



NORTHWEST PIPELINE LLC
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August 30, 2022

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

Attention: Ms. Kimberly D. Bose, Secretary

Re: Northwest Pipeline LLC
2022 Winter Fuel Filing
Docket No. RP22-___

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act and Part 154 of the Federal Energy Regulatory Commission's ("Commission") 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-First Revised Sheet No. 14

The proposed effective date of the tariff record is October 1, 2022.

Statement of Nature, Reasons, and Basis

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

By this filing, Northwest proposes to increase its fuel reimbursement Factor for Northwest's transportation services² under Rate Schedules TF-1, TF-2, TI-1 and DEX-1 from 1.01% to 1.06%. The Factor provides in-kind reimbursement to Northwest for fuel gas used and gas lost and

¹ 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.

² Factors for Northwest's storage schedules SGS-2F, SGS-2I, LS-2F, LS-3F, LS-2I, and LD-4I are determined annually to become effective April 1 of each year.

unaccounted-for (“L&U”) in its transmission 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. Exhibit A and supporting work papers are included herein to show the data and formulas used to derive the proposed Factors.

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 October 1, 2022. 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

Pursuant to 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 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) Exhibit A and supporting workpapers in PDF format which contain the explanation of the Factor changes and the details regarding the computation of the revised Factor; 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.

Ms. Kimberly D. Bose
August 30, 2022
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All communications regarding this filing should be served by e-mail to:

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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



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	0.32%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	0.23%
Vaporization	0.30%
Rate Schedule LD-4I	
Liquefaction	0.23%

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.

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
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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	1.0 <u>±</u> 6%
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	0.32%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	0.23%
Vaporization	0.30%
Rate Schedule LD-4I	
Liquefaction	0.23%

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Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective October 1, 2022

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

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 Oct. - Mar. fuel usage during last three seasons	5,337,360	(i)
2	14.12(h)	Elimination of Projected Evergreen Expansion incremental surcharge reimbursement	(43,345)	(vi)
3	14.12(g)	Cumulative under / (over)-recovery of fuel as of Jun. 30, 2022	61,781	(ii)
4		Total projected fuel usage	5,355,796	
5	14.12(b)	Average projected lost and unaccounted-for gas (gain)	(333,993)	(iii)
6	14.12(g)	Cumulative under / (over)-recovery of L&U as of Jun. 30, 2022	173,530	(iv)
7		Total projected lost and unaccounted-for gas	(160,463)	
8	14.12(c)	Quantities to be credited by Northwest	-	
9	14.12(e)	Total projected fuel and lost and unaccounted-for gas	5,195,333	
10	14.12(d)	Projected transportation receipts	492,382,142	(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 Oct. 2021 - Mar. 2022 fuel usage	5,262,890
Actual Oct. 2020 - Mar. 2021 fuel usage	4,682,524
Actual Oct. 2019 - Mar. 2020 fuel usage	6,066,665
Average Oct. - Mar. fuel usage during last three seasons	5,337,360

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

Cumulative under / (over)-recovery of fuel as of Dec. 31, 2021 per true-up adj. in Apr. 1, 2022 filing	(96,718)
Actual Jan. - Jun. 2022 fuel usage	4,975,864
Fuel Adjustment	-
Total before fuel reimbursements	4,879,146

Actual Jan. - Jun. 2022 fuel reimbursements		
General system reimbursements	4,787,870	
Evergreen Expansion incremental surcharge reimbursements	29,495	
Transactions Pursuant to GT&C Section 32	-	(1)
Total Fuel Reimbursements	4,817,365	
Cumulative under / (over)-recovery of fuel as of Jun. 30, 2022	61,781	

(1) Northwest does not have any transactions pursuant to GT&C Section 32 that need to be recovered in this filing.

