



NORTHWEST PIPELINE LLC
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February 28, 2018

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

Re: Northwest Pipeline LLC
Docket No. RP18-___

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-First Revised Sheet No. 14

By this filing, Northwest proposes the following fuel reimbursement factors (“Factor(s)”): (1) an increase from 1.00% to 1.16% in the Factor for Northwest’s transportation services under Rate Schedules TF-1¹, TF-2, TI-1 and DEX-1; (2) an increase from 0.15% to 0.17% in the Factor for Northwest’s underground storage services under Rate Schedules SGS-2F and SGS-2I; (3) no change of the 0.53% 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) no change of the 0.53% 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 Summer Fuel Filing, Northwest is required to true-up the Liquefaction Facility Charge for Rate Schedules LS-3F and LD-4I. Northwest proposes no change for 2018 to the estimated LS-3F and LD-4I liquefaction charges, as discussed below.

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.

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 and B and supporting work papers are included herein to show the data and formulas used to derive the proposed Factors. As further discussed below, Northwest proposes to use the same Factors as last year due to limited activity at the Plymouth LNG Facility. See Exhibits C and D for a summary of activity.

Mainline Transportation (Calculations on Exhibit A)

Northwest proposes an increase from 1.00% to 1.16% for the Factor to be used during the upcoming April through September 2018 period for transportation services under Rate Schedules TF-1, TF-2, TI-1 and DEX-1. The proposed 1.16% Factor is designed to recover the anticipated fuel usage and L&U and to true-up the variance between fuel reimbursed and fuel used (including L&U) for prior periods.

Underground Storage (Calculations on Exhibit B)

Northwest proposes an increase from 0.15% to 0.17% for the Factor to be used during the upcoming April 2018 through March 2019 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 no change to the 0.53% liquefaction Factor to be used during the upcoming April 2018 through March 2019 period for storage service at the Plymouth LNG facility under Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I.

Northwest proposes no change to the 0.53% vaporization Factor to be used during the upcoming April 2018 through March 2019 period for storage service at the Plymouth LNG facility under Rate Schedules LS-2F, LS-3F, LS-2I and LD-4I.

Northwest proposes no change to the liquefaction and vaporization Factors due to the low usage of the facility over the past year. 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. Shippers holding storage capacity at the Plymouth LNG facility have agreed to this methodology for the upcoming period.²

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 2014.³ 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 LD-4I Service Agreement, Northwest proposes no change to the liquefaction charge of \$0.90855 for both of these services during the upcoming April 2018 through March 2019 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, 2018, 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 A, B, C, D and supporting schedules.

² 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.

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

Ms. Kimberly D. Bose
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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.

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

Laren Gertsch

Director, Rates and Tariffs

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	1.1600%
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	0.1715%
Rate Schedules LS-2F, LS-3F and LS-2I	
Liquefaction	0.53%
Vaporization	0.53%
Rate Schedule LD-4I	
Liquefaction	0.53%

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
FOR REIMBURSEMENT OF FUEL USE

Applicable to Transportation Service Rendered Under
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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	1.16%
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	0.17%
Rate Schedules LS-2F, LS-3F and LS-2I Liquefaction	0.53%
Vaporization	0.53%
Rate Schedule LD-4I Liquefaction	0.53%

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.

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2018

(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	5,193,548	(i)
2	14.12(h)	Projected Evergreen Expansion incremental surcharge reimbursement	(92,182)	(vi)
3	14.12(g)	Cumulative over-recovery of fuel as of Dec. 31, 2017	(804,435)	(ii)
4		Total projected fuel usage	4,296,931	
5	14.12(b)	Average projected lost and unaccounted-for	(259,040)	(iii)
6	14.12(g)	Cumulative over-recovery of L&U as of Dec. 31, 2017	(81,817)	(iv)
7		Total over-recovery projected lost and unaccounted-for gas	(340,857)	
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	3,956,074	
10	14.12(d)	Projected transportation receipts	341,579,473	(v)
11	14.12(e)	Factor (line 9 divided by line 10)	1.16%	

