	August	44,218	42,904	339,187	(252,065)	(1,941,573)
4	September	111,017	59,892	361,346	(190,437)	(2,132,010)
5	October	125,551	68,460	359,670	(165,659)	(2,297,669)
6	November	157,281	44,299	408,959	(207,379)	(2,505,048)
7	December	498,916	64,440	227,830	335,526	(2,169,522)
8	January 2023	281,476	109,895	242,814	148,557	(2,020,965)
9	February	463,874	-	303,410	160,464	(1,860,501)
10	March	531,271	-	276,735	254,536	(1,605,965)
11	April	262,301	465,000	272,882	454,419	(1,151,546)
12	May	301,262	600,000	313,433	587,829	(563,717)
13	June	265,906	546,096	299,654	512,348	(51,369)
14	July	(148,300)	592,500	274,079	170,121	118,752
15	August	284,462	226,424	287,635	223,251	342,003
16	September (projected)	252,746	200,000	479,424	(26,678)	315,325
17	October (projected)	280,000	200,000	480,000	-	315,325
18	Balance at October 31, 2023 2/					<u>315,325</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, 2023.

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, 2023
Volumes - Dt

No.	Description	2022						2023					
		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	\$ 6,590	\$ 7,899	\$ 7,230	\$ 8,142	\$ 7,230	\$ 22,913	\$ 7,043	\$ 7,218	\$ 8,230	\$ 17,933	\$ 13,081	\$ 15,507
2	Actual Gas Sales Price	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
3	Gas Equivalent (Dt)	-	-	-	-	-	-	-	-	-	-	-	-
Kountze Compressor Station													
4	Total Actual Power Cost	\$ 196,917	\$ 194,864	\$ 233,324	\$ 218,752	\$ 187,014	\$ 202,883	\$ 194,948	\$ 187,645	\$ 184,037	\$ 150,768	\$ 72,014	\$ 66,535
5	Actual Gas Sales Price	\$ 7.8400	\$ 8.5800	\$ 5.2500	\$ 4.5100	\$ 6.0800	\$ -	\$ -	\$ 2.2100	\$ 1.7600	\$ 1.7800	\$ 1.8000	\$ 2.1000
6	Gas Equivalent (Dt)	25,117	22,711	44,443	48,504	30,759	-	-	84,907	104,566	84,701	40,008	31,683
Longville Compressor Station													
7	Total Actual Power Cost	\$ 364,876	\$ 361,694	\$ 358,691	\$ 386,041	\$ 296,468	\$ 351,969	\$ 397,172	\$ 369,624	\$ 283,005	\$ 49,422	\$ 119,084	\$ (11,495)
8	Actual Gas Sales Price	\$ 7.7800	\$ 8.7700	\$ 6.2100	\$ 4.5600	\$ 6.0300	\$ -	\$ -	\$ 2.2100	\$ 1.7600	\$ 1.7800	\$ 1.8000	\$ 2.1000
9	Gas Equivalent (Dt)	46,899	41,242	57,760	84,658	49,166	-	-	167,251	160,798	27,765	66,158	(5,474)
Katy Compression Booster Station													
10	Total Actual Power Cost	\$ 19,540	\$ 4,680	\$ 4,587	\$ 4,784	\$ 12,397	\$ 19,540	\$ 4,718	\$ 5,780	\$ 5,143	\$ 5,242	\$ 6,912	\$ 27,154
11	Actual Gas Sales Price	\$ -	\$ 8.5800	\$ -	\$ 4.5100	\$ 6.0800	\$ -	\$ -	\$ -	\$ -	\$ 1.7800	\$ 1.8000	\$ 2.1000
12	Gas Equivalent (Dt)	-	545	-	1,061	2,039	-	-	-	-	2,945	3,840	12,930
Accounting Period 1/													
13	North Texas Segment (NTX) - Proposed Operational Sales	9,330	5,890	7,750	16,410	5,735	11,700	17,856	-	-	-	-	-
14	West Louisiana Segment (WLA) - Proposed Operational Sales	44,070	37,014	52,142	52,050	38,564	52,740	92,039	-	-	-	-	-
15	Zone 1A Segment (Z1A) - Proposed Operational Sales	-	-	-	-	-	-	-	-	-	465,000	600,000	546,096
16	Total Gas Equivalent - Accounting Period	53,400	42,904	59,892	68,460	44,299	64,440	109,895	-	-	465,000	600,000	546,096

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

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, 2023

[illegible]

TRUNKLINE GAS COMPANY, LLC

Projected Fuel Summary
For the Period November 2023 through March 2024
(MCF)

