

**ConocoPhillips**
Transportation Alaska, Inc.

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August 11, 2006

Ms Magalie Roman Salas
Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: **Depreciation Study Filing, FERC Docket No. DO- -000**

Dear Ms Salas:

Enclosed for filing pursuant to Part 347 of the Commission's regulations (18 C.F.R. Pt. 347) are three copies of a depreciation study compiled for ConocoPhillips Transportation Alaska Inc. (CPTAI), which owns a joint undivided interest in the Trans Alaska Pipeline System (TAPS).

Up to now, the depreciation rates of CPTAI have been determined on the basis of a Depreciation Stipulation that was approved by the Commission in an order issued on September 23, 1982. *Trans Alaska Pipeline System, Order Approving Stipulation Resolving the Depreciation Issue*, 20 FERC ¶ 61,352 (1982) ("1982 Depreciation Order"). Under the terms of the approved Stipulation, the basis for the depreciation rates determined under the Stipulation "shall be utilized by the TAPS owners unless and until said basis is altered by further stipulation or order of the FERC or the [Alaska Public Utilities Commission]." Stipulation and Agreement, Docket No. OR78-1 at 5 (Feb. 11, 1982). CPTAI has maintained its depreciation rates in accordance with the approved Stipulation up to the present time.

A challenge to CPTAI's interstate tariff rates for service through TAPS is currently pending in FERC Docket Nos. IS05-82-000, *et al.* (the "TAPS rate proceeding"), which involves the TAPS rates for 2005 and 2006. In the TAPS rate proceeding, various parties have questioned the underlying basis for the existing depreciation rates of the TAPS Carriers (including CPTAI), asserting that the 34.5-year depreciable life for TAPS that was adopted in the Stipulation (a life ending on December 31, 2011) is no longer realistic in light of current circumstances. One potential outcome of the rate proceeding is that the Commission will, for tariff rate purposes, determine new depreciation rates for CPTAI and the other TAPS Carriers for the period from January 1, 2005 forward, thereby superseding the depreciation rates determined for that period under the approved Stipulation.

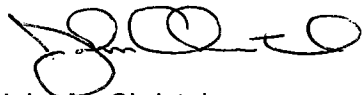
The purpose of the attached depreciation study is to support new depreciation rates for CPTAI to be implemented for accounting ("book") purposes in the event the Commission orders a departure from the approved Depreciation Stipulation for ratemaking purposes in the TAPS rate proceeding. These proposed depreciation rates are calculated as of January 1, 2005 to be consistent with the period at issue in the rate case. In all cases, the depreciation rates are substantially reduced below the level of the depreciation rates currently in use, primarily due to the extension of the projected life of the major TAPS assets beyond the December, 31, 2011 date assumed in the 1982 Depreciation Order.

I hereby certify that CPTAI has, on or before this date, notified each person on its subscriber list via email of the link to CPTAI's website that contains these documents.

Please date-stamp the enclosed extra copy of this transmittal letter and return it to the messenger who delivers this filing.

If you have any questions about this filing or require further information, please contact Bernie Washington at (907) 263-3703.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Christal". The signature is stylized with several loops and a long horizontal stroke at the end.

John M. Christal
Business Manager
ConocoPhillips Transportation Alaska, Inc.

UNITED STATES OF AMERICA
BEFORE THE
FEDERAL ENERGY REGULATORY COMMISSION

DEPRECIATION STUDY
FOR CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

August 11, 2006

ConocoPhillips Transportation Alaska, Inc.
Depreciation Study
August 11, 2006

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Organization, Ownership and Nature of Operations

ConocoPhillips Transportation Alaska Inc., (“CPTAI”) is a wholly-owned subsidiary of ConocoPhillips Alaska, Inc., which is a subsidiary of ConocoPhillips Company. CPTAI owns and manages a joint undivided interest (28.3%) ownership in the Trans Alaska Pipeline System (“TAPS”). The owners of TAPS (the “TAPS Carriers”) and their respective ownership percentages are as follows:

Company	Pipeline Ownership	Terminal Ownership
BP Pipelines (Alaska) Inc.	46.9263%	46.0955%
ConocoPhillips Transportation Alaska, Inc.	28.2953%	27.2445%
ExxonMobil Pipeline Co.	20.3378%	21.9155%
Koch Alaska Pipeline Co, LLC	3.0845%	3.0845%
Unocal Pipeline Co.	1.3561%	1.6600%

TAPS is operated by the TAPS Carriers’ agent, Alyeska Pipeline Service Company.

Shippers move crude oil on TAPS from Pump Station #1 on the North Slope of Alaska to the port of Valdez, Alaska, a distance of approximately 800 miles. In addition, refinery return streams are transported on TAPS from two refineries near Fairbanks and a refinery near Valdez. Current TAPS throughput is approximately 900,000 barrels per day.

In accordance with the Amended Capacity Settlement Agreement,¹ which was approved by the FERC on May 15, 1998, the daily average capacity of TAPS is 1,100,000 barrels per day. Given its 28.2953% pipeline ownership share, CPTAI’s daily average capacity is 311,248 barrels per day. In 2005, the actual average capacity of TAPS was 1,097,260 barrels per day, and CPTAI’s actual average capacity was 305,548 barrels per day.

There are 11 Pump Stations (“PS”) of which six are operational (PS # 1, 3, 4, 5, 7, and 9) and five (PS #2, 6, 8, 10, and 12) are in standby condition. Pump Station #5 is in fact a relief station, and PS #11 was never built.

The Marine Terminal is located in Valdez, Alaska, an ice-free deep water port in south-central Alaska. Primary facilities are oil storage tanks and loading docks for ocean going tankers. A Ballast Water Treatment facility is located on site to treat ballast water.

Request for Approval of New Depreciation Rates

Up to now, the depreciation rates of CPTAI have been determined on the basis of a Depreciation Stipulation that was approved by the Commission in an order issued on September 23, 1982. *Trans Alaska Pipeline System*, Order Approving Stipulation Resolving the Depreciation Issue, 20 FERC ¶ 61,352 (1982) (“1982 Depreciation Order”). Under the terms of

¹ *Exxon Pipeline Co.*, 83 FERC ¶ 61,169 (1998).

the approved Stipulation, the basis for the depreciation rates determined under the Stipulation “shall be utilized by the TAPS owners unless and until said basis is altered by further stipulation or order of the FERC or the [Alaska Public Utilities Commission].” Stipulation and Agreement, Docket No. OR78-1 at 5 (Feb. 11, 1982). CPTAI has maintained its depreciation rates in accordance with the approved Stipulation up to the present time.

A challenge to CPTAI’s interstate tariff rates for service through TAPS is currently pending in FERC Docket Nos. IS05-82-000, *et al.* (the “TAPS rate proceeding”), which involves the TAPS rates for 2005 and 2006. In the TAPS rate proceeding, various parties have questioned the underlying basis for the existing depreciation rates of the TAPS Carriers (including CPTAI), asserting that the 34.5-year depreciable life for TAPS that was adopted in the Stipulation (a depreciable life ending on December 31, 2011) is no longer realistic in light of current circumstances. One potential outcome of the rate proceeding is that the Commission will, for tariff rate purposes, determine new depreciation rates for CPTAI and the other TAPS Carriers for the period from January 1, 2005 forward, thereby superseding the depreciation rates determined for that period under the approved Stipulation.

The purpose of this depreciation study is to support new depreciation rates for CPTAI to be implemented for accounting (“book”) purposes in the event the Commission orders a departure from the approved Depreciation Stipulation for ratemaking purposes in the TAPS rate proceeding. These proposed depreciation rates are calculated as of January 1, 2005, to be consistent with the period at issue in the rate case. In all cases, the depreciation rates are substantially reduced below the level of the depreciation rates currently in use, primarily due to the extension of the projected life of the major TAPS assets beyond the December 31, 2011 date assumed in the 1982 Depreciation Order.

General Principles on Which Proposed Depreciation Rates are Based

This depreciation study used the straight line method, the remaining life basis, and the average service life (“ASL”) procedure to calculate depreciation accrual rates and accrued depreciation. These calculations were based on the attained ages and estimated service life and net salvage characteristics for each depreciable group of assets. Service life was estimated by compiling surviving property by plant accounts, determining how the plant will be used in the future, and forecasting the trend of survivors for each depreciable group by considering past trends of other pipeline companies as well as future plans for TAPS. Net salvage value for all accounts was estimated at zero. As the provisions for Dismantlement, Removal, and Restoration (“DR&R”) are treated separately, DR&R costs were not considered in this study.

The comprehensive methods and principles used to determine the proposed depreciation rates can be found in the attached Gannet Fleming Depreciation Study included in Appendix A.

Physical Life

The physical life of TAPS can be continually extended due to the TAPS Owners’ comprehensive program of pipeline maintenance and repair. TAPS maintains a pipeline integrity program that identifies problem areas and quickly remedies any issues found. This process is

designed to maintain the operating lifespan of the pipeline system for an indefinite period of time.

Economic Life

The service lives of the TAPS assets are dependent upon both physical forces such as wear and tear and deterioration and the economic forces of retirement, such as the economic exhaustion of the North Slope oil fields (primarily Prudhoe Bay). As long as the majority of the North Slope fields continue to operate, it is expected that crude oil will flow through TAPS. As a result, the economic life of TAPS is dependent upon the economic life of the North Slope oil fields.

The Alaska Division of Oil and Gas 2006 Annual Report estimates that there are approximately 6,715 million barrels of oil reserves remaining on the North Slope. The Report further estimates future production from North Slope fields through 2025, forecasting annual production ranging from 317.8 million barrels in 2006 to 169.6 million barrels in 2025. The relevant pages of the Annual Report are attached as Appendix E.

The Gannett Fleming Depreciation Study attached as Appendix A utilizes a 30-year remaining lifespan with a truncation date of 2034 to reflect the economic life of TAPS. As reflected in Appendix A, there is considerable uncertainty when attempting to forecast economic or physical lives for periods beyond 30 years. The forecast is sensitive to changes in crude price, technological innovation, environmental regulation, and North Slope field performance. In addition, the term of the recently renewed TAPS federal and state right-of-way grants expires in 2034. For these reasons, a truncation period of 30 years was used for the TAPS asset.

Plant Additions and Retirements

TAPS has been in service for approximately 30 years. Some of the equipment is approaching the end of its economic life. Therefore, TAPS is in the process of replacing pumps, turbines, and ancillary equipment with new, automated electric motor driven equipment on four of the five actively operational pump stations. All four of these pump stations will be required for the remaining life of TAPS. The cost of these additions is over \$400 million and is expected to be completed in the 2006 – 2007 timeframe.

As a result of the replacement of equipment at four pump stations, TAPS will be retiring the obsolete plant and equipment associated with those stations. The retirement figure is estimated to exceed \$350 million. It is expected that the financial retirement will occur in the 2006 – 2007 timeframe.

Compliance Key to 18 CFR Part 347

<u>Paragraph</u>	<u>Location</u>
(e) (1)	Pages 3-4 and Appendix A
(e) (2)	Page 2
(e) (3)	Appendix A
(e) (4)	Appendix A
(e) (5) (i)	Appendix B
(e) (5) (ii)	Pages 2, 4
(e) (5) (iii)	Appendix C
(e) (5) (iv)	Appendix D
(e) (5) (v)	Page 2
(e) (5) (vi)	Appendix D
(e) (5) (vii)	Appendix A
(e) (5) (viii)	Appendix A
(e) (5) (ix)	Appendix E
(e) (5) (x)	Appendix A
(e) (5) (xi)	Appendix A

Appendix A

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.
Valdez, Alaska

DEPRECIATION STUDY
CALCULATED ANNUAL DEPRECIATION ACCRUALS
APPLICABLE TO PLANT AS OF DECEMBER 31, 2004

GANNETT FLEMING, INC. - VALUATION AND RATE DIVISION
Harrisburg, Pennsylvania

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I. INTRODUCTION

CONOCO PHILLIPS TRANSPORTATION ALASKA, INC.
DEPRECIATION STUDY

I. INTRODUCTION

SCOPE

This report sets forth the results of the depreciation study conducted for the Conoco Phillips Transportation, Inc. ("CPTAI") to determine the annual depreciation accrual rates applicable to the original cost of the Pipeline facilities as of December 31, 2004.

The depreciation accrual rates presented herein are based on generally-accepted methods and procedures for calculating depreciation. The estimated survivor curves used in this report are based on historical indications for the period 1977 through 2004, engineering judgment and estimates of others.

BASIS OF DEPRECIATION STUDY

Depreciation. The depreciation accrual rates and accrued depreciation were calculated using the straight line method, the remaining life basis and the average service life ("ASL") procedure. The calculations were based on the attained ages and estimated service life and net salvage characteristics for each depreciable group of assets.

Service Life and Net Salvage Estimates. The method of estimating service life consisted of compiling the surviving property by plant accounts, understanding how the plant will be utilized differently in the future, and forecasting the trend of survivors for each depreciable group on the basis of interpretations of past trends of other pipeline companies and consideration of Company plans for the future.

A general understanding of the function of the plant and information with respect to the expected future causes of retirement was obtained through discussions with operating and management personnel. The most significant cause of future retirements will be obsolescence resulting from the economic exhaustion of oil and gas from the North Slope of Alaska. The estimated survivor curves for Accounts 152 through 163 and 166 were truncated at 2034 to reflect such obsolescence.

The estimates of net salvage for accounts were zero. I understand that provision for Dismantlement, Removal and Restoration ("DR&R"), or negative salvage, is separately handled, and it would, therefore, be inappropriate for me to also take it into account in this study.

II. METHODS USED IN THE DETERMINATION
OF ANNUAL AND ACCRUED DEPRECIATION

II-1

II. METHODS USED IN THE DETERMINATION OF ANNUAL AND ACCRUED DEPRECIATION

DEPRECIATION

Depreciation is the loss in service value not restored by current maintenance, incurred in connection with the consumption or prospective retirement of crude oil plant in the course of service from causes which are known to be in current operation and against which the utility is not protected by insurance. Among the causes to be given consideration are wear and tear, deterioration, action of the elements, inadequacy, obsolescence, changes in the art, changes in demand, requirements of public authorities, and the economic exhaustion of natural resources.

Depreciation as used in accounting is a method of distributing fixed capital costs over a period of time by allocating annual amounts to expense. Each annual amount of such depreciation expense is part of that year's total cost of providing transportation service. Normally the period of time over which the fixed capital cost is allocated to the cost of service is equal to the period of time over which an item renders service, that is, the item's service life. The most prevalent method of allocation is to distribute an equal amount of cost to each year of service life. This method is known as the straight line method of depreciation.

The calculation of annual and accrued depreciation based on the straight line method requires the estimation of survivor curves and the selection of group depreciation procedures. These subjects are discussed in the sections which follow.

ESTIMATION OF SURVIVOR CURVES

Survivor Curves. The use of an average service life for a property group implies that the various units within a group have different lives. The average life can be obtained by constructing a survivor curve, i.e., plotting the number or percent of units which survive at successive ages. Inasmuch as survivor curves were used in the estimation of service lives, a discussion of survivor curves and their derivation is presented.

A survivor curve graphically depicts the amount of property existing at each age throughout the life of an original group. From the survivor curve, the average life of the group, as well as other functions, such as remaining life expectancy, probable life, and the frequency curve, can be calculated. Geometrically, the average life is obtained by calculating the area under the survivor curve, between age zero and maximum life, and dividing this area by the ordinate at age zero, which is 100 percent. The average remaining life expectancy is calculated by dividing the area under the survivor curve between the attained age and the maximum life by the ordinate at the attained age.

Survivor curves for groups in which all property is expected to be retired concurrently are obtained by truncating smooth survivor curves at an age before zero percent surviving is reached. Such groups to which truncated survivor curves are applicable are designated as life span groups. In life span groups of one or more vintages, future retirements of all property included in the group are anticipated to occur at a specific date or over a restricted range of future dates which are represented by an estimated probable retirement date. Survivor curves for life span groups can be developed using both available historical experience and known or forecasted retirement dates. The life span of both the original installation and a subsequent addition is the number of years which elapse between its installation and the final retirement of the group. During the life of the group as a whole,

interim retirements normally occur between age zero and the maximum age to produce a survivor pattern which is referred to as an "interim survivor curve".

The range of survivor characteristics usually experienced by utility and industrial properties is encompassed by a system of generalized survivor curves known as the Iowa type curves. There are four families in the Iowa system, labeled in accordance with the location of the modes of the retirements in relationship to the average life and the relative height of the modes. The left moded curves are those in which the greatest frequency of retirement occurs to the left of, or prior to, average service life. The symmetrical moded curves are those in which the greatest frequency of retirement occurs at average service life. The right moded curves are those in which the greatest frequency occurs to the right of, or after, average service life. The origin moded curves are those in which the greatest frequency of retirement occurs at the origin, or immediately after age zero. The letter designation of each family of curves (L, S, R, or O) represents the location of the mode of the associated frequency curve with respect to the average service life. The numerical subscripts represent relative heights of the modes of the frequency curves within each family.

The Iowa curves were developed at the Iowa State College Engineering Experiment Station through an extensive process of observation and classification of the ages at which industrial property had been retired. A report of the study which resulted in the classification of property survivor characteristics into 18 type curves was published in 1935 in the form of the Experiment Station's Bulletin 125.¹ These type curves have also been presented in subsequent Experiment Station bulletins and in the text, "Engineering

¹Winfrey, Robley. Statistical Analyses of Industrial Property Retirements. Iowa State College, Engineering Experiment Station, Bulletin 125. 1935.

Valuation and Depreciation".² In 1957, Frank V. B. Couch, Jr., an Iowa State College graduate student, submitted a thesis³ presenting his development of the four O type survivor curves.

Simulated Plant Balance Method

The simulated plant balance method of life analysis is a statistical procedure by which experienced average service life and survivor characteristics are inferred through a series of approximations in which several average service life and survivor curve combinations are tested. The testing procedure consists of applying survivor ratios defined by the average service life and survivor curve combinations being tested to historical plant additions and comparing the resulting calculated, or simulated, surviving balances with the actual surviving balances.

Each year-end book balance is the sum of the plant surviving from the original annual additions. Each calculated year-end balance is the sum of the simulated plant surviving from the same original annual additions. The simulated survivors are calculated for each vintage by multiplying the original additions by the percent surviving corresponding to the age of the vintage as of the date of the year-end balances being simulated. This procedure is repeated until a series of simulated balances is calculated. The balances are then compared with the book balances to determine which average service life and survivor curve combinations result in calculated balances most nearly simulating the progression of actual balances.

²Marston, Anson, Robley Winfrey and Jean C. Hempstead. Engineering Valuation and Depreciation, 2nd Edition. New York, McGraw-Hill Book Company. 1953.

