



**NORTHWEST PIPELINE LLC**  
2800 Post Oak Boulevard (77056)  
P.O. Box 1396  
Houston, Texas 77251-1396  
713-215-2000

February 28, 2023

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

Attention: Ms. Kimberly D. Bose, Secretary

Re: Northwest Pipeline LLC  
2023 Summer Fuel Filing  
Docket No. RP23-\_\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission's ("Commission" or "FERC") regulations thereunder, Northwest Pipeline LLC ("Northwest") hereby tenders for filing and acceptance the following tariff record as part of its FERC Gas Tariff, Fifth Revised Volume No. 1 ("Tariff"):

Thirty Second Revised Sheet No. 14

The proposed effective date of the tariff record is April 1, 2023.

**Statement of Nature, Reasons, and Basis for the Filing**

Northwest is submitting this filing to comply with Section 14.12 and Section 14.20 of the General Terms and Conditions ("GT&C") contained in Northwest's Tariff, which requires the fuel reimbursement factors ("Factor(s)") for the transportation rate schedules to be determined semi-annually to become effective on April 1 and October 1 of each year, and requires Factors for storage rate schedules to be determined annually to become effective April 1 of each year.

By this filing, Northwest proposes the following Factors: (1) no change to the 1.06% Factor for Northwest's transportation services under Rate Schedules TF-1<sup>1</sup>, TF-2, TI-1 and DEX-1; (2) an increase from 0.32% to 0.49% in the Factor for Northwest's underground storage services under Rate Schedules SGS-2F and SGS-2I; (3) an increase from 0.23% to 2.08% in the liquefaction

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<sup>1</sup> In addition to the Rate Schedule TF-1 Factor, a fixed 0.50% Evergreen Expansion Incremental Surcharge applies to the quantity of gas nominated for receipt at the Sumas, SIPI, or Pacific Pool receipt points under Evergreen Expansion service agreements.

Factor for Northwest's liquefied natural gas ("LNG") storage services under Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I; and (4) a decrease from 0.30% to 0.09% in the vaporization Factor for Northwest's LNG storage services under Rate Schedules LS-2F, LS-3F and LS-2I.

The above Factors provide in-kind reimbursement to Northwest for fuel gas used and gas lost and unaccounted-for ("L&U") in its transmission and storage system operations.

Although Northwest's Tariff does not dictate the use of any particular methodology for making the projections that are necessary components of a proposed Factor, Northwest typically bases its projected transportation quantities, fuel usage and L&U on historical averages. Unless specifically noted, Northwest has continued to use that methodology in making the current projections for its Factors. Exhibits A, B, C, D and supporting work papers are included herein to show the data and formulas used to derive the proposed Factors.

As part of its annual fuel filing, Northwest is required to true-up the liquefaction charge for Rate Schedules LS-3F and LD-4I.

#### **Mainline Transportation (Calculations on Exhibit A)**

Northwest proposes no change to the 1.06% Factor to be used during the upcoming April 2023 through September 2023 period for transportation services under Rate Schedules TF-1, TF-2, TI-1 and DEX-1. The proposed 1.06% Factor is designed to recover the anticipated fuel usage and L&U, and true-up the variance between fuel reimbursed and fuel used (including L&U) for prior periods.

#### **Underground Storage (Calculations on Exhibit B)**

Northwest proposes an increase from 0.32% to 0.49% for the Factor to be used during the upcoming April 2023 through March 2024 period for storage service at the Jackson Prairie Storage Project under Rate Schedules SGS-2F and SGS-2I.

#### **LNG Storage (Calculations on Exhibits C and D)**

Northwest proposes an increase from 0.23% to 2.08% for the liquefaction Factor to be used during the upcoming April 2023 through March 2024 period for storage service at the Plymouth LNG facility under Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I.

Northwest proposes a decrease from 0.30% to 0.09% for the vaporization Factor to be used during the upcoming April 2023 through March 2024 period for storage service at the Plymouth LNG facility under Rate Schedules LS-2F, LS-3F, and LS-2I.

