UNITED STATES OF AMERICA

BEFORE THE

FEDERAL ENERGY REGULATORY COMMISSION

DEPRECIATION STUDY

FOR CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

August 11, 2006

Revised

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

Paragraph	Location
(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

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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

[1]Winfrey, 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 thesis[3] 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.

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

[3]Couch, 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

[4]A 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.

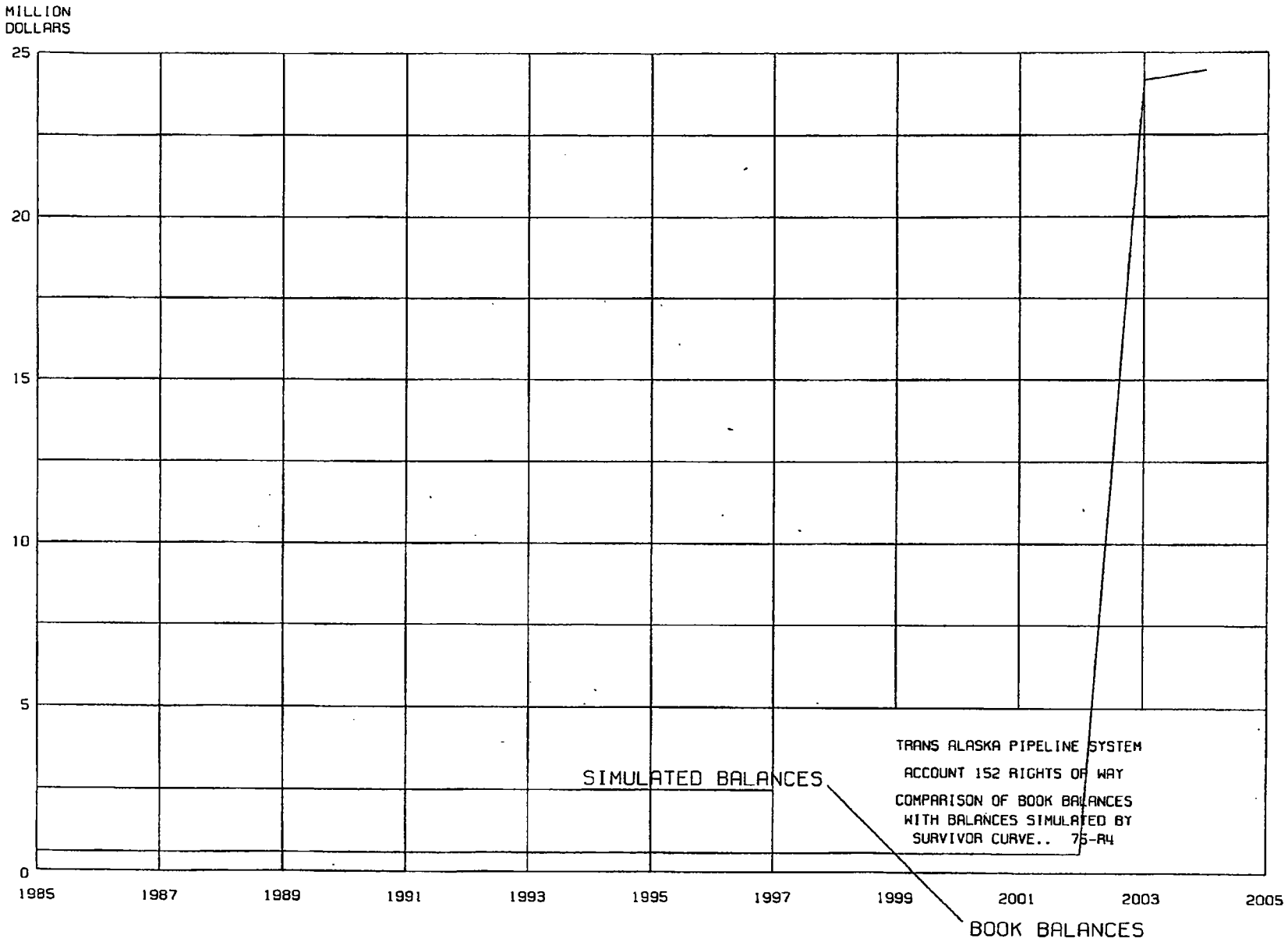
CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

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

	Depreciable Group	Survivor Curve		Original Cost at December 31, 2004	Book Reserve	Future Accruals	Annual Accrual Amount	Annual Accrual Rate	Composite Remaining Life
	(1)	(2)		(3)	(4)	(5)	(6)	(7)=(6)/(3)	(8)=(5)/(6)
152	RIGHTS OF WAY	75-R4	*	6,828,447.00	1,087,982	5,740,465	191,732	2.81	29.9
153	LINE PIPE	80-R2.5	*	58,667,513.00	43,694,948	14,972,565	525,233	0.90	28.5
154	LINE PIPE FITTINGS	55-R3	*	21,463,826.00	15,088,199	6,375,627	236,251	1.10	27.0
155	PIPELINE CONSTRUCTION	80-R2.5	*	1,795,003,611.00	1,422,098,643	372,904,968	13,247,925	0.74	28.1
156	BUILDINGS	60-R1.5	*	166,672,125.00	123,653,645	43,018,480	1,632,255	0.98	26.4
157	BOILERS	60-R3	*	5,350,518.00	4,073,938	1,276,580	46,899	0.88	27.2
158	PUMPING EQUIPMENT	50-S2.5	*	34,002,123.00	26,158,795	7,843,328	340,775	1.00	23.0
159	MACHINE TOOLS AND MACHINERY	45-R1.5	*	285,055.00	157,827	127,228	4,927	1.73	25.8
160	OTHER STATION EQUIPMENT	50-S2.5	*	237,900,847.00	168,595,095	69,305,752	2,565,145	1.08	27.0
161	OIL TANKS	60-S2	*	18,697,018.00	13,075,721	5,621,297	205,230	1.10	27.4
162	DELIVERY FACILITIES	55-R3	*	499,227,717.00	390,986,802	108,240,915	4,285,104	0.86	25.3
163	COMMUNICATION SYSTEMS	40-S1.5	*	10,160,151.00	6,606,131	3,554,020	134,857	1.33	26.4
164	OFFICE FURNITURE AND EQUIPMENT	20-R2		29,808,850.00	15,114,060	14,694,790	888,126	2.98	16.5
165	VEHICLES AND OTHER WORK EQUIPMENT	16-R2.5		58,926,596.00	45,121,631	13,804,965	1,238,386	2.10	11.1
	TOTAL			2,942,994,397.00	2,275,513,417	667,480,980	25,542,845	0.87	26.1