³Couch, Frank V. B., Jr. "Classification of Type O Retirement Characteristics of Industrial Property." Unpublished M.S. thesis (Engineering Valuation). Library, Iowa State College, Ames, Iowa. 1957.

The simulated plant balance method is presented in greater detail in the Edison Electric Institute's publication, "Methods of Estimating Utility Plant Life."⁴

Survivor Curve Judgments. The survivor curve estimates were based on judgment which considered a number of factors. The primary factors were the historical indications of all Trans Alaska Pipeline System (TAPS) assets from the period 1977 through 2004; the current policies and outlook as determined during conversations with TAPS management; a field inspection; and survivor curve estimates from other pipeline companies. The interim survivor curve estimates selected for Transmission Plant do not incorporate consideration of oil and gas supply.

Oil and Gas Supply Capability. The service life of CPTAI is restricted not only by physical forces of retirement, such as wear and tear and deterioration, but also, and to a much greater extent, by economic forces of retirement, specifically, the economic exhaustion of the oil and gas supply in the Alaska North Slope.

There are a number of uncertainties affecting the economic viability of the pipeline system beyond the indicated 30-year remaining life. The amount of conventional reserves is finite. It is probable that significant elements of the transmission system will become economically obsolete as the remaining conventional reserves decrease. Some assets will be retired as the required capacity of the system decreases in the years subsequent to the indicated remaining life. In addition, the recently extended Right of Way is for thirty years.

Based on all factors considered, a 30-year remaining life span is selected for CPTAI. The 30-year remaining life span is a reasonable point within the range of dates

⁴A Report of the Engineering Subcommittee of the Depreciation Accounting Committee, Edison Electric Institute. Publication No. 51-23. Published 1952.

during which the facilities are expected to be retired. Based on a 2004 study date, the 30-year life span results in a truncation date during the year 2034.

The 30-year period is incorporated in the estimated survivor characteristics by truncating the survivor curves which represents the physical life of the facilities in Accounts 152 through 163 and 166, at the attained age of each vintage as of December 31, 2034. The estimated survivor curves for General Plant Accounts 164 and 165, were not truncated due to the nature of the assets and their relatively short service lives.

ESTIMATION OF NET SALVAGE

The net salvage estimates for transmission plant are zero percent. Negative salvage is separately accounted for through DR&R, and thus there is no need to consider this economic factor in the context of this study.

CALCULATION OF ANNUAL AND ACCRUED DEPRECIATION

Group Depreciation Procedures. When more than a single item of property is under consideration, a group procedure for depreciation is appropriate because normally all of the items within a group do not have identical service lives, but have lives that are dispersed over a range of time. There are two primary group procedures, namely, average service life and equal life group.

In the average service life procedure, the rate of annual depreciation is based on the average life or average remaining life of the group, and this rate is applied to the surviving balances of the group's cost. A characteristic of this procedure is that the cost of plant retired prior to average life is not fully recouped at the time of retirement, whereas the cost of plant retired subsequent to average life is more than fully recouped. Over the entire life

cycle the portion of cost not recouped prior to average life is balanced by the cost recouped subsequent to average life.

Remaining Life Annual Accruals. For the purpose of calculating remaining life accrual rates as of December 31, 2004, the book depreciation reserve for each plant account is allocated among vintages in proportion to the calculated accrued depreciation for the account. Explanations of remaining life accruals and calculated accrued depreciation follow. The detailed calculations are set forth in the Results of Study section of the report.

In the average service life procedure, the remaining life annual accrual for each vintage is determined by dividing future book accruals (original cost less book reserve) by the average remaining life of the vintage. The average remaining life is a directly weighted average derived from the estimated future survivor curve in accordance with the average service life procedure.

The calculated accrued depreciation for each depreciable property group represents that portion of the depreciable cost of the group which would not be allocated to expense through future whole life depreciation accruals, if current forecasts of life characteristics are used as the basis for such accruals. The accrued depreciation calculation consists of applying an appropriate ratio to the surviving original cost of each vintage of each account, based upon the attained age and service life. The straight line accrued depreciation ratios are calculated as follows for the average service life procedure:

$$Ratio = 1 - \frac{Average\ Remaining\ Life}{Average\ Service\ Life}.$$

In life span groups, a different average service life is applicable to each vintage due to the expected concurrent retirement of all associated property which restricts the lives of successive additions. Thus, the accrued depreciation calculation is based on each vintage group's individual average service life.

The annual accrual rate for each account is equal to the sum of the remaining life annual accruals for all vintages divided by the account's total original cost. The account's "composite remaining life" is calculated by dividing the sum of the future book accruals for all vintages by the sum of the remaining life annual accruals for all vintages.

III. RESULTS OF STUDY

III. RESULTS OF STUDY

DESCRIPTION OF SUMMARY TABULATION

The table on page III-3 summarizes the results of the depreciation study for CPTAI. The tables sets forth, by account, the estimated survivor curve, net salvage percent, original cost, book depreciation reserve, future accruals, calculated annual accrual amount and rate, and the composite remaining life.

DESCRIPTION OF DETAILED TABULATIONS

The tables of the calculated annual depreciation applicable to plant as of December 31, 2004 are presented in account sequence in the following section and indicate the estimated average survivor curves and net salvage percents used in the calculations. The tables set forth, for each installation year, the original cost, calculated accrued depreciation, allocated book reserve, remaining life expectancy, and the calculated annual accrual. The summarized results by account are brought forward and presented in the table on page III-3.

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.
 ESTIMATED SURVIVOR CURVES, ORIGINAL COST, BOOK RESERVE AND CALCULATED
 ANNUAL DEPRECIATION ACCRUALS RELATED TO PLANT IN SERVICE AT DECEMBER 31, 2004

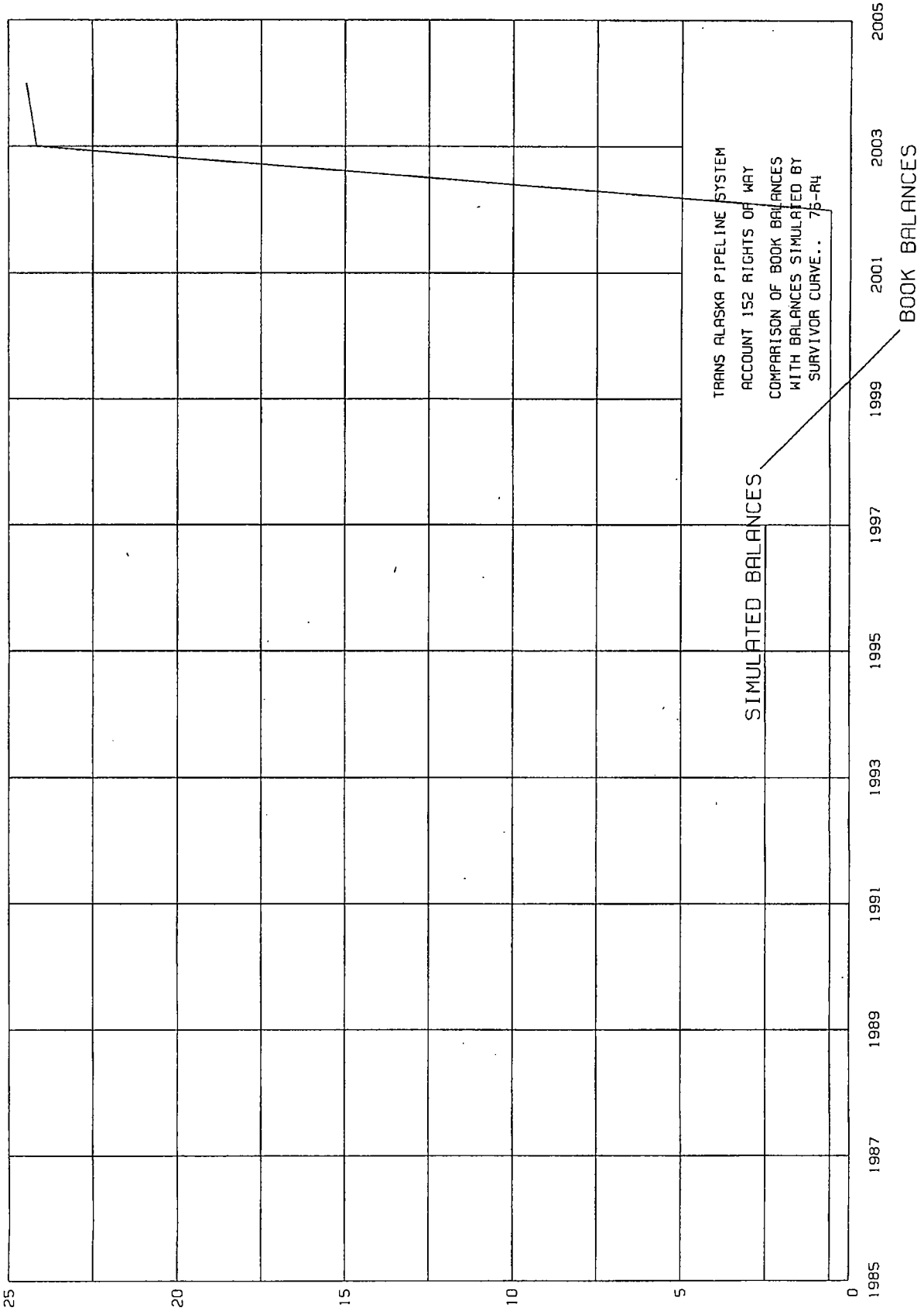
	Depreciable Group (1)	Survivor Curve (2)	Original Cost at December 31, 2004 (3)	Book Reserve (4)	Future Accruals (5)	Annual Accrual		Composite Remaining Life (8)=(5)/(6)
						Amount (6)	Rate (7)=(6)/(3)	
152	RIGHTS OF WAY	75-R4 *	6,828,181.00	1,087,982	5,740,199	191,723	2.81	29.9
153	LINE PIPE	80-R2.5 *	58,621,364.00	43,694,943	14,926,421	523,599	0.89	28.5
154	LINE PIPE FITTINGS	55-R3 *	21,455,766.00	15,088,201	6,367,565	235,935	1.10	27.0
155	PIPELINE CONSTRUCTION	80-R2.5 *	1,793,092,218.00	1,422,098,643	370,993,575	13,179,953	0.74	28.1
156	BUILDINGS	60-R1.5 *	166,590,968.00	123,653,647	42,937,321	1,629,106	0.98	26.4
157	BOILERS	60-R3 *	5,346,048.00	4,073,938	1,272,110	46,730	0.87	27.2
158	PUMPING EQUIPMENT	50-S2.5 *	33,990,476.00	26,158,798	7,831,678	340,245	1.00	23.0
159	MACHINE TOOLS AND MACHINERY	45-R1.5 *	284,985.00	157,827	127,158	4,924	1.73	25.8
160	OTHER STATION EQUIPMENT	50-S2.5 *	237,748,891.00	168,595,093	69,153,798	2,558,680	1.08	27.0
161	OIL TANKS	60-S2 *	18,684,468.00	13,075,723	5,608,745	204,741	1.10	27.4
162	DELIVERY FACILITIES	55-R3 *	498,744,076.00	390,986,800	107,757,276	4,265,616	0.86	25.3
163	COMMUNICATION SYSTEMS	40-S1.5 *	10,178,453.00	6,606,128	3,572,325	135,614	1.33	26.3
164	OFFICE FURNITURE AND EQUIPMENT	20-R2	29,821,152.00	15,114,059	14,707,093	889,067	2.98	16.5
165	VEHICLES AND OTHER WORK EQUIPMENT	16-R2.5	61,607,352.00	45,121,631	16,485,721	1,622,688	2.63	10.2
	TOTAL		2,942,994,398.00	2,275,513,413	667,480,985	25,828,621	0.88	25.8

* LIFE SPAN PROCEDURE USED. CURVE SHOWN IS INTERIM SURVIVOR CURVE.

III-4

LIFE ANALYSES

MILLION DOLLARS

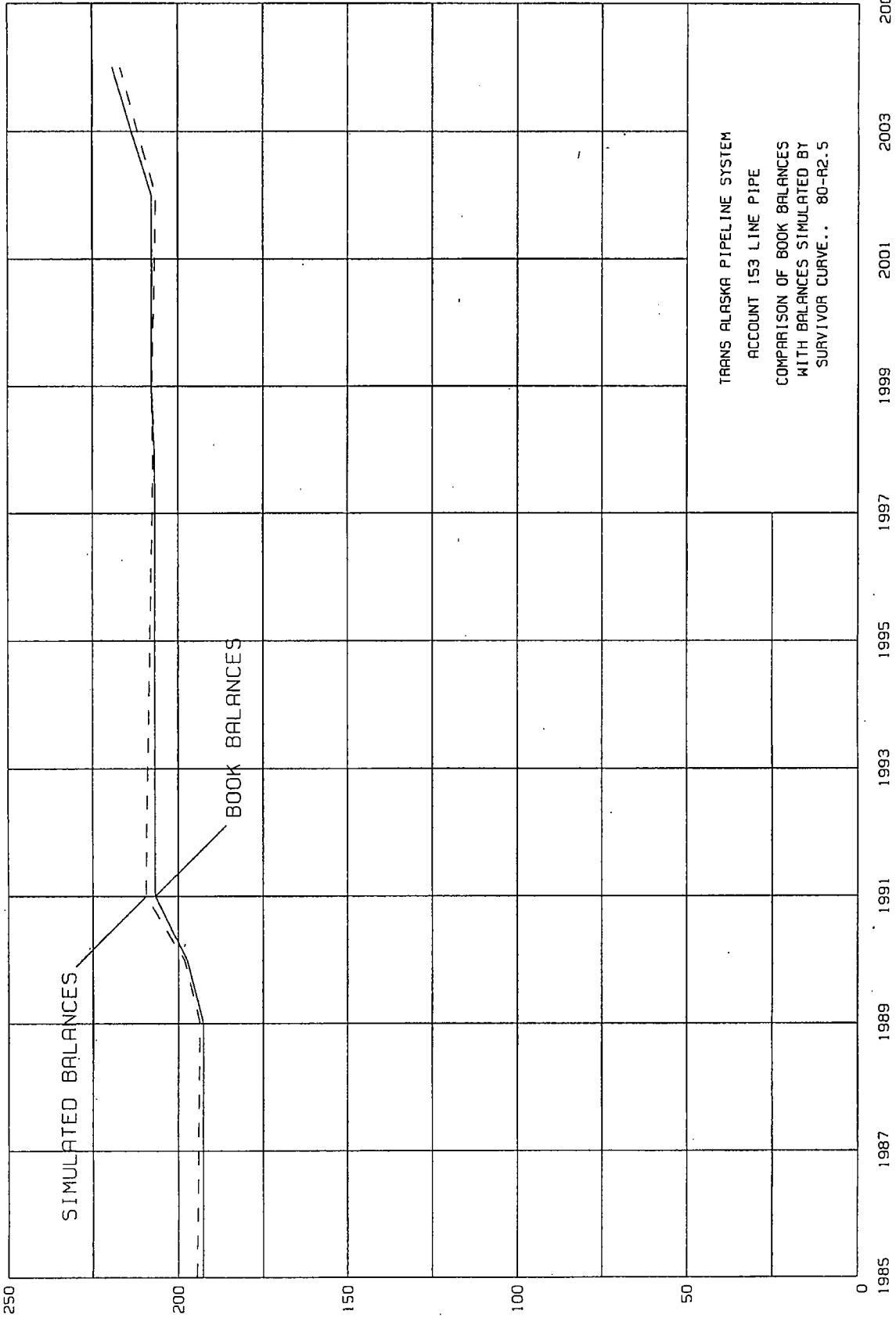


TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 152 RIGHTS OF WAY
SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 75-R4

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	567,619	576,385	8,766-
1986	569,467	576,354	6,887-
1987	569,467	576,317	6,850-
1988	569,467	576,273	6,806-
1989	569,467	576,221	6,754-
1990	569,467	576,162	6,695-
1991	569,467	576,091	6,624-
1992	569,467	576,010	6,543-
1993	569,467	575,916	6,449-
1994	569,467	575,805	6,338-
1995	569,467	575,678	6,211-
1996	574,350	575,533	1,183-
1997	574,350	575,363	1,013-
1998	574,350	575,171	821-
1999	574,350	574,953	603-
2000	574,350	574,699	349-
2001	574,236	574,414	178-
2002	574,236	574,092	144
2003	24,156,139	24,155,496	643
2004	24,460,224	24,458,872	1,352

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
2,944,944	5,103	577.1	0.0	0.6

MILLION DOLLARS



TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 153 LINE PIPE
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 80-R2.5

