

Summary Description of Current System Integration TBOs

GLGT FT-17593: a Firm Transportation Service Agreement between Great Lakes and ANR for service on Great Lakes beginning November 1, 2012. This Transportation Agreement is utilized by ANR to move gas in to and out of its integrated storage complex as well as to make critical deliveries into northern Illinois and Wisconsin. During the winter period this agreement essentially creates an operational loop of ANR's system between Michigan and Wisconsin. Under the Agreement, during the winter period (November-March) Great Lakes receives up to 506,500 Dth per day from ANR at the Farwell Interconnection in Clare County, Michigan and redelivers that gas to ANR at the Fortune Lake Interconnection in Iron County, Michigan. (ANR's name for this delivery point is Crystal Falls. Both Fortune Lake and Crystal Falls are the same location without any physical difference and different agreements may use one name versus the other.) In addition, during the winter period this Transportation Agreement includes additional primary receipt and delivery point capacity at the Deward Interconnection in Crawford County, Michigan, South Chester Interconnection in Otsego County, Michigan and the Muttonville Interconnection in St. Clair County, Michigan and the Otisville Interconnection in Genesee County, Michigan. During the summer period (April-October) Great Lakes receives up to 207,000 Dth per day from ANR at the Farwell Interconnection and redelivers that gas to ANR at either the Deward or South Chester Interconnections. In addition, ANR has the Muttonville Interconnection as an alternate primary receipt point in the summer. The additional primary points included in contract FT-17593 provide ANR with more flexibility in operating its integrated storage complex. This operating flexibility is important when scheduling maintenance and dealing with unplanned outages. ANR pays the Great Lakes maximum tariff rate on this contract. However, ANR was successful in negotiating an annual contract with Great Lakes that has seasonal routes and MDQs which resulted in a lower reservation charge during the summer period. During the winter period ANR pays the transportation rate for Eastern Zone to Central Zone, while in the summer period ANR pays the lower transportation rate from the Eastern Zone to Eastern Zone. The annual costs during the Base Period associated with FT-17593 were \$30.3 million.

GLGT FT-18138: a Firm Transportation Service Agreement between Great Lakes and ANR for service beginning November 1, 2014. This Transportation Agreement is utilized by ANR during the winter to move storage gas from discontinuous storage fields in northern Michigan to ANR's on-system facilities at the Farwell Interconnection. Pursuant to this Transportation Agreement, during the winter period, Great Lakes transports 115,771 Dth of gas from the Deward or South Chester Interconnections to the Farwell Interconnection. During the summer period there is no quantity or associated charges with this agreement. ANR pays the Great Lakes maximum tariff rate from the Eastern Zone to Eastern Zone on this contract and the annual costs associated with FT-18138 during the Base Period were \$3.4 million.

GLGT FT-18139: a Firm Transportation Service Agreement between Great Lakes and ANR for service beginning November 1, 2014. This Transportation Agreement is utilized by ANR during the winter to move storage gas from discontinuous storage fields in northern Michigan to ANR's on-system facilities at the Farwell Interconnection. Pursuant to this Transportation Agreement, during the winter period, Great Lakes receives up to 178,440 Dth per day from ANR at the

Deward Interconnection and redelivers that gas to ANR at the Farwell Interconnection. During the summer period there is no quantity or associated charges with this agreement. ANR pays the Great Lakes maximum tariff rate from the Eastern Zone to Eastern Zone on this contract and the annual costs associated with FT-18139 during the Base Period were \$5.3 million.

GLGT FT-18150: a Firm Transportation Service Agreement between Great Lakes and ANR for service beginning November 1, 2014. This Transportation Agreement is utilized by ANR during the winter period to move storage gas from discontinuous storage fields in northern Michigan to ANR's on-system facilities at the Farwell Interconnection. Pursuant to this Transportation Agreement, during the winter period, Great Lakes receives gas from ANR at the South Chester or Deward Interconnections up to a maximum quantity of 101,300 Dth per day and redelivers the gas to ANR at the Farwell Interconnection. During the summer period there is no quantity or associated charges with this agreement. ANR pays the Great Lakes maximum tariff rate from the Eastern Zone to Eastern Zone on this contract and the annual costs associated with FT-18150 during the Base Period were \$3.0 million.

GLGT FT-18147: a Firm Transportation Service Agreement between Great Lakes and ANR for service beginning November 1, 2014. This Transportation Agreement is utilized by ANR during the winter period to move storage gas from discontinuous storage fields in northern Michigan to ANR's on-system facilities at the Fortune Lake Interconnection. In effect this contract functions as an operational loop of ANR's Northern Area between Michigan and Wisconsin. Pursuant to this Transportation Agreement, during the winter period, Great Lakes receives gas from ANR at the South Chester Interconnection for up to a maximum quantity of 303,900 Dth per day and redelivers the gas to ANR at the Fortune Lake Interconnection. During the summer period there is no quantity or associated charges with this agreement. ANR pays the Great Lakes maximum tariff rate from the Eastern Zone to Central Zone on this contract and the annual costs associated with FT-18147 during the Base Period were \$13.0 million.