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

Revised


MILLION
DOLLARS
25
20
15
10
5
0
1985
1987
1989
1991
1993
1995
1997
1999
2001
2003
2005
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 152 RIGHTS OF WAY
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 75-R4
SIMULATED BALANCES
BOOK BALANCES

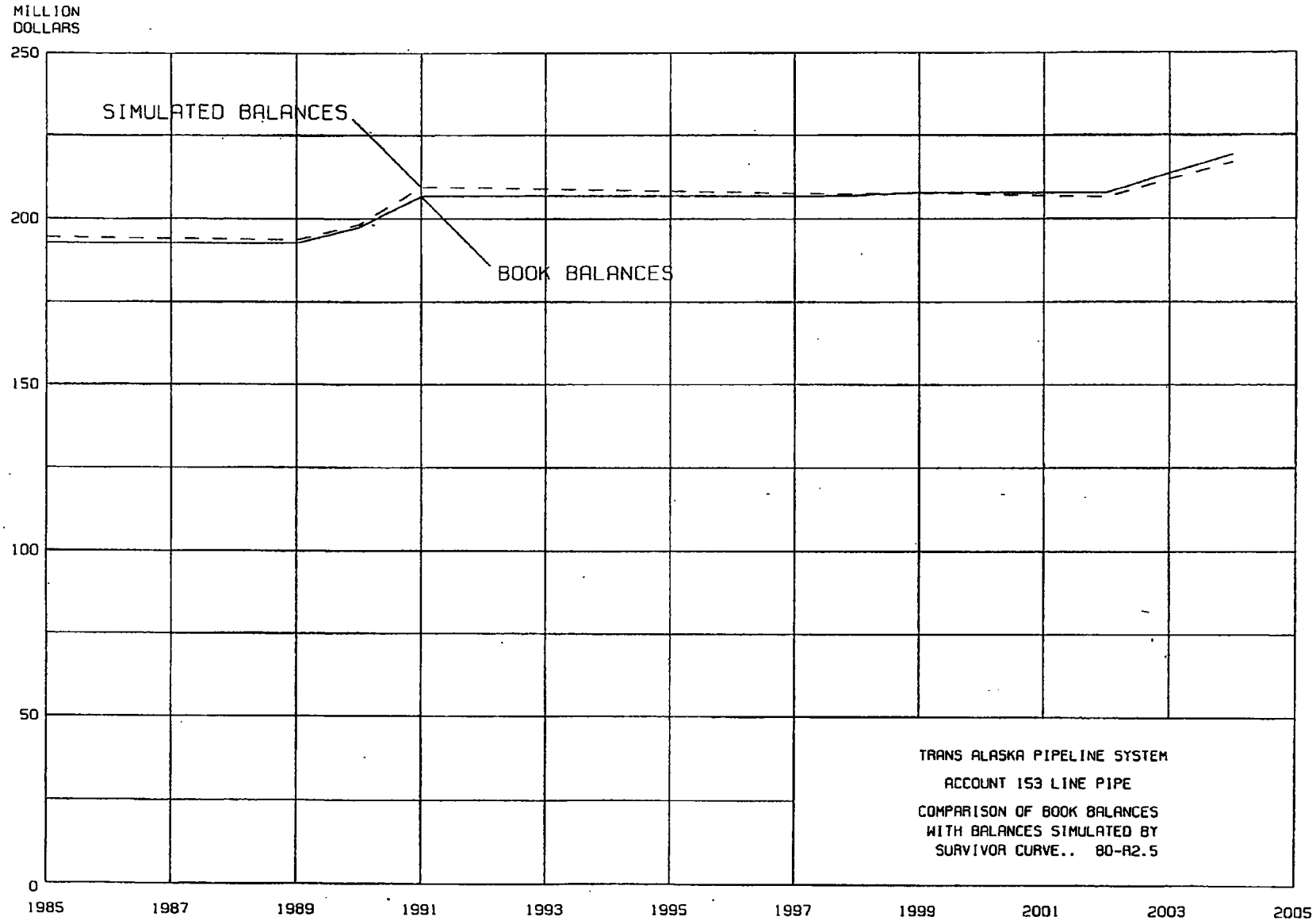
TRANS ALASKA PIPELINE SYSTEM

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	RETIREMENTS EXPERIENCE END
2,944,944	5,103	577.1	0.0	0.6


MILLION
DOLLARS
250
200
150
100
50
0
SIMULATED BALANCES
BOOK BALANCES
1985
1987
1989
1991
1993
1995
1997
1999
2001
2003
2005
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 153 LINE PIPE
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 80-R2.5