TRANS ALASKA PIPELINE SYSTEM

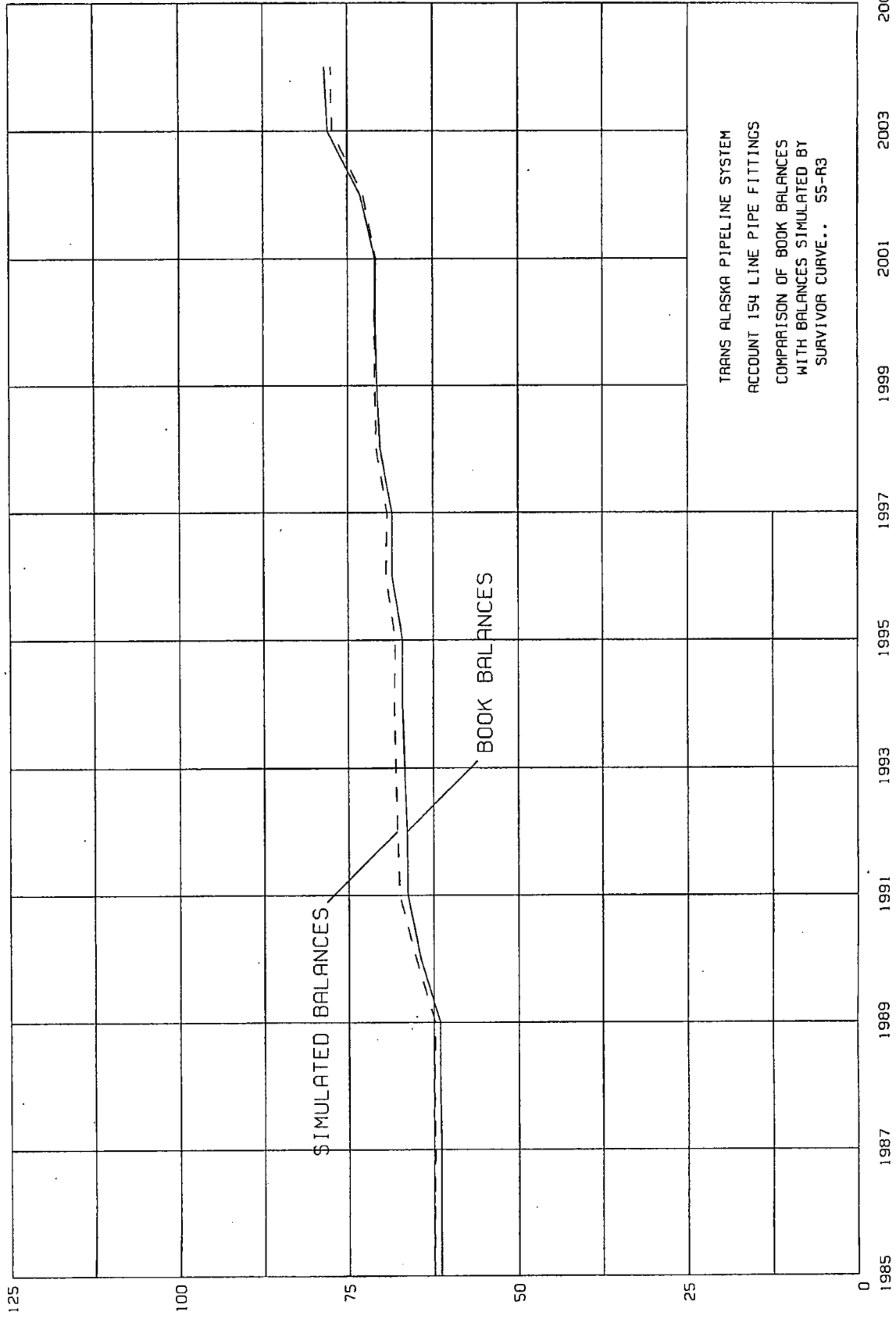
ACCOUNT 153 LINE PIPE

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 80-R2.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	192,634,499	194,517,706	1,883,207-
1986	192,618,646	194,310,132	1,691,486-
1987	192,618,646	194,090,979	1,472,333-
1988	192,617,638	193,859,224	1,241,586-
1989	192,617,638	193,617,253	999,615-
1990	197,430,912	198,175,196	744,284-
1991	206,624,368	209,315,370	2,691,002-
1992	206,696,427	209,123,884	2,427,457-
1993	206,696,428	208,817,355	2,120,927-
1994	206,696,428	208,496,226	1,799,798-
1995	206,694,006	208,158,754	1,464,748-
1996	206,641,116	207,804,183	1,163,067-
1997	206,641,116	207,433,026	791,910-
1998	206,773,916	207,177,439	403,523-
1999	207,607,649	207,603,160	4,489
2000	207,607,649	207,174,759	432,890
2001	207,577,744	206,726,893	850,851
2002	207,620,444	206,301,528	1,318,916
2003	213,519,032	211,707,445	1,811,587
2004	219,208,447	216,876,659	2,331,788

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS' EXPERIENCE	
			BEG	END
203,857,137	1,552,415	131.3	0.7	4.0

MILLION DOLLARS



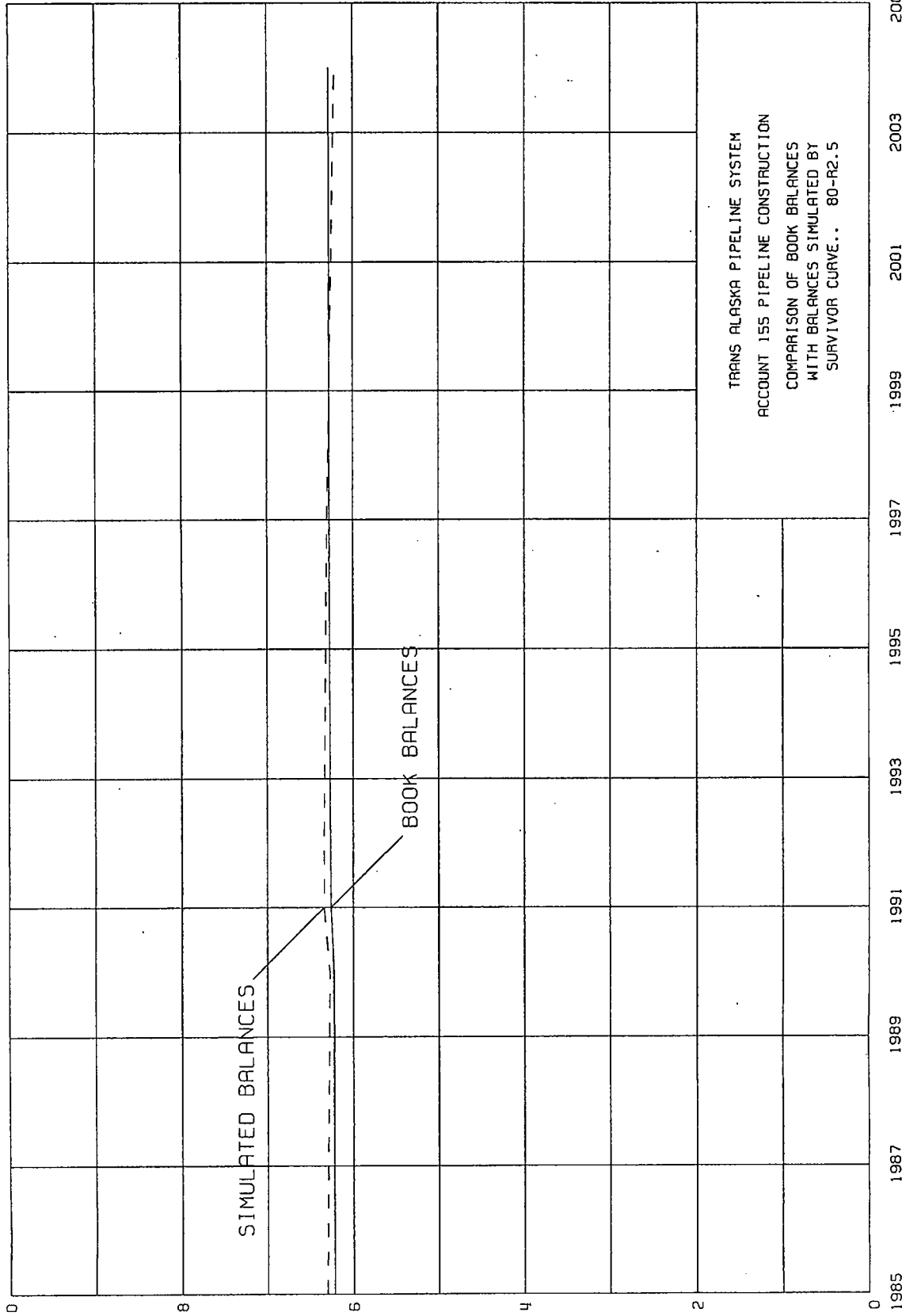
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 154 LINE PIPE FITTINGS
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE... 55-R3

TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 154 LINE PIPE FITTINGS
SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 55-R3

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	61,408,044	62,395,202	987,158-
1986	61,412,051	62,350,458	938,407-
1987	61,414,188	62,294,321	880,133-
1988	61,546,599	62,376,339	829,740-
1989	61,544,008	62,299,848	755,840-
1990	64,424,397	65,097,208	672,811-
1991	66,300,361	67,532,680	1,232,319-
1992	66,410,146	67,835,678	1,425,532-
1993	66,757,886	68,073,997	1,316,111-
1994	67,050,926	68,238,268	1,187,342-
1995	67,050,926	68,096,119	1,045,193-
1996	68,545,137	69,436,566	891,429-
1997	68,545,137	69,264,150	719,013-
1998	70,240,573	70,770,433	529,860-
1999	70,636,792	70,959,185	322,393-
2000	70,949,248	71,044,806	95,558-
2001	70,943,894	70,797,775	146,119
2002	73,117,113	72,702,214	414,899
2003	77,941,382	77,233,974	707,408
2004	78,416,608	77,460,591	956,017

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
67,732,771	878,652	77.1	0.4	5.5

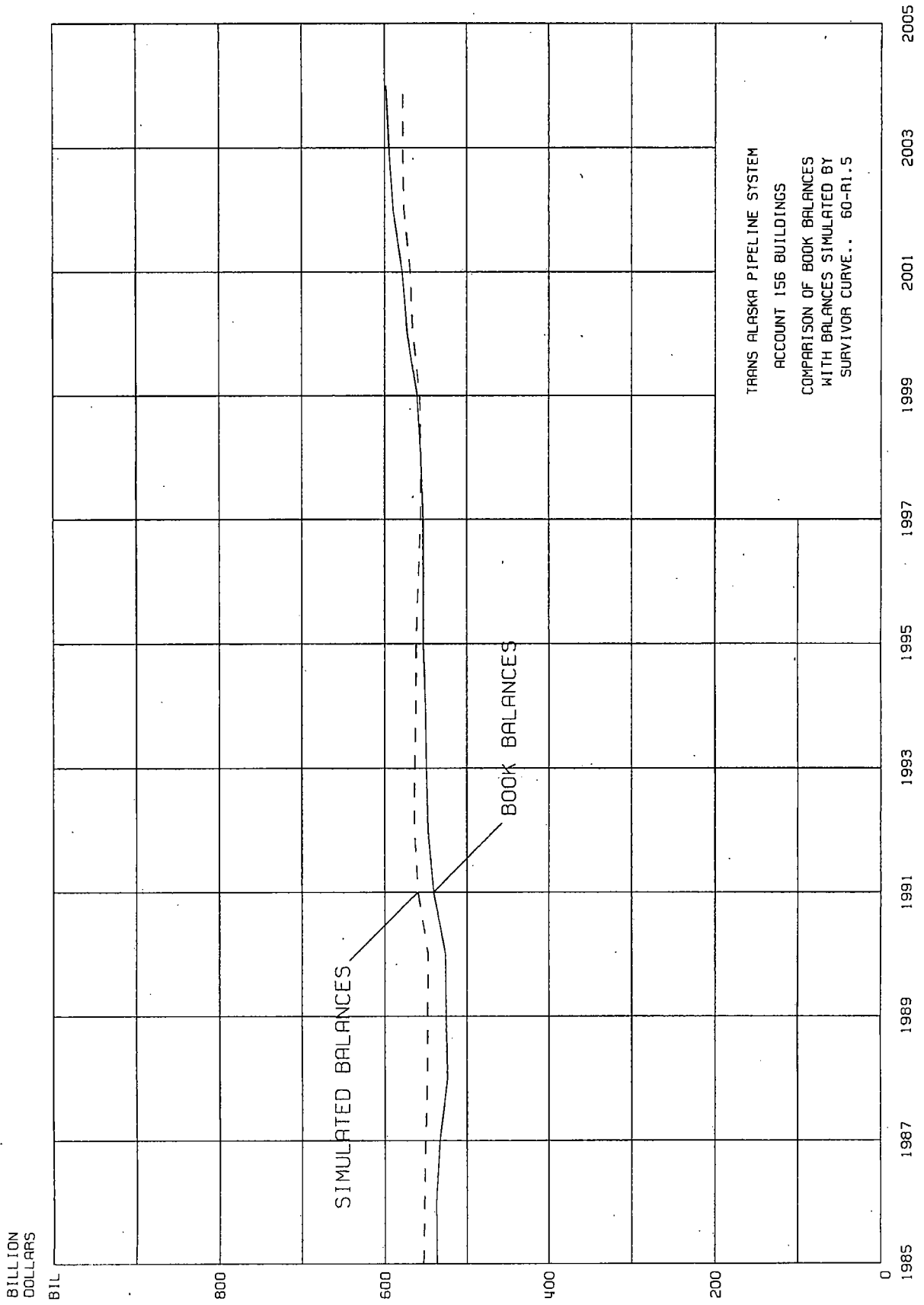
BILLION DOLLARS



TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 155 PIPELINE CONSTRUCTION
SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 80-R2.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	6,221,743,261	6,303,845,754	82,102,493-
1986	6,221,930,039	6,298,907,082	76,977,043-
1987	6,225,418,661	6,295,298,789	69,880,128-
1988	6,224,387,844	6,286,794,528	62,406,684-
1989	6,224,119,306	6,279,490,815	55,371,509-
1990	6,224,465,790	6,272,625,000	48,159,210-
1991	6,258,951,661	6,340,109,269	81,157,608-
1992	6,264,463,999	6,338,462,561	73,998,562-
1993	6,266,906,990	6,331,884,656	64,977,666-
1994	6,268,098,518	6,324,560,308	56,461,790-
1995	6,268,606,674	6,315,380,188	46,773,514-
1996	6,271,986,416	6,309,659,216	37,672,800-
1997	6,272,123,870	6,298,180,632	26,056,762-
1998	6,273,398,428	6,287,302,985	13,904,557-
1999	6,274,951,026	6,276,098,851	1,147,825-
2000	6,277,647,502	6,265,418,283	12,229,219
2001	6,276,556,992	6,251,579,668	24,977,324
2002	6,278,802,622	6,239,921,055	38,881,567
2003	6,279,249,792	6,225,042,571	54,207,221
2004	6,280,622,557	6,210,358,477	70,264,080

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
6,257,721,597	55,201,028	113.4	0.7	4.0



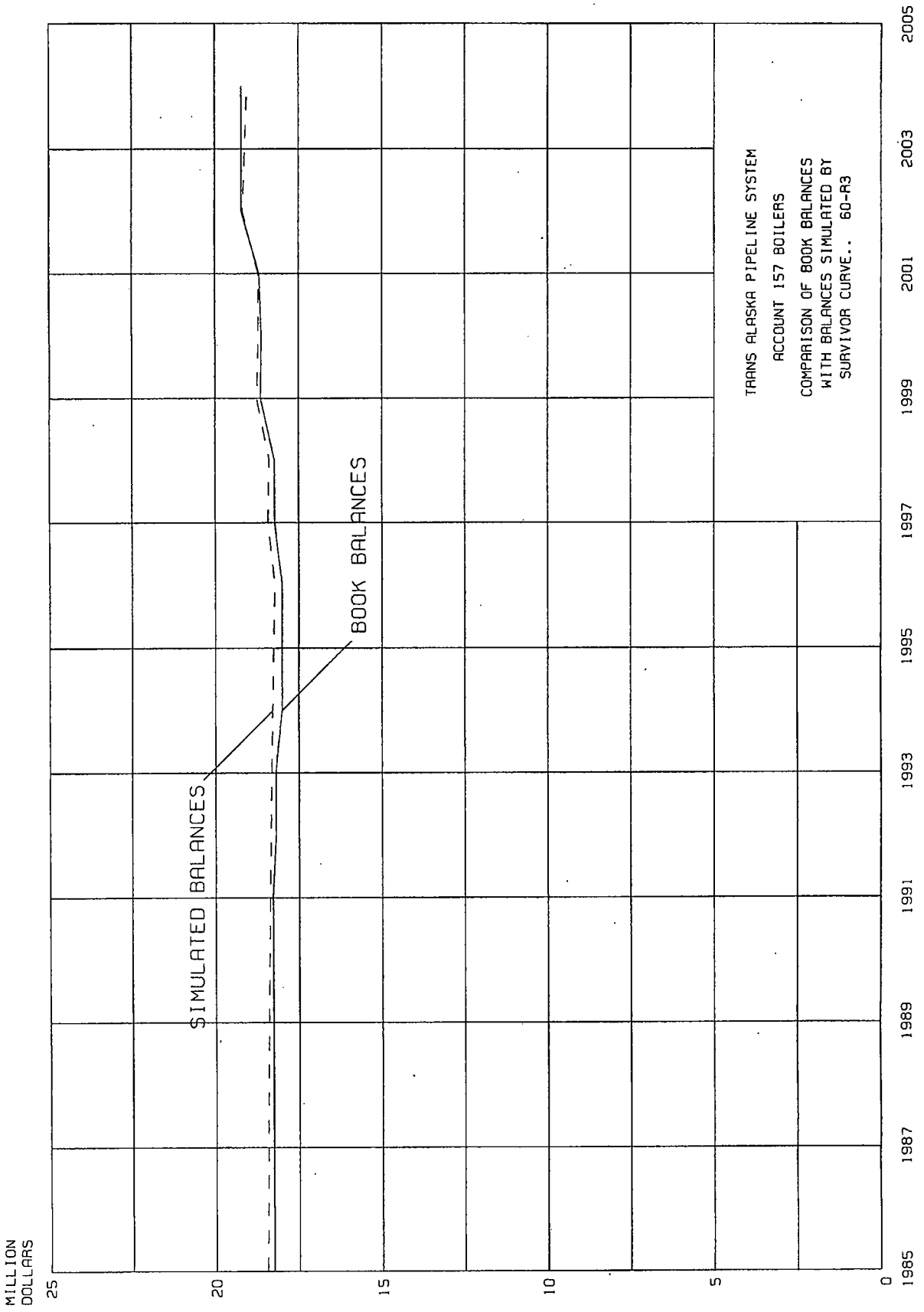
TRANS ALASKA PIPELINE SYSTEM

ACCOUNT 156 BUILDINGS

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 60-R1.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	536,670,784	553,239,165	16,568,381-
1986	537,471,838	552,091,923	14,620,085-
1987	533,256,627	550,622,295	17,365,668-
1988	523,852,720	548,753,881	24,901,161-
1989	525,595,462	548,301,479	22,706,017-
1990	526,324,845	547,747,584	21,422,739-
1991	540,843,663	559,829,735	18,986,072-
1992	547,661,937	564,226,768	16,564,831-
1993	549,627,809	563,982,077	14,354,268-
1994	550,777,231	562,434,041	11,656,810-
1995	553,477,898	562,288,627	8,810,729-
1996	553,444,502	559,409,137	5,964,635-
1997	553,643,033	556,733,522	3,090,489-
1998	556,359,173	556,342,646	16,527
1999	560,710,350	557,526,725	3,183,625
2000	572,206,573	565,770,196	6,436,377
2001	578,196,230	568,370,871	9,825,359
2002	589,501,506	576,105,426	13,396,080
2003	594,597,746	577,554,077	17,043,669
2004	598,151,252	577,288,405	20,862,847

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
554,118,559	15,061,935	36.8	2.8	12.4