Notes to Page 1 of Exhibit A

	Dth
(i) Fuel usage projected as follows:	
Actual April - September 2017 fuel usage	4,803,150
Actual April - September 2016 fuel usage	5,252,925
Actual April - September 2015 fuel usage	5,524,569
Average April - September fuel usage during last three seasons	5,193,548
(ii) Fuel usage true-up adjustment calculated as follows:	
Cumulative over-recovery of fuel as of Jun. 30, 2017 per true-up adj. in Oct. 1, 2017 filing	(469,011)
Actual July - December 2017 fuel usage	4,194,072
Fuel Adjustment	0
Total before fuel reimbursements	3,725,061
Actual July - December 2017 fuel reimbursements	
General system reimbursements	4,417,681
Evergreen Expansion incremental surcharge reimbursements	111,815
Total Fuel Reimbursements	4,529,496
Cumulative over-recovery of fuel as of Dec. 31, 2017	(804,435)

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2018

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 2017 actual lost and unaccounted-for	(986,148)	
Twelve months ended December 2016 actual lost and unaccounted-for	(582,249)	
Twelve months ended December 2015 actual lost and unaccounted-for	14,155	
Average twelve months lost and unaccounted-for gas during last three years	<u>(518,081)</u>	
Six month lost and unaccounted-for gas (twelve month average divided by 2)	(259,040)	
Out of period adjustments or other forecast adjustments	0	(1)
Average projected lost and unaccounted-for	<u>(259,040)</u>	
(iv) Lost and unaccounted-for gas true-up adjustment determined as follows:		
Cumulative over-recovery of L&U as of Jun. 30, 2017 per true-up adj. in Oct. 1, 2017 filing	(319,768)	
Actual July - December 2017 lost and unaccounted-for	<u>(269,160)</u>	
Total over-recovery	(588,928)	
Less: reimbursements collected between July - Dec 2017 for lost and unaccounted-for gas	<u>(507,111)</u>	
Cumulative over-recovery of L&U as of Dec. 31, 2017	<u>(81,817)</u>	
(v) Transportation receipt quantities projected as follows:		
Actual April - September 2017 delivered transportation	321,820,652	
Actual April - September 2016 delivered transportation	329,860,721	
Actual April - September 2015 delivered transportation	<u>360,912,280</u>	
Average April - September delivered transportation during last three seasons	<u>337,531,218</u>	
Projected April - September 2018 delivered transportation	337,531,218	
Projected April - September 2018 fuel and lost and unaccounted-for gas receipts	3,956,074	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>92,182</u>	
Projected transportation receipts	<u>341,579,473</u>	
(vi) Evergreen Expansion incremental surcharge reimbursement projected as follows:		
Actual April - September 2017 delivered transportation	18,305,228	
Actual April - September 2016 delivered transportation	19,380,823	
Actual April - September 2015 delivered transportation	<u>16,704,926</u>	
Average April - September delivered transportation during last three seasons	<u>18,130,326</u>	
Projected April - September 2018 delivered transportation	18,130,326	
Projected April - September 2018 fuel and lost and unaccounted-for gas receipts using a factor of 1.16% plus 0.50% incremental surcharge	<u>306,044</u>	
Projected April - September 2018 receipts for Evergreen Expansion shippers	18,436,369	
Evergreen Expansion incremental surcharge	<u>0.50%</u>	
Projected Evergreen Expansion incremental surcharge reimbursement	<u>92,182</u>	

(1) Northwest does not have any out-of-period or other adjustments that need to be recovered in this filing

Northwest Pipeline LLC

Derivation of Fuel Factors to be Effective April 1, 2018

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	36,650	(i)
2	14.12(g)	Cumulative over-recovery of fuel as of Dec. 31, 2017	(12,847)	(ii)
3		Total projected fuel usage	23,803	
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	23,803	
8	14.12(d)	Total projected nominated injections	14,349,993	(iii)
9	14.12(f)	Factor (line 7 divided by line 8)	0.17%	