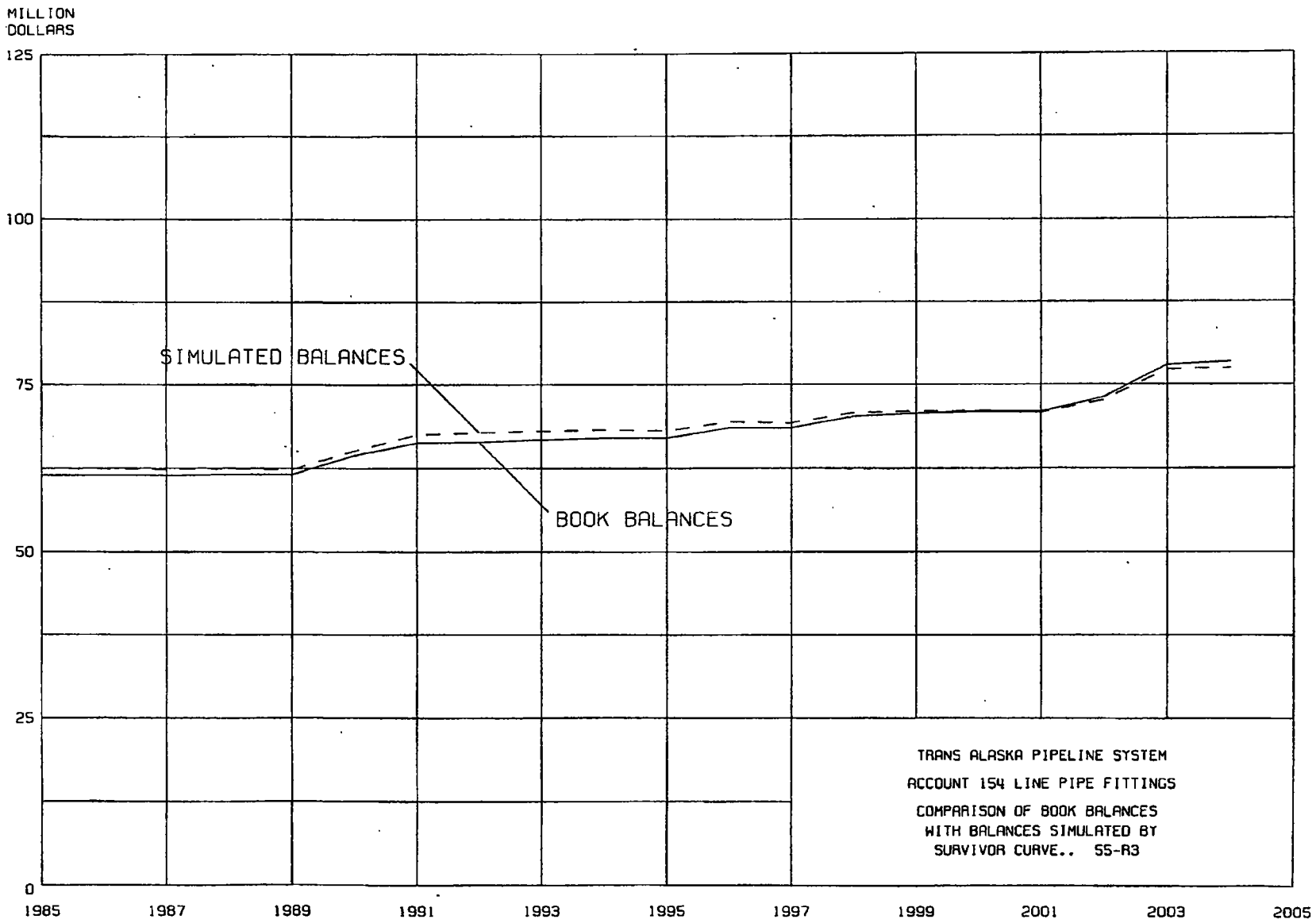
TRANS ALASKA PIPELINE SYSTEM

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
125
100
75
50
25
0
1985
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SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 154 LINE PIPE FITTINGS
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 55-R3