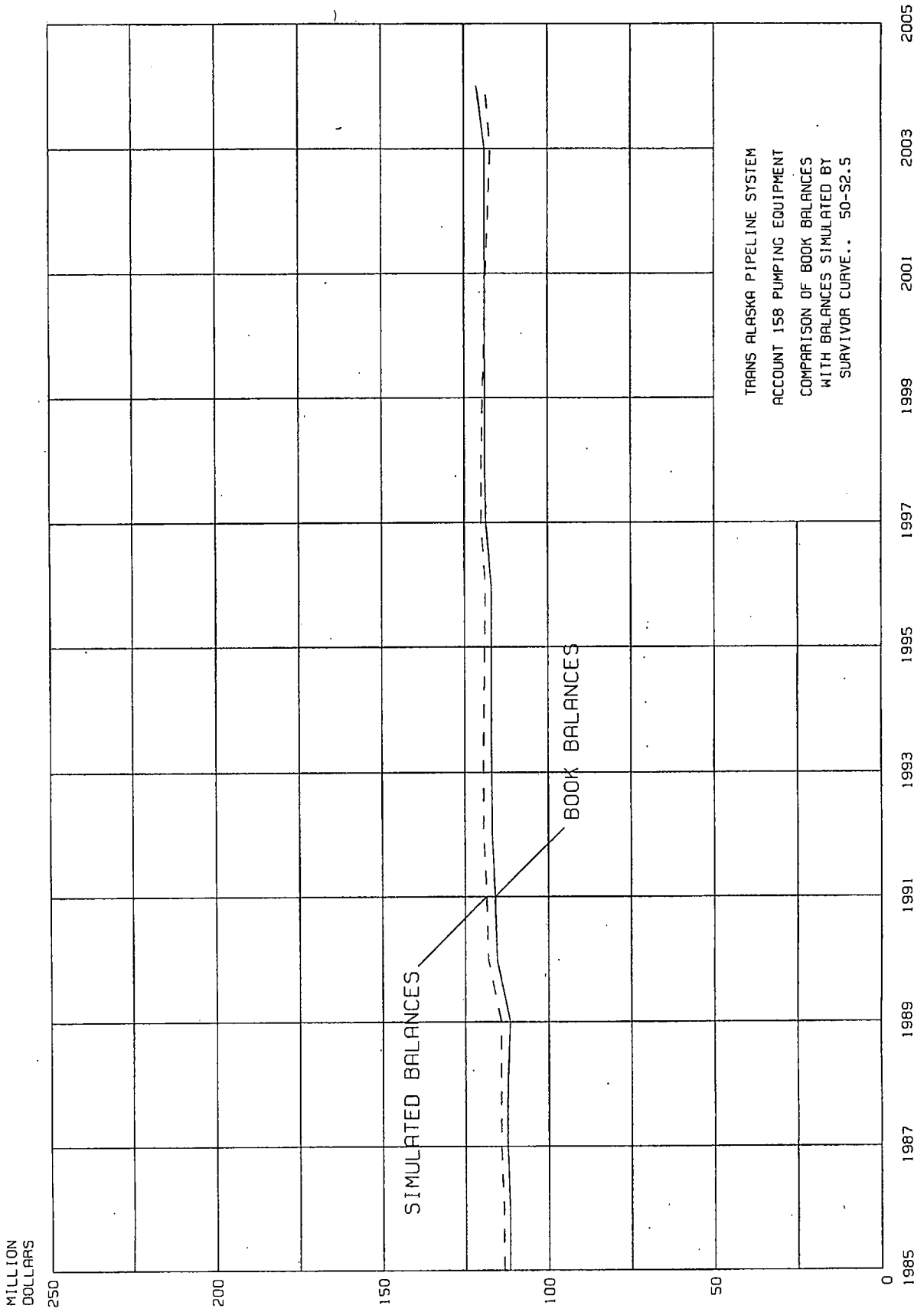
TRANS ALASKA PIPELINE SYSTEM

ACCOUNT 157 BOILERS

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 60-R3

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	18,247,599	18,444,361	196,762-
1986	18,251,756	18,435,099	183,343-
1987	18,266,246	18,434,530	168,284-
1988	18,266,247	18,417,786	151,539-
1989	18,265,927	18,398,784	132,857-
1990	18,265,927	18,377,992	112,065-
1991	18,271,709	18,360,833	89,124-
1992	18,181,270	18,335,435	154,165-
1993	18,181,270	18,307,380	126,110-
1994	18,001,542	18,276,641	275,099-
1995	17,998,195	18,242,854	244,659-
1996	17,997,219	18,205,793	208,574-
1997	18,208,099	18,412,430	204,331-
1998	18,212,621	18,372,819	160,198-
1999	18,631,017	18,743,061	112,044-
2000	18,609,641	18,690,869	81,228-
2001	18,667,802	18,695,356	27,554-
2002	19,200,958	19,167,028	33,930
2003	19,200,958	19,100,737	100,221
2004	19,201,556	19,029,755	171,801

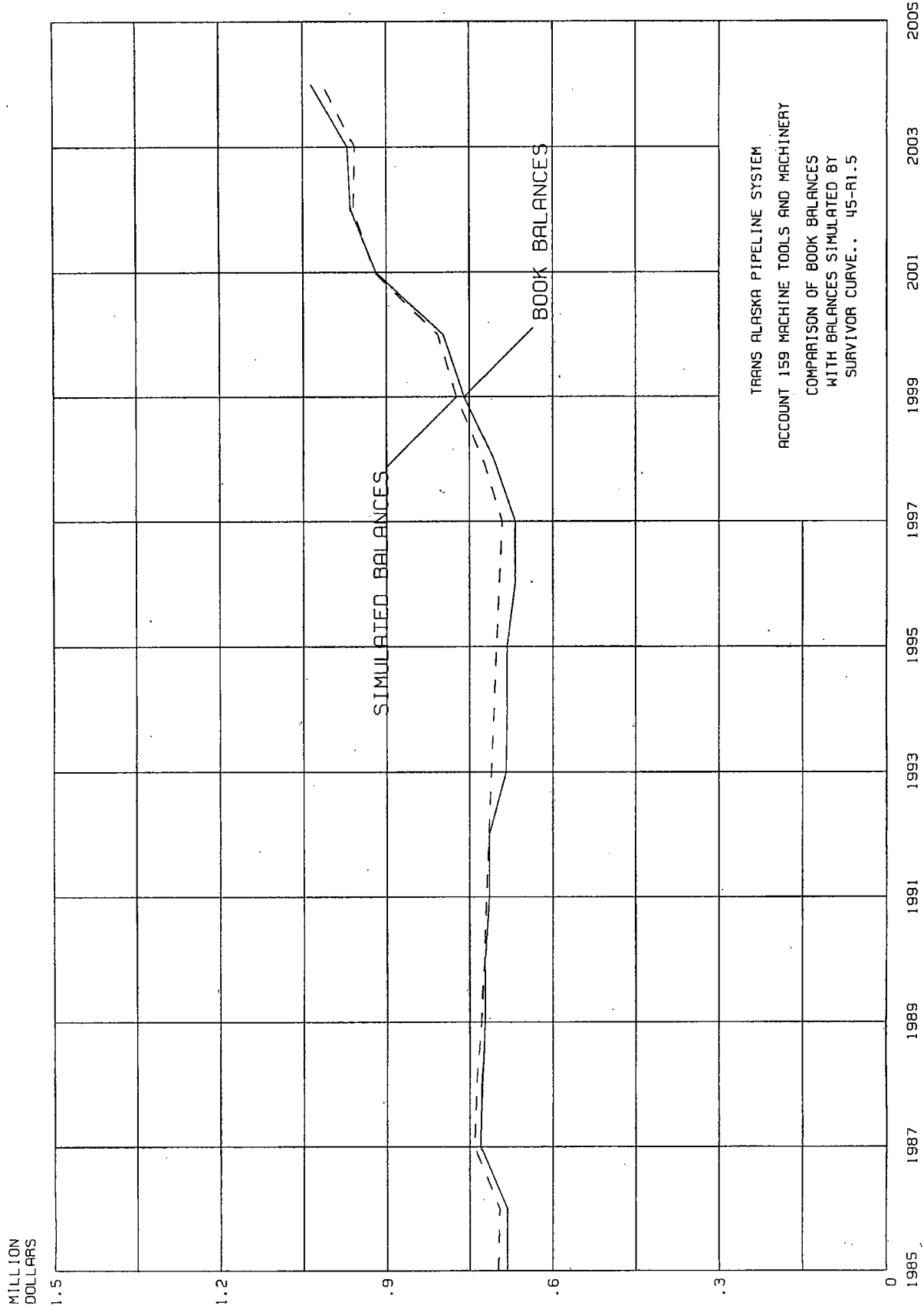
AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
18,406,378	159,454	115.4	0.4	4.4



TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 158 PUMPING EQUIPMENT
SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 50-S2.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	111,716,942	113,519,445	1,802,503-
1986	111,747,351	113,531,916	1,784,565-
1987	112,340,630	114,337,700	1,997,070-
1988	112,308,475	114,294,648	1,986,173-
1989	111,535,084	114,267,180	2,732,096-
1990	115,504,102	118,169,633	2,665,531-
1991	115,988,912	118,568,048	2,579,136-
1992	116,930,556	119,499,096	2,568,540-
1993	117,008,663	119,438,870	2,430,207-
1994	117,025,239	119,285,293	2,260,054-
1995	117,025,220	119,076,168	2,050,948-
1996	117,047,290	118,823,544	1,776,254-
1997	118,565,283	120,039,552	1,474,269-
1998	118,869,373	119,986,053	1,116,680-
1999	118,869,373	119,566,358	696,985-
2000	118,869,612	119,078,077	208,465-
2001	118,870,713	118,522,778	347,935
2002	118,899,001	117,904,157	994,844
2003	118,899,003	117,167,609	1,731,394
2004	121,229,208	118,664,837	2,564,371

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
116,462,502	1,939,008	60.1	0.0	5.4



TRANS ALASKA PIPELINE SYSTEM

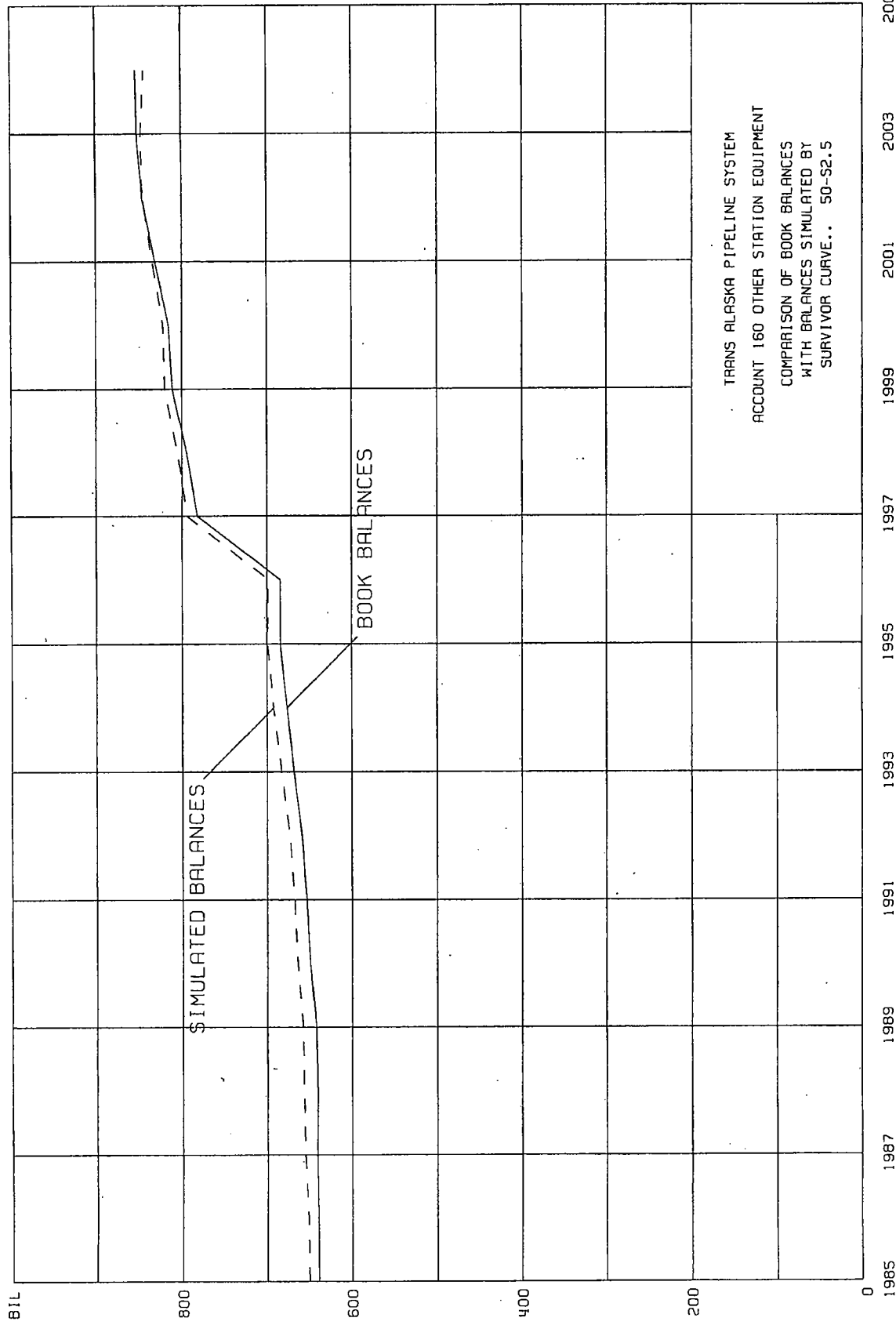
ACCOUNT 159 MACHINE TOOLS AND MACHINERY

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 45-R1.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	681,961	698,420	16,459-
1986	681,961	696,366	14,405-
1987	730,438	741,307	10,869-
1988	727,889	737,527	9,638-
1989	722,718	728,434	5,716-
1990	722,718	724,366	1,648-
1991	715,009	720,137	5,128-
1992	715,009	715,741	732-
1993	684,275	711,177	26,902-
1994	682,614	706,436	23,822-
1995	682,171	701,513	19,342-
1996	667,415	696,400	28,985-
1997	667,383	691,094	23,711-
1998	706,179	725,936	19,757-
1999	759,609	773,375	13,766-
2000	797,495	807,235	9,740-
2001	918,381	921,189	2,808-
2002	964,419	959,638	4,781
2003	969,682	956,906	12,776
2004	1,035,191	1,013,962	21,229

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
761,626	16,029	47.5	4.0	19.3

BILLION DOLLARS



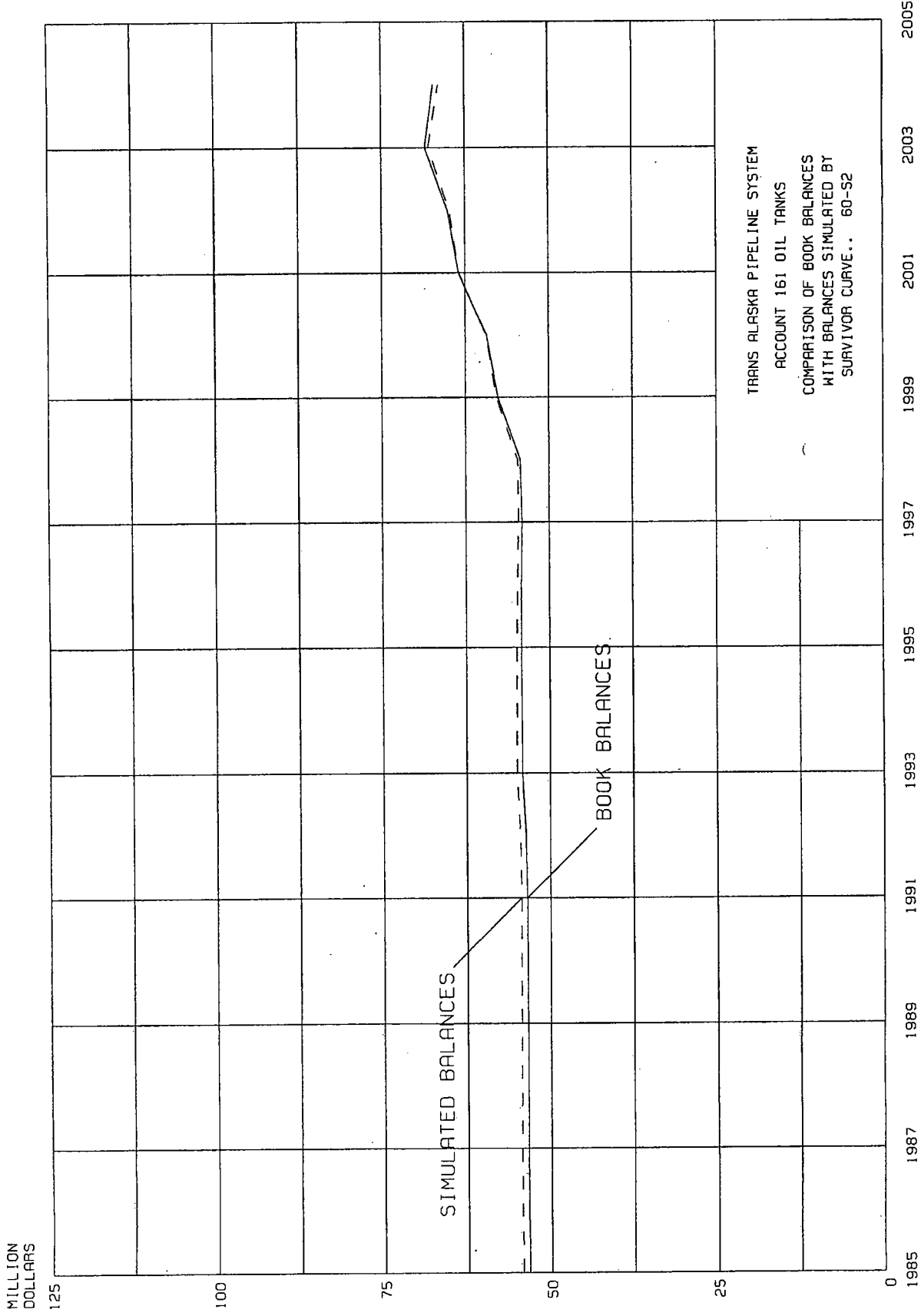
TRANS ALASKA PIPELINE SYSTEM

ACCOUNT 160 OTHER STATION EQUIPMENT

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 50-S2.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	639,436,731	650,008,418	10,571,687-
1986	640,246,402	651,095,873	10,849,471-
1987	641,353,810	655,026,021	13,672,211-
1988	640,891,390	656,253,776	15,362,386-
1989	642,405,271	657,495,978	15,090,707-
1990	649,046,320	663,834,010	14,787,690-
1991	652,948,603	667,571,819	14,623,216-
1992	658,643,166	673,016,732	14,373,566-
1993	667,922,237	682,811,068	14,888,831-
1994	676,390,823	692,309,559	15,918,736-
1995	684,230,004	699,053,259	14,823,255-
1996	684,114,876	698,123,786	14,008,910-
1997	782,141,592	794,394,193	12,252,601-
1998	794,484,336	804,620,555	10,136,219-
1999	810,506,793	819,573,934	9,067,141-
2000	814,934,667	821,370,064	6,435,397-
2001	830,806,740	833,962,137	3,155,397-
2002	845,761,120	845,309,290	451,830
2003	851,668,491	846,895,204	4,773,287
2004	853,139,084	843,403,175	9,735,909