Notes to Exhibit B

(i) Fuel usage projected as follows:

	Dth
Actual 2017 fuel usage	38,804
Actual 2016 fuel usage	43,821
Actual 2015 fuel usage	27,324
Average projected fuel usage during last three years	36,650

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

Cumulative over-recovery of fuel as of Dec. 31, 2016 per true-up adj. in Apr. 1, 2017 filing	(21,230)
Actual January - December 2017 fuel usage	38,804
Total before fuel reimbursements under-recovered	17,574
Less: reimbursements collected January - December 2017	30,421
Cumulative over-recovery of fuel as of Dec. 31, 2017	(12,847)

(iii) Nominated injections projected as follows:

Actual 2017 nominated injections	16,563,203
Actual 2016 nominated injections	17,388,610
Actual 2015 nominated injections	9,026,757
Average nominated injections during last three years	14,326,190
Projected 2018 nominated injections	14,326,190
Projected 2018 fuel and lost and unaccounted-for gas under-recovered	23,803
Total projected nominated injections	14,349,993

Northwest Pipeline LLC
Derivation of Fuel Factors to be Effective April 1, 2018

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	<u>0.53%</u>	(1)

(1) Northwest proposes no change to the liquefaction and vaporization Factors due to the low usage of the facility over the past year.

Notes to Exhibit C

	Dth	
(i) Fuel usage true-up balance calculated as follows:		
Cumulative under-recovery of fuel as of Dec. 31, 2016 per true-up adj. in April 1, 2017 filing	6,272	
Actual January - December 2017 fuel usage	<u>5,181</u>	
Total before fuel reimbursements under-recovery	11,453	
Less: Actual January - December 2017 fuel reimbursements	<u>9,973</u>	
Cumulative under-recovery of fuel as of Dec. 31, 2017	<u>1,480</u>	(2)
(ii) Lost and unaccounted-for gas true-up balance calculated as follows:		
Cumulative under-recovery of L&U as of Dec. 31, 2016 per true-up adj. in Apr. 1, 2017 filing	169	
Total before lost and unaccounted-for reimbursements	<u>169</u>	
Less: reimbursements collected between July - Dec. 2017 lost and unaccounted-for gas	<u>(3,730)</u>	
Cumulative under-recovery of L&U as of Dec. 31, 2017	<u>3,899</u>	(2)
(2) 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, 2018

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(f)	Factor	0.53%	(1)

- (1) Northwest proposes no change to the liquefaction and vaporization Factors due to the low usage of the facility over the past year.

Notes to Exhibit D

	Dth	Note No.
(i) Fuel usage true-up balance calculated as follows:		
Cumulative over-recovery of fuel as of Dec. 31, 2016 per true-up adj. in April 1, 2017 filing	(3,692)	
Total before fuel reimbursements over-recovery	(3,692)	
Less: reimbursements collected between January - December 2017 fuel	-	
Cumulative over-recovery of fuel as of Dec. 31, 2017	<u>(3,692)</u>	(2)
(ii) Lost and unaccounted-for gas true-up balance calculated as follows:		
Cumulative under-recovery of L&U as of Dec. 31, 2016 per true-up adj. in Apr. 1, 2017 filing	194	
Actual January - December 2017 lost and unaccounted-for	<u>49</u>	
Total before lost and unaccounted-for reimbursements	243	
Less: reimbursements collected between July - Dec. 2017 lost and unaccounted-for gas	0	
Cumulative under-recovery of L&U as of Dec. 31, 2017	<u>243</u>	(2)
(2) 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

Detail of 2017 Actuals Used to Derive Fuel Factors to be Effective April 1, 2018

(Dth)

