



NORTHWEST PIPELINE LLC
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February 29, 2024

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

Attention: Ms. Debbie-Anne Reese, Acting Secretary

Re: Northwest Pipeline LLC
2024 Summer Fuel Filing
Docket No. RP24-____

Dear Ms. Reese:

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 Fourth Revised Sheet No. 14

The proposed effective date of the tariff record is April 1, 2024.

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) a decrease from 0.96% to 0.84% Factor for Northwest's transportation services under Rate Schedules TF-1¹, TF-2, TI-1 and DEX-1; (2) a decrease from 0.49% to 0.38% in the Factor for Northwest's underground storage services under Rate Schedules SGS-2F and SGS-2I; (3) a decrease from 2.08% to 0.56% in the liquefaction Factor for Northwest's liquefied natural gas ("LNG") storage services under Rate Schedules LS-

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.

2F, LS-3F, LS-2I and LD-4I; and (4) an increase from 0.09% to 0.31% 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 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 a decrease from 0.96% to 0.84% Factor to be used during the upcoming April 2024 through September 2024 period for transportation services under Rate Schedules TF-1, TF-2, TI-1 and DEX-1. The proposed 0.84% 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 0.49% to 0.38% for the Factor to be used during the upcoming April 2024 through March 2025 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 a decrease from 2.08% to 0.56% for the liquefaction Factor to be used during the upcoming April 2024 through March 2025 period for storage service at the Plymouth LNG facility under Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I.

Northwest proposes an increase from 0.09% to 0.31% for the vaporization Factor to be used during the upcoming April 2024 through March 2025 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 2014.² 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. 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

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

LS-3F or LD-4I Service Agreements liquefaction charge of \$0.58646 during the upcoming April 2024 through March 2025 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, 2024. 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.

Ms. Reese
February 29, 2024
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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



Whitney Wiener
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	0.84%
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	0.38%
Rate Schedules LS-2F, LS-3F and LS-2I Liquefaction	0.56%
Vaporization	0.31%
Rate Schedule LD-4I Liquefaction	0.56%

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 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	0.9684%
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	0.4938%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	2.080.56%
Vaporization	0.0931%
Rate Schedule LD-4I	
Liquefaction	2.080.56%

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

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Northwest Pipeline LLC

Exhibit A
Page 1 of 2

Derivation of Fuel Factors to be Effective April 1, 2024

(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	4,595,350	(i)
2	14.12(h)	Projected Evergreen Expansion incremental surcharge reimbursement	(38,284)	(vi)
3	14.12(g)	Cumulative over-recovery of fuel as of Dec. 31, 2023	(38,453)	(ii)
4		Total projected fuel usage	4,518,613	
5	14.12(b)	Average projected lost and unaccounted-for	(718,248)	(iii)
6	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2023	(440,560)	(iv)
7		Total over-recovery projected lost and unaccounted-for gas	(1,158,808)	
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	3,359,805	
10	14.12(d)	Projected transportation receipts	399,081,327	(v)
11	14.12(e)	Factor (line 9 divided by line 10)	0.84%	

Notes to Page 1 of Exhibit A

	Dth
(i) Fuel usage projected as follows:	
Actual April - September 2023 fuel usage	5,082,583
Actual April - September 2022 fuel usage	4,278,693
Actual April - September 2021 fuel usage	4,424,773
Average April - September fuel usage during last three seasons	4,595,350
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative under-recovery of fuel as of Jun. 30, 2023 per true-up adj. in Oct. 1, 2023 filing	171,753
Prior period(s) under/(over)-recovery of fuel adjustment	0
Actual July - December 2023 fuel usage	4,826,491
Total before fuel reimbursements	4,998,244
Actual July - December 2023 fuel reimbursements	
General system reimbursements	4,996,381
Evergreen Expansion incremental surcharge reimbursements	40,316
Total Fuel Reimbursements	5,036,697
Cumulative over-recovery of fuel as of Dec. 31, 2023	(38,453)

Northwest Pipeline LLC

Exhibit A
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Derivation of Fuel Factors to be Effective April 1, 2024

Exhibit A (continued)