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
723,053,623	12,071,740	59.9	0.0	5.4



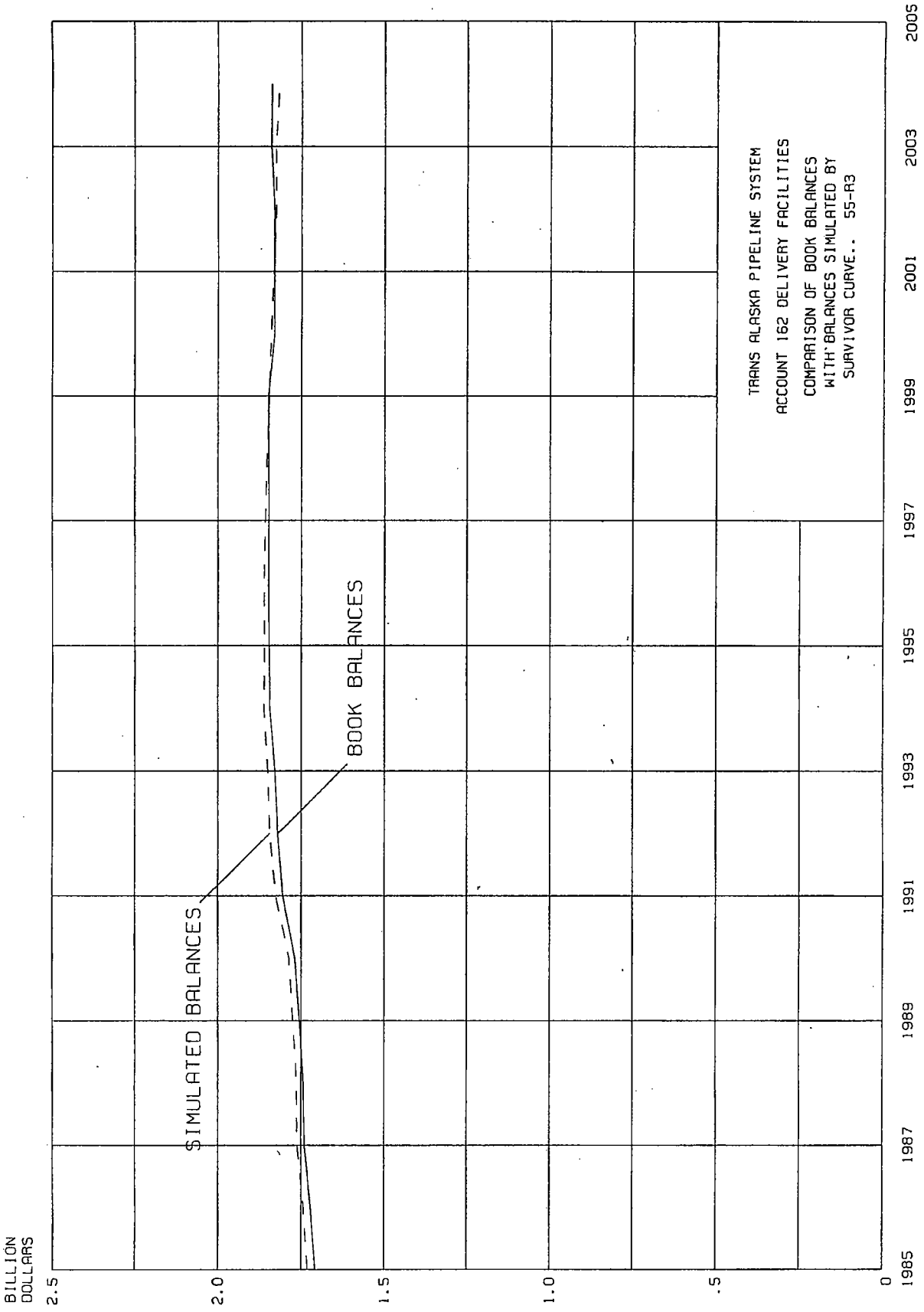
TRANS ALASKA PIPELINE SYSTEM

ACCOUNT 161 OIL TANKS

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 60-S2

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	53,244,213	54,226,862	982,649-
1986	53,367,377	54,342,744	975,367-
1987	53,418,113	54,402,723	984,610-
1988	53,411,648	54,381,819	970,171-
1989	53,411,648	54,362,325	950,677-
1990	53,460,401	54,385,379	924,978-
1991	53,460,401	54,352,767	892,366-
1992	53,630,668	54,481,971	851,303-
1993	54,150,529	54,972,637	822,108-
1994	54,184,408	54,947,127	762,719-
1995	54,189,960	54,878,258	688,298-
1996	54,184,070	54,789,548	605,478-
1997	54,067,947	54,590,695	522,748-
1998	54,274,584	54,676,667	402,083-
1999	57,610,497	57,873,167	262,670-
2000	59,307,355	59,411,536	104,181-
2001	63,469,485	63,401,901	67,584
2002	65,111,175	64,840,362	270,813
2003	68,476,503	67,979,319	497,184
2004	67,230,727	66,481,382	749,345

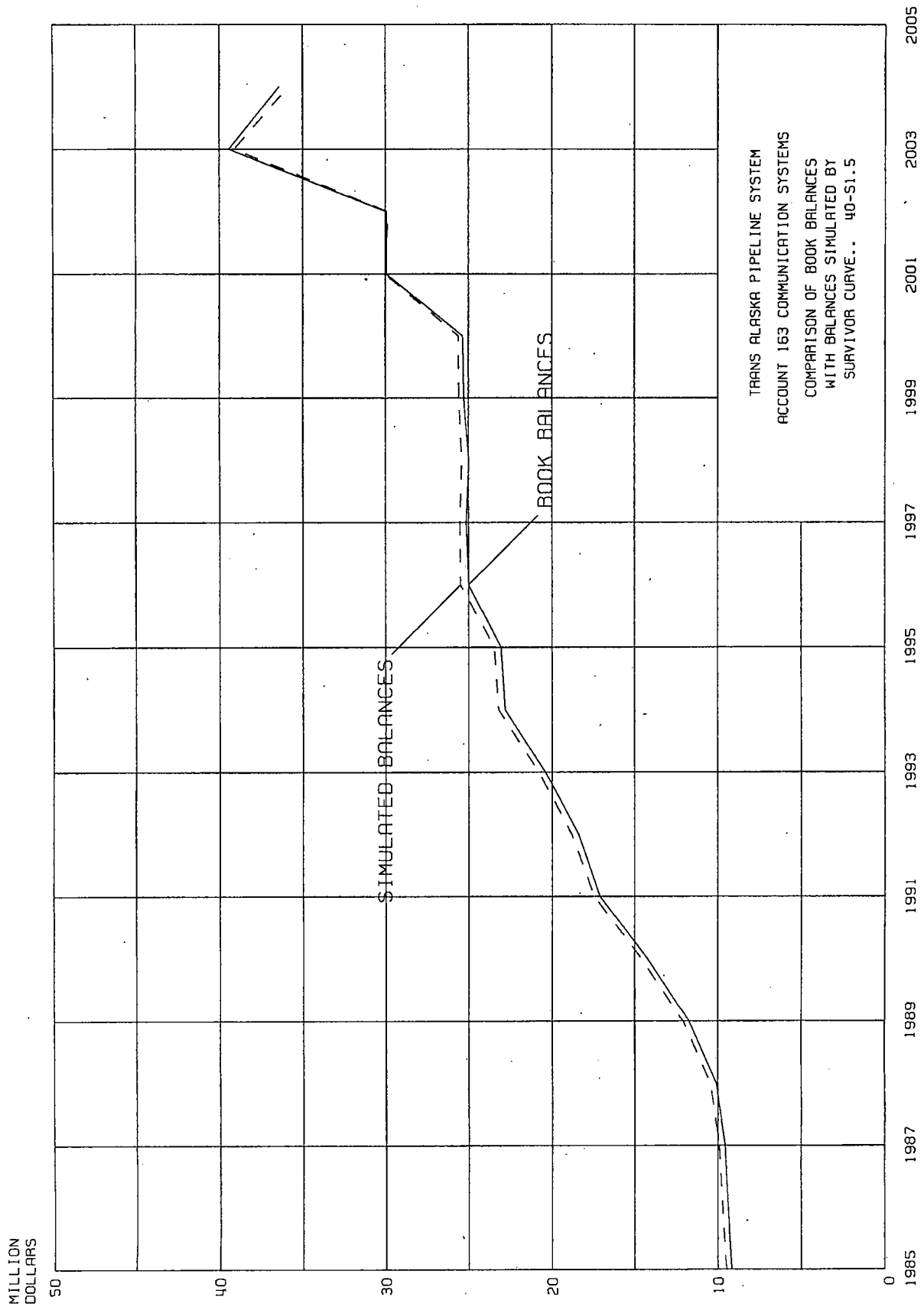
AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
56,683,085	728,265	77.8	0.0	3.9



TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 162 DELIVERY FACILITIES
SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 55-R3

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	1,707,871,008	1,731,153,308	23,282,300-
1986	1,721,356,820	1,743,246,524	21,889,704-
1987	1,739,971,819	1,762,040,891	22,069,072-
1988	1,743,724,777	1,763,887,768	20,162,991-
1989	1,755,272,375	1,775,214,912	19,942,537-
1990	1,769,306,354	1,787,231,211	17,924,857-
1991	1,805,553,263	1,825,130,525	19,577,262-
1992	1,819,348,285	1,844,133,275	24,784,990-
1993	1,828,069,420	1,849,794,960	21,725,540-
1994	1,843,351,777	1,861,198,774	17,846,997-
1995	1,846,174,649	1,860,092,356	13,917,707-
1996	1,847,840,650	1,861,416,766	13,576,116-
1997	1,846,772,668	1,857,438,846	10,666,178-
1998	1,847,250,476	1,852,256,007	5,005,531-
1999	1,847,280,318	1,846,095,740	1,184,578
2000	1,829,861,767	1,839,618,387	9,756,620-
2001	1,829,860,447	1,832,604,813	2,744,366-
2002	1,829,902,944	1,824,693,564	5,209,380
2003	1,839,766,493	1,825,951,247	13,815,246
2004	1,837,801,622	1,814,936,732	22,864,890

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG.	END
1,806,816,897	17,005,387	106.2	0.4	5.5

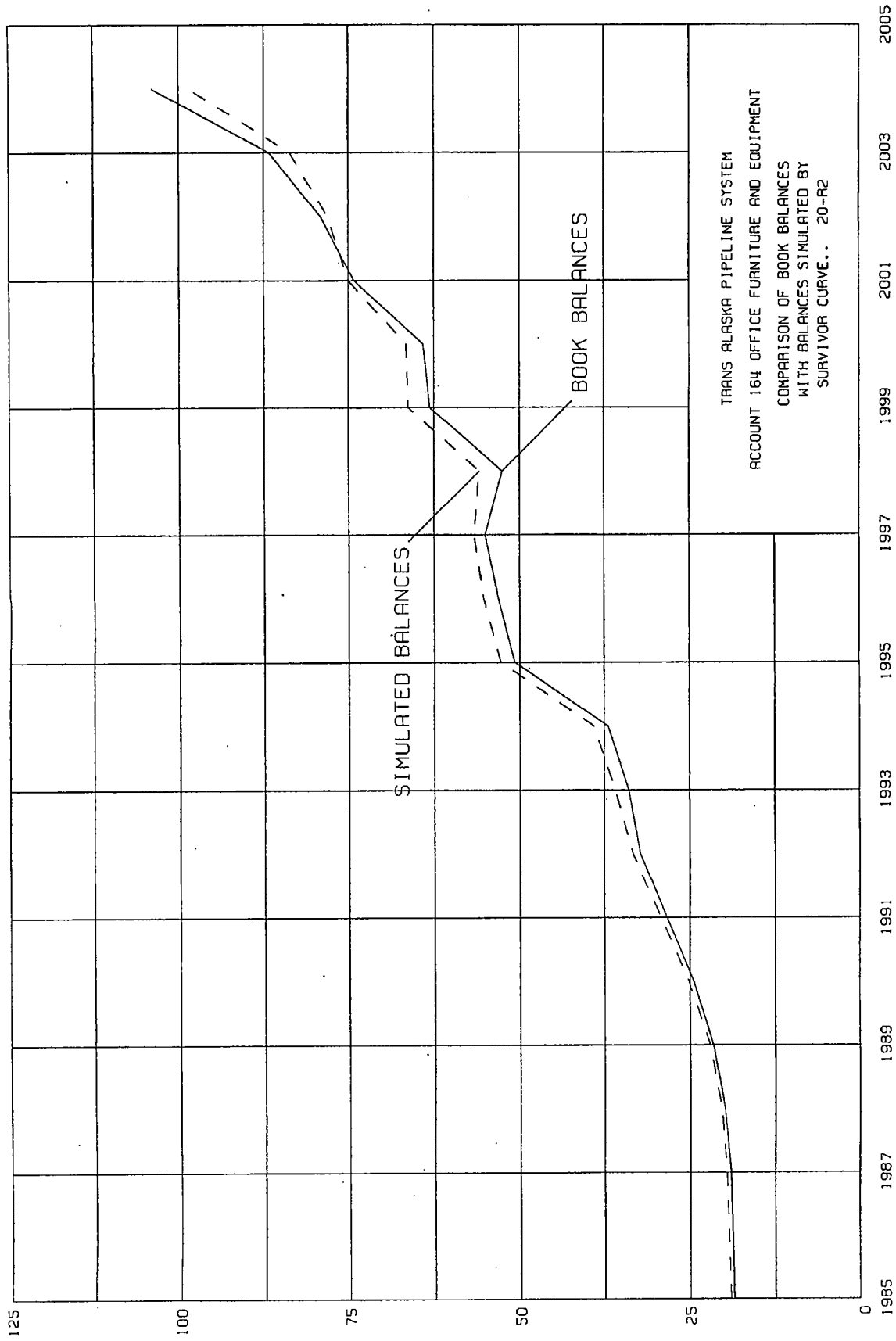


TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 163 COMMUNICATION SYSTEMS
SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 40-S1.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	9,174,891	9,489,708	314,817-
1986	9,379,938	9,704,455	324,517-
1987	9,569,516	9,913,524	344,008-
1988	10,095,867	10,445,116	349,249-
1989	11,743,489	12,100,024	356,535-
1990	14,220,984	14,592,463	371,479-
1991	17,088,230	17,436,962	348,732-
1992	18,388,006	18,807,729	419,723-
1993	20,386,087	20,781,715	395,628-
1994	22,823,997	23,219,741	395,744-
1995	23,061,648	23,472,177	410,529-
1996	24,997,223	25,478,786	481,563-
1997	25,136,261	25,513,172	376,911-
1998	24,979,124	25,403,757	424,633-
1999	25,282,471	25,588,028	305,557-
2000	25,342,418	25,595,431	253,013-
2001	29,937,340	30,018,876	81,536-
2002	29,937,340	29,826,657	110,683
2003	39,425,851	39,101,737	324,114
2004	36,397,616	35,837,302	560,314

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE BEG END
21,368,415	363,240	58.8	0.7 20.1

MILLION DOLLARS



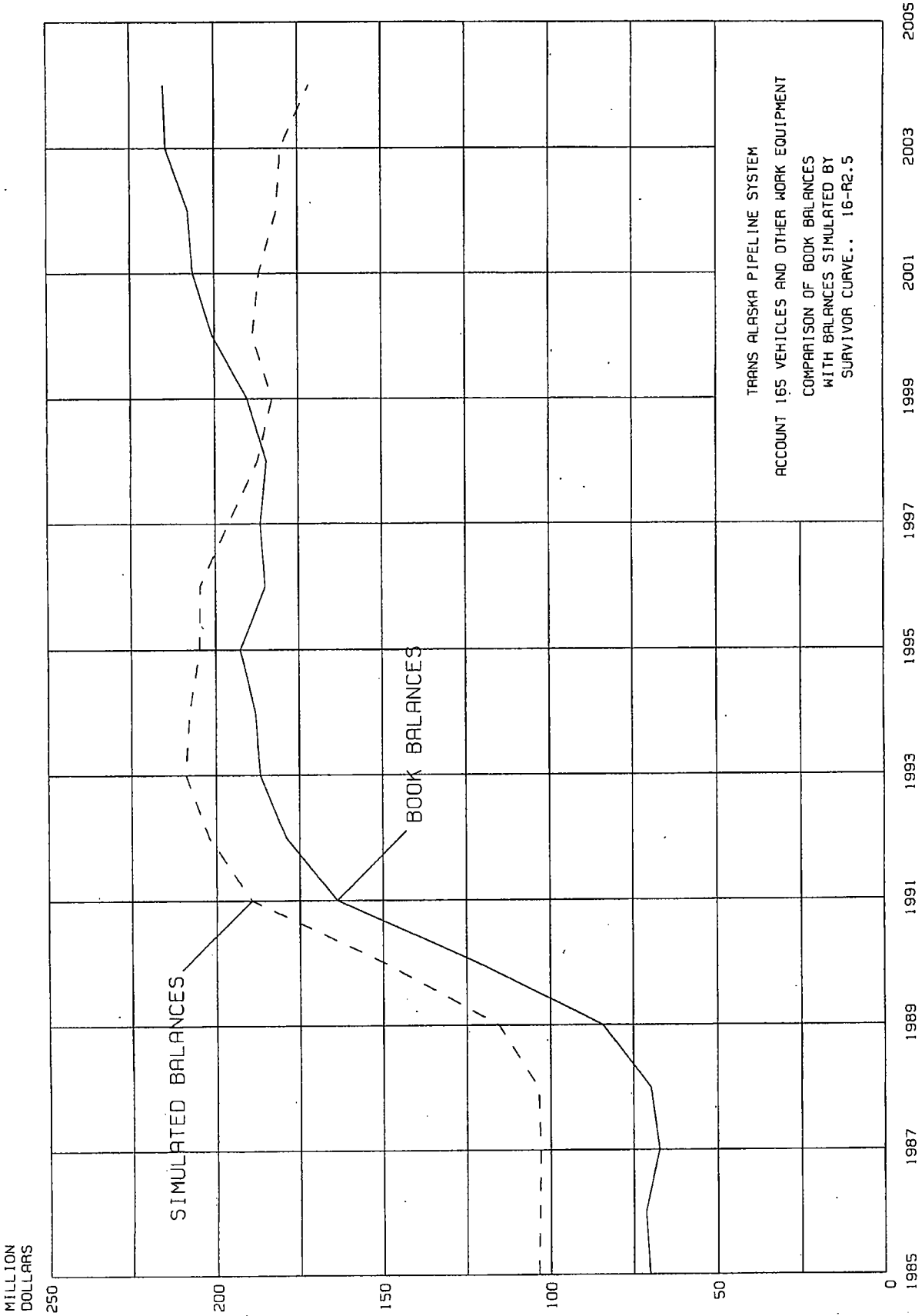
TRANS ALASKA PIPELINE SYSTEM

ACCOUNT 164 OFFICE FURNITURE AND EQUIPMENT

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 20-R2

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	18,613,500	19,080,822	467,322-
1986	18,808,707	19,368,653	559,946-
1987	19,068,203	19,655,482	587,279-
1988	19,938,335	20,399,575	461,240-
1989	21,595,527	22,044,031	448,504-
1990	24,465,262	25,191,110	725,848-
1991	28,350,810	29,204,610	853,800-
1992	32,175,036	33,262,687	1,087,651-
1993	33,878,314	35,875,797	1,997,483-
1994	36,918,186	39,034,717	2,116,531-
1995	50,695,919	52,751,921	2,056,002-
1996	53,106,312	55,290,368	2,184,056-
1997	55,049,018	56,679,561	1,630,543-
1998	52,499,002	55,902,516	3,403,514-
1999	63,085,410	66,265,579	3,180,169-
2000	64,077,137	66,571,796	2,494,659-
2001	74,136,986	74,968,916	831,930-
2002	79,087,741	78,056,025	1,031,716
2003	86,728,662	83,631,347	3,097,315
2004	103,950,241	98,590,599	5,359,642