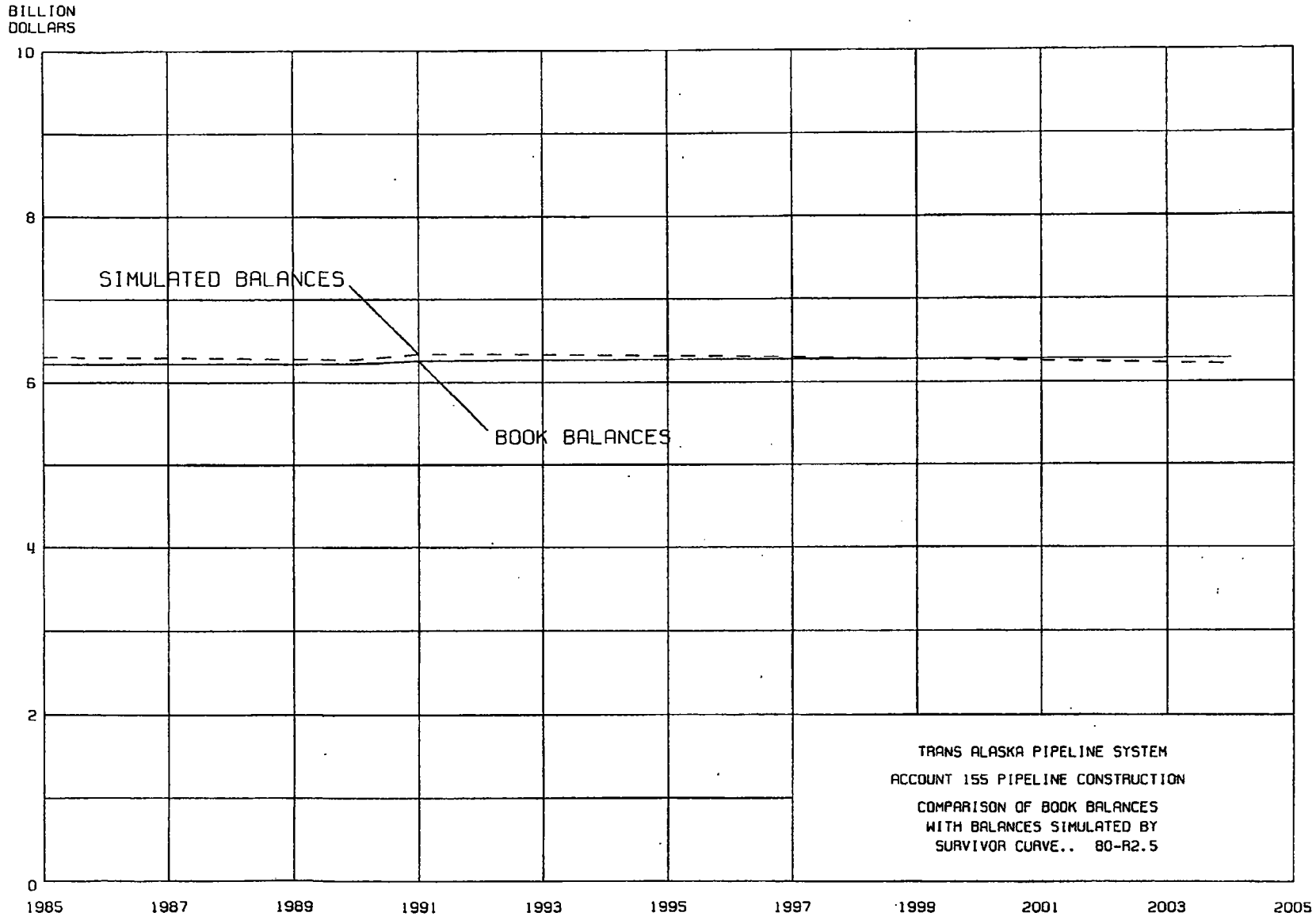
TRANS ALASKA PIPELINE SYSTEM

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
10
8
6
4
2
0
SIMULATED BALANCES
BOOK BALANCES
1985
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2003
2005
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 155 PIPELINE CONSTRUCTION
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 80-R2.5