#### **LS-3F and LD-4I Estimated Liquefaction Charge**

Plymouth LNG Rate Schedules LS-3F and LD-4I were added to Northwest's Tariff in October 2014.<sup>2</sup> Section 14.20 of the GT&C of Northwest's Tariff states that the current year's estimated

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<sup>2</sup> Northwest Pipeline LLC, Docket No. RP15-42, Letter Order dated October 24, 2014.

liquefaction charge for these two Rate Schedules are to be filed concurrently with Northwest's annual fuel filing. Since no shippers have utilized services under either a Rate Schedule LS-3F or Rate Schedule LD-4I Service Agreement, Northwest proposes no change to the Rate Schedules LS-3F or LD-4I Service Agreements liquefaction charge of \$0.58646 during the upcoming April 2023 through March 2024 period.

### **Filings Pending Before the Commission**

In compliance with 18 CFR § 154.204(f), Northwest states that it currently has no other filings pending before the Commission that may significantly impact this filing.

### **Proposed Effective Date and Waiver Request**

Northwest requests that the proposed tariff record submitted herein be made effective April 1, 2023. In accordance with the provisions of Section 154.7(a)(9) of the Commission's regulations, in the event the Commission elects to accept and suspend the tariff record for a minimal period, Northwest moves to place such tariff record into effect at the end of the applicable suspension period.

### **Materials Submitted Herewith**

In accordance with Section 154.7(a)(1) of the Commission's regulations, the following material is submitted herewith:

An eTariff XML filing package, filed as a zip (compressed) file, containing:

- (1) The tariff record in RTF format with metadata attached;
- (2) A transmittal letter in PDF format;
- (3) A clean version of the revised tariff record in PDF format for publishing in eLibrary;
- (4) A marked version of the tariff record in accordance with Section 154.201(a) of the regulations;
- (5) Exhibits A through D and supporting workpapers in PDF format which contain the explanation of the Factor changes and the details regarding the computation of the revised Factors; and
- (6) A copy of the complete filing in PDF format for publishing in eLibrary.

### **Posting and Certification of Service**

In accordance with the provisions of Section 154.2(d) of the regulations, copies of this filing are available for public inspection, during regular business hours, in a convenient form and place at Northwest's main office at 2800 Post Oak Boulevard in Houston, Texas. In addition, Northwest certifies that copies of this filing have been served electronically upon Northwest's customers and upon interested state regulatory commissions.

All communications regarding this filing should be served by e-mail to:

Ms. Kimberly D. Bose  
February 28, 2023  
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Bela Patel  
Manager, Rates & Regulatory  
(713) 215-2659  
Northwest Pipeline LLC  
P.O. Box 1396  
Houston, Texas 77251-1396  
bela.patel@williams.com

Bruce Reemsnyder  
Senior Counsel  
(801) 584-6742  
Northwest Pipeline LLC  
P.O. Box 58900  
Salt Lake City, Utah 84158-0900  
bruce.reemsnyder@williams.com

The undersigned certifies that the contents of this filing are true and correct to the best of her knowledge and belief and she possesses full power and authority to sign this filing.

Respectfully submitted,

**NORTHWEST PIPELINE LLC**



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Bela Patel  
Manager, Rates & Regulatory

Enclosures

STATEMENT OF FUEL USE REQUIREMENTS FACTORS  
FOR REIMBURSEMENT OF FUEL USE

Applicable to Transportation Service Rendered Under  
Rate Schedules Contained in this Tariff, Fifth Revised Volume No. 1

The rates set forth on Sheet Nos. 5, 6, 7, 8 and 8-A are exclusive of fuel use requirements. Shipper shall reimburse Transporter in-kind for its fuel use requirements in accordance with Section 14 of the General Terms and Conditions contained herein.

The fuel use reimbursement furnished by Shippers shall be as follows for the applicable Rate Schedules included in this Tariff:

Rate Schedules TF-1, TF-2, TI-1, and DEX-1	1.06%
Rate Schedule TF-1 - Evergreen Expansion	
Incremental Surcharge (1)	0.50%
Rate Schedule TFL-1	-
Rate Schedule TIL-1	-
Rate Schedules SGS-2F and SGS-2I	0.49%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	2.08%
Vaporization	0.09%
Rate Schedule LD-4I	
Liquefaction	2.08%

The fuel use factors set forth above shall be calculated and adjusted as explained in Section 14 of the General Terms and Conditions. Fuel reimbursement quantities to be supplied by Shippers to Transporter shall be determined by applying the factors set forth above to the quantity of gas nominated for receipt by Transporter from Shipper for transportation, Jackson Prairie injection, Plymouth liquefaction, Plymouth vaporization, or for deferred exchange, as applicable.