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective October 1, 2022

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

Notes to Page 1 of Exhibit A (continued)

	<u>Dth</u>
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended Jun. 2022 actual lost and unaccounted-for gas (gain)	(426,548)
Twelve months ended Jun. 2021 actual lost and unaccounted-for gas (gain)	(710,574)
Twelve months ended Jun. 2020 actual lost and unaccounted-for gas (gain)	<u>(866,835)</u>
Average twelve months lost and unaccounted-for gas during last three years	<u>(667,986)</u>
Six month lost and unaccounted-for gas (gain) (twelve month average divided by 2)	(333,993)
Out of period adjustments or other forecast adjustments	-
Average projected lost and unaccounted-for gas (gain)	<u>(333,993)</u>
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:	
Cumulative under / (over)-recovery of L&U as of Dec. 31, 2021 per true-up adj. in Apr. 1, 2022 filing	(96,459)
Actual Jan. - Jun. 2022 lost and unaccounted-for gas	(157,231)
Total under / (over)-recovery	<u>(253,690)</u>
Less: allocations of reimbursements between Jan - Jun. 2022 for lost and unaccounted-for gas	<u>(427,220)</u>
Cumulative under / (over)-recovery of L&U as of Jun. 30, 2022	<u>173,530</u>
(v) Transportation receipt quantities projected as follows:	
Actual Oct. 2021 - Mar. 2022 delivered transportation	490,383,771
Actual Oct. 2020 - Mar. 2021 delivered transportation	482,123,646
Actual Oct. 2019 - Mar. 2020 delivered transportation	<u>488,922,976</u>
Average Oct. - Mar. delivered transportation during last three seasons	<u>487,143,464</u>
Projected Oct. 2022 - Mar. 2023 delivered transportation	487,143,464
Projected Oct. 2022 - Mar. 2023 fuel and lost and unaccounted-for gas receipts	5,195,333
Projected Evergreen Expansion incremental surcharge reimbursement	43,345
Projected transportation receipts	<u>492,382,142</u>
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:	
Actual Oct. 2021 - Mar. 2022 delivered transportation	6,181,611
Actual Oct. 2020 - Mar. 2021 delivered transportation	8,854,637
Actual Oct. 2019 - Mar. 2020 delivered transportation	<u>10,565,263</u>
Average Oct. - Mar. delivered transportation during last three seasons	<u>8,533,837</u>
Projected Oct. 2022 - Mar. 2023 delivered transportation.	8,533,837
Projected Oct. 2022 - Mar. 2023 fuel and lost and unaccounted-for gas receipts using a factor of 1.06% plus 0.50% incremental surcharge	<u>135,238</u>
Projected Oct. 2022 - Mar. 2023 receipts for Evergreen Expansion shippers	8,669,075
Evergreen Expansion incremental surcharge	<u>0.50%</u>
Projected Evergreen Expansion incremental surcharge reimbursement	<u>43,345</u>

Northwest Pipeline LLC

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

(Dth)

Month	Transportation			Adjusted Volumes	Reimbursements	
	Fuel Usage	Delivered Transportation	Lost and Unaccounted		System-Wide	Evergreen
Jan-22	980,937	92,460,813	(167,865)	-	823,203	8,006
Feb-22	928,129	81,043,321	(5,990)	-	801,191	4,629
Mar-22	758,609	77,741,273	(41,239)	-	702,857	5,624
	<u>2,667,675</u>	<u>251,245,407</u>	<u>(215,094)</u>	-	<u>2,327,251</u>	<u>18,259</u>
Apr-22	971,910	67,737,326	75,783	-	673,599	3,062
May-22	743,985	65,690,590	16,648	-	690,191	7,941
Jun-22	592,294	58,805,086	(34,568)	-	669,609	233
	<u>2,308,189</u>	<u>192,233,002</u>	<u>57,863</u>	-	<u>2,033,399</u>	<u>11,236</u>
Total	<u>4,975,864</u>	<u>443,478,409</u>	<u>(157,231)</u>	-	<u>4,360,650</u>	<u>29,495</u>

Reference:

Exhibit A Page 1 Note (ii)	Exhibit A Page 2 Note (iv)	Exhibit A Page 1 Line 8	Appendix Page 2	Exhibit A Page 1 Note (ii)
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Northwest Pipeline LLC

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

(Dth)

Allocation of January - June 2022 Transportation Reimbursements

Jan. - Mar. 2022 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the Oct. 1, 2021 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	4,492,795	108.72%
Projected lost and unaccounted-for gas	<u>(360,372)</u>	<u>-8.72%</u>
Total projections (includes true-ups)	<u>4,132,423</u>	<u>100.00%</u>

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>
Actual Reimbursements			2,327,251
Allocated percentage	108.72%	-8.72%	100.00%
Allocated reimbursements	<u>2,530,187</u>	<u>(202,936)</u>	<u>2,327,251</u>

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

Allocation of Projections and True-ups:

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

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>
Actual Reimbursements			2,033,399
Allocated percentage	111.03%	-11.03%	100.00%
Allocated reimbursements	<u>2,257,683</u>	<u>(224,284)</u>	<u>2,033,399</u>

Total Jan. - Jun. 2022 Allocated Transportation Reimbursements

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>	<u>%</u>
Jan. - Mar. 2022	2,530,187	(202,936)	2,327,251	109.80%
Apr. - Jun. 2022	2,257,683	(224,284)	2,033,399	-9.80%
	<u>4,787,870</u>	<u>(427,220)</u>	<u>4,360,650</u>	<u>100.00%</u>

Reference:

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

Northwest Pipeline LLC

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

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

<u>Month</u>	<u>Transportation</u>			<u>Delivered Evergreen 25 Contracts</u>
	<u>Fuel Usage</u>	<u>Delivered Transportation</u>	<u>Lost and Unaccounted</u>	
Jul-21			(36,788)	
Aug-21			14,975	
Sep-21			(128,639)	
Oct-21	672,945	69,489,244	(11,778)	1,164,936
Nov-21	952,162	74,661,679	(97,391)	810,715
Dec-21	970,108	94,987,441	(9,696)	1,579,182
Jan-22	980,937	92,460,813	(167,865)	913,409
Feb-22	928,129	81,043,321	(5,990)	1,109,197
Mar-22	758,609	77,741,273	(41,239)	604,172
Apr-22			75,783	
May-22			16,648	
Jun-22			(34,568)	
	<u>5,262,890</u>	<u>490,383,771</u>	<u>(426,548)</u>	<u>6,181,611</u>
Jul-20			(43,962)	
Aug-20			(32,995)	
Sep-20			63,718	
Oct-20	547,395	66,086,430	(30,105)	1,994,258
Nov-20	617,275	78,765,261	(32,194)	1,217,462
Dec-20	1,118,010	88,403,944	(85,173)	1,383,313
Jan-21	950,870	81,864,466	(1,700)	1,353,542
Feb-21	837,252	82,237,586	(116,615)	1,152,869
Mar-21	611,722	84,765,959	(177,225)	1,753,193
Apr-21			(77,466)	
May-21			694	
Jun-21			(177,551)	
	<u>4,682,524</u>	<u>482,123,646</u>	<u>(710,574)</u>	<u>8,854,637</u>
Jul-19			(77,194)	
Aug-19			29,137	
Sep-19			63,349	
Oct-19	770,773	73,382,084	(81,777)	1,983,986
Nov-19	983,781	83,104,785	(5,723)	1,878,027
Dec-19	1,266,481	92,354,800	(298,803)	1,905,733
Jan-20	1,235,519	86,983,453	(46,283)	1,576,882
Feb-20	1,058,212	77,484,983	(78,738)	1,144,677
Mar-20	751,899	75,612,871	(123,319)	2,075,958
Apr-20			(91,630)	
May-20			(135,574)	
Jun-20			(20,280)	
	<u>6,066,665</u>	<u>488,922,976</u>	<u>(866,835)</u>	<u>10,565,263</u>

Reference:

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