Line No.	Description	Station	Nov-23 (a)	Dec-23 (b)	Jan-24 (c)	Feb-24 (d)	Mar-24 (e)	Winter '23-'24 (f)
FIELD ZONE								
1	- Texas	Beeville	-	-	-	-	-	-
2		Cypress	5,477	4,820	4,475	4,270	4,983	24,025
3		Kountze	32,793	28,607	26,558	26,053	29,572	143,583
4		Katy Booster	3,595	3,147	2,922	2,835	3,254	15,753
		Longville	43,200	44,640	44,640	40,320	44,640	217,440
5		Longville Booster	100,872	89,237	82,880	78,043	92,229	443,261
6		Texas Total:	185,937	170,451	161,475	151,521	174,678	844,062
7	- East Louisiana	Patterson	-	-	-	-	-	-
8		Centerville	45,000	46,500	46,500	42,000	46,500	226,500
9		East Louisiana Total:	45,000	46,500	46,500	42,000	46,500	226,500
10	- Lakeside/Kaplan	Kaplan	-	-	33,790	30,520	33,790	98,100
11		Field Zone Total:	230,937	216,951	241,765	224,041	254,968	1,168,662
12	ZONE 1A	Pollock	-	-	-	-	-	-
13		Epps	-	-	-	-	-	-
14		Shaw	-	-	-	-	-	-
15		Independence	32,400	33,482	33,482	30,240	33,482	163,086
16		Zone 1A Total:	32,400	33,482	33,482	30,240	33,482	163,086
17	ZONE 1B	Dyersburg	-	-	-	-	-	-
18		Joppa	14,452	14,935	14,935	13,488	14,935	72,745
19		Johnsonville	14,760	15,252	15,252	13,776	15,252	74,292
20		Zone 1B Total:	29,212	30,187	30,187	27,264	30,187	147,037
21	ZONE 2	Tuscola	31,500	32,550	32,550	29,400	32,550	158,550
22		Ambia	8,394	8,680	8,680	7,842	8,680	42,276
23		North Judson	7,350	7,595	7,595	6,860	7,595	36,995
24		Zone 2 Total:	47,244	48,825	48,825	44,102	48,825	237,821

Trunkline Gas Company, LLC
Cypress 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						
Average Summer Usage (in HP)	500							
	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24			
PROJECTED HORSEPOWER REQUIREMENT								
Projected HP Utilized	500	500	500	500	500			
Projected KW Consumed	373	373	373	373	373			
Total KWh Consumed	268,560	277,512	277,512	250,656	277,512			
PROJECTED POWER COST								
Consumer Charge (Flat Fee - \$/Month)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000			
Energy Charge KWh Usage (Per SHEC Tariff)	<u>\$ 10,882</u>	<u>\$ 11,245</u>	<u>\$ 11,245</u>	<u>\$ 10,157</u>	<u>\$ 11,245</u>			
Total Power Costs (\$)	<u><u>\$ 15,882</u></u>	<u><u>\$ 16,245</u></u>	<u><u>\$ 16,245</u></u>	<u><u>\$ 15,157</u></u>	<u><u>\$ 16,245</u></u>			
ESTIMATED GAS EQUIVALENT								
Average Natural Gas Week Price	\$ 2.90	\$ 3.37	\$ 3.63	\$ 3.55	\$ 3.26			
Gas Equivalent (Dth)	5,477	4,820	4,475	4,270	4,983			

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-23	Dec-23	Jan-24	Feb-24	Mar-24
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)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000
Energy Charge KWh Usage (Per SHEC Tariff)	\$ 5,426	\$ 5,607	\$ 5,607	\$ 5,065	\$ 5,607
Total Power Costs (\$)	<u>\$ 10,426</u>	<u>\$ 10,607</u>	<u>\$ 10,607</u>	<u>\$ 10,065</u>	<u>\$ 10,607</u>
ESTIMATED GAS EQUIVALENT					
Average Natural Gas Week Price	\$ 2.90	\$ 3.37	\$ 3.63	\$ 3.55	\$ 3.26
Gas Equivalent (Dth)	3,595	3,147	2,922	2,835	3,254

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)	2,000							
	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24			
PROJECTED HORSEPOWER REQUIREMENT								
Demand (in HP)	100	100	100	100	100			
Demand (in KW)	898	898	898	898	898			
Projected HP Utilized	2,000	2,000	2,000	2,000	2,000			
Projected KW Consumed	1,491	1,491	1,491	1,491	1,491			
Total KWh Consumed	1,073,520	1,109,304	1,109,304	1,001,952	1,109,304			
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)	\$ 17,713	\$ 18,304	\$ 18,304	\$ 16,532	\$ 18,304			
PCRF	<u>\$ 21,470</u>	<u>\$ 22,186</u>	<u>\$ 22,186</u>	<u>\$ 20,039</u>	<u>\$ 22,186</u>			
Total Power Costs (\$)	<u>\$ 95,099</u>	<u>\$ 96,406</u>	<u>\$ 96,406</u>	<u>\$ 92,487</u>	<u>\$ 96,406</u>			
Average Natural Gas Week Price	\$ 2.90	\$ 3.37	\$ 3.63	\$ 3.55	\$ 3.26			
Gas Equivalent (Dth)	32,793	28,607	26,558	26,053	29,572			

