



**NORTHWEST PIPELINE LLC**  
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February 28, 2020

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

**Re: Northwest Pipeline LLC**  
Docket No. RP20-\_\_\_

Dear Ms. Bose:

Pursuant to Part 154 of the regulations of the Federal Energy Regulatory Commission (“Commission” or “FERC”), Northwest Pipeline LLC (“Northwest”) tenders for filing and acceptance the following tariff sheet as part of its FERC Gas Tariff (“Tariff”), Fifth Revised Volume No. 1:

Twenty-Sixth Revised Sheet No. 14

By this filing, Northwest proposes the following fuel reimbursement factors (“Factor(s)”): (1) a decrease from 1.16% to 0.91% in the Factor for Northwest's transportation services under Rate Schedules TF-1<sup>1</sup>, TF-2, TI-1 and DEX-1; (2) a decrease from 0.24% to 0.20% in the Factor for Northwest’s underground storage services under Rate Schedules SGS-2F and SGS-2I; (3) a decrease from 0.98% to 0.25% in the liquefaction 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 0.53% to 0.14% 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.

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

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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.

### ***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 Factor 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.

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.

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

Northwest proposes a decrease from 1.16% to 0.91% for the Factor to be used during the upcoming April 2020 through September 2020 period for transportation services under Rate Schedules TF-1, TF-2, TI-1 and DEX-1. The proposed 0.91% 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 a decrease from 0.24% to 0.20% for the Factor to be used during the upcoming April 2020 through March 2021 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 to change the 0.98% liquefaction Factor to 0.25% to be used during the upcoming April 2020 through March 2021 period for storage service at the Plymouth LNG facility under Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I. Due to uncommon results using our prior methodology, Northwest and Shippers holding storage capacity at the Plymouth LNG facility have agreed to use a stated 0.25% Factor for the upcoming period.<sup>2</sup> Northwest has included the cumulative balances for fuel usage and L&U for informational purposes in calculating future Factors. Any under/over recoveries of liquefaction fuel usage will be trueed up in next year’s filing.

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<sup>2</sup> Shippers currently holding storage capacity at the Plymouth LNG Facility include: Cascade Natural Gas Corporation, Intermountain Gas Company, City of Ellensburg, and Puget Sound Energy, Inc.

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Northwest proposes to change the 0.53% vaporization Factor to 0.14% during the upcoming April 2020 through March 2021 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>3</sup> Section 14.20 of the GT&C of Northwest's Tariff states that the current year's estimated liquefaction charge for these two Rate Schedules are to be filed concurrently with Northwest's annual fuel filing. Northwest proposes no change to the Rate Schedules LS-3F or LD-4I Service Agreements liquefaction charge of \$0.90855 during the upcoming April 2020 through March 2021 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.

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

Northwest hereby moves that the Tariff sheet be made effective April 1, 2020, or at the end of any suspension period which may be imposed by the Commission. Also, Northwest requests that the Commission grant any other waivers it may deem necessary for the acceptance of this filing.

### ***Procedural Matters***

Pursuant to the applicable provisions in Section 154 of the Commission's regulations, Northwest submits an eTariff .xml filing package, containing the following items:

- proposed tariff sheet and a marked version of such sheet;
- transmittal letter, Exhibits, and supporting workpapers

### ***Service and Communications***

In compliance with 18 CFR § 154.7(b), Northwest certifies that copies of this filing have been served electronically upon Northwest's customers and upon interested state regulatory commissions.

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<sup>3</sup> Northwest Pipeline LLC, Docket No. RP15-42, Letter Order dated October 24, 2014.

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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 his knowledge and belief and he possesses full power and authority to sign this filing.