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE	
			BEG	END
46,811,415	2,143,029	21.8	8.2	84.3



TRANS ALASKA PIPELINE SYSTEM

ACCOUNT 165 VEHICLES AND OTHER WORK EQUIPMENT

SIMULATED PLANT BALANCES BASED ON
SURVIVOR CURVE.. 16-R2.5

YEAR	BOOK BALANCE	SIMULATED BALANCE	DIFFERENCE
1985	70,122,800	103,519,006	33,396,206-
1986	71,372,286	103,174,556	31,802,270-
1987	67,190,187	102,840,576	35,650,389-
1988	69,750,305	103,512,252	33,761,947-
1989	84,139,276	115,386,259	31,246,983-
1990	121,765,338	149,603,606	27,838,268-
1991	163,622,419	189,388,385	25,765,966-
1992	179,054,938	201,983,030	22,928,092-
1993	186,690,892	208,921,484	22,230,592-
1994	188,087,933	207,750,789	19,662,856-
1995	192,590,743	204,617,372	12,026,629-
1996	185,025,995	204,513,444	19,487,449-
1997	186,374,367	195,997,601	9,623,234-
1998	184,477,196	187,198,120	2,720,924-
1999	190,213,584	182,706,220	7,507,364
2000	200,486,676	188,545,586	11,941,090
2001	206,252,854	186,553,622	19,699,232
2002	207,765,981	181,301,971	26,464,010
2003	214,333,376	180,192,003	34,141,373
2004	215,081,765	171,551,009	43,530,756

AVERAGE BOOK BALANCE	RESIDUAL MEASURE	CONFORMANCE INDEX	RETIREMENTS EXPERIENCE BEG	END
159,219,946	25,818,198	6.2	9.3	99.7

DEPRECIATION CALCULATIONS

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 152 RIGHTS OF WAY

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 75-R4						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	250,013.00	121,706	250,013			
2003	6,578,168.00	311,805	837,969	5,740,199	29.94	191,723
	6,828,181.00	433,511	1,087,982	5,740,199		191,723
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					29.9	2.81

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 153 LINE PIPE

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 80-R2.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	49,545,702.00	23,791,846	40,262,198	9,283,504	28.10	330,374
1978	55,391.00	26,073	44,123	11,268	28.18	400
1979	419,909.00	193,620	327,657	92,252	28.25	3,266
1980	324,575.00	146,351	247,665	76,910	28.33	2,715
1983	67,750.00	28,353	47,981	19,769	28.53	693
1984	1.00			1	28.60	
1985	61,955.00	24,441	41,361	20,594	28.66	719
1986	589.00	225	381	208	28.72	7
1990	1,367,559.00	445,824	754,454	613,105	28.93	21,193
1991	3,245,902.00	1,007,203	1,704,457	1,541,445	28.98	53,190
1992	28,748.00	8,461	14,318	14,430	29.02	497
1998	37,816.00	6,724	11,379	26,437	29.27	903
1999	237,591.00	36,732	62,161	175,430	29.30	5,987
2003	1,652,013.00	78,636	133,073	1,518,940	29.42	51,630
2004	1,575,863.00	25,844	43,735	1,532,128	29.45	52,025
	58,621,364.00	25,820,333	43,694,943	14,926,421		523,599
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					28.5	0.89

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 154 LINE PIPE FITTINGS

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 55-R3						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	11,156,304.00	5,708,681	9,479,027	1,677,277	24.52	68,404
1978	79,638.00	39,819	66,118	13,520	24.86	544
1979	1,330,621.00	649,609	1,078,649	251,972	25.18	10,007
1980	1,606,874.00	765,033	1,270,305	336,569	25.49	13,204
1981	599,657.00	278,001	461,609	138,048	25.79	5,353
1982	891,534.00	401,993	667,493	224,041	26.07	8,594
1983	605,378.00	265,216	440,380	164,998	26.33	6,267
1984	94,385.00	40,095	66,576	27,809	26.58	1,046
1985	17,096.00	7,032	11,676	5,420	26.81	202
1986	3,917.00	1,556	2,584	1,333	27.03	49
1987	603.00	231	384	219	27.24	8
1988	37,712.00	13,878	23,044	14,668	27.44	535
1990	815,486.00	274,574	455,918	359,568	27.80	12,934
1991	716,001.00	229,120	380,444	335,557	27.97	11,997
1992	115,526.00	34,981	58,084	57,442	28.12	2,043
1993	102,000.00	29,039	48,218	53,782	28.27	1,902
1994	83,253.00	22,154	36,786	46,467	28.40	1,636
1996	407,993.00	92,166	153,038	254,955	28.65	8,899
1998	482,545.00	87,678	145,586	336,959	28.87	11,672
1999	112,709.00	17,785	29,531	83,178	28.97	2,871
2000	90,133.00	11,970	19,876	70,257	29.06	2,418
2002	626,573.00	48,998	81,359	545,214	29.22	18,659
2003	1,351,815.00	65,022	107,966	1,243,849	29.30	42,452
2004	128,013.00	2,138	3,550	124,463	29.36	4,239
	21,455,766.00	9,086,769	15,088,201	6,367,565		235,935

COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT.. 27.0 1.10

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 155 PIPELINE CONSTRUCTION

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 80-R2.5						
PROBABLE RETIREMENT YEAR.. 12-2034.						
NET SALVAGE PERCENT.. 0						
1977	1721,005,702.00	826,426,938	1376851,517	344,154,185	28.10	12,247,480
1978	17,603,543.00	8,285,988	13,804,699	3,798,844	28.18	134,806
1979	6,938,979.00	3,199,563	5,330,566	1,608,413	28.25	56,935
1980	2,439,927.00	1,100,163	1,832,904	607,023	28.33	21,427
1983	7,017,567.00	2,936,852	4,892,882	2,124,685	28.53	74,472
1984	102,033.00	41,487	69,119	32,914	28.60	1,151
1985	6,450,707.00	2,544,804	4,239,718	2,210,989	28.66	77,145
1986	517,828.00	197,707	329,386	188,442	28.72	6,561
1987	693,458.00	255,817	426,199	267,259	28.77	9,290
1989	149,751.00	51,035	85,026	64,725	28.88	2,241
1990	379,531.00	123,727	206,133	173,398	28.93	5,994
1991	21,409,249.00	6,643,290	11,067,914	10,341,335	28.98	356,844
1992	2,110,982.00	621,262	1,035,041	1,075,941	29.02	37,076
1993	852,163.00	236,049	393,264	458,899	29.07	15,786
1994	766,951.00	198,717	331,068	435,883	29.11	14,974
1995	396,159.00	95,276	158,733	237,426	29.15	8,145
1996	1,454,371.00	320,834	534,519	919,852	29.19	31,513
1997	47,764.00	9,543	15,899	31,865	29.23	1,090
1998	361,276.00	64,235	107,017	254,259	29.27	8,687
1999	435,055.00	67,260	112,057	322,998	29.30	11,024
2000	663,584.00	86,531	144,163	519,421	29.33	17,710
2001	38,753.00	4,030	6,714	32,039	29.37	1,091
2002	833,448.00	63,842	106,363	727,085	29.40	24,731
2003	118,708.00	5,651	9,415	109,293	29.42	3,715
2004	304,729.00	4,998	8,327	296,402	29.45	10,065
	1793,092,218.00	853,585,599	1422098,643	370,993,575		13,179,953
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					28.1	0.74

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 156 BUILDINGS

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 60-R1.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	96,705,023.00	45,760,817	79,989,245	16,715,778	25.45	656,809
1978	7,493,960.00	3,472,701	6,070,231	1,423,729	25.61	55,593
1979	5,948,244.00	2,697,529	4,715,242	1,233,002	25.76	47,865
1980	15,969,872.00	7,081,041	12,377,557	3,592,315	25.90	138,699
1981	7,200,425.00	3,116,344	5,447,324	1,753,101	26.04	67,323
1982	1,718,444.00	724,840	1,267,010	451,434	26.18	17,243
1983	5,672,016.00	2,328,930	4,070,936	1,601,080	26.31	60,854
1984	3,932,011.00	1,568,872	2,742,365	1,189,646	26.43	45,011
1985	22,607.00	8,749	15,293	7,314	26.55	275
1986	261,740.00	97,995	171,294	90,446	26.67	3,391
1987	192,161.00	69,428	121,359	70,802	26.78	2,644
1988	102,106.00	35,512	62,074	40,032	26.89	1,489
1989	506,075.00	168,877	295,195	210,880	26.99	7,813
1990	500,539.00	159,772	279,279	221,260	27.09	8,168
1991	3,931,795.00	1,195,266	2,089,308	1,842,487	27.18	67,788
1992	1,911,430.00	550,492	962,252	949,178	27.27	34,807
1993	668,288.00	181,240	316,805	351,483	27.36	12,847
1994	334,083.00	84,690	148,037	186,046	27.45	6,778
1995	745,628.00	175,446	306,677	438,951	27.53	15,944
1996	14,530.00	3,136	5,482	9,048	27.61	328
1997	96,823.00	18,910	33,054	63,769	27.69	2,303
1998	745,769.00	129,838	226,955	518,814	27.76	18,689
1999	1,226,482.00	185,812	324,797	901,685	27.83	32,400
2000	3,239,569.00	413,369	722,563	2,517,006	27.90	90,215
2001	1,648,682.00	168,330	294,238	1,354,444	27.97	48,425
2002	3,113,723.00	234,152	409,294	2,704,429	28.03	96,483
2003	2,133,591.00	99,852	174,540	1,959,051	28.09	69,742
2004	555,352.00	8,719	15,241	540,111	28.16	19,180
	166,590,968.00	70,740,659	123,653,647	42,937,321		1,629,106

COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT.. 26.4 0.98

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 157 BOILERS

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 60-R3						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	3,730,305.00	1,867,018	3,156,017	574,288	25.94	22,139
1978	38,255.00	18,741	31,680	6,575	26.18	251
1979	17,993.00	8,613	14,559	3,434	26.42	130
1980	230,614.00	107,789	182,207	48,407	26.64	1,817
1983	573,887.00	247,747	418,793	155,094	27.24	5,694
1984	176,344.00	73,871	124,872	51,472	27.42	1,877
1986	1,870.00	734	1,241	629	27.75	23
1987	6,096.00	2,307	3,900	2,196	27.91	79
1988	2.00	1	2			
1991	2,886.00	915	1,547	1,339	28.44	47
1997	126,284.00	25,648	43,355	82,929	29.03	2,857
1998	2,386.00	431	729	1,657	29.11	57
1999	272,693.00	42,840	72,417	200,276	29.18	6,863
2001	15,897.00	1,679	2,838	13,059	29.32	445
2002	150,367.00	11,699	19,776	130,591	29.38	4,445
2004	169.00	3	5	164	29.49	6
	5,346,048.00	2,410,036	4,073,938	1,272,110		46,730
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					27.2	0.87

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 158 PUMPING EQUIPMENT

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 50-S2.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	20,393,784.00	11,220,660	16,834,072	3,559,712	21.30	167,123
1978	2,759,527.00	1,481,866	2,223,206	536,321	21.78	24,624
1979	2,551,641.00	1,334,763	2,002,511	549,130	22.27	24,658
1980	2,917,114.00	1,485,686	2,228,937	688,177	22.74	30,263
1981	2,061,066.00	1,019,815	1,530,003	531,063	23.21	22,881
1983	277,166.00	128,938	193,442	83,724	24.11	3,473
1984	8,755.00	3,939	5,910	2,845	24.54	116
1986	8,553.00	3,576	5,365	3,188	25.36	126
1987	232,453.00	93,353	140,055	92,398	25.75	3,588
1989	26,194.00	9,624	14,439	11,755	26.47	444
1990	1,120,342.00	391,560	587,447	532,895	26.80	19,884
1991	136,952.00	45,372	68,070	68,882	27.11	2,541
1992	294,155.00	91,835	137,778	156,377	27.41	5,705
1993	22,072.00	6,463	9,696	12,376	27.68	447
1994	4,974.00	1,357	2,036	2,938	27.93	105
1997	429,987.00	89,394	134,116	295,871	28.58	10,352
1998	87,311.00	16,091	24,141	63,170	28.76	2,196
2001	2,480.00	265	398	2,082	29.20	71
2002	7,996.00	628	942	7,054	29.32	241
2004	647,954.00	10,821	16,234	631,720	29.51	21,407
	33,990,476.00	17,436,006	26,158,798	7,831,678		340,245
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					23.0	1.00

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 159 MACHINE TOOLS AND MACHINERY

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 45-R1.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	6,798.00	3,409	6,454	344	21.12	16
1978	4,055.00	1,986	3,760	295	21.47	14
1979	2,312.00	1,104	2,090	222	21.81	10
1980	4,210.00	1,960	3,711	499	22.14	23
1981	7,094.00	3,214	6,085	1,009	22.47	45
1982	19,133.00	8,426	15,952	3,181	22.78	140
1983	70,823.00	30,270	57,306	13,517	23.08	586
1984	33,211.00	13,749	26,029	7,182	23.38	307
1985	3,211.00	1,286	2,435	776	23.66	33
1986	1,686.00	652	1,234	452	23.93	19
1987	9,484.00	3,531	6,685	2,799	24.19	116
1998	20,430.00	3,600	6,815	13,615	26.41	516
1999	27,311.00	4,170	7,895	19,416	26.57	731
2000	10,920.00	1,403	2,656	8,264	26.71	309
2001	32,047.00	3,298	6,244	25,803	26.85	961
2002	12,430.00	941	1,781	10,649	26.98	395
2003	1,436.00	67	127	1,309	27.11	48
2004	18,394.00	300	568	17,826	27.23	655
	284,985.00	83,366	157,827	127,158		4,924
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					25.8	1.73

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 160 OTHER STATION EQUIPMENT

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 50-S2.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	124,093,188.00	68,276,072	115,472,508	8,620,680	21.30	404,727
1978	3,951,757.00	2,122,094	3,589,010	362,747	21.78	16,655
1979	3,784,552.00	1,979,699	3,348,183	436,369	22.27	19,594
1980	4,665,896.00	2,376,341	4,019,008	646,888	22.74	28,447
1981	4,787,698.00	2,368,953	4,006,513	781,185	23.21	33,657
1982	378,784.00	181,930	307,691	71,093	23.66	3,005
1983	2,343,601.00	1,090,243	1,843,883	499,718	24.11	20,727
1984	5,551,577.00	2,497,654	4,224,179	1,327,398	24.54	54,091
1985	483,211.00	209,762	354,762	128,449	24.96	5,146
1986	515,152.00	215,385	364,272	150,880	25.36	5,950
1987	1,582,697.00	635,611	1,074,983	507,714	25.75	19,717
1988	681,430.00	262,010	443,127	238,303	26.12	9,123
1989	565,981.00	207,941	351,682	214,299	26.47	8,096
1990	2,750,520.00	961,307	1,625,819	1,124,701	26.80	41,966
1991	1,008,909.00	334,252	565,307	443,602	27.11	16,363
1992	2,537,723.00	792,277	1,339,945	1,197,778	27.41	43,699
1993	4,473,833.00	1,309,938	2,215,444	2,258,389	27.68	81,589
1994	4,420,911.00	1,206,025	2,039,700	2,381,211	27.93	85,256
1995	3,367,159.00	847,851	1,433,935	1,933,224	28.17	68,627
1996	238,414.00	54,883	92,821	145,593	28.39	5,128
1997	41,389,788.00	8,604,937	14,553,176	26,836,612	28.58	939,000
1998	5,268,488.00	970,982	1,642,182	3,626,306	28.76	126,089
1999	7,411,259.00	1,183,578	2,001,737	5,409,522	28.93	186,987
2000	841,801.00	112,801	190,776	651,025	29.07	22,395
2001	4,325,363.00	462,814	782,738	3,542,625	29.20	121,323
2002	4,229,130.00	332,410	562,191	3,666,939	29.32	125,066
2003	1,677,249.00	81,347	137,579	1,539,670	29.42	52,334
2004	422,820.00	7,061	11,942	410,878	29.51	13,923
	237,748,891.00	99,686,158	168,595,093	69,153,798		2,558,680

COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT.. 27.0 1.08

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 161 OIL TANKS

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 60-S2						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	10,947,352.00	5,638,981	9,381,484	1,565,868	24.77	63,216
1978	466,185.00	235,097	391,127	75,058	25.05	2,996
1979	4,300.00	2,119	3,525	775	25.33	31
1980	655.00	315	524	131	25.61	5
1983	3,285,783.00	1,457,902	2,425,489	860,294	26.39	32,599
1985	75,615.00	31,494	52,396	23,219	26.88	864
1986	34,882.00	14,033	23,346	11,536	27.11	426
1987	18,028.00	6,991	11,631	6,397	27.33	234
1990	13,857.00	4,717	7,848	6,009	27.94	215
1992	48,459.00	14,799	24,621	23,838	28.31	842
1993	154,685.00	44,426	73,911	80,774	28.47	2,837
1994	10,337.00	2,768	4,605	5,732	28.63	200
1995	1,595.00	396	659	936	28.77	33
1998	59,219.00	10,784	17,941	41,278	29.15	1,416
1999	972,156.00	153,892	256,028	716,128	29.25	24,483
2000	458,652.00	60,955	101,410	357,242	29.35	12,172
2001	1,087,617.00	115,614	192,345	895,272	29.43	30,420
2002	460,956.00	36,001	59,894	401,062	29.51	13,591
2003	584,135.00	28,214	46,939	537,196	29.58	18,161
	18,684,468.00	7,859,498	13,075,723	5,608,745		204,741
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					27.4	1.10

