

131 FERC ¶ 61,122
FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, D.C. 20426

May 7, 2010

In Reply Refer To:
Midwestern Gas Transmission Company
Docket No. RP10-587-000

Midwestern Gas Transmission Company
c/o ONEOK Partners GP, L.L.C.
ONEOK Plaza
Tulsa, Oklahoma 74103

Attention: Joseph W. Miller
Associate General Counsel

Reference: Implementation of Rate Schedule FT-D

Ladies and Gentlemen:

1. On April 8, 2010, Midwestern Gas Transmission Company (Midwestern) filed revised tariff sheets¹ to implement a new, conditional, firm transportation service under Rate Schedule FT-D. Pursuant to this rate schedule, shippers receiving firm service would be subject to curtailment because of compressor run time limitations. Along with its proposed rate schedule, Midwestern filed a proposed *pro forma* Rate Schedule FT-D service agreement and made other attendant tariff changes. Midwestern also requests a limited waiver of the filing requirements delineated in 18 C.F.R. § 154.313 (2009) for accompanying schedules and statements supporting minor rate changes. The Commission grants the requested waiver and accepts Midwestern's revised tariff sheets to become effective May 10, 2010, as proposed.

2. Midwestern currently provides firm transportation service on its system under Rate Schedules FT-A, FT-B, and FT-C. Midwestern recently confirmed the conditional availability of an additional 20,000 Dth/day of mainline capacity from Midwestern's ANR interconnection near Joliet, Illinois to the system's terminus near Portland, Tennessee. According to Midwestern, due to Illinois State Environmental Protection Agency emission limits, it can only operate its Paris, Illinois compressor station turbine an estimated 6,090 hours over a rolling 12-month period. As a result, Midwestern states

¹ See Appendix.

it cannot offer firm service on this segment under Rate Schedule FT-A since it cannot guarantee gas flow. Accordingly, Midwestern proposes to implement a new Rate Schedule FT-D for new, conditional, firm transportation. Under its proposal, when Midwestern is operating its turbine, shippers contracting for firm service under Rate Schedule FT-D would receive service up to the quantity specified in their respective agreements. When Midwestern is not operating its turbine due to emission limits, it would curtail service under Rate Schedule FT-D, and credit shippers a reservation charge for the time it curtailed service.

3. According to Midwestern, it has 20,000 Dth per day of capacity available for operation under Rate Schedule FT-D.² Midwestern proposes to charge its effective Rate Schedule FT-A tariff rates for service under Rate Schedule FT-D. Midwestern states in the event it curtails service due to the compressor limitations, it would provide a full reservation rate credit to the FT-D shippers for the duration of any such curtailment.³ Midwestern contends using the Commission-approved Rate Schedule FT-A rate for Rate Schedule FT-D service, with reservation charge credits for any pertinent curtailment, is appropriate given that terms, conditions, and quality of services it offers under these two rate schedules are identical, save for the curtailment provision.

4. To provide shippers guidance on the potential for near-term curtailment, Midwestern proposes to post a monthly report of actual turbine runtime hours by the 15th day of the following month. Midwestern states its proposed FT-D service would increase shipper flexibility and access to markets in Illinois, Indiana, and Kentucky. It asserts the service would not adversely affect its existing transportation services, and would cause no change to existing receipt and delivery point flexibility, nominating and scheduling priorities, allocation of capacity, curtailment practices, or operating conditions.

5. The Commission issued public notice of Midwestern's filing on April 13, 2010. Interventions and protests were due as provided by section 154.210 of the Commission's regulations. Pursuant to Rule 214 (18 C.F.R. § 385.214 (2009)), all timely filed motions to intervene and any motions to intervene out-of-time filed before the issuance date of this order are granted. Granting late intervention at this stage of the proceeding will not disrupt this proceeding or place additional burdens on existing parties. No party filed a protest or adverse comments.

6. We accept Midwestern's revised tariff sheets to become effective May 10, 2010, as proposed. Implementing Rate Schedule FT-D will allow Midwestern to better utilize

² Midwestern states that it held a non-binding open season for firm capacity under Rate Schedule FT-D, and received no bids for the capacity.

³ Midwestern states curtailed shippers may nominate and schedule gas on an alternate path (for example, northbound on a secondary basis), in which case FT-D charges would still apply.

system capacity, and offer shippers greater operational flexibility and better access to markets in Illinois, Indiana, and Kentucky.

7. For good cause shown, the Commission also grants Midwestern's request for a limited waiver of 18 C.F.R. § 154.313 (2009). Midwestern's rate filing is limited to implementing a conditional variation of its existing firm transportation service. Additionally, the proposed service will not adversely impact Midwestern's FT-A transportation service, nor will it result in any change to the existing rates for any service under Midwestern's tariff.

By direction of the Commission.

Nathaniel J. Davis, Sr.,
Deputy Secretary.

cc: All Parties

Brenda Storbeck, General Manager
Rates & Regulatory Affairs
ONEOK Partners GP, L.L.C.
ONEOK Plaza
Tulsa, Oklahoma 74103

Appendix

Midwestern Gas Transmission Company Third Revised Volume No. 1

Tariff Sheets Accepted Effective May 10, 2010

Eighth Revised Sheet No. 1
Fourth Revised Sheet No. 5A
First Revised Sheet No. 5B
Original Sheet No. 59L
Original Sheet No. 59M
Original Sheet No. 59N
Original Sheet No. 59O
Original Sheet No. 59P
Original Sheet No. 59Q
Original Sheet No. 59R
Original Sheet No. 59S
Original Sheet No. 59T
Fourth Revised Sheet No. 90A
Third Revised Sheet No. 93
Fourth Revised Sheet No. 100A
Fourth Revised Sheet No. 219
Sixth Revised Sheet No. 225
Fourth Revised Sheet No. 226
Second Revised Sheet No. 226A
Fourth Revised Sheet No. 229
Fourth Revised Sheet No. 246.01
Fourth Revised Sheet No. 246A
Sixth Revised Sheet No. 246B
Fifth Revised Sheet No. 246C
Sixth Revised Sheet No. 254
Original Sheet No. 410O
Original Sheet No. 410P
Original Sheet No. 410Q
Original Sheet No. 410R
Original Sheet No. 410S
Original Sheet No. 410T
Original Sheet No. 410U
Fifth Revised Sheet No. 478
Fifth Revised Sheet No. 479
Fourth Revised Sheet No. 480
Third Revised Sheet No. 481
Fourth Revised Sheet No. 482