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Footnote

(1) In addition to the Rate Schedule TF-1 fuel use requirements factor, the Evergreen Expansion Incremental Surcharge will apply to the quantity of gas nominated for receipt at the Sumas, SIPI or Pacific Pool receipt points under Evergreen Expansion service agreements.

STATEMENT OF FUEL USE REQUIREMENTS FACTORS  
FOR REIMBURSEMENT OF FUEL USE

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The fuel use reimbursement furnished by Shippers shall be as follows for the applicable Rate Schedules included in this Tariff:

Rate Schedules TF-1, TF-2, TI-1, and DEX-1	1.06%
Rate Schedule TF-1 - Evergreen Expansion Incremental Surcharge (1)	0.50%
Rate Schedule TFL-1	-
Rate Schedule TIL-1	-
Rate Schedules SGS-2F and SGS-2I	0. <del>4932</del> %
Rate Schedules LS-2F, LS-3F and LS-2I Liquefaction	<del>0.0823</del> %
Vaporization	0. <del>0930</del> %
Rate Schedule LD-4I Liquefaction	<del>0.0823</del> %

The fuel use factors set forth above shall be calculated and adjusted as explained in Section 14 of the General Terms and Conditions. Fuel reimbursement quantities to be supplied by Shippers to Transporter shall be determined by applying the factors set forth above to the quantity of gas nominated for receipt by Transporter from Shipper for transportation, Jackson Prairie injection, Plymouth liquefaction, Plymouth vaporization, or for deferred exchange, as applicable.

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Northwest Pipeline LLC

Exhibit A  
Page 1 of 2

Derivation of Fuel Factors to be Effective April 1, 2023

(Section No. refers to the General Terms and Conditions of Northwest's Tariff)

Exhibit A

Calculation for Rate Schedules TF-1, TF-2, TI-1, DEX-1

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Average April - September fuel usage during last three seasons	4,186,522	(i)
2	14.12(h)	Projected Evergreen Expansion incremental surcharge reimbursement	(40,766)	(vi)
3	14.12(g)	Cumulative under-recovery of fuel as of Dec. 31, 2022	205,870	(ii)
4		Total projected fuel usage	4,351,626	
5	14.12(b)	Average projected lost and unaccounted-for	(1,002,031)	(iii)
6	14.12(g)	Cumulative under-recovery of L&U as of Dec. 31, 2022	572,070	(iv)
7		Total under-recovery projected lost and unaccounted-for gas	(429,961)	
8	14.12(c)	Quantities to be credited by Northwest	0	
9	14.12(e)	Total projected fuel and lost and unaccounted-for gas usage	3,921,665	
10	14.12(d)	Projected transportation receipts	369,343,586	(v)
11	14.12(e)	Factor (line 9 divided by line 10)	1.06%	

Notes to Page 1 of Exhibit A

(i) Fuel usage projected as follows:

	Dth
Actual April - September 2022 fuel usage	4,278,693
Actual April - September 2021 fuel usage	4,424,773
Actual April - September 2020 fuel usage	3,856,100
Average April - September fuel usage during last three seasons	4,186,522

(ii) Fuel usage true-up adjustment calculated as follows:

Cumulative under / (over)-recovery of fuel as of Jun. 30, 2022 per true-up adj. in Oct. 1, 2022 filing	61,781
Prior period(s) under/(over)-recovery of fuel adjustment	0
Actual July - December 2022 fuel usage	4,712,338
Total before fuel reimbursements	4,774,119
Actual July - December 2022 fuel reimbursements	
General system reimbursements	4,519,762
Evergreen Expansion incremental surcharge reimbursements	48,487
Total Fuel Reimbursements	4,568,249
Cumulative under-recovery of fuel as of Dec. 31, 2022	205,870

## Northwest Pipeline LLC

Exhibit A  
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Derivation of Fuel Factors to be Effective April 1, 2023

Exhibit A (continued)

Calculation for Rate Schedules TF-1, TF-2, TI-1, DEX-1Notes to Page 1 of Exhibit A (continued)

