

129 FERC ¶ 61,175  
FEDERAL ENERGY REGULATORY COMMISSION  
WASHINGTON, D.C. 20426

November 24, 2009

In Reply Refer To:  
Wyoming Interstate Company, Ltd.  
Docket No. RP10-104-000

Wyoming Interstate Company, Ltd.  
Post Office Box 1087  
Colorado Springs, Colorado 80944

Attention: Catherine E. Palazzari, Vice President

Reference: Revisions to Fuel Mechanism

Ladies and Gentlemen:

1. On October 30, 2009, Wyoming Interstate Company, Ltd., (WIC) filed revised tariff sheets<sup>1</sup> to modify certain provisions of its fuel tracking mechanism set forth in section 30 of its General Terms and Conditions (GT&C). In general, WIC proposes to (1) require quarterly fuel tracker filings with the Commission instead of annual filings; and (2) incorporate into its fuel mechanism provisions that would allow it to cash out over-retained quantities to shippers under certain situations instead of carrying those quantities forward. As discussed below, we accept WIC's revised tariff sheets to become effective December 1, 2009, as proposed.

2. WIC proposes two specific modifications to its fuel tracker mechanism. First, section 30.2 of its GT&C currently requires WIC to file at least annually with the Commission to recalculate its fuel gas and lost and unaccounted for (FL&U) retention percentages. WIC proposes to modify this provision to require quarterly fuel retention percentage filings with the Commission. WIC states that filing quarterly would allow its

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<sup>1</sup> Fourth Revised Sheet No. 39C, Twelfth Revised Sheet No. 83, Fourth Revised Sheet No. 83A, and Original Sheet No. 83A.03 to its FERC Gas Tariff, Second Revised Volume No. 2.

retention percentages to reflect more accurately actual operating conditions. WIC notes it does not propose any changes to the criteria it uses to calculate its FL&U percentages. Second, under its currently effective tariff, should WIC over-retain fuel under its fuel tracking mechanism (i.e., collect FL&U quantities greater than the actual FL&U usage for the collection period), it must credit this imbalance back to shippers in the next fuel adjustment filing via reduced retention rates, if possible. WIC expresses concerns that certain situations may arise where it must carry forward over-retentions indefinitely. WIC states this could place it in a position of having to carry a continuing liability and could require WIC's shippers to wait to receive credit for over-retentions. Accordingly, WIC proposes to incorporate into section 30.5 of its GT&C a provision that would require it to cash out any over-retained FL&U quantities that either exceed 50,000 Dth or have been carried forward for three consecutive quarterly fuel reimbursement filings. WIC proposes to value the net over-retention of FL&U quantities at the tariff cash-out price for the month the FL&U over-retention occurred. WIC states this provision will provide WIC and its shippers more certainty with regard to the return of over-retained FL&U quantities.

3. The Commission noticed WIC's filing on November 2, 2009, allowing for protests 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.

4. WIC's proposal to file quarterly with the Commission to adjust its fuel retention percentages will help assure shippers that WIC's fuel retention percentages more closely reflect actual operating conditions on its system. Further, its proposal to cash out over-retained gas quantities under certain situations will give shippers prompt credit for these

quantities. For these reasons, the Commission accepts WIC's revised tariff sheets, effective December 1, 2009.

By direction of the Commission.

Kimberly D. Bose,  
Secretary.

cc: All Parties

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