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 December 2023 actual lost and unaccounted-for	(1,875,092)	
Twelve months ended December 2022 actual lost and unaccounted-for	(36,473)	
Twelve months ended December 2021 actual lost and unaccounted-for	(819,180)	
Average twelve months lost and unaccounted-for gas during last three years	<u>(910,248)</u>	
Six month lost and unaccounted-for gas (twelve month average divided by 2)	(455,124)	
Out of period adjustments or other forecast adjustments	(263,124)	1/
Average projected lost and unaccounted-for	<u>(718,248)</u>	
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:		
Cumulative over-recovery of L&U as of Jun. 30, 2023 per true-up adj. in Oct. 1, 2023 filing	(791,546)	
Actual July - December 2023 lost and unaccounted-for	(127,725)	
Total over-recovery	(919,271)	
Less: reimbursements collected between July - Dec 2023 for lost and unaccounted-for gas	(478,711)	
Cumulative over-recovery of L&U as of Dec. 31, 2023	<u>(440,560)</u>	
(v) Transportation receipt quantities projected as follows:		
Actual April - September 2023 delivered transportation	425,590,482	
Actual April - September 2022 delivered transportation	380,207,552	
Actual April - September 2021 delivered transportation	381,251,680	
Average April - September delivered transportation during last three seasons	<u>395,683,238</u>	
Projected April - September 2024 delivered transportation	395,683,238	
Projected April - September 2024 fuel and lost and unaccounted-for gas receipts	3,359,805	
Projected Evergreen Expansion incremental surcharge reimbursement	38,284	
Projected transportation receipts	<u>399,081,327</u>	
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:		
Actual April - September 2023 delivered transportation	6,946,528	
Actual April - September 2022 delivered transportation	6,599,792	
Actual April - September 2021 delivered transportation	9,116,380	
Average April - September delivered transportation during last three seasons	<u>7,554,233</u>	
Projected April - September 2024 delivered transportation	7,554,233	
Projected April - September 2024 fuel and lost and unaccounted-for gas receipts using a factor of 0.84% plus 0.50% incremental surcharge	102,602	
Projected April - September 2024 receipts for Evergreen Expansion shippers	7,656,835	
Evergreen Expansion incremental surcharge	0.50%	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>38,284</u>	

1/ Adjustment to 2023 lost and unaccounted-for, for the operational sales and purchases of gas split over two reporting periods. Will reverse this adjustment when the remaining purchases flow through lost and unaccounted-for in the next fuel filing in October 2024.

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2024

Exhibit B
Page 1

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	76,724	(i)
2	14.12(g)	Cumulative under-recovery of fuel as of Dec. 31, 2023	9,676	(ii)
3		Total projected fuel usage	86,400	
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	86,400	
8	14.12(d)	Total projected nominated injections	22,821,527	(iii)
9	14.12(f)	Factor (line 7 divided by line 8)	0.38%	

Notes to Exhibit B

(i) Fuel usage projected as follows:

	Dth
Actual 2023 fuel usage	89,452
Actual 2022 fuel usage	86,451
Actual 2021 fuel usage	54,269
Average projected fuel usage during last three years	76,724

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

Cumulative under-recovery of fuel as of Dec. 31, 2022 per true-up adj. in Apr. 1, 2023 filing	32,419
Actual January - December 2023 fuel usage	89,452
Total before fuel reimbursements under-recovered	121,871
Less: reimbursements collected January - December 2023	112,195
Cumulative under-recovery of fuel as of Dec. 31, 2023	9,676

(iii) Nominated injections projected as follows:

Actual 2023 nominated injections	26,334,057
Actual 2022 nominated injections	21,083,502
Actual 2021 nominated injections	20,787,821
Average nominated injections during last three years	22,735,127
Projected 2024 nominated injections	22,735,127
Projected 2024 fuel and lost and unaccounted-for gas under-recovered	86,400
Total projected nominated injections	22,821,527

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2024

Exhibit C
Page 1

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	11,484	(i)
2	14.12(g)	Fuel usage true-up adjustment Exhibit C	(3,066)	(ii)
3		Total projected fuel usage	8,418	
4	14.12(b)	Average projected lost and unaccounted-for gas	16	(iii)
5	14.12(g)	Cumulative under-recovery of L&U as of Dec. 31, 2023 Exhibit C	1,277	(iv)
6		Total projected lost and unaccounted-for gas under-recovered	1,293	
7	14.12(f)	Cumulative over-recovery of L&U as of Dec. 31, 2023	1,277	
		Total projected fuel and lost and unaccounted-for gas usage	9,711	
8	14.12(d)	Total projected liquefaction nominations	1,741,100	(v)
9	14.12(f)	Fuel Factor	0.56%	

