

### **SUMMARY DESCRIPTION OF HISTORICAL TBOs**

**Rate Schedule T-8:** Rate Schedule T-8 was a Gas Transportation and Exchange Agreement between Great Lakes and ANR dated May 30, 1978. Pursuant to this Agreement, during the summer period (April-October) Great Lakes was obligated under the X-1 Exchange Agreement to receive gas from ANR at the Farwell Interconnection up to a maximum quantity of (1) 303,900 Dth per day up to 60 days, and (2) 202,600 Dth per day on days in excess of 60 days, in exchange for Great Lakes delivering a thermally equivalent quantity to ANR at the Deward Interconnection. During the winter period, Great Lakes transported up to a maximum quantity of 557,150 Dth per day for ANR from the Deward Interconnection which was to be redelivered to the Farwell Interconnection. At least 70 percent of the winter period redelivery by Great Lakes was to take place at the Fortune Lake Interconnection via backhaul under the X-1 Exchange Agreement; Great Lakes transported the remainder for delivery to ANR at the Farwell Interconnection. During the winter period ANR paid a one-part volumetric rate for the forward haul to the Farwell Interconnection. During the summer period there was no charge as the flow was under the no-fee X-1 Exchange Agreement. FERC authorized this service in an order dated July 23, 1979. (Great Lakes Rate Schedule T-8 was also included in ANR's tariff as Rate Schedule X-100.)

**Rate Schedule T-9:** Rate Schedule T-9 was a Gas Transportation and Exchange Agreement between Great Lakes and ANR dated March 1, 1979. Pursuant to this Agreement, during the summer period Great Lakes was obligated under the X-1 Exchange Agreement to receive a scheduled daily delivery of 60,780 Dth per day at the Farwell Interconnection and redeliver a thermally equivalent quantity to ANR at the Deward Interconnection. During the winter period, Great Lakes received up to 178,440 Dth per day from ANR at the Deward Interconnection and transported a thermally equivalent quantity to ANR at the Farwell Interconnection. However, Great Lakes was only obligated to transport a maximum of 12 MMDth during either the winter or summer period. ANR paid a two-part rate during the winter period for the transportation service, including both a reservation and a usage charge. During the summer period there was no usage charge as the flow was under the no-fee X-1 Exchange Agreement. FERC authorized this service in an order dated August 22, 1980. (Great Lakes Rate Schedule T-9 was also included in ANR's tariff as Rate Schedule X-101.)

**Rate Schedule T-10:** Rate Schedule T-10 was a Gas Transportation and Exchange Agreement between Great Lakes and ANR dated April 26, 1978. Pursuant to this Agreement, during the summer period Great Lakes was obligated under the X-1 Exchange Agreement to receive from ANR at the Farwell Interconnection up to a maximum quantity of (1) 303,900 Dth per day on up to 20 days, and (2) 202,600 Dth per day on days in excess of 20 days, in exchange for Great Lakes redelivering a thermally equivalent quantity to ANR at the South Chester Interconnection. During the winter period, Great Lakes received from ANR at the South Chester Interconnection up to a maximum quantity of (1) 405,200 Dth per day on up to 20 days, and (2) 303,900 Dth per day on days in excess of 20 days, and Great Lakes transported and redelivered a thermally equivalent quantity at either the Farwell Interconnection or the Crystal Falls Interconnection as specified by ANR. At least 70 percent of the winter period redelivery by Great Lakes was to take place at the Crystal Falls Interconnection via backhaul under Rate Schedule X-1; Great Lakes transported the remainder for delivery to ANR at the Farwell Interconnection. The total

quantities to be transported by Great Lakes during the winter period could not exceed a total of 17.3 MMDth. ANR paid a one-part volumetric rate during the winter period for the forward haul to the Farwell Interconnection. During the summer period there was no charge as the flow was under the no-fee X-1 Exchange Agreement. FERC authorized this service in an order dated April 11, 1979. (Great Lakes Rate Schedule T-10 was also included in ANR's tariff as Rate Schedule X-117.)

**Rate Schedule T-6:** T-6 was a Gas Transportation Contract between Great Lakes and ANR dated May 20, 1974. Pursuant to this Agreement, during the summer period Great Lakes was obligated to receive gas at the Farwell Interconnection for the quantity of 176,000 Dth per day, and redeliver thermally equivalent quantities to ANR for storage injections at the Capac Interconnection and Muttonville Interconnection. ANR paid a two-part rate for the transportation service, including both a reservation and a usage charge. FERC's predecessor agency authorized this service in an order dated June 2, 1975. ANR gave notice of termination of this agreement to Great Lakes by letter dated April 1, 1996, and FERC approved the abandonment, effective April 1, 1997, in an order dated September 20, 1996. Neither the notice of termination nor the abandonment application filed by Great Lakes stated a reason for terminating the agreement, but the application stated that ANR had informed Great Lakes that the proposed abandonment would have no impact on ANR's ability to serve the needs of its markets.