Respectfully submitted,

**NORTHWEST PIPELINE LLC**

*David J. Madsen*  
Director, Rates & Regulatory Affairs

Enclosures

## Northwest Pipeline LLC

## Derivation of Fuel Factors to be Effective April 1, 2020

(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	4,784,095	(i)
2	14.12(h)	Projected Evergreen Expansion incremental surcharge reimbursement	(38,672)	(vi)
3	14.12(g)	Cumulative over-recovery of fuel as of Dec. 31, 2019	<u>(740,411)</u>	(ii)
4		Total projected fuel usage	4,005,012	
5	14.12(b)	Average projected lost and unaccounted-for	(188,368)	(iii)
6	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2019	<u>(565,265)</u>	(iv)
7		Total over-recovery projected lost and unaccounted-for gas	(753,633)	
8	14.12(c)	Quantities to be credited by Northwest	<u>0</u>	
9	14.12(e)	Total projected fuel and lost and unaccounted-for gas usage	<u>3,251,380</u>	
10	14.12(d)	Projected transportation receipts	<u>359,007,348</u>	(v)
11	14.12(e)	Factor (line 9 divided by line 10)	<u>0.91%</u>	

Notes to Page 1 of Exhibit A

	Dth
(i) Fuel usage projected as follows:	
Actual April - September 2019 fuel usage	4,371,134
Actual April - September 2018 fuel usage	5,178,002
Actual April - September 2017 fuel usage	<u>4,803,150</u>
Average April - September fuel usage during last three seasons	<u>4,784,095</u>
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative under-recovery of fuel as of Jun. 30, 2019 per true-up adj. in Oct. 1, 2019 filing	25,336
Prior period(s) under/(over)-recovery of fuel adjustment	0
Actual July - December 2019 fuel usage	<u>4,787,090</u>
Total before fuel reimbursements	<u>4,812,426</u>
Actual July - December 2019 fuel reimbursements	
General system reimbursements	5,495,562
Evergreen Expansion incremental surcharge reimbursements	<u>57,275</u>
Total Fuel Reimbursements	<u>5,552,837</u>
Cumulative over-recovery of fuel as of Dec. 31, 2019	<u>(740,411)</u>

## Northwest Pipeline LLC

## Derivation of Fuel Factors to be Effective April 1, 2020

## 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 2019 actual lost and unaccounted-for	(376,239)
Twelve months ended December 2018 actual lost and unaccounted-for	232,360
Twelve months ended December 2017 actual lost and unaccounted-for	<u>(986,328)</u>
Average twelve months lost and unaccounted-for gas during last three years	<u>(376,736)</u>
Six month lost and unaccounted-for gas (twelve month average divided by 2)	(188,368)
Out of period adjustments or other forecast adjustments	
Average projected lost and unaccounted-for	<u>(188,368)</u>
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:	
Cumulative under-recovery of L&U as of Jun. 30, 2019 per true-up adj. in Oct. 1, 2019 filing	142,876
Actual July - December 2019 lost and unaccounted-for	<u>(371,011)</u>
Total over-recovery	(228,135)
Less: reimbursements collected between July - Dec 2019 for lost and unaccounted-for gas	<u>337,130</u>
Cumulative over-recovery of L&U as of Dec. 31, 2019	<u>(565,265)</u>
(v) Transportation receipt quantities projected as follows:	
Actual April - September 2019 delivered transportation	363,787,070
Actual April - September 2018 delivered transportation	381,544,166
Actual April - September 2017 delivered transportation	<u>321,820,652</u>
Average April - September delivered transportation during last three seasons	<u>355,717,296</u>
Projected April - September 2020 delivered transportation	355,717,296
Projected April - September 2020 fuel and lost and unaccounted-for gas receipts	3,251,380
Projected Evergreen Expansion incremental surcharge reimbursement	<u>38,672</u>
Projected transportation receipts	<u>359,007,348</u>
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:	
Actual April - September 2019 delivered transportation	8,299,328
Actual April - September 2018 delivered transportation	8,543,621
Actual April - September 2017 delivered transportation	<u>6,033,161</u>
Average April - September delivered transportation during last three seasons	<u>7,625,370</u>
Projected April - September 2020 delivered transportation	7,625,370
Projected April - September 2020 fuel and lost and unaccounted-for gas receipts using a factor of 0.91% plus 0.50% incremental surcharge	<u>109,055</u>
Projected April - September 2020 receipts for Evergreen Expansion shippers	<u>7,734,425</u>
Evergreen Expansion incremental surcharge	<u>0.50%</u>
Projected Evergreen Expansion incremental surcharge reimbursement	<u>38,672</u>

## Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2020

## 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	42,577	(i)
2	14.12(g)	Cumulative over-recovery of fuel as of Dec. 31, 2019	(4,160)	(ii)
3		Total projected fuel usage	38,417	
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	38,417	
8	14.12(d)	Total projected nominated injections	19,465,281	(iii)
9	14.12(f)	Factor (line 7 divided by line 8)	0.20%	

Notes to Exhibit B

	Dth
(i) Fuel usage projected as follows:	
Actual 2019 fuel usage	45,393
Actual 2018 fuel usage	43,534
Actual 2017 fuel usage	38,804
Average projected fuel usage during last three years	42,577
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative under-recovery of fuel as of Dec. 31, 2018 per true-up adj. in Apr. 1, 2019 filing	515
Actual January - December 2019 fuel usage	45,393
Total before fuel reimbursements under-recovered	45,908
Less: reimbursements collected January - December 2019	50,068
Cumulative over-recovery of fuel as of Dec. 31, 2018	(4,160)
(iii) Nominated injections projected as follows:	
Actual 2019 nominated injections	23,424,393
Actual 2018 nominated injections	18,292,995
Actual 2017 nominated injections	16,563,203
Average nominated injections during last three years	19,426,864
Projected 2020 nominated injections	19,426,864
Projected 2020 fuel and lost and unaccounted-for gas under-recovered	38,417
Total projected nominated injections	19,465,281

Northwest Pipeline LLC  
Derivation of Fuel Factors to be Effective April 1, 2020

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(f)	Fuel Factor	0.25%	(1)

Notes to Exhibit C

	Dth
(i) Fuel usage true-up balance calculated as follows:	
Cumulative under-recovery of fuel as of Dec. 31, 2018 per true-up adj. in April 1, 2019 filing	5,151
Actual January - December 2019 fuel usage	8,756
Total before fuel reimbursements under-recovery	13,907
Less: Actual January - December 2019 fuel reimbursements	17,152
Cumulative over-recovery of fuel as of Dec. 31, 2019	(3,245)
(iii) Lost and unaccounted-for gas true-up balance calculated as follows:	
Cumulative under-recovery of L&U as of Dec. 31, 2018 per true-up adj. in Apr. 1, 2019 filing	1,353
Actual January - December 2019 lost and unaccounted-for	360
Total before lost and unaccounted-for reimbursements	1,713
Less: reimbursements collected between July - Dec. 2019 lost and unaccounted-for gas	4,505
Cumulative over-recovery of L&U as of Dec. 31, 2019	(2,792)
(1) Northwest has included the cumulative balances for fuel usage and lost and unaccounted for gas for informational purposes in calculating future Factors. Any under/over recoveries of liquefaction or vaporization fuel usage will be trued up in next year's filing.	



## Northwest Pipeline LLC

## Derivation of Fuel Factors to be Effective April 1, 2020

## 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(g)	Fuel usage true-up adjustment Exhibit D	2,373	(i)
2	14.12(b)	Average projected lost and unaccounted-for gas	191	(ii)
3	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2019	(990)	(iii)
4		Total projected lost and unaccounted-for gas over-recovered	(799)	
6	14.12(d)	Projected Plymouth LNG nominated vaporizations	1,160,093	
	14.12(f)	Factor	0.14%	

Notes to Exhibit D

(i) Fuel usage true-up balance calculated as follows:

Cumulative over-recovery of fuel as of Dec. 31, 2018 per true-up adj. in April 1, 2019 filing	(3,472)
Actual January - December 2019 Plymouth LNG fuel usage	12,542
Total before fuel reimbursements under-recovery	9,070
Less: Actual January - December 2019 fuel reimbursements	6,697
Cumulative under-recovery of fuel as of Dec. 31, 2019	2,373

(ii) Lost and unaccounted-for gas projected as follows:

Twelve months ended Dec. 2019 actual lost and unaccounted-for	360
Twelve months ended Dec. 2018 actual lost and unaccounted-for	166
Twelve months ended Dec. 2017 actual lost and unaccounted-for	49
Average projected lost and unaccounted-for gas	191