Notes to Exhibit C

	Dth
(i) Actual 2023 Plymouth LNG fuel usage	12,773
Actual 2022 Plymouth LNG fuel usage	18,513
Actual 2021 Plymouth LNG fuel usage	3,165
Average fuel usage during last three years	11,484
(ii) Fuel usage true-up balance calculated as follows:	
Cumulative under-recovery of fuel as of Dec. 31, 2022 per true-up adj. in April 1, 2023 filing	19,749
Actual January - December 2023 fuel usage	12,773
Total before fuel reimbursements under-recovery	32,522
Less: Actual January - December 2023 fuel reimbursements	35,588
Cumulative over-recovery of fuel as of Dec. 31, 2023	(3,066)
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended Dec. 2023 actual lost and unaccounted-for	5
Twelve months ended Dec. 2022 actual lost and unaccounted-for	13
Twelve months ended Dec. 2021 actual lost and unaccounted-for	31
Average projected lost and unaccounted-for gas	16
(iv) Lost and unaccounted-for gas true-up balance calculated as follows:	
Cumulative over-recovery of L&U as of Dec. 31, 2022 per true-up adj. in Apr. 1, 2023 filing	(8,112)
Actual January - December 2022 lost and unaccounted-for	5
Total before lost and unaccounted-for reimbursements	(8,107)
Less: reimbursements collected between Jan - Dec. 2023 lost and unaccounted-for gas	(9,384)
Cumulative under-recovery of L&U as of Dec. 31, 2023	1,277
(v) Nominated injections projected as follows:	
2023 Nominated Injections	2,277,464
2022 Nominated Injections	1,202,183
Projected 2024 nominated injections averaging last two years	1,739,824
Projected 2024 nominated injections	1,739,824
Projected 2024 fuel and lost and unaccounted-for gas under-recovered	1,277
Total projected liquefaction nominations	1,741,100

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2024

Exhibit D
Page 1

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	9,865	(i)
2	14.12(g)	Fuel usage true-up adjustment Exhibit D	(15,886)	(ii)
3		Total projected fuel usage	(6,021)	
4	14.12(b)	Average projected lost and unaccounted-for gas	16	(iii)
5	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2023	9,323	(v)
6		Total projected lost and unaccounted-for gas under-recovered	9,339	
5	14.12(f)	Projected fuel and lost and unaccounted-for gas usage	3,318	(iv)
7	14.12(d)	Projected Plymouth LNG nominated vaporizations	1,071,477	(iv)
	14.12(f)	Fuel Factor	0.31%	

Notes to Exhibit D

	Dth
(i) Actual 2023 fuel usage	19,714
Actual 2022 fuel usage	16
Average vaporization fuel for last 2 years	9,865
Fuel Usage Projected	9,865
(ii) Fuel usage true-up balance calculated as follows:	
Cumulative over-recovery of fuel as of Dec. 31, 2022 per true-up adj. in April 1, 2023 filing	(12)
Actual January - December 2023 Plymouth LNG fuel usage	19,714
Total before fuel reimbursements under-recovery	19,702
Less: Actual January - December 2023 fuel reimbursements	35,588
Cumulative over-recovery of fuel as of Dec. 31, 2023	(15,886)
(iii) Lost and unaccounted-for gas projected as follows:	
Twelve months ended Dec. 2023 actual lost and unaccounted-for	5
Twelve months ended Dec. 2022 actual lost and unaccounted-for	13
Twelve months ended Dec. 2021 actual lost and unaccounted-for	31
Average projected lost and unaccounted-for gas	16
(iv) Nominated vaporization projected as follows:	
Actual 2023 nominated vaporization	1,994,638
Actual 2022 nominated vaporization	734,320
Actual 2021 nominated vaporization	485,472
Average nominated vaporizations	1,071,477
(v) Lost and unaccounted-for gas true-up balance calculated as follows:	
Cumulative over-recovery of L&U as of Dec. 31, 2022 per true-up adj. in Apr. 1, 2023 filing	(66)
Actual January - December 2023 lost and unaccounted-for	5
Total before lost and unaccounted-for reimbursements	(61)
Less: reimbursements collected between July - Dec. 2023 lost and unaccounted-for gas	(9,384)
Cumulative under-recovery of L&U as of Dec. 31, 2023	9,323

Northwest Pipeline LLC

Detail of 2023 Actuals Used to Derive Fuel Factors to be Effective April 1, 2024

(Dth)