	<u>Dth</u>
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended December 2022 actual lost and unaccounted-for	(36,473)
Twelve months ended December 2021 actual lost and unaccounted-for	(819,180)
Twelve months ended December 2020 actual lost and unaccounted-for	(656,535)
Average twelve months lost and unaccounted-for gas during last three years	<u>(504,063)</u>
Six month lost and unaccounted-for gas (twelve month average divided by 2)	(252,031)
Out of period adjustments or other forecast adjustments	(750,000)
Average projected lost and unaccounted-for	<u>(1,002,031)</u>
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:	
Cumulative under / (over)-recovery of L&U as of Jun. 30, 2022 per true-up adj. in Oct. 1, 2022 filing	173,530
Actual July - December 2022 lost and unaccounted-for	120,758
Total under-recovery	<u>294,288</u>
Less: reimbursements collected between July - Dec 2022 for lost and unaccounted-for gas	(277,782)
Cumulative under-recovery of L&U as of Dec. 31, 2022	<u>572,070</u>
(v) Transportation receipt quantities projected as follows:	
Actual April - September 2022 delivered transportation	380,207,552
Actual April - September 2021 delivered transportation	381,251,680
Actual April - September 2020 delivered transportation	334,684,234
Average April - September delivered transportation during last three seasons	<u>365,381,155</u>
Projected April - September 2023 delivered transportation	365,381,155
Projected April - September 2023 fuel and lost and unaccounted-for gas receipts	3,921,665
Projected Evergreen Expansion incremental surcharge reimbursement	40,766
Projected transportation receipts	<u>369,343,586</u>
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:	
Actual April - September 2022 delivered transportation	6,599,792
Actual April - September 2021 delivered transportation	9,116,380
Actual April - September 2020 delivered transportation	8,361,630
Average April - September delivered transportation during last three seasons	<u>8,025,934</u>
Projected April - September 2023 delivered transportation	8,025,934
Projected April - September 2023 fuel and lost and unaccounted-for gas receipts using a factor of 1.06% plus 0.50% incremental surcharge	127,189
Projected April - September 2023 receipts for Evergreen Expansion shippers	8,153,123
Evergreen Expansion incremental surcharge	0.50%
Projected Evergreen Expansion incremental surcharge reimbursement	<u>40,766</u>

1/ Adjusting 2022 actuals for an imbalance adjustment to lost and unaccounted for gas.  
Will reverse this adjustment when it flows through actuals in next fuel filing in October 2023.



## Derivation of Fuel Factors to be Effective April 1, 2023

## Exhibit B

Calculation for Rate Schedules SGS-2F and SGS-2I

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Average projected fuel usage during last three years	67,295	(i)
2	14.12(g)	Cumulative under-recovery of fuel as of Dec. 31, 2022	32,419	(ii)
3		Total projected fuel usage	99,714	
4	14.12(b)	Projected lost and unaccounted-for	0	
5	14.12(g)	Lost and unaccounted-for gas true-up adjustment	0	
6		Total projected lost and unaccounted-for gas	0	
7	14.12(f)	Total projected fuel and lost and unaccounted-for gas	99,714	
8	14.12(d)	Total projected nominated injections	20,432,531	(iii)
9	14.12(f)	Factor (line 7 divided by line 8)	0.49%	

Notes to Exhibit B

(i) Fuel usage projected as follows:

	Dth
Actual 2022 fuel usage	86,451
Actual 2021 fuel usage	54,269
Actual 2020 fuel usage	61,166
Average projected fuel usage during last three years	67,295

(ii) Fuel usage true-up adjustment calculated as follows:

Cumulative under-recovery of fuel as of Dec. 31, 2021 per true-up adj. in Apr. 1, 2022 filing	13,686
Actual January - December 2022 fuel usage	86,451
Total before fuel reimbursements under-recovered	100,137
Less: reimbursements collected January - December 2022	67,718
Cumulative under-recovery of fuel as of Dec. 31, 2022	32,419

(iii) Nominated injections projected as follows:

Actual 2022 nominated injections	21,083,502
Actual 2021 nominated injections	20,787,821
Actual 2020 nominated injections	19,127,126
Average nominated injections during last three years	20,332,816
Projected 2023 nominated injections	20,332,816
Projected 2023 fuel and lost and unaccounted-for gas under-recovered	99,714
Total projected nominated injections	20,432,531

## Northwest Pipeline LLC

Exhibit C  
Page 1 of 1

## Derivation of Fuel Factors to be Effective April 1, 2023

## Exhibit C

Calculation for Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I - Liquefaction Factor