Month	Transportation					
	Fuel Usage	Delivered Transportation	Lost and Unaccounted	Increase in Volumes	Reimbursements	
					System-Wide	Surcharge
Jul-17	798,327	55,727,592	(26,549)	0	643,353	5,822
Aug-17	845,320	52,258,500	107,852	0	721,783	21,490
Sep-17	609,564	48,487,163	(85,857)	0	677,387	26,316
	<u>2,253,211</u>	<u>156,473,255</u>	<u>(4,554)</u>	<u>0</u>	<u>2,042,523</u>	<u>53,628</u>
Oct-17	419,929	57,007,763	(57,814)	0	628,594	16,379
Nov-17	663,346	65,811,577	(13,950)	0	575,068	20,465
Dec-17	857,586	86,208,233	(192,842)	0	664,385	21,343
	<u>1,940,861</u>	<u>209,027,573</u>	<u>(264,606)</u>	<u>0</u>	<u>1,868,047</u>	<u>58,187</u>
Total	<u>4,194,072</u>	<u>365,500,828</u>	<u>(269,160)</u>	<u>0</u>	<u>3,910,570</u>	<u>111,815</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-17	6,374	8,547	3,710,195	445	0	700	0	337	0	163,370
Feb-17	9,884	3,807	1,645,898	221	790	0	5	2	0	232,222
Mar-17	4,435	1,862	806,282	138	369	51,096	9	47	0	0
Apr-17	3,915	1,881	823,748	297	1,851	258,809	0	0	0	0
May-17	1,993	2,425	1,620,647	12	0	0	0	0	0	0
Jun-17	1,349	3,498	2,367,191	33	84	15,812	0	0	0	0
Jul-17	1,294	2,439	1,624,276	3	28	4,881	0	0	0	0
Aug-17	2,489	2,123	1,407,927	145	808	152,602	0	0	0	0
Sep-17	2,594	1,524	1,018,688	1,665	1,146	215,844	0	0	0	0
Oct-17	1,832	1,182	786,399	1,470	796	148,818	84	0	0	0
Nov-17	1,383	434	289,842	353	87	16,415	0	32	0	0
Dec-17	1,262	699	462,110	399	284	0	0	22	0	0
	<u>38,804</u>	<u>30,421</u>	<u>16,563,203</u>	<u>5,181</u>	<u>6,243</u>	<u>864,977</u>	<u>98</u>	<u>440</u>	<u>0</u>	<u>395,592</u>

Reference:

Exhibit B Note (ii)	Exhibit B Note (ii)	Exhibit B Note (iii)	Exhibit C Note (ii) (89) Exhibit C Note (iv)	Exhibit C Note (v)	Exh. C (50%) Exh. D (50%)	Exhibit D Note (ii)	Exhibit D Note (iv)
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Northwest Pipeline LLC

Detail of 2017 Actuals Used to Derive Fuel Factors to be Effective April 1, 2018

(Dth)

Allocation of July - December 2017 Transportation Reimbursements

July - September 2017 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the April 1, 2017 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	4,916,123	115.06%
Projected lost and unaccounted-for gas	<u>(643,369)</u>	<u>-15.06%</u>
Total projections (includes true-ups)	<u>4,272,754</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
	Fuel	Lost and Unaccounted	Total
Actual Reimbursements			2,042,523
Allocated percentage	115.06%	-15.06%	100.00%
Allocated reimbursements	<u>2,350,127</u>	<u>(307,604)</u>	<u>2,042,523</u>

October - December 2017 reimbursements allocated between fuel usage and lost and unaccounted-for gas based on projections and true-ups included in the October 1, 2017 Factor calculation:

<u>Allocation of Projections and True-ups:</u>		
Projected fuel usage	4,513,851	110.68%
Projected lost and unaccounted-for gas	<u>(435,456)</u>	<u>-10.68%</u>
Total projections (includes true-ups)	<u>4,078,395</u>	<u>100.00%</u>

<u>Allocation of Reimbursements to:</u>			
	Fuel	Lost and Unaccounted	Total
Actual Reimbursements			1,868,047
Allocated percentage	110.68%	-10.68%	100.00%
Allocated reimbursements	<u>2,067,554</u>	<u>(199,507)</u>	<u>1,868,047</u>