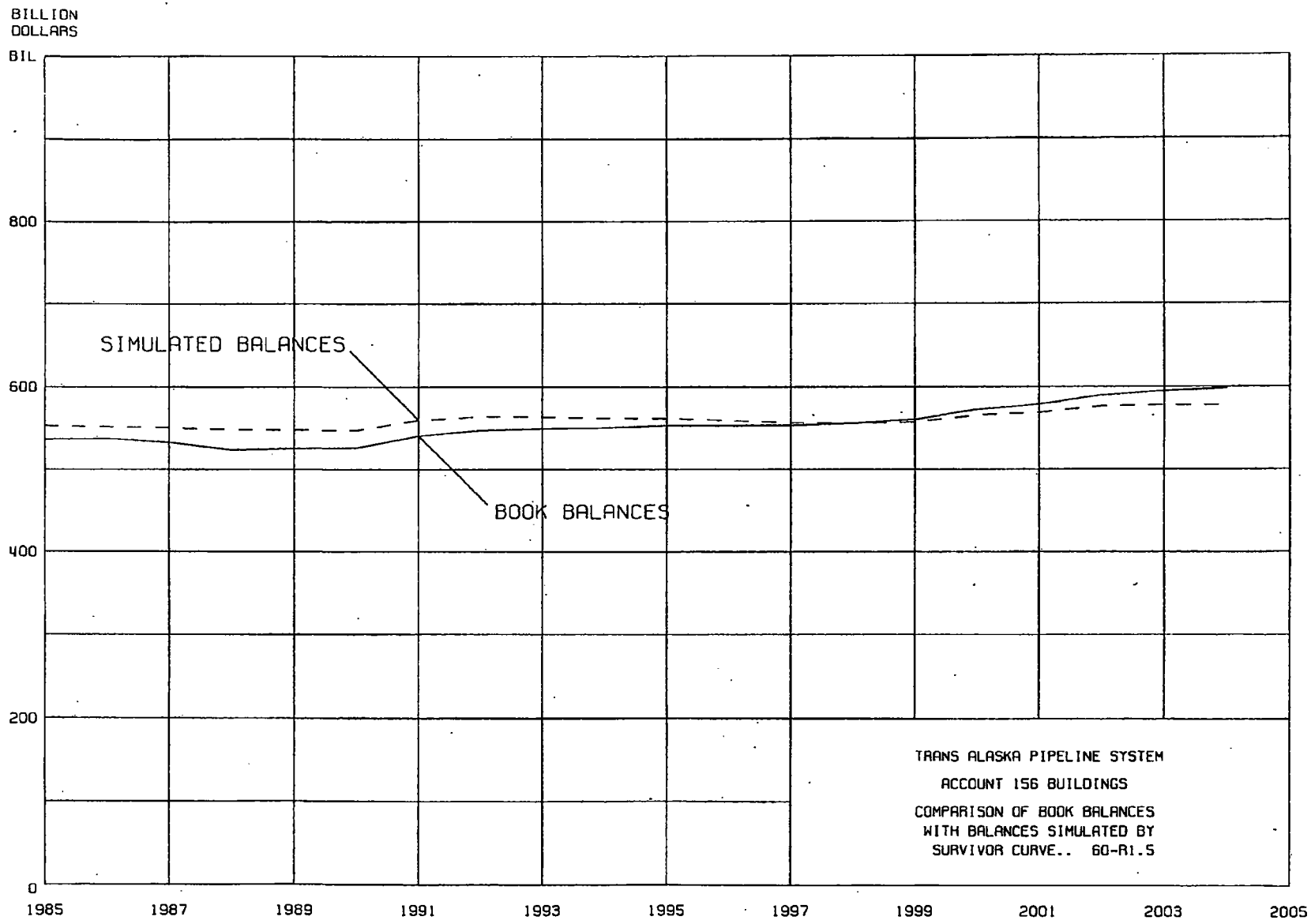
TRANS ALASKA PIPELINE SYSTEM

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


BILLION
DOLLARS
BIL
800
600
400
200
0
SIMULATED BALANCES
BOOK BALANCES
1985
1987
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1997
1999
2001
2003
2005
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 156 BUILDINGS
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 60-R1.5

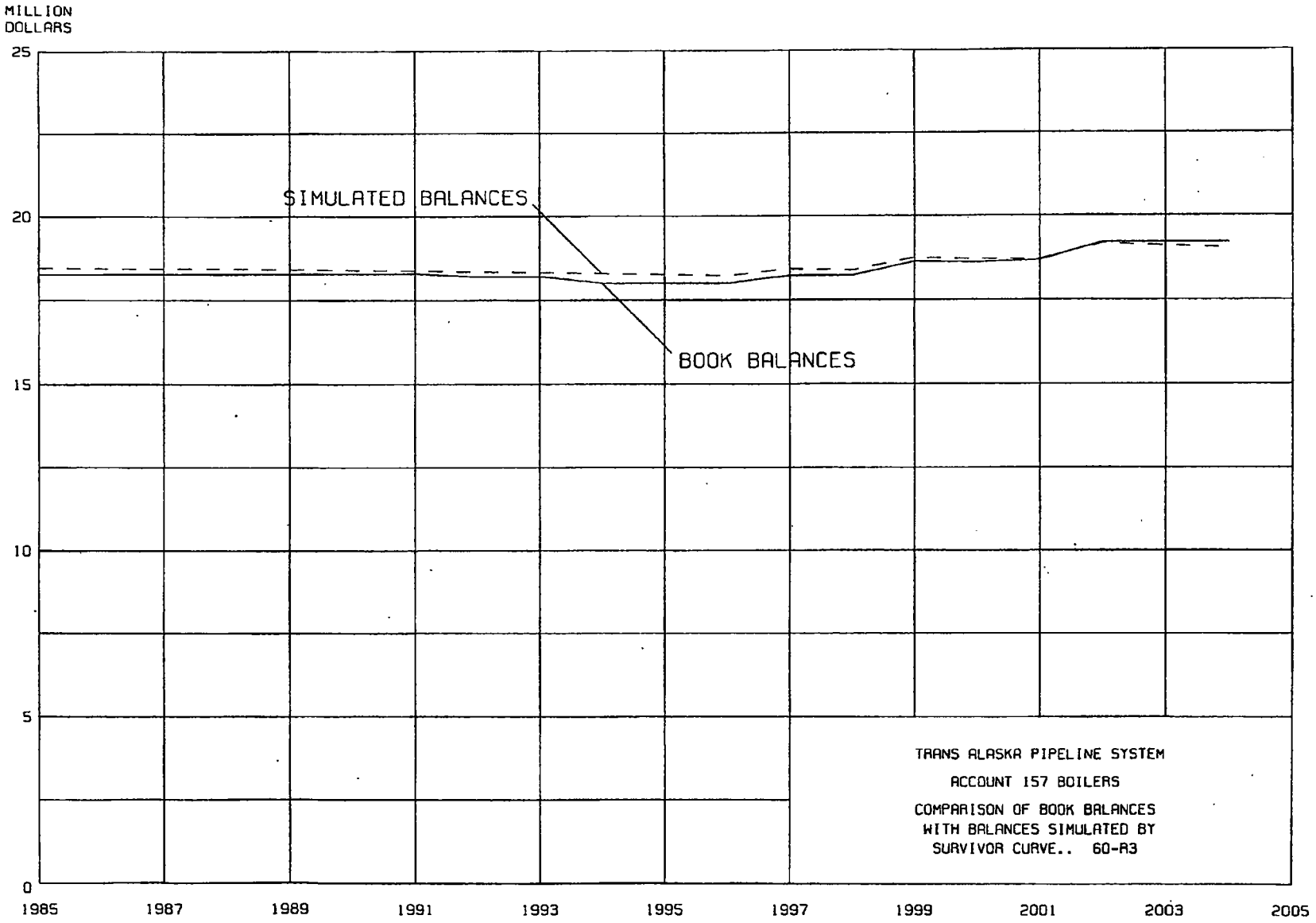
TRANS ALASKA PIPELINE SYSTEM

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	RETIREMENTS EXPERIENCE END
554,118,559	15,061,935	36.8	2.8	12.4


MILLION
DOLLARS
25
20
15
10
5
0
1985
1987
1989
1991
1993
1995
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1999
2001
2003
2005
SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 157 BOILERS
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 60-R3