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 162 DELIVERY FACILITIES

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 55-R3						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	438,337,223.00	224,297,157	357,814,587	80,522,636	24.52	3,283,957
1978	1,799,625.00	899,813	1,435,445	364,180	24.86	14,649
1979	4,197,599.00	2,049,268	3,269,136	928,463	25.18	36,873
1980	7,457.00	3,550	5,663	1,794	25.49	70
1981	19,421.00	9,004	14,364	5,057	25.79	196
1982	5,417,722.00	2,442,851	3,897,008	1,520,714	26.07	58,332
1983	1,115,468.00	488,687	779,588	335,880	26.33	12,757
1984	115,350.00	49,001	78,170	37,180	26.58	1,399
1986	3,673,873.00	1,459,630	2,328,504	1,345,369	27.03	49,773
1987	5,605,630.00	2,146,396	3,424,082	2,181,548	27.24	80,086
1988	1,050,730.00	386,669	616,842	433,888	27.44	15,812
1989	3,723,578.00	1,312,561	2,093,889	1,629,689	27.63	58,983
1990	3,973,453.00	1,337,862	2,134,251	1,839,202	27.80	66,158
1991	11,691,136.00	3,741,164	5,968,168	5,722,968	27.97	204,611
1992	6,068,974.00	1,837,685	2,931,604	3,137,370	28.12	111,571
1993	2,520,674.00	717,636	1,144,823	1,375,851	28.27	48,668
1994	4,205,160.00	1,118,993	1,785,097	2,420,063	28.40	85,213
1995	870,010.00	214,370	341,978	528,032	28.53	18,508
1996	1,628,365.00	367,848	586,817	1,041,548	28.65	36,354
1997	361,954.00	73,875	117,851	244,103	28.77	8,485
1998	129,709.00	23,568	37,597	92,112	28.87	3,191
1999	1,372.00	217	346	1,026	28.97	35
2000	65,449.00	8,692	13,866	51,583	29.06	1,775
2001	11,436.00	1,217	1,941	9,495	29.14	326
2003	2,152,708.00	103,545	165,183	1,987,525	29.30	67,834
	498,744,076.00	245,091,259	390,986,800	107,757,276		4,265,616
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					25.3	0.86

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 163 COMMUNICATION SYSTEMS

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
INTERIM SURVIVOR CURVE.. IOWA 40-S1.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	39,177.00	22,621	39,177			
1978	6,462.00	3,649	6,462			
1979	2,523.00	1,392	2,523			
1980	14,070.00	7,568	14,070			
1981	166,713.00	87,358	166,713			
1982	179,387.00	91,434	179,387			
1983	46,855.00	23,184	46,855			
1984	13,815.00	6,627	13,815			
1985	15,204.00	7,050	15,204			
1986	45,553.00	20,390	45,553			
1987	53,384.00	22,982	53,384			
1988	150,395.00	62,128	150,395			
1989	514,165.00	203,095	514,165			
1990	857,046.00	322,592	828,154	28,892	22.60	1,278
1991	1,074,787.00	383,591	984,749	90,038	23.05	3,906
1992	579,709.00	195,246	501,233	78,476	23.49	3,341
1993	862,849.00	272,833	700,413	162,436	23.92	6,791
1994	1,145,807.00	337,096	865,388	280,419	24.35	11,516
1995	162,206.00	44,088	113,182	49,024	24.76	1,980
1996	1,001,372.00	248,541	638,051	363,321	25.17	14,435
1997	90,571.00	20,252	51,991	38,580	25.56	1,509
1998	6,808.00	1,349	3,463	3,345	25.93	129
1999	183,270.00	31,412	80,640	102,630	26.30	3,902
2000	36,180.00	5,199	13,347	22,833	26.64	857
2001	1,172,723.00	134,394	345,014	827,709	26.97	30,690
2003	1,757,422.00	90,683	232,800	1,524,622	27.58	55,280
	10,178,453.00	2,646,754	6,606,128	3,572,325		135,614
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					26.3	1.33

CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 164 OFFICE FURNITURE AND EQUIPMENT

CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
SURVIVOR CURVE.. IOWA 20-R2						
NET SALVAGE PERCENT.. 0						
1986	1,418.00	973	1,418			
1987	13,270.00	8,752	13,270			
1988	56,211.00	35,469	56,211			
1989	164,427.00	98,903	164,427			
1990	518,817.00	295,985	518,817			
1991	793,289.00	426,789	793,289			
1992	1,310,392.00	661,093	1,305,863	4,529	9.91	457
1993	987,890.00	464,308	917,152	70,738	10.60	6,673
1994	1,283,092.00	556,862	1,099,974	183,118	11.32	16,177
1995	5,351,096.00	2,124,385	4,196,316	1,154,780	12.06	95,753
1996	1,335,632.00	479,492	947,145	388,487	12.82	30,303
1997	994,860.00	318,355	628,849	366,011	13.60	26,913
1998	175,916.00	49,256	97,296	78,620	14.40	5,460
1999	5,509,960.00	1,316,880	2,601,244	2,908,716	15.22	191,111
2000	473,842.00	93,347	184,389	289,453	16.06	18,023
2001	2,611,149.00	403,423	796,885	1,814,264	16.91	107,289
2002	1,352,832.00	150,841	297,958	1,054,874	17.77	59,363
2003	2,108,975.00	142,356	281,197	1,827,778	18.65	98,004
2004	4,778,084.00	107,507	212,359	4,565,725	19.55	233,541
	29,821,152.00	7,734,976	15,114,059	14,707,093		889,067
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					16.5	2.98

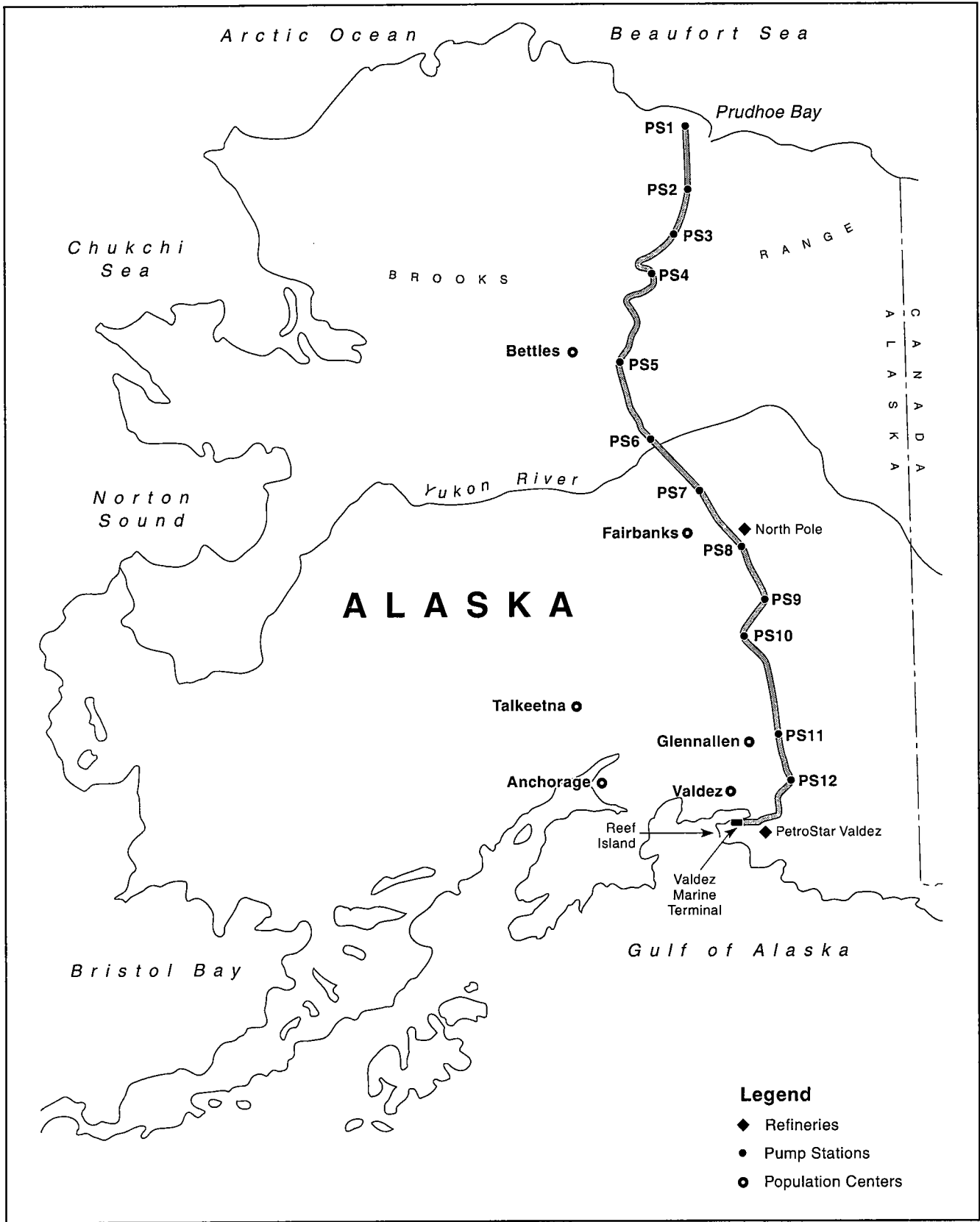
CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 165 VEHICLES AND OTHER WORK EQUIPMENT

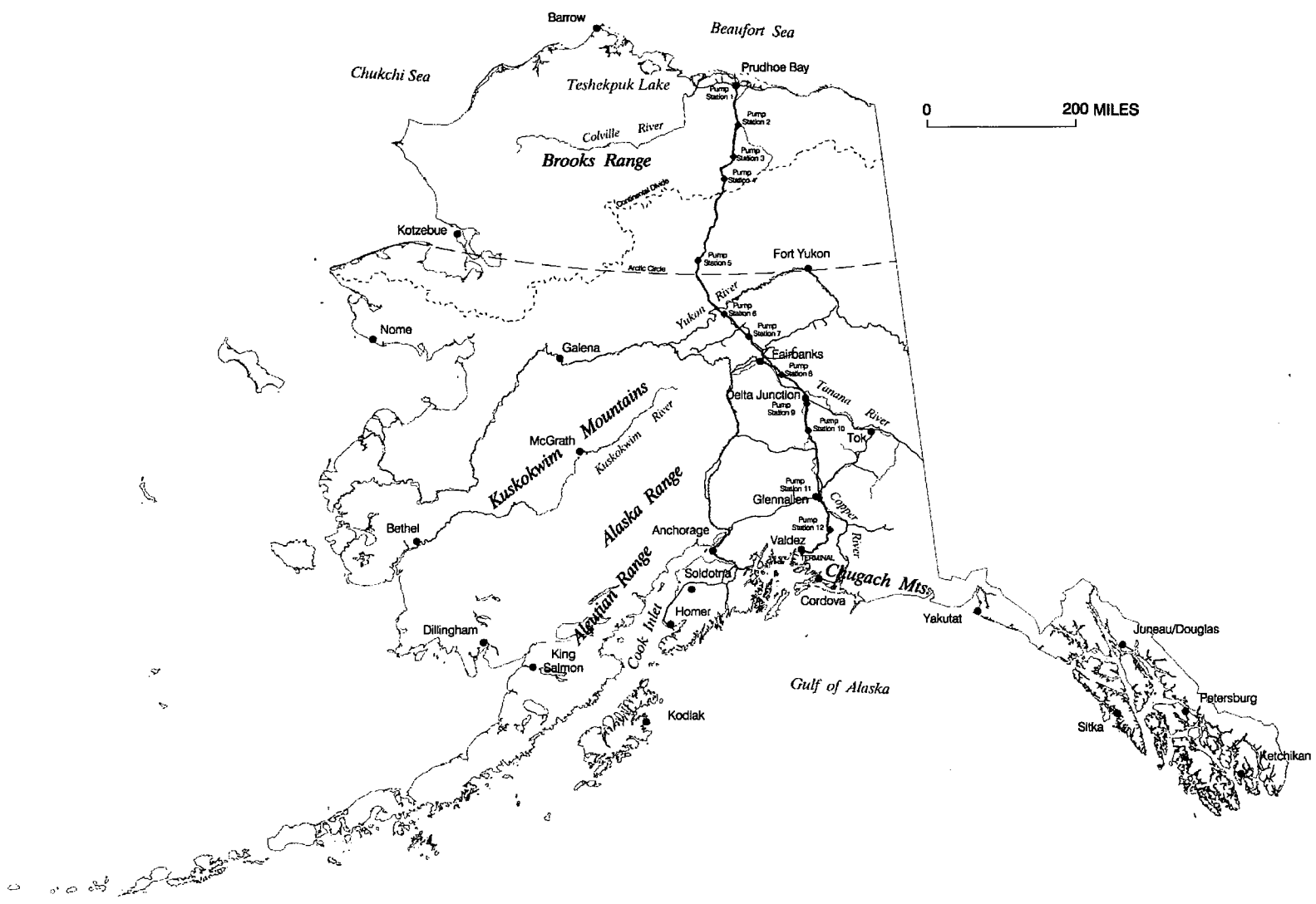
CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

YEAR (1)	ORIGINAL COST (2)	CALCULATED ACCRUED (3)	ALLOC. BOOK RESERVE (4)	FUT. BOOK ACCRUALS (5)	REM. LIFE (6)	ANNUAL ACCRUAL (7)
SURVIVOR CURVE.. IOWA 16-R2.5						
NET SALVAGE PERCENT.. 0						
1984	48,441.00	41,596	48,441			
1985	44,613.00	37,560	44,613			
1986	60,852.00	50,051	60,852			
1987	138,895.00	111,116	138,895			
1988	399,235.00	309,407	399,235			
1989	2,403,256.00	1,793,310	2,403,256			
1990	8,135,085.00	5,811,705	8,135,085			
1991	12,176,284.00	8,264,044	11,626,057	550,227	5.14	107,048
1992	6,172,649.00	3,954,199	5,562,863	609,786	5.75	106,050
1993	5,355,145.00	3,213,087	4,520,248	834,897	6.40	130,453
1994	2,941,493.00	1,638,117	2,304,543	636,950	7.09	89,838
1995	2,635,682.00	1,347,361	1,895,500	740,182	7.82	94,652
1996	4,351,772.00	2,017,917	2,838,854	1,512,918	8.58	176,331
1997	712,095.00	295,092	415,143	296,952	9.37	31,692
1998	678,765.00	246,867	347,298	331,467	10.18	32,561
1999	3,096,052.00	963,491	1,355,462	1,740,590	11.02	157,948
2000	4,779,098.00	1,227,750	1,727,229	3,051,869	11.89	256,675
2001	2,308,485.00	466,083	655,697	1,652,788	12.77	129,427
2002	1,553,710.00	226,220	318,252	1,235,458	13.67	90,377
2003	2,113,806.00	186,226	261,987	1,851,819	14.59	126,924
2004	1,501,939.00	44,157	62,121	1,439,818	15.53	92,712
	61,607,352.00	32,245,356	45,121,631	16,485,721		1,622,688
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					10.2	2.63

Appendix B



Trans-Alaska Pipeline System Route



Appendix C

Name of Respondent		This Report is:		Date of Report	Year of Report		
ConocoPhillips Transportation Alaska, Incorporated		(1) <input checked="" type="checkbox"/> An Original (2) <input type="checkbox"/> A Resubmission		(Mo, Da, Yr) 0	Dec. 31, 2005		
Accrued Depreciation - Carrier prop (Exclusive of Depreciation on Undiv. Joint Int. Prop. Reported in schedule 217)							
Give particulars (details) of the credits and debits to Account No. 31, Accrued Depreciation - Carrier Property, during the year.							
Line No.	Account (a)	Balance at Beginning of Year (in dollars) (b)	Debits to Account No. 540 of U.S. of A. (in dollars) (c)	Net Debit From Retirement of Carrier Property (in dollars) (d)	Other Debits and Credits- Net (in dollars) (e)	Balance at End of Year (b + c + d + e) (in dollars) (f)	Annual Composite/ Component Rates (in percent) (g)
	GATHERING LINES						
1	Right of Way (102)					0	
2	Line Pipe (103)					0	
3	Line Pipe Fittings (104)					0	
4	Pipeline Construction (105)					0	
5	Buildings (106)					0	
6	Boilers (107)					0	
7	Pumping Equipment (108)					0	
8	Machine Tools and Machinery (109)					0	
9	Other Station Equipment (110)					0	
10	Oil Tanks (111)					0	
11	Delivery Facilities (112)					0	
12	Communication Systems (113)					0	
13	Office Furniture and Equipment (114)					0	
14	Vehicles and Other Work Equipment (115)					0	
15	Other Property (116)					0	
16	Asset Retirement Costs for Gathering Lines (117)					0	
17	TOTAL (Lines 1 thru 15)	0	0	0	0	0	
	TRUNK LINES						
18	Right of Way (152)	1,087,982	820,066	0		1,908,048	12.01%
19	Line Pipe (153)	43,694,948	2,138,938	0		45,833,886	3.65%
20	Line Pipe Fittings (154)	15,088,199	915,349	(101,819)		15,901,729	4.24%
21	Pipeline Construction (155)	1,422,098,643	53,271,314	(333,283)		1,475,036,674	2.97%
22	Buildings (156)	123,853,645	6,127,457	(7,602,356)		122,178,746	3.69%
23	Boilers (157)	4,073,938	182,202	(58,793)		4,197,347	3.41%
24	Pumping Equipment (158)	26,158,795	1,112,055	(3,149,157)		24,121,693	3.30%
25	Machine Tools and Machinery (159)	157,827	18,173	(518)		175,482	6.38%
26	Other Station Equipment (160)	168,595,095	9,884,806	(4,444,122)		174,035,779	4.16%
27	Oil Tanks (161)	13,075,721	800,071	(830,196)		13,045,596	4.30%
28	Delivery Facilities (162)	390,986,802	15,462,988	(11,500,559)	282,953	395,232,184	3.10%
29	Communication Systems (163)	6,606,131	508,340	(73,102)		7,041,369	5.00%
30	Office Furniture and Equipment (164)	15,114,060	2,111,081	(135,284)		17,089,857	7.04%
31	Vehicles and Other Work Equipment (165)	45,121,631	2,780,268	(637,683)		47,264,215	4.69%
32	Other Property (166)					0	
33	Asset Retirement Costs for Gathering Lines (167)	12,871,186	2,873,627	0		15,744,813	14.00%
34	TOTAL (Lines 17 thru 31)	2,288,384,603	99,006,735	(28,866,872)	282,953	2,358,807,418	
	GENERAL						
35	Buildings (176)					0	
36	Machine Tools and Machinery (179)					0	
37	Communication Systems (183)					0	
38	Office Furniture and Equipment (184)					0	
39	Vehicles and Other Work Equipment (185)					0	
40	Other Property (186)					0	
41	Asset Retirement Costs for Gathering Lines (186.1)					0	
42	TOTAL (Lines 33 thru 38)	0	0	0	0	0	
43	GRAND TOTAL (Lines 16, 32, 39)	2,288,384,603	99,006,735	(28,866,872)	282,953	2,358,807,418	