Month	Transportation					
	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Increase in Volumes	Reimbursements System-Wide	Reimbursements Surcharge
Jul-23	693,610	72,299,096	(15,270)	0	673,845	3,237
Aug-23	694,511	76,526,915	(114,286)	0	774,232	5,338
Sep-23	715,832	63,660,298	(34,526)	0	819,392	8,131
	<u>2,103,953</u>	<u>212,486,309</u>	<u>(164,082)</u>	<u>0</u>	<u>2,267,469</u>	<u>16,706</u>
Oct-23	704,748	74,075,814	431,269	0	681,664	8,041
Nov-23	850,933	87,896,399	63,248	0	717,108	10,341
Dec-23	1,166,857	96,413,094	(458,160)	0	851,429	5,228
	<u>2,722,538</u>	<u>258,385,307</u>	<u>36,357</u>	<u>0</u>	<u>2,250,201</u>	<u>23,610</u>
Total	<u>4,826,491</u>	<u>470,871,616</u>	<u>(127,725)</u>	<u>0</u>	<u>4,517,670</u>	<u>40,316</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-23	17,023	10,038	3,126,365	-38	2,158	29,269	0	11,412		702,868
Feb-23	15,454	9,010	2,809,623	169	1,169	45,613	0	7,394		357,767
Mar-23	19,924	9,172	2,859,027	155	1,716	18,083	0	850		557,401
Apr-23	11,571	4,578	1,409,501	109	845	0	0	3		281,564
May-23	8,137	14,376	2,922,388	2,591	1,927	88,203	0	4		52,000
Jun-23	1,071	24,706	5,015,100	1,763	19,120	899,942	0	1		2,650
Jul-23	1,132	6,563	1,330,928	1,959	15,554	731,544	0	2		0
Aug-23	1,220	3,476	707,320	31	208	9,792	0	0		0
Sep-23	3,443	12,226	2,486,911	9	4,522	212,749	10	0		0
Oct-23	3,075	5,651	1,149,341	1,353	1,434	67,450	0	5		0
Nov-23	3,539	1,959	396,567	2,131	2,537	119,195	0	0		0
Dec-23	3,863	10,440	2,120,986	2,541	1,218	55,624	0	43		40,388
	<u>89,452</u>	<u>112,195</u>	<u>26,334,057</u>	<u>12,773</u>	<u>52,408</u>	<u>2,277,464</u>	<u>10</u>	<u>19,714</u>	<u>0</u>	<u>1,994,638</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 2023 Actuals Used to Derive Fuel Factors to be Effective April 1, 2024

(Dth)

Allocation of July - December 2023 Transportation Reimbursements

July - September 2023 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2023 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	4,351,543	110.96%
Projected lost and unaccounted-for gas	<u>(429,961)</u>	<u>-10.96%</u>
Total projections (includes true-ups)	<u>3,921,582</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
	Lost and		
	Fuel	Unaccounted	Total
Actual Reimbursements			2,267,469
Allocated percentage	110.96%	-10.96%	100.00%
Allocated reimbursements	<u>2,515,984</u>	<u>(248,515)</u>	<u>2,267,469</u>

October - December 2023 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the October 1, 2023 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	5,410,502	110.23%
Projected lost and unaccounted-for gas	<u>(502,168)</u>	<u>-10.23%</u>
Total projections (includes true-ups)	<u>4,908,334</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
	Lost and		
	Fuel	Unaccounted	Total
Actual Reimbursements			2,250,201
Allocated percentage	110.23%	-10.23%	100.00%
Allocated reimbursements	<u>2,480,397</u>	<u>(230,196)</u>	<u>2,250,201</u>

Total June - December 2023 Allocated Transportation Reimbursements

	<u>Allocation of Reimbursements to:</u>		
	Fuel	Lost and Unaccounted	Total
July - September 2023	2,515,984	(248,515)	2,267,469
October - December 2023	2,480,397	(230,196)	2,250,201
	<u>4,996,381</u>	<u>(478,711)</u>	<u>4,517,670</u>

Reference:

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

Northwest Pipeline LLC

Detail of 2023 Actuals Used to Derive Fuel Factors to be Effective April 1, 2024

(Dth)

Allocation of January - December 2023 Liquefaction Reimbursements

January - December 2023 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, 2023 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	29,224	135.81%
Projected lost and unaccounted-for gas	<u>(7,706)</u>	<u>-35.81%</u>
Total projections (includes true-ups)	<u>21,518</u>	<u>100.00%</u>

Allocation of Reimbursements to:

	Fuel	Lost and Unaccounted	Total
Actual Reimbursements			52,408
Allocated percentage	<u>135.81%</u>	<u>-35.81%</u>	<u>100.00%</u>
Allocated reimbursements	<u>71,175</u>	<u>(18,767)</u>	<u>52,408</u>

Reference:

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

Northwest Pipeline LLC

Detail of 2023 Actuals Used to Derive Fuel Factors to be Effective April 1, 2024

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

Transportation				
Month	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Delivered Evergreen 25 Markets
Jan-23			(79,126)	
Feb-23			(165,765)	
Mar-23			(90,347)	
Apr-23	1,054,411	82,369,758	(1,180,093)	1,028,167
May-23	1,056,645	67,755,088	(79,728)	1,045,925
Jun-23	867,574	62,979,327	(152,308)	637,199
Jul-23	693,610	72,299,096	(15,270)	1,050,844
Aug-23	694,511	76,526,915	(114,286)	1,601,131
Sep-23	715,832	63,660,298	(34,526)	1,583,262
Oct-23			431,269	
Nov-23			63,248	
Dec-23			(458,160)	
	<u>5,082,583</u>	<u>425,590,482</u>	<u>(1,875,092)</u>	<u>6,946,528</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>

Reference:

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