Total July - December 2017 Allocated Transportation Reimbursements

<u>Allocation of Reimbursements to:</u>			
	Fuel	Lost and Unaccounted	Total
July - September 2017	2,350,127	(307,604)	2,042,523
October - December 2017	2,067,554	(199,507)	1,868,047
	<u>4,417,681</u>	<u>(507,111)</u>	<u>3,910,570</u>

Reference:

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

Northwest Pipeline LLC

Detail of 2017 Actuals Used to Derive Fuel Factors to be Effective April 1, 2018

(Dth)

Allocation of January - December 2017 Liquefaction Reimbursements

January - December 2017 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, 2017 Factor calculation:

Allocation of Projections and True-ups:

Projected fuel usage	8,554	159.74%
Projected lost and unaccounted-for gas	<u>(3,199)</u>	<u>-59.74%</u>
Total projections (includes true-ups)	<u>5,355</u>	<u>100.00%</u>

Allocation of Reimbursements to:

	<u>Fuel</u>	<u>Lost and Unaccounted</u>	<u>Total</u>
Actual Reimbursements			6,243
Allocated percentage	<u>159.74%</u>	<u>-59.74%</u>	<u>100.00%</u>
Allocated reimbursements	<u>9,973</u>	<u>(3,730)</u>	<u>6,243</u>

Reference:

Exhibit C	Exhibit C
Page 1	Page 1
Note (ii)	Note (iv)

Northwest Pipeline LLC

Detail of 2017 Actuals Used to Derive Fuel Factors to be Effective April 1, 2018

(Dth)

Monthly Detail of Historical Transportation Actuals Used to Derive Forecast

<u>Month</u>	<u>Transportation</u>			<u>Delivered Evergreen Markets</u>
	<u>Fuel Usage</u>	<u>Delivered Transportation</u>	<u>Lost and Unaccounted</u>	
Jan-17			(196,146)	
Feb-17			(178,418)	
Mar-17			(108,297)	
Apr-17	892,826	57,591,582	(106,941)	1,753,361
May-17	797,889	58,115,025	(47,927)	2,805,239
Jun-17	859,224	49,640,790	(79,259)	1,139,894
Jul-17	798,327	55,727,592	(26,549)	4,221,224
Aug-17	845,320	52,258,500	107,852	5,168,627
Sep-17	609,564	48,487,163	(85,857)	3,216,883
Oct-17			(57,814)	
Nov-17			(13,950)	
Dec-17			(192,842)	
	<u>4,803,150</u>	<u>321,820,652</u>	<u>(986,148)</u>	<u>18,305,228</u>
Jan-16			(37,846)	
Feb-16			(231,442)	
Mar-16			(122,433)	
Apr-16	818,200	56,181,564	43,323	2,121,213
May-16	866,856	57,246,315	(31,257)	3,013,797
Jun-16	905,487	54,542,164	(15,553)	3,959,275
Jul-16	827,354	58,889,999	(201,915)	2,681,766
Aug-16	974,119	54,223,449	(61,843)	3,843,815
Sep-16	860,909	48,777,230	68,927	3,760,957
Oct-16			(72,926)	
Nov-16			(16,314)	
Dec-16			97,030	
	<u>5,252,925</u>	<u>329,860,721</u>	<u>(582,249)</u>	<u>19,380,823</u>
Jan-15			205,878	
Feb-15			76,120	
Mar-15			(56,766)	
Apr-15	1,005,368	60,385,673	140,331	2,386,279
May-15	833,744	60,009,691	100,344	2,843,023
Jun-15	816,320	62,646,545	97,132	3,564,769
Jul-15	916,507	63,738,814	145,849	3,757,329
Aug-15	1,099,443	60,130,769	8,435	2,044,967
Sep-15	853,187	54,000,788	222,237	2,108,559
Oct-15			(736,014)	
Nov-15			(127,201)	
Dec-15			(62,190)	
	<u>5,524,569</u>	<u>360,912,280</u>	<u>14,155</u>	<u>16,704,926</u>
<u>Reference:</u>	Exhibit A	Exhibit A		Exhibit A
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	Note (i)	Note (v)		Note (vi)