GLGT FT-9141: a Firm Transportation Service Agreement between Great Lakes and ANR dated April 1, 2015. This Transportation Agreement is utilized by ANR to move gas from its on-system facilities at the Farwell Interconnection into discontinuous storage fields and to make deliveries in southeastern Michigan. Pursuant to this Transportation Agreement, during the year, Great Lakes receives gas from ANR at the Farwell Interconnection up to a maximum quantity of 56,000 Dth per day and redelivers the gas to ANR at the St. Clair Interconnection in St. Clair County, Michigan. Although the contract provides for a firm delivery to the St. Clair Interconnection, ANR utilizes this contract to receive gas from Great Lakes at its Muttonville Interconnection which is just upstream of the St. Clair Interconnection. ANR pays the Great Lakes maximum tariff rate from the Eastern Zone to Eastern Zone on this contract and the annual costs associated with FT-9141 during the Base Period were \$4.0 million.

GLGT FT-18228: a Firm Transportation Service Agreement between Great Lakes and ANR dated March 31, 2015. This Transportation Agreement is utilized by ANR to move gas from its on-system facilities at the Farwell Interconnection into discontinuous storage fields and to make deliveries in southeastern Michigan. Pursuant to this Transportation Agreement, during the summer period, Great Lakes receives gas from ANR at the Farwell Interconnection up to a maximum quantity of 44,000 Dth per day and redelivers the gas to ANR at the St. Clair

Interconnection. Although the contract provides for a firm delivery to the St. Clair Interconnection, ANR utilizes this contract to receive gas from Great Lakes at its Muttonville Interconnection which is just upstream of the St. Clair Interconnection. During the winter period there is no quantity or associated charges with this agreement. ANR pays the Great Lakes maximum tariff rate from the Eastern Zone to Eastern Zone on this contract and the annual costs associated with FT-18228 during the Base Period were \$1.5 million.

Rate Schedule X-1: Rate Schedule X-1 is a Gas Exchange Agreement between Great Lakes, ANR, and TCPL dated October 30, 1970. Under the Exchange Agreement, and subject to the receipt of gas from TCPL, Great Lakes receives up to 506,500 Dth per day from TCPL and supplies it to ANR at the Fortune Lake Interconnection and ANR redelivers a thermally equivalent quantity to Great Lakes at the Farwell Interconnection or other mutually agreed upon points, for redelivery to TCPL at the St. Clair Interconnection. The exchange service generally occurs during the winter period (November-March), but may occur on other days as mutually agreed upon by the parties. During the period from November 2012 through November 2014, TCPL reduced its contracted forward haul capacity on Great Lakes to zero, thus making the X-1 inoperable for ANR. There is no fee to ANR for this exchange service. FERC's predecessor agency authorized this service in an order dated April 30, 1970. (Great Lakes Rate Schedule X-1 is also included in ANR's tariff as Rate Schedule X-16.)

DTE FT-90509: a Firm Transportation Agreement between DTE and ANR dated August 1, 1991. This Transportation Agreement is utilized by ANR during the year to move gas into and out of its integrated storage fields in northern Michigan to its on-system facilities near its Woolfolk compressor station. Under this Transportation Agreement, during the winter period DTE receives up to 456,750 Dth per day from ANR at the Kalkaska Interconnection in Kalkaska County, Michigan and redelivers that gas to ANR at the Woolfolk (Detroit A/B) Interconnection in Mecosta, County, Michigan. In addition, this contract provides for a reduced quantity to be of redelivered to either the South Chester or Central Charlton Interconnections. During the summer period DTE receives up to 456,750 Dth per day from ANR at the Woolfolk (Detroit A/B) Interconnection and redelivers that gas to ANR at the Kalkaska Interconnection. ANR pays DTE a monthly demand charge of \$566,500 per month with no commodity charge and the annual costs associated with FT-90509 during the Base Period were \$ 6.8 million.

DTE FT-90511: a Firm Transportation Agreement between DTE and ANR originally dated June 3, 1991. This Transportation Agreement is utilized by ANR annually to move gas in to and out of its integrated storage fields in northern Michigan to its on-system facilities at the Willow Run Interconnection, thereby creating an operational loop of ANR's system between the Woolfolk area down to the Bridgeman compressor station and then over to the Defiance compressor station. Under the Transportation Agreement, during the winter period DTE receives up to 609,000 Dth per day from ANR at the Woolfolk (Detroit A/B) Interconnection and redelivers that gas to ANR at the Willow Run Interconnection in Washtenaw County, Michigan. During the summer period DTE receives up to 253,750 Dth per day from ANR at the Willow Run Interconnection and redelivers that gas to ANR at the Woolfolk (Detroit A/B) Interconnection. ANR pays DTE a monthly reservation rate of \$755,950 per month in the summer period and \$1,055,950 per month in the winter period with no commodity charges on

this contract and the annual costs associated with FT-90511 during the Base Period were \$10.6 million.

Consumers Interconnection and Operating Agreement: Consumers and ANR entered into an Interconnection and Operating Agreement on May 14, 1990. Under this Agreement, during the winter period Consumers receives up to 100,000 Dth per day from ANR at the Otisville Interconnection. ANR may deliver volumes in excess of 100,000 Dth per day, but less than 300,000 Dth per day, subject to Consumers' agreement. ANR pays Consumers \$1,850,000 annually for service under this agreement.