Key Assumptions

- Horse power is converted to KW using a conversion factor of 1 HP = 0.745699 KW (standard conversion).
- Peak 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-23	Dec-23	Jan-24	Feb-24	Mar-24			
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	7,000	7,000	7,000	7,000	7,000			
Projected KW Consumed	5,220	5,220	5,220	5,220	5,220			
Total KWh Consumed	3,758,400	3,883,680	3,883,680	3,507,840	3,883,680			
Demand Charge (Per BECI Tariff) per KW	\$ 54,476	\$ 54,476	\$ 54,476	\$ 54,476	\$ 54,476			
Energy Charge KWh Usage (Per BECI Tariff)	73,740	76,198	76,198	68,824	76,198			
Fuel Cost Adjustment	154,696	159,852	159,852	144,383	159,852			
Environmental Cost Adjustment	5,976	6,175	6,175	5,577	6,175			
State Tax	5,658	5,811	5,811	5,354	5,811			
Total Power Costs (\$)	<u>\$ 294,546</u>	<u>\$ 302,512</u>	<u>\$ 302,512</u>	<u>\$ 278,614</u>	<u>\$ 302,512</u>			
Average Natural Gas Week Price	\$ 2.92	\$ 3.39	\$ 3.65	\$ 3.57	\$ 3.28			
Gas Equivalent (Dth)	100,872	89,237	82,880	78,043	92,229			

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 2023 through March 2024
(MMCF)

Line No.	Segment	Nov-23 (a)	Dec-23 (b)	Jan-24 (c)	Feb-24 (d)	Mar-24 (e)	Winter '23-'24 (f)
1	Texas	11,419	11,715	19,825	18,604	19,577	81,140
2	East Louisiana	2,735	2,789	3,222	3,050	3,002	14,798
3	Goliad	-	-	-	-	-	-
4	Lakeside	13,819	12,966	14,681	13,799	16,288	71,553
5	Field Zone	27,973	27,470	37,728	35,453	38,867	167,491
6	Zone 1A	12,930	13,140	13,134	13,010	10,724	62,938
7	Zone 1B	10,117	9,760	11,389	11,521	11,242	54,029
8	Zone 2	10,117	10,086	11,769	11,137	11,615	54,724

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2023 through March 31, 2024

Line No.	Description	November 2023 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	5,098	4,909	3,243	3,368
2	Rate Schedule FT	17,657	7,201	6,283	6,171
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	182	192	169	65
5	Rate Schedule QNT	89	432	188	335
6	Rate Schedule IT	4,947	189	186	178
7	Rate Schedule QNIT	-	7	48	-
8	Total	<u>27,973</u>	<u>12,930</u>	<u>10,117</u>	<u>10,117</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2023 through March 31, 2024

Line No.	Description	December 2023 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	5,006	4,989	3,128	3,357
2	Rate Schedule FT	17,339	7,317	6,063	6,153
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	179	196	163	65
5	Rate Schedule QNT	88	439	181	334
6	Rate Schedule IT	4,858	192	179	177
7	Rate Schedule QNIT	-	7	46	-
8	Total	<u>27,470</u>	<u>13,140</u>	<u>9,760</u>	<u>10,086</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2023 through March 31, 2024

Line No.	Description	January 2024 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	6,876	4,987	3,650	3,918
2	Rate Schedule FT	23,813	7,314	7,074	7,178
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	246	195	191	76
5	Rate Schedule QNT	121	439	211	390
6	Rate Schedule IT	6,672	192	209	207
7	Rate Schedule QNIT	-	7	54	-
8	Total	<u>37,728</u>	<u>13,134</u>	<u>11,389</u>	<u>11,769</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2023 through March 31, 2024

Line No.	Description	February 2024 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	6,461	4,940	3,693	3,707
2	Rate Schedule FT	22,378	7,244	7,155	6,793
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	231	194	193	72
5	Rate Schedule QNT	113	435	214	369
6	Rate Schedule IT	6,270	190	212	196
7	Rate Schedule QNIT	-	7	54	-
8	Total	<u>35,453</u>	<u>13,010</u>	<u>11,521</u>	<u>11,137</u>

TRUNKLINE GAS COMPANY, LLC

Projected Flow By Month
For the period November 1, 2023 through March 31, 2024

Line No.	Description	March 2024 (MMCF)			
		Field (a)	Zone 1A (b)	Zone 1B (c)	Zone 2 (d)
1	Rate Schedule EFT	7,083	4,072	3,603	3,866
2	Rate Schedule FT	24,534	5,970	6,982	7,085
3	Rate Schedule LFT	-	-	-	-
4	Rate Schedule SST	253	160	188	75
5	Rate Schedule QNT	124	359	209	385
6	Rate Schedule IT	6,873	157	207	204
7	Rate Schedule QNIT	-	6	53	-
8	Total	<u>38,867</u>	<u>10,724</u>	<u>11,242</u>	<u>11,615</u>