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Projected fuel usage	9,475	(i)
2	14.12(g)	Fuel usage true-up adjustment Exhibit C	19,749	(ii)
3		Total projected fuel usage	29,224	
4	14.12(b)	Average projected lost and unaccounted-for gas	406	(iii)
5	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2022 Exhibit C	(8,112)	(iv)
6		Total projected lost and unaccounted-for gas over-recovered	(7,706)	
7		Total over-recovery as of Dec 31, 2022	21,518	
8	14.12(d)	Total projected liquefaction nominations	1,034,824	(v)
9	14.12(f)	Fuel Factor	2.08%	

Notes to Exhibit C

	Dth
(i) Actual 2022 Plymouth LNG fuel usage	18,513
Actual 2021 Plymouth LNG fuel usage	3,165
Actual 2020 Plymouth LNG fuel usage	6,748
Average fuel usage during last three years	9,475
(ii) Fuel usage true-up balance calculated as follows:	
Cumulative under (over)-recovery of fuel as of Dec. 31, 2021 per true-up adj. in April 1, 2022 filing	3,546
Actual January - December 2022 fuel usage	18,513
Total before fuel reimbursements under-recovery	22,059
Less: Actual January - December 2022 fuel reimbursements	2,310
Cumulative under-recovery of fuel as of Dec. 31, 2022	19,749
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended Dec. 2022 actual lost and unaccounted-for	13
Twelve months ended Dec. 2021 actual lost and unaccounted-for	31
Twelve months ended Dec. 2020 actual lost and unaccounted-for	1,173
Average projected lost and unaccounted-for gas	406
(iv) Lost and unaccounted-for gas true-up balance calculated as follows:	
Cumulative under / (over)-recovery of L&U as of Dec. 31, 2021 per true-up adj. in Apr. 1, 2022 filing	(8,522)
Actual January - December 2022 lost and unaccounted-for	13
Total before lost and unaccounted-for reimbursements	(8,509)
Less: reimbursements collected between Jan - Dec. 2022 lost and unaccounted-for gas	(397)
Cumulative over-recovery of L&U as of Dec. 31, 2022	(8,112)
(v) Nominated injections projected as follows:	
2022 Nominated Injections	1,202,183
2021 Nominated Injections	883,689
Projected 2022 nominated injections averaging last two years	1,042,936
Projected 2023 nominated injections	1,042,936
Projected 2023 fuel and lost and unaccounted-for gas under-recovered	(8,112)
Total projected liquefaction nominations	1,034,824

## Northwest Pipeline LLC

Exhibit D  
Page 1 of 1

## Derivation of Fuel Factors to be Effective April 1, 2023

## Exhibit D

Calculation for Rate Schedules LS-2F, LS-3F and LS-2I - Vaporization Factor

Line No.	Section No.	Description	Dth	Note No.
1	14.12(a)	Fuel usage projected	125	(i)
2	14.12(g)	Fuel usage true-up adjustment Exhibit D	(12)	(ii)
3		Total projected fuel usage	113	
4	14.12(b)	Average projected lost and unaccounted-for gas	406	(iii)
5	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2022	(66)	(v)
6		Total projected lost and unaccounted-for gas under-recovered	340	
5	14.12(f)	Projected fuel and lost and unaccounted-for gas (gain)	453	(iv)
7	14.12(d)	Projected Plymouth LNG nominated vaporizations	489,103	(iv)
8	14.12(f)	Fuel Factor	0.09%	

Notes to Exhibit D

	Dth
(i) Actual 2022 fuel usage	16
Actual 2021 fuel usage	234
Average vaporization fuel for last 2 years	125
Fuel Usage Projected	125
(ii) Fuel usage true-up balance calculated as follows:	
Cumulative under-recovery of fuel as of Dec. 31, 2021 per true-up adj. in April 1, 2022 filing	2,282
Actual January - December 2022 Plymouth LNG fuel usage	16
Total before fuel reimbursements under-recovery	2,298
Less: Actual January - December 2022 fuel reimbursements	2,310
Cumulative over-recovery of fuel as of Dec. 31, 2022	(12)
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended Dec. 2022 actual lost and unaccounted-for	13
Twelve months ended Dec. 2021 actual lost and unaccounted-for	31
Twelve months ended Dec. 2020 actual lost and unaccounted-for	1,173
Average projected lost and unaccounted-for gas	406
(iv) Nominated vaporization projected as follows:	
Actual 2022 nominated vaporization	734,320
Actual 2021 nominated vaporization	485,472
Actual 2020 nominated vaporization	247,517
Average nominated vaporizations	489,103
(v) Lost and unaccounted-for gas true-up balance calculated as follows:	
Cumulative over-recovery of L&U as of Dec. 31, 2021 per true-up adj. in Apr. 1, 2022 filing	(476)
Actual January - December 2022 lost and unaccounted-for	13
Total before lost and unaccounted-for reimbursements	(463)
Less: reimbursements collected between July - Dec. 2022 lost and unaccounted-for gas	(397)
Cumulative over-recovery of L&U as of Dec. 31, 2022	(66)