(iii) Lost and unaccounted-for gas true-up balance calculated as follows:

Cumulative under-recovery of L&U as of Dec. 31, 2018 per true-up adj. in Apr. 1, 2019 filing	409
Actual January - December 2019 lost and unaccounted-for	360
Total before lost and unaccounted-for reimbursements	769
Less: reimbursements collected between July - Dec. 2019 lost and unaccounted-for gas	1,759
Cumulative over-recovery of L&U as of Dec. 31, 2019	(990)

Northwest Pipeline LLC

Detail of 2019 Actuals Used to Derive Fuel Factors to be Effective April 1, 2020

(Dth)

Month	Transportation					
	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Increase in Volumes	Reimbursements System-Wide	Reimbursements Surcharge
Jul-19	532,474	59,489,595	(77,194)	0	1,008,999	4,573
Aug-19	640,129	58,444,845	29,137	0	992,241	11,391
Sep-19	593,452	61,253,126	63,349	0	974,927	12,047
	<u>1,766,055</u>	<u>179,187,566</u>	<u>15,292</u>	<u>0</u>	<u>2,976,167</u>	<u>28,011</u>
Oct-19	770,773	73,382,084	(81,777)	0	1,021,320	9,629
Nov-19	983,781	83,104,785	(5,723)	0	860,460	10,087
Dec-19	1,266,481	92,354,800	(298,803)	0	974,745	9,548
	<u>3,021,035</u>	<u>248,841,669</u>	<u>(386,303)</u>	<u>0</u>	<u>2,856,525</u>	<u>29,264</u>
Total	<u>4,787,090</u>	<u>428,029,235</u>	<u>(371,011)</u>	<u>0</u>	<u>5,832,692</u>	<u>57,275</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-19	4,124	2,808	1,651,629	556	0	59,745	0	0	0	0
Feb-19	7,863	4,171	2,443,391	429	159	0	0	0	0	30,000
Mar-19	8,313	1,992	1,174,696	660	7,876	38,852	0	11,796	0	1,445,491
Apr-19	6,798	6,248	3,672,740	975	1,032	19,894	3	683	0	173,072
May-19	3,433	10,409	4,325,054	1,880	6,101	616,174	0	0	0	0
Jun-19	2,079	7,751	3,224,567	1,670	8,799	889,271	0	0	0	0
Jul-19	3,575	2,530	1,051,035	1,444	1,170	116,850	0	0	0	0
Aug-19	1,066	2,714	1,129,456	14	1,206	121,334	0	0	0	0
Sep-19	1,004	2,066	857,056	5	904	91,077	0	0	0	0
Oct-19	1,994	3,637	1,509,723	15	1,181	118,956	4	0	0	0
Nov-19	2,297	246	102,288	141	723	73,036	712	18	0	0
Dec-19	2,847	5,496	2,282,758	967	961	64,673	0	45	0	60,000
	<u>45,393</u>	<u>50,068</u>	<u>23,424,393</u>	<u>8,756</u>	<u>30,112</u>	<u>2,209,862</u>	<u>719</u>	<u>12,542</u>	<u>0</u>	<u>1,708,563</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 2018 Actuals Used to Derive Fuel Factors to be Effective April 1, 2020

(Dth)

Allocation of July - December 2019 Transportation Reimbursements

July - September 2019 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2019 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	5,092,228	88.49%
Projected lost and unaccounted-for gas	662,461	11.51%
Total projections (includes true-ups)	<u>5,754,689</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
		Lost and	
	Fuel	Unaccounted	Total
Actual Reimbursements			2,976,167
Allocated percentage	88.49%	11.51%	100.00%
Allocated reimbursements	<u>2,633,610</u>	<u>342,557</u>	<u>2,976,167</u>

October - December 2019 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the October 1, 2019 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	5,108,446	100.19%
Projected lost and unaccounted-for gas	(9,626)	-0.19%
Total projections (includes true-ups)	<u>5,098,820</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
		Lost and	
	Fuel	Unaccounted	Total
Actual Reimbursements			2,856,525
Allocated percentage	100.19%	-0.19%	100.00%
Allocated reimbursements	<u>2,861,952</u>	<u>(5,427)</u>	<u>2,856,525</u>