Appendix D

Name of Respondent ConocoPhillips Transportation Alaska, Inc.	This Report is: (1) <input type="checkbox"/> An Original (2) <input checked="" type="checkbox"/> A Resubmission	Date of Report (Mo, Da, Yr) 08/20/2004	Year of Report 2003/Q4
Notes to Financial Statements (continued)			

SUPPLEMENTAL DATA						
Phillips Transportation Alaska, Incorporated						
Trans Alaska Pipeline System						
2003						
Statistics of Operations						
(In barrels)	Standard		Non-Standard			
	North Star	Sadlerochit	Kuparuk	Lisburne	Endicott	Total
Amounts in Lines and Tanks at Beginning of Year						
Base Inventory	1,465	1,110,002	1,386,330	167,804	43	2,685,644
Working Inventory	0	0	0	0	0	0
Total Inventory at Beginning of Year	1,465	1,110,002	1,386,330	167,804	43	2,685,644
Add: Receipts into System						
Pump Station No. 1	304,252	51,775,768	73,066,902	817,871	203	125,966,016
Fairbanks Junction	0	28,904,248	25,572,208	0	0	54,476,456
Valdez Refinery	0	4,422,871	5,934,603	0	0	10,357,474
Total Receipts	304,252	85,102,907	104,573,713	817,871	203	190,798,946
Inventory Transferred from Amerada-Hess PL Purchase						164,404
Subtotal - Available	305,717	86,212,909	105,980,043	985,675	246	193,628,984
Deduct: Deliveries from System						
Valdez - Interstate	303,465	50,716,521	71,487,838	783,859	246	123,291,929
Valdez - Intrastate	0	54,808	82,692	0	0	137,500
Total Valdez	303,465	50,771,329	71,570,530	783,859	246	123,429,429
Fairbanks Junction	0	28,904,248	25,189,590	201,500	0	55,295,338
Valdez Refinery	0	5,087,250	6,508,396	0	0	11,595,646
Total Deliveries	303,465	84,742,827	104,268,516	985,359	246	190,300,413
Inventory Transferred from Amerada-Hess PL Purchase						164,404
Topping Plant and Other Deductions	314	57,152	78,529	316	0	136,311
Total Deductions	303,779	84,799,979	104,347,045	985,675	246	190,601,128
Total Inventory at End of Year	1,938	1,412,930	1,612,988	0	0	3,027,866
Amounts in Lines and Tanks at End of Year						
Base Inventory	0	0	0	0	0	0
Working Inventory	0	1,412,930	1,612,988	0	0	3,027,866

Name of Respondent ConocoPhillips Transportation Alaska, Inc.	This Report is: (1) <input type="checkbox"/> An Original (2) <input checked="" type="checkbox"/> A Resubmission	Date of Report (Mo, Da, Yr) / /	Year of Report 2004/Q4
Notes to Financial Statements (continued)			

SUPPLEMENTAL DATA
Phillips Transportation Alaska, Incorporated
Trans Alaska Pipeline System
2004
Statistics of Operations

(In barrels)

	Standard		Non-Standard		Total	
	North Star	Sadlerochit	Kuparuk	Lisburne		Endicott
Amounts in Lines and Tanks at Beginning of Year						
Base Inventory	0	0	0	0	0	0
Working Inventory	1,938	1,412,930	1,612,998	0	0	3,027,866
Total Inventory at Beginning of Year	1,938	1,412,930	1,612,998	0	0	3,027,866
Add: Receipts into System						
Pump Station No. 1	356,563	41,384,624	67,625,020	895,535	90,453	110,352,195
Fairbanks Junction	0	30,019,801	26,021,693	368,091	0	56,409,585
Valdez Refinery	0	0	11,111,012	0	0	11,111,012
Total Receipts	356,563	71,404,425	104,757,725	1,263,626	90,453	177,872,792
Subtotal - Available	358,501	72,817,355	106,370,723	1,263,626	90,453	180,900,658
Deduct: Deliveries from System						
Valdez - Interstate	356,938	40,506,922	67,169,102	752,562	90,347	108,875,871
Valdez - Intrastate	0	54,270	95,730	0	0	150,000
Total Valdez	356,938	40,561,192	67,264,832	752,562	90,347	109,025,871
Fairbanks Junction	0	30,408,212	26,022,693	510,408	0	56,941,313
Valdez Refinery	0	901,701	11,111,012	0	0	12,012,713
Total Deliveries	356,938	71,871,105	104,398,537	1,262,970	90,347	177,979,897
Topping Plant and Other Deductions	425	41,841	68,324	349	125	111,064
Total Deductions	357,363	71,912,946	104,466,861	1,263,319	90,472	178,090,961
Total Inventory at End of Year	1,138	904,409	1,903,862	307	(19)	2,809,697
Amounts in Lines and Tanks at End of Year						
Base Inventory	0	0	0	0	0	0
Working Inventory	1,138	904,409	1,903,862	307	(19)	2,809,697

Name of Respondent	This Report is:	Date of Report	Year of Report
ConocoPhillips Transportation Alaska, Inc.	(1) <input type="checkbox"/> An Original (2) <input checked="" type="checkbox"/> A Resubmission	(Mo, Da, Yr) / /	2005/Q4
Notes to Financial Statements (continued)			

SUPPLEMENTAL DATA
ConocoPhillips Transportation Alaska, Incorporated
Trans Alaska Pipeline System
2005
Statistics of Operations

(In barrels)

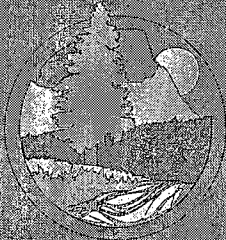
	Standard		Non-Standard			Total
	North Star	Sadlerochit	Kuparuk	Lisburne	Endicott	
Amounts in Lines and Tanks at Beginning of Year						
Base Inventory	0	0	0	0	0	0
Working Inventory	1,195	904,537	1,903,965	0	0	2,809,697
Total Inventory at Beginning of Year	1,195	904,537	1,903,965	0	0	2,809,697
Add: Receipts into System						
Pump Station No. 1	6,169,756	39,315,885	62,552,536	2,221,175	1,265,571	111,524,923
Fairbanks Junction	0	8,433,421	23,163,568	0	0	31,596,989
Valdez Refinery	0	0	12,058,814	0	0	12,058,814
Total Receipts	6,169,756	47,749,306	97,774,918	2,221,175	1,265,571	155,180,726
Subtotal - Available	6,170,951	48,653,843	99,678,883	2,221,175	1,265,571	157,990,423
Deduct: Deliveries from System						
Valdez - Interstate	6,149,164	34,290,103	58,554,296	1,954,995	1,793,754	102,742,312
Valdez - Intrastate	0	15,784	2,339,136	80	0	2,355,000
Total Valdez	6,149,164	34,305,887	60,893,432	1,955,075	1,793,754	105,097,312
Fairbanks Junction	0	13,681,963	23,214,181	166,097	0	37,062,241
Valdez Refinery	0	0	12,759,627	0	0	12,759,627
Total Deliveries	6,149,164	47,987,850	96,867,240	2,121,172	1,793,754	154,919,180
Topping Plant and Other Deductions	9,730	41,613	64,603	2,813	893	119,652
Total Deductions	6,158,894	48,029,463	96,931,843	2,123,985	1,794,647	155,038,832
Total Inventory at End of Year	12,057	624,380	2,747,040	97,190	(529,076)	2,951,591
Amounts in Lines and Tanks at End of Year						
Base Inventory	0	0	0	0	0	0
Working Inventory	12,057	624,380	2,747,040	97,190	(529,076)	2,951,591

Appendix E

Alaska

Oil & Gas Report

May 2006



Alaska Department of Natural Resources
Division of Oil & Gas
550 W 7th Ave. Suite 800
Anchorage, Alaska 99501

<http://www.dog.dnr.state.ak.us>

Table III.1 Oil and Gas Reserves

North Slope

Unit or Area	Oil Reserves (MMBO) ¹	Gas Reserves (Bcf) ¹	Royalty Percent	Royalty Oil Reserves (MMBO)	Royalty Gas Reserves (Bcf)
Badami Unit²	2	0	14.6%	0	-
Barrow					
East Barrow	-	5	0.0%	-	-
South Barrow	-	4	0.0%	-	-
Walakpa	-	25	0.0%	-	-
TOTAL Barrow	-	34		-	-
Colville River Unit					
Alpine	280	-	9.85%	28	-
CRU Satellite	230	-	14.2% ³	33	-
TOTAL CRU	510	400		60	60
Duck Island Unit	117	843	12.5-14.4%	15	121
Kuparuk River Unit					
Kuparuk	864	1,000	12.5%	108	125
West Sak ⁴	461	100	12.5%	58	13
Tabasco	14	-	12.5%	2	-
Tarn	47	50	12.5%	6	6
Meltwater	14	-	12.5%	2	-
Other Kuparuk Satellite	-	-	12.5%	-	-
TOTAL KRU	1,401	1,150		175	144
Milne Point Unit⁴	391	14	14.6%	57	2
North Star	115	450	16.0%	18	72
Prudhoe Bay Unit					
Prudhoe IPAs ⁵	2,497	23,000	12.5%	312	2,875
PBU Satellites ^{4,6}	426	-	12.5%	53	-
Greater Point McIntyre Area					
Lisburne	43	1,000	12.5%	5	125
Niakuk	21	26	12.5%	3	3
North Prudhoe Bay State	-	-	12.5%	-	-
Pt. McIntyre	205	500	13.8%	28	69
West Beach	-	-	12.5%	-	-
TOTAL GPMA	269	1,526		36	197
TOTAL PBU	3,192	24,526		402	3,072
Point Thomson	243	8,000	12.5-16.0%	30	1,000
Other Undeveloped⁷	488	-	6% ⁸	29	-
TOTAL North Slope (State Lands)	6,460	35,417		757	3,471
NPRA	255				
TOTAL North Slope Alaska	6,715	35,417		757	3,471

Notes:

¹ Remaining recoverable oil reserves based on the sum of Alaska Department Revenue forecasted production from 2006 through 2035.

Gas reserves estimates from DNR. MMBO = Million Barrels of Oil; Bcf = Billion Cubic Feet.

² The Badami field was put in warm shut-in in August, 2003; production resumed in 2005.

³ Average of royalty rates on State of Alaska lands.

⁴ Based on a aggressive heavy oil component.

⁵ Oil Rim and Gas Cap.

⁶ Includes Midnight Sun, Aurora, Borealis, Orion and Polaris.

⁷ Includes Liberty and other known on- and off-shore accumulations.

⁸ Estimated combined rate for State and Federal on- and off-shore accumulations.

Table III.7 Oil Production-Forecast

North Slope (Millions of Barrels per Year)

	Prudhoe Bay Unit				Kuparuk River Unit				Mina Point Unit	Pt Thomson Unit	Other North Slope	NPRA ⁶	North Slope	
	Badami	Colville River	Northstar	Duck Island Unit	Prudhoe Bay IPAs ²	Prudhoe Bay Satellites	Greater Pt McIntyre Area ³	PBU IPA+Sat+G PMA						Kuparuk IPA
1975	-	-	-	-	0.7	-	-	0.7	-	-	-	-	-	0.7
1976	-	-	-	-	1.0	-	-	1.0	-	-	-	-	-	1.0
1977	-	-	-	-	113.2	-	-	113.2	-	-	-	-	-	113.2
1978	-	-	-	-	397.7	-	-	397.7	-	-	-	-	-	397.7
1979	-	-	-	-	468.4	-	-	468.4	-	-	-	-	-	468.4
1980	-	-	-	-	555.6	-	-	555.6	-	-	-	-	-	555.6
1981	-	-	-	-	555.6	-	0.0	555.6	1.1	-	1.1	-	-	556.7
1982	-	-	-	-	559.4	-	0.2	559.6	32.4	-	32.4	-	-	592.0
1983	-	-	-	-	561.1	-	0.1	561.2	39.9	0.0	39.9	-	-	601.1
1984	-	-	-	-	562.3	-	0.3	562.6	46.1	0.1	46.2	-	-	608.8
1985	-	-	-	-	568.6	-	1.1	569.7	79.7	0.3	80.0	0.7	-	650.4
1986	-	-	-	0.0	561.8	-	3.6	565.4	95.0	0.3	95.3	4.7	-	665.3
1987	-	-	-	8.8	586.7	-	16.7	603.3	103.7	-	103.7	0.0	-	715.8
1988	-	-	-	37.9	578.7	-	16.1	594.8	111.1	-	111.1	-	-	743.9
1989	-	-	-	36.9	522.9	-	14.8	537.7	109.8	-	109.8	3.7	-	688.1
1990	-	-	-	38.6	486.2	-	15.9	502.1	107.2	-	107.2	6.6	-	654.5
1991	-	-	-	42.5	486.7	-	14.7	501.4	113.6	-	113.6	7.5	-	664.9
1992	-	-	-	43.1	456.5	-	14.0	470.5	118.5	-	118.5	6.9	-	639.0
1993	-	-	-	40.8	409.7	-	18.5	428.2	115.2	-	115.2	6.8	-	590.9
1994	-	-	-	35.8	374.3	-	50.7	425.0	111.8	-	111.8	6.7	-	579.3
1995	-	-	-	34.4	340.4	-	65.2	405.6	107.0	-	107.0	8.7	-	555.7
1996	-	-	-	27.7	312.6	-	75.6	388.2	99.5	-	99.5	14.1	-	529.4
1997	-	-	-	22.9	284.0	-	73.7	357.7	96.0	0.0	96.0	19.0	-	495.6
1998	0.7	-	-	18.6	252.8	0.061	61.9	314.8	91.7	4.6	96.3	20.4	-	450.8
1999	1.2	-	-	15.7	223.8	1.723	47.5	273.0	82.4	12.7	95.0	19.7	-	404.5
2000	0.9	2.2	-	13.5	217.2	2.117	36.1	255.4	74.1	12.2	86.3	19.1	-	377.4
2001	0.7	32.0	1.3	11.8	194.2	4.808	29.6	228.6	68.3	11.5	79.8	19.3	-	373.4
2002	0.6	35.0	17.9	10.3	177.6	14.856	24.6	217.1	58.9	18.5	77.4	18.7	-	377.0
2003	0.3	35.6	23.0	10.6	166.3	18.582	22.3	207.2	58.5	18.9	77.4	18.7	-	372.7
2004	-	36.1	25.1	8.5	153.2	16.973	21.6	191.8	53.2	18.6	71.8	18.7	-	352.0
2005	0.0	43.8	22.4	7.5	140.0	17.1	18.7	175.7	50.4	15.9	66.3	16.0	-	331.8
2006	0.4	40.1	18.1	6.5	135.5	18.1	17.1	170.8	47.4	18.5	65.9	16.1	-	317.8
2007	0.4	46.1	14.5	5.7	131.1	20.3	15.6	167.0	44.5	22.2	66.7	16.0	-	318.5
2008	0.4	49.2	11.6	5.3	126.4	23.1	14.6	164.1	42.3	24.5	66.8	15.9	-	321.1
2009	0.4	48.4	9.3	5.2	122.4	25.1	13.7	161.2	40.3	25.9	66.3	16.1	-	322.0
2010	0.2	44.7	7.4	5.2	116.6	25.7	12.9	155.1	38.6	27.5	66.1	16.0	-	324.3
2011	-	38.4	6.0	5.2	112.2	25.0	12.2	149.3	37.0	28.9	65.9	15.5	-	324.8
2012	-	30.9	5.0	5.3	108.1	23.5	11.5	143.1	35.5	30.1	65.6	15.0	-	315.8
2013	-	25.0	4.2	5.4	104.5	21.8	11.0	137.2	34.1	30.8	65.0	14.6	-	304.1
2014	-	21.1	3.7	5.5	101.1	20.3	10.5	131.9	32.9	31.2	64.1	14.6	-	293.4
2015	-	18.6	3.3	5.7	96.3	18.9	10.0	125.2	31.8	31.2	63.0	14.4	14.9	295.6
2016	-	16.7	3.0	5.9	93.5	17.6	9.6	120.8	30.7	29.3	60.0	14.4	24.2	294.1
2017	-	14.7	2.7	5.9	92.3	16.5	9.2	118.0	29.7	26.5	56.2	14.8	22.0	281.7
2018	-	12.9	2.5	5.7	90.5	15.5	8.8	114.8	28.8	24.0	52.7	15.5	20.1	267.2
2019	-	11.5	2.3	5.4	87.7	14.5	8.5	110.6	27.9	21.6	49.6	16.2	18.3	252.2
2020	-	10.4	2.2	4.9	77.5	13.5	8.2	99.2	27.1	19.5	46.7	16.9	16.6	230.9
2021	-	9.4	2.0	4.5	74.8	12.6	7.9	95.3	26.4	17.7	44.0	16.5	15.1	217.0
2022	-	8.4	1.9	4.0	72.2	11.8	7.6	91.6	25.7	16.0	41.6	15.6	13.8	203.7
2023	-	7.6	1.8	3.6	69.7	11.1	7.3	88.1	25.0	14.4	39.4	14.6	12.5	191.5
2024	-	6.9	1.6	2.9	67.4	10.4	7.1	84.8	24.4	13.1	37.4	13.8	11.4	180.1
2025	-	6.3	1.5	2.3	65.2	9.7	6.9	81.8	23.8	11.8	35.6	12.8	10.4	169.6

Notes:¹ Actual reported production from AOGCC Monthly Production Reports through 2005. Figures include NGLs.

Forecast production is based on sum of remaining recoverable reserves. Forecast horizon is 2006-2035, shown to 2025 in table and related chart.

² Oil Rim and Gas Cap.³ Includes Lisburne, Niakuk, North Prudhoe Bay, Point McIntyre PA, and West Beach.⁴ Includes Liberty and other known onshore and offshore.⁵ Based on U.S.G.S. estimates.

Sources: Alaska Oil and Gas Conservation Commission, "Alaska Production Summary by Field and Pool" (monthly reports) and Alaska Department of Revenue (forecast)