Northwest Pipeline LLC

Detail of 2022 Actuals Used to Derive Fuel Factors to be Effective April 1, 2023

(Dth)

Month	Transportation					
	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Increase in Volumes	Reimbursements	
					System-Wide	Surcharge
Jul-22	618,509	64,319,714	(127,936)	0	599,982	286
Aug-22	847,149	58,142,192	225,756	0	655,632	7,032
Sep-22	504,846	65,481,924	20,576	0	592,055	9,029
	<u>1,970,504</u>	<u>187,943,830</u>	<u>118,396</u>	<u>0</u>	<u>1,847,669</u>	<u>16,347</u>
Oct-22	715,746	68,525,552	1,835	0	666,901	8,996
Nov-22	755,526	92,865,818	(75,592)	0	733,712	11,553
Dec-22	1,270,562	106,816,396	76,119	0	993,698	11,591
	<u>2,741,834</u>	<u>268,207,766</u>	<u>2,362</u>	<u>0</u>	<u>2,394,311</u>	<u>32,140</u>
Total	<u>4,712,338</u>	<u>456,151,596</u>	<u>120,758</u>	<u>0</u>	<u>4,241,980</u>	<u>48,487</u>

Reference:

Exhibit A Page 1 Note (ii)	Exhibit A Page 2 Note (iv)	Exhibit A Page 1 Line 8
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Storage

Month	Jackson Prairie			Plymouth LNG						
	Usage	Reimbursements	Injections	Usage-Liq	Reimburse-Liq	Nom'd Inj's	L&U	Usage Vap	Reimb-Vap	Nom'd Wd
Jan-22	3,660	3,365	1,050,480	0	0	49,808	0	0	0	337,028
Feb-22	8,955	13,449	4,190,752	318	423	0	0	0	0	145,391
Mar-22	26,815	2,715	842,978	10,481	775	16,552	0	0	0	251,901
Apr-22	6,454	6,906	2,151,106	755	0	0	3	0	0	0
May-22	9,865	3,328	1,035,209	2,063	57	22,895	0	0	0	0
Jun-22	3,783	8,758	2,725,760	2,304	91	36,401	0	0	0	0
Jul-22	5,209	10,735	3,342,199	2,244	513	221,143	0	0	0	0
Aug-22	3,479	6,644	2,067,293	1	73	32,728	0	0	0	0
Sep-22	811	2,001	624,472	23	482	207,296	0	1	0	0
Oct-22	5,863	3,650	1,129,257	20	307	136,219	0	0	0	0
Nov-22	5,474	2,792	872,134	9	1,019	442,209	11	0	0	0
Dec-22	6,083	3,375	1,051,862	295	86	36,932	12	15	0	0
	<u>86,451</u>	<u>67,718</u>	<u>21,083,502</u>	<u>18,513</u>	<u>3,826</u>	<u>1,202,183</u>	<u>26</u>	<u>16</u>	<u>0</u>	<u>734,320</u>

Reference:

Exhibit B Note (ii)	Exhibit B Note (ii)	Exhibit B Note (iii)	Exhibit C Note (i)	Exhibit C Note (iv)	Exh. C (50%) Exh. D (50%)
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Northwest Pipeline LLC

Detail of 2022 Actuals Used to Derive Fuel Factors to be Effective April 1, 2023

(Dth)

Allocation of July - December 2022 Transportation Reimbursements

July - September 2022 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2022 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	4,076,997	111.03%
Projected lost and unaccounted-for gas	(405,118)	-11.03%
Total projections (includes true-ups)	<u>3,671,879</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
	Fuel	Lost and Unaccounted	Total
Actual Reimbursements			1,847,669
Allocated percentage	111.03%	-11.03%	100.00%
Allocated reimbursements	<u>2,051,467</u>	<u>(203,798)</u>	<u>1,847,669</u>