Total June - December 2019 Allocated Transportation Reimbursements

<u>Allocation of Reimbursements to:</u>			
		Lost and	
	Fuel	Unaccounted	Total
July - September 2019	2,633,610	342,557	2,976,167
October - December 2019	2,861,952	(5,427)	2,856,525
	<u>5,495,562</u>	<u>337,130</u>	<u>5,832,692</u>

Reference:

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

Northwest Pipeline LLC

Detail of 2019 Actuals Used to Derive Fuel Factors to be Effective April 1, 2020

(Dth)

Allocation of January - December 2019 Liquefaction Reimbursements

January - December 2019 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, 2019 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	5,151	79.20%
Projected lost and unaccounted-for gas	<u>1,353</u>	<u>20.80%</u>
Total projections (includes true-ups)	<u><u>6,504</u></u>	<u><u>100.00%</u></u>

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>
Actual Reimbursements			30,112
Allocated percentage	<u>79.20%</u>	<u>20.80%</u>	<u>100.00%</u>
Allocated reimbursements	<u><u>23,849</u></u>	<u><u>6,263</u></u>	<u><u>30,112</u></u>

Reference:

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

## Northwest Pipeline LLC

## Detail of 2017-2019 Actuals Used to Derive Fuel Factors to be Effective April 1, 2020

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

<u>Month</u>	<u>Transportation</u>			<u>Delivered</u>
	<u>Fuel Usage</u>	<u>Delivered Transportation</u>	<u>Lost and Unaccounted</u>	<u>Evergreen 25 Markets</u>
Jan-19			135,949	
Feb-19			(103,247)	
Mar-19			(103,691)	
Apr-19	1,163,575	61,924,498	(34,095)	482,940
May-19	729,104	62,182,621	(16,125)	450,155
Jun-19	712,400	60,492,385	115,981	895,052
Jul-19	532,474	59,489,595	(77,194)	2,229,191
Aug-19	640,129	58,444,845	29,137	2,357,639
Sep-19	593,452	61,253,126	63,349	1,884,351
Oct-19			(81,777)	
Nov-19			(5,723)	
Dec-19			(298,803)	
	<u>4,371,134</u>	<u>363,787,070</u>	<u>(376,239)</u>	<u>8,299,328</u>
Jan-18			96,310	
Feb-18			(54,158)	
Mar-18			(31,132)	
Apr-18	811,472	60,840,756	67,883	309,769
May-18	782,339	61,714,141	20,914	741,483
Jun-18	915,707	65,580,557	121,486	1,320,239
Jul-18	909,326	66,313,757	(8,894)	2,059,557
Aug-18	1,019,995	64,897,831	(8,227)	2,233,298
Sep-18	739,163	62,197,124	(116,752)	1,879,275
Oct-18			193,100	
Nov-18			83,537	
Dec-18			(131,707)	
	<u>5,178,002</u>	<u>381,544,166</u>	<u>232,360</u>	<u>8,543,621</u>
Jan-17			(196,146)	
Feb-17			(178,418)	
Mar-17			(108,297)	
Apr-17	892,826	57,591,582	(106,941)	772,993
May-17	797,889	58,115,025	(47,927)	800,491
Jun-17	859,224	49,640,790	(79,259)	407,614
Jul-17	798,327	55,727,592	(26,549)	1,136,400
Aug-17	845,320	52,258,500	107,852	1,911,360
Sep-17	609,564	48,487,163	(85,857)	1,004,303
Oct-17			(57,814)	
Nov-17			(13,950)	
Dec-17			(193,022)	
	<u>4,803,150</u>	<u>321,820,652</u>	<u>(986,328)</u>	<u>6,033,161</u>

Reference:

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

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	<del>0.911.16%</del>
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	<del>0.200.24%</del>
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	<del>0.250.98%</del>
Vaporization	<del>0.140.53%</del>
Rate Schedule LD-4I	
Liquefaction	<del>0.250.98%</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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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

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	0.91%
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	0.20%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	0.25%
Vaporization	0.14%
Rate Schedule LD-4I	
Liquefaction	0.25%

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.