

149 FERC ¶ 61,179
FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, D.C. 20426

November 26, 2014

In Reply Refer To:
ETC Tiger Pipeline, LLC
Docket No. RP15-82-000

ETC Tiger Pipeline, LLC
1300 Main Street
Houston, TX 77002

Attention: Blair V. Lichtenwalter, Sr., Director
Rates and Regulatory Affairs

Ladies and Gentlemen:

1. On October 30, 2014, ETC Tiger Pipeline, LLC, (ETC Tiger) filed a revised tariff record¹ pursuant to section 36 of its General Terms and Conditions (GT&C) to reflect the proposed periodic rate adjustment to its reimbursement percentages for Fuel Gas, Lost and Unaccounted for Gas (LAUF), and any Booster Compression Fuel. ETC Tiger does not have any Booster Compression on its system, and therefore, it has not proposed any reimbursement percentages for Booster Compression Fuel in this filing. ETC Tiger is also requesting limited waiver of section 36 of its Tariff, in order to avoid setting a negative reimbursement percentage. As discussed below, the Commission grants the limited waiver and accepts the tariff record effective December 1, 2014, as proposed.

2. Section 36 of the GT&C of ETC Tiger's Tariff requires it to use the six-month period from March 1, 2014 through August 31, 2014, as adjusted, for changes reasonably anticipated to occur during the Recovery Period from December 1, 2014 through May 31, 2015, to calculate its upcoming reimbursement percentages. The overall fuel and LAUF Reimbursement Percentages to be applicable during the Recovery Period are derived by adding a Current Component to recover projected fuel and LAUF costs during the next semi-annual period and a Deferred Component to true-up over and under recoveries during the past deferral period.

¹ ETC Tiger Pipeline, LLC, FERC NGA Gas Tariff, TIGER Tariff Database; [3., Fuel Reimbursement Percentages, 12.0.0.](#)

3. Pursuant to section 36.1(b) of its GT&C, ETC Tiger has separately computed five distinct Reimbursement Percentages:
- For Fuel Gas applicable to quantities received at points located at and west of Louisiana State Highway 789 (West Receipts) applicable to Base System shippers;
 - For Fuel Gas at points located east of Highway 789 (East Receipts) applicable to Base System shippers;
 - West Receipts applicable to Phase 1 Expansion shippers;
 - East Receipts applicable to Phase 1 Expansion shippers; and
 - A single LAUF percentage for all shippers at all points.
4. In its instant filing, ETC Tiger proposes the following reimbursement percentages:

| Reimbursement Type | Previous | Proposed |
|----------------------------|-----------------|-----------------|
| West Receipts, Base System | 0.00% | 0.00% |
| East Receipts, Base System | 0.09% | 0.01% |
| West Receipts, Expansion | 0.21% | 1.51% |
| East Receipts, Expansion | 0.28% | 0.00% |
| LAUF | 0.13% | 0.04% |

5. For West Receipts applicable to Base System shippers, ETC Tiger seeks a limited waiver of section 36 of its Tariff so that it may set an overall Reimbursement Percentage of 0.00 percent. If ETC Tiger were to follow section 36 strictly, the result would be a Current Component of 1.49 percent and a Deferred Component of negative 20.67 percent, resulting in a negative overall Reimbursement Percentage. Instead, ETC Tiger proposes to use a Deferred Component of negative 1.49 percent, so that the effective rate remains 0.00 percent. ETC Tiger argues that granting waiver is desirable because section 36 of ETC Tiger's Tariff does not address a situation in which ETC Tiger would be required to charge any of its shippers a negative Reimbursement Percentage for Fuel Gas. ETC Tiger also states that any unamortized amounts will be reflected in its next periodic rate adjustment filing.

6. For East Phase 1 Expansion Receipts applicable to Expansion shippers, ETC Tiger seeks a limited waiver of section 36 of its Tariff so that it may set an overall Reimbursement Percentage of 0.0 percent. If ETC Tiger were to follow section 36 strictly, the result would be a Current Component of 0.06 percent and a Deferred Component of negative 0.21 percent, resulting in a negative overall Reimbursement Percentage. Instead, ETC Tiger proposes to use a Deferred Component of negative

0.06 percent, which results in an overall reimbursement of 0.0 percent. ETC Tiger argues that granting waiver is desirable because section 36 of ETC Tiger's Tariff does not address a situation in which ETC Tiger would be required to charge any of its shippers a negative Reimbursement Percentage for Fuel Gas. ETC Tiger also states that any unamortized amounts will be reflected in its next periodic rate adjustment filing.

7. Public notice of the filing was issued on November 3, 2014. Interventions and protests were due as provided in section 154.210 of the Commission's regulations (18 C.F.R. § 154.210 (2014)). Pursuant to Rule 214 (18 C.F.R. § 385.214 (2014)), all timely filed motions to intervene and any unopposed motions to intervene out-of-time before the issuance date of this order are granted. Granting late intervention at this stage of the proceeding will not disrupt the proceeding or place additional burdens on existing parties. No protests or adverse comments were filed.

8. The Commission accepts ETC Tiger's proposed reimbursement percentages as just and reasonable, effective December 1, 2014, as requested. We also find good cause to grant the waiver requested by ETC Tiger and accept the revised tariff record to effectuate the adjusted fuel reimbursement percentages. The Commission has previously found that holding reimbursement rates at zero, rather than allowing the overall reimbursement rates to go negative, is reasonable so long as all of the over-recovered amount is eventually returned to the shippers.² ETC Tiger's Deferred Component true-up mechanism will carry this balance to the next semi-annual adjustment period in order to ensure that neither ETC Tiger nor its shippers are disadvantaged.

By direction of the Commission.

Kimberly D. Bose,
Secretary.

² See *Columbia Gulf Transmission Co.*, 132 FERC ¶ 61,134, at P 43 (2010).