October - December 2022 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the October 1, 2022 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	5,355,796	103.09%
Projected lost and unaccounted-for gas	(160,463)	-3.09%
Total projections (includes true-ups)	<u>5,195,333</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
	Fuel	Lost and Unaccounted	Total
Actual Reimbursements			2,394,311
Allocated percentage	103.09%	-3.09%	100.00%
Allocated reimbursements	<u>2,468,295</u>	<u>(73,984)</u>	<u>2,394,311</u>

Total July - December 2022 Allocated Transportation Reimbursements

<u>Allocation of Reimbursements to:</u>			
	Fuel	Lost and Unaccounted	Total
July - September 2022	2,051,467	(203,798)	1,847,669
October - December 2022	2,468,295	(73,984)	2,394,311
	<u>4,519,762</u>	<u>(277,782)</u>	<u>4,241,980</u>

Reference:

Exhibit A	Exhibit A
Page 1	Page 2
Note (ii)	Note (iv)

Northwest Pipeline LLC

Detail of 2022 Actuals Used to Derive Fuel Factors to be Effective April 1, 2023

(Dth)

Allocation of January - December 2022 Liquefaction Reimbursements

January - December 2022 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups (Exhibit C & D netted) included in the April 1, 2022 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	3,828	120.76%
Projected lost and unaccounted-for gas	(658)	-20.76%
Total projections (includes true-ups)	<u>3,170</u>	<u>100.00%</u>

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>
Actual Reimbursements			3,826
Allocated percentage	120.76%	-20.76%	100.00%
Allocated reimbursements	<u>4,620</u>	<u>(794)</u>	<u>3,826</u>

Reference:

Exhibit C	Exhibit C
Page 1	Page 1
Note (i)	Note (iii)

Northwest Pipeline LLC  
Detail of 2022-2020 Actuals Used to Derive Fuel Factors to be Effective April 1, 2023

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

Transportation				
<u>Month</u>	<u>Fuel Usage</u>	<u>Delivered Transportation</u>	<u>Lost and Unaccounted</u>	<u>Delivered Evergreen 25 Markets</u>
Jan-22			(167,865)	
Feb-22			(5,990)	
Mar-22			(41,239)	
Apr-22	971,910	67,767,326	75,783	1,563,049
May-22	743,985	65,690,590	16,648	46,032
Jun-22	592,294	58,805,806	(34,568)	56,385
Jul-22	618,509	64,319,714	(127,936)	1,384,766
Aug-22	847,149	58,142,192	225,756	1,778,227
Sep-22	504,846	65,481,924	20,576	1,771,333
Oct-22			1,835	
Nov-22			(75,592)	
Dec-22			76,119	
	<u>4,278,693</u>	<u>380,207,552</u>	<u>(36,473)</u>	<u>6,599,792</u>
Jan-21			(1,700)	
Feb-21			(116,615)	
Mar-21			(177,225)	
Apr-21	874,545	69,678,373	(77,466)	1,958,299
May-21	787,061	66,066,873	694	661,808
Jun-21	723,539	63,077,148	(177,551)	1,374,902
Jul-21	628,204	62,971,071	(36,788)	1,414,354
Aug-21	701,401	61,737,720	14,975	1,901,589
Sep-21	710,023	57,720,495	(128,639)	1,805,428
Oct-21			(11,778)	
Nov-21			(97,391)	
Dec-21			(9,696)	
	<u>4,424,773</u>	<u>381,251,680</u>	<u>(819,180)</u>	<u>9,116,380</u>
Jan-20			(46,283)	
Feb-20			(78,738)	
Mar-20			(123,319)	
Apr-20	1,164,991	64,391,606	(91,630)	1,537,021
May-20	955,840	55,684,955	(135,574)	1,290,043
Jun-20	481,479	49,731,135	(20,280)	629,989
Jul-20	356,207	46,368,540	(43,962)	1,329,986
Aug-20	356,825	58,614,231	(32,995)	1,662,930
Sep-20	540,758	59,893,767	63,718	1,911,661
Oct-20			(30,105)	
Nov-20			(32,194)	
Dec-20			(85,173)	
	<u>3,856,100</u>	<u>334,684,234</u>	<u>(656,535)</u>	<u>8,361,630</u>

Reference:

Exhibit A	Exhibit A	Exhibit A
Page 1	Page 2	Page 2
Note (i)	Note (v)	Note (vi)