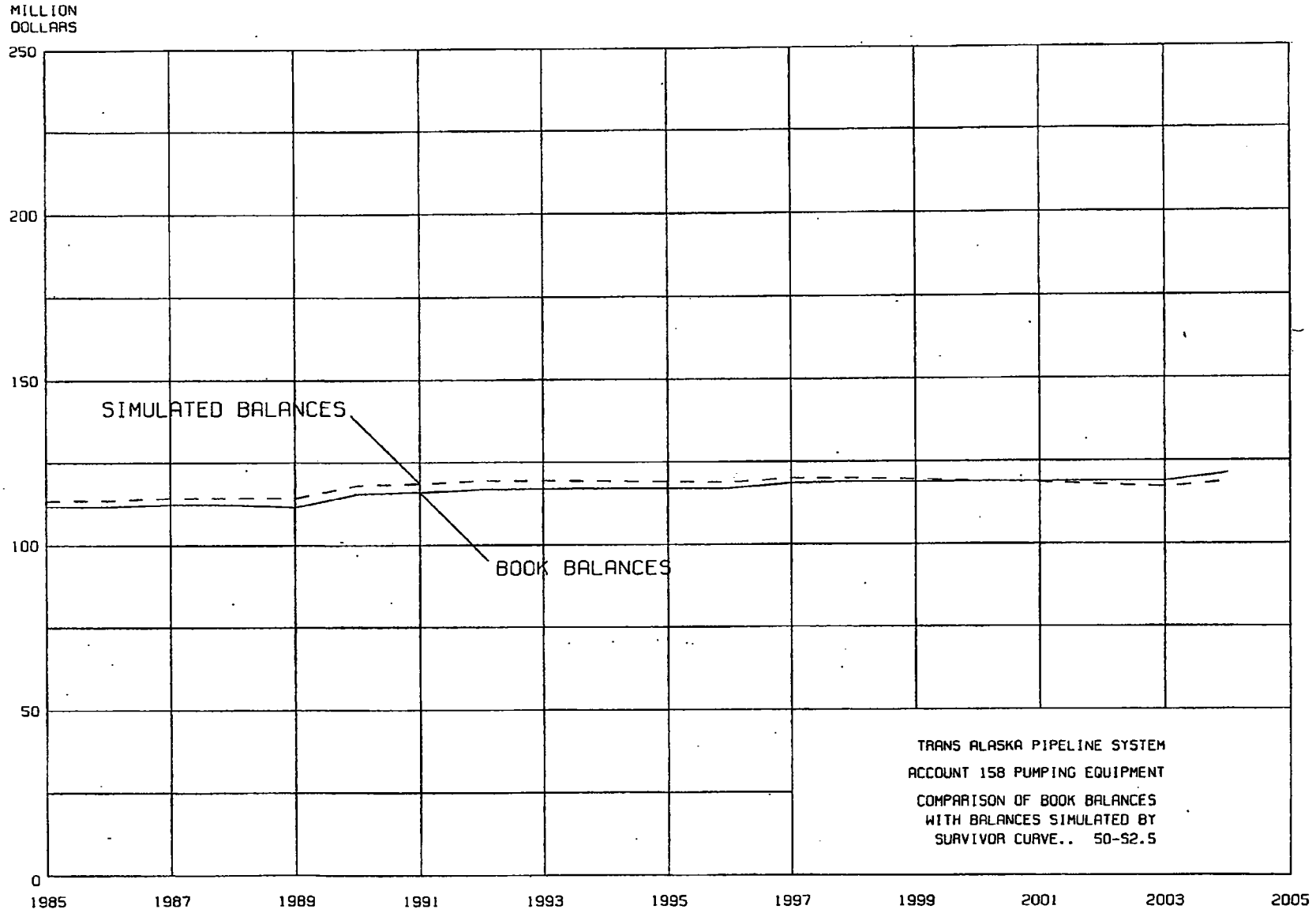
TRANS ALASKA PIPELINE SYSTEM

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	RETIREMENTS EXPERIENCE END
18,406,378	159,454	115.4	0.4	4.4


MILLION
DOLLARS
250
200
150
100
50
0
1985
1987
1989
1991
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1995
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2003
2005
SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 158 PUMPING EQUIPMENT
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 50-S2.5

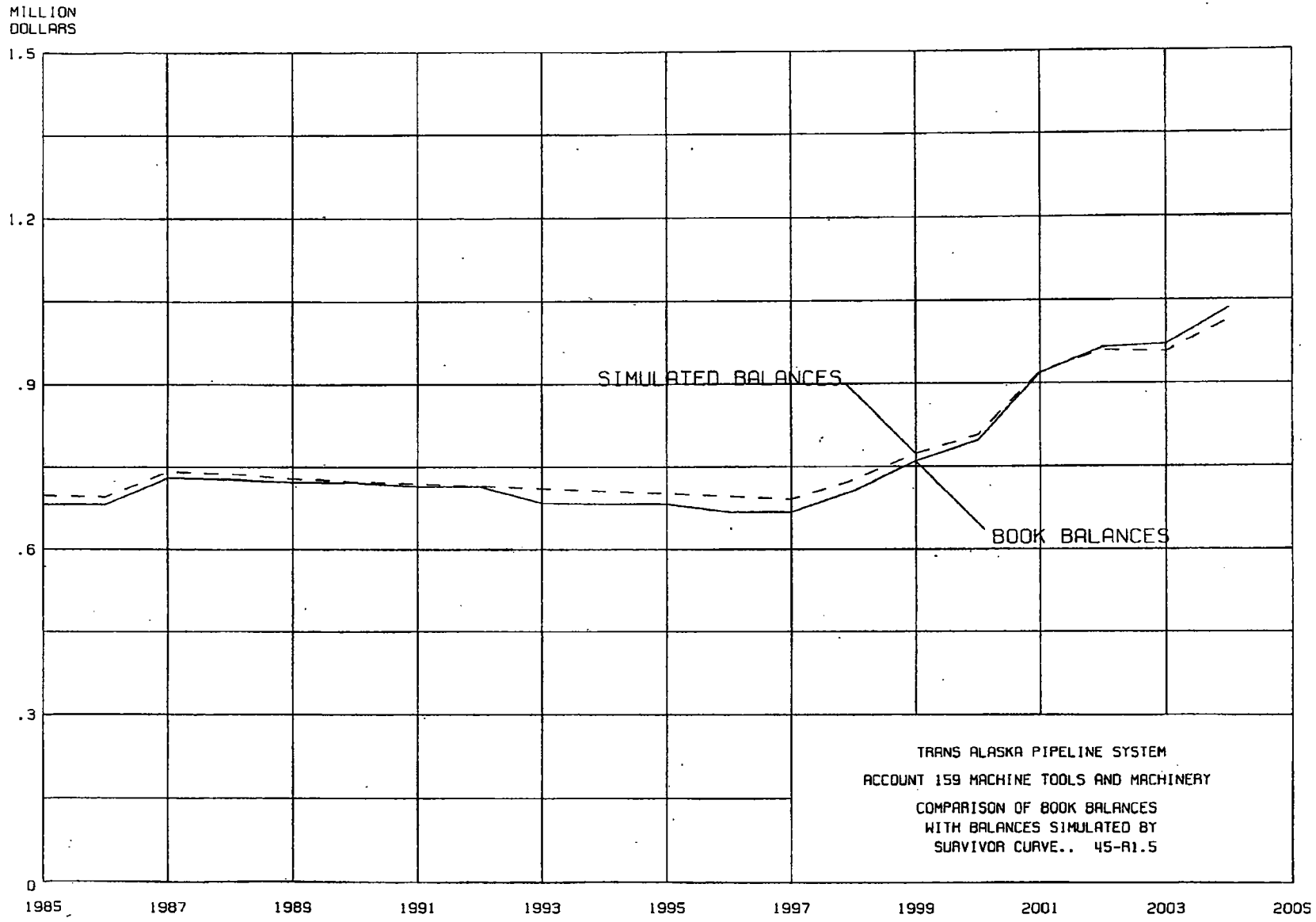
TRANS ALASKA PIPELINE SYSTEM

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


MILLION
DOLLARS
1.5
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1985
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2005
SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 159 MACHINE TOOLS AND MACHINERY
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 45-R1.5

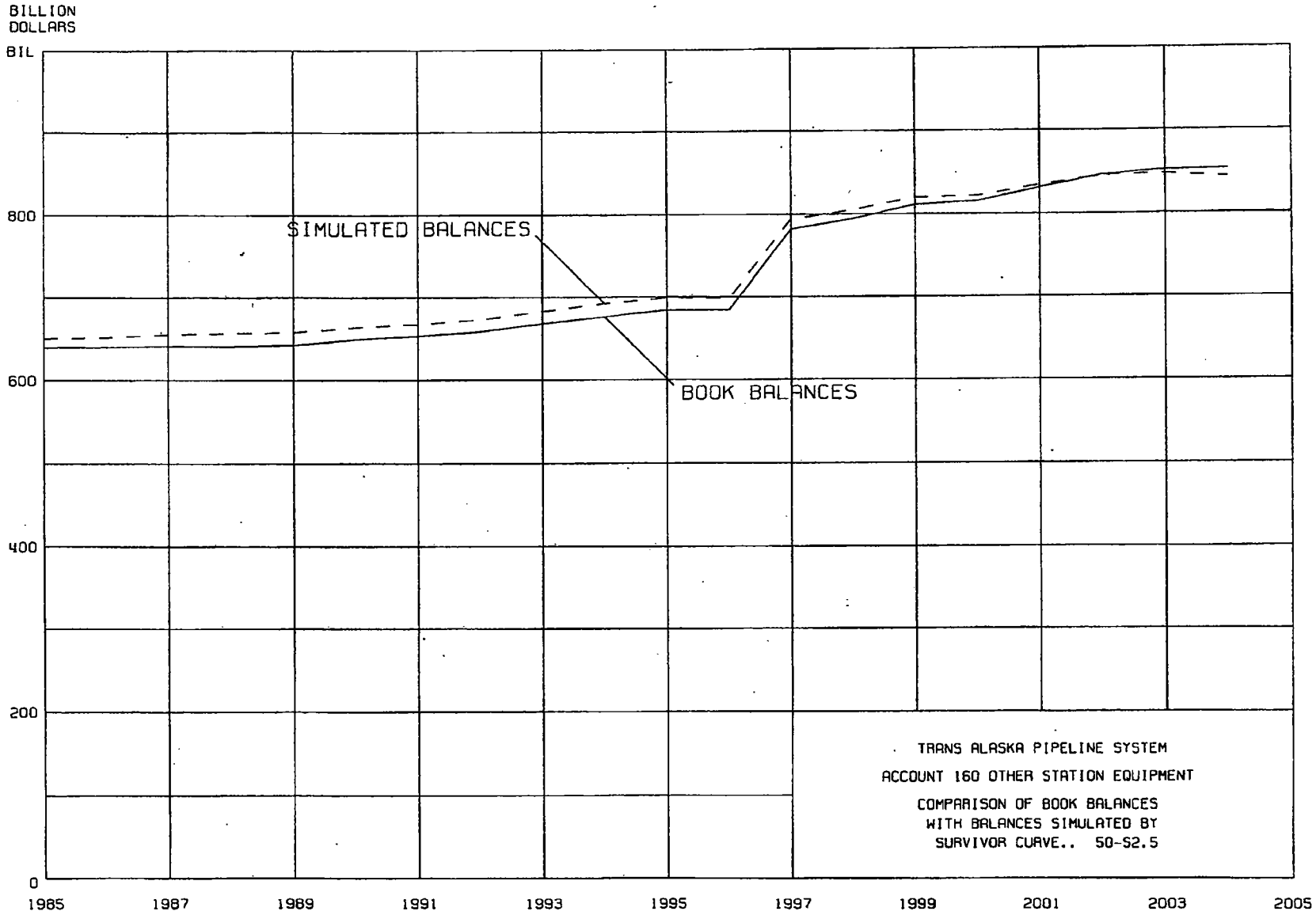
TRANS ALASKA PIPELINE SYSTEM

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	RETIREMENTS EXPERIENCE END
761,626	16,029	47.5	4.0	19.3


BILLION
DOLLARS
BIL
800
600
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1985
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2005
SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 160 OTHER STATION EQUIPMENT
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 50-S2.5

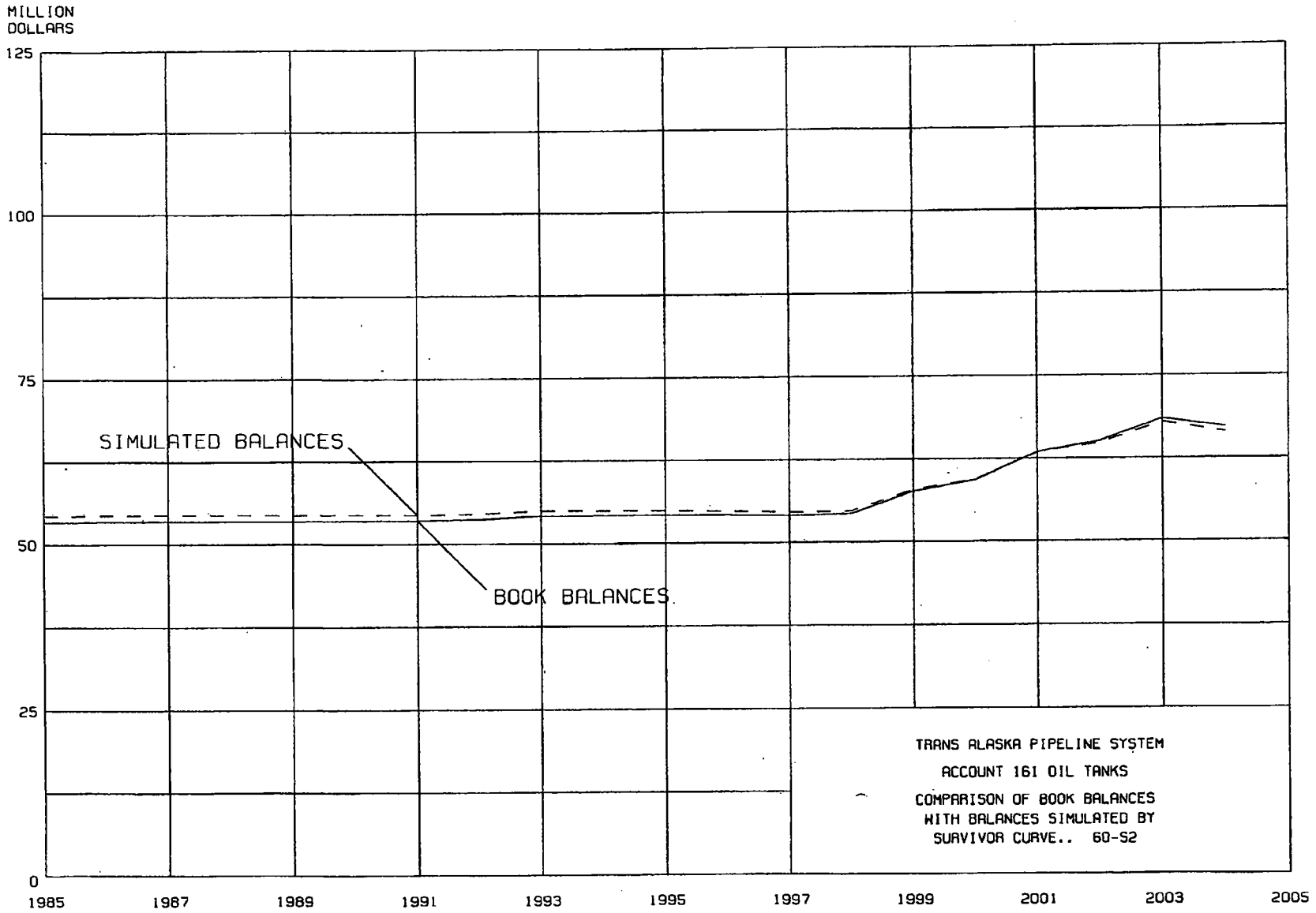
TRANS ALASKA PIPELINE SYSTEM

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	RETIREMENTS EXPERIENCE END
723,053,623	12,071,740	59.9	0.0	5.4


MILLION
DOLLARS
125
100
75
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1985
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SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 161 OIL TANKS
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 60-S2

