

169 FERC ¶ 61,076
FEDERAL ENERGY REGULATORY COMMISSION
WASHINGTON, D.C. 20426

October 29, 2019

In Reply Refer to:
Viking Gas Transmission Company
Docket No. RP20-16-000

Viking Gas Transmission Company
c/o ONEOK, Inc.
100 West 5th Street
Tulsa, OK 74103

Attention: David E. Keglovits
Vice President and Associate General Counsel

Dear Mr. Keglovits:

1. On October 1, 2019, Viking Gas Transmission Company (Viking) filed a revised tariff record¹ to reflect its semi-annual adjustment to its fuel and loss retention percentages (FLRP). Viking also requests a temporary and limited waiver of Section 26.2.4 of the General Terms & Conditions (GT&C) of its tariff, which sets forth the calculation used to derive the FLRPs, in order to allow it to hold its lost-and-unaccounted-for (L&U) rate at zero percent. For good cause shown, we grant the requested waiver and accept the referenced tariff record to be effective November 1, 2019, as proposed.

2. Section 26 of Viking's GT&C provides for the calculation of a fuel and losses retention adjustment, or FLRP volumetric tracker. In the instant filing, Viking proposes the following new FLRPs for Rate Schedules FT-A, IT, and AOT: 0.09 percent for Zone 1-1, 0.11 percent for Zone 1-2, and 0.02 percent for Zone 2-2. The proposed FLRPs are inclusive of the following Gas Lost and Unaccounted For Percentages: zero percent for Zone 1-1, zero percent for Zone 1-2, and zero percent for Zone 2-2.

3. Viking states that its deferred Gas Required for Operations (GRO) account balance is currently in an over-recovery position. Viking states that February and March 2019 resulted in decreases in the GRO over-recovery position, however, during

¹ Viking Gas Transmission Company, FERC NGA Gas Tariff, Viking - FERC Gas Tariff, [Part 5.0, Statement of Rates, 35.0.0](#).

the summer period from April through August, Viking experienced lower actual fuel used than the three-year average estimated fuel usage in the summer period estimates. This difference between actuals and estimates drove most of the increase in the over-recovery position during the 2019 summer period. Viking notes that it anticipates the GRO account balance to increase through the remainder of the summer period for the same reason and that for the purposes of calculating the winter FLRP rates, Viking has chosen to include estimates which reflect an increase in the GRO over-recovery balance for September and October 2019 activity. Viking states that it believes the estimates are appropriate to ensure its FLRP rate for the winter period results in return of the over-recovered balance to customers by the end of the winter period. Viking also states it will continue to monitor the GRO account balance trends and that in the event the GRO account balance does not decrease as expected through the winter period, it will make an interim filing to reduce the FLRP rates in order to more quickly reduce the balance and return any over recovery position to its customers.

4. Viking requests a temporary and limited waiver of Section 26.2.4 of its GT&C, as the unadjusted tariff calculation of the L&U rates in accordance with Section 26.2.4 results in negative L&U percentages across the three zones. Because application of a credit L&U rate in Viking's customer activity systems is not currently supported and the utilization of a negative L&U rate could create difficulties for Viking's customers in making nominations across its system and to interconnecting points, Viking proposes a zero percent L&U rate.

5. Viking states that although its customers would benefit from a negative L&U rate, it has given them the credit by lowering the overall FLRP rate by netting the fuel rate and the L&U rate for each zone. Viking further states that its proposal allows it to provide to customers the benefit of a negative L&U rate in setting its FLRP rates while avoiding the administrative burden for both Viking and its customers of the application of a negative L&U rate. Viking states that the lowered FLRP rate returns to customers the volumetric gain by offsetting the fuel that would otherwise be collected through the winter period's FLRPs. Finally, Viking states that its proposal is consistent with Commission precedent, as the Commission has previously found that holding reimbursement rates at zero rather than implementing negative overall reimbursement rates is reasonable as long as the over-recovered amount is eventually returned to shippers.²

² Transmittal at 3 n.1 (citing *Columbia Gulf Transmission Co.*, 132 FERC ¶ 61,134, at P 43 (2010); *Midcontinent Express Pipeline LLC*, 153 FERC ¶ 61,251, at P 8 (2015); *ETC Tiger Pipeline, LLC*, 151 FERC ¶ 61,181, at P 8 (2015); *Viking Gas Transmission Co.*, 157 FERC ¶ 61,071, at P 7 (2016); *Viking Gas Transmission Co.*, 158 FERC ¶ 62,246 (2017); *Viking Gas Transmission Co.*, 162 FERC ¶ 61,268 (2018); *Viking Gas Transmission Co.*, 165 FERC ¶ 61,056 (2018); *Viking Gas Transmission Co.*, 166 FERC ¶ 61,220 (2019)).

6. Public notice of the filing was issued on October 4, 2019, with interventions and protests due October 15, 2019. Pursuant to Rule 214 of the Commission's Rules of Practice and Procedure,³ all timely filed motions to intervene and any unopposed motion to intervene out-of-time filed before the issuance date of this order are granted. Granting late interventions at this state of the proceeding will not disrupt the proceeding or place additional burdens on existing parties. No adverse comments or protests were filed. The tariff filing and requested waiver are therefore uncontested.

7. We accept Viking's proposed tariff record to effectuate the proposed adjustment to its FLRP. We find that Viking has shown good cause to grant the temporary and limited waiver of its tariff to maintain an L&U percentage of zero. Accordingly, we grant Viking's unopposed request for a limited waiver of Section 26.2.4 of its GT&C and accept the proposed tariff record to be effective November 1, 2019.

By direction of the Commission.

Kimberly D. Bose,
Secretary.

³ 18 C.F.R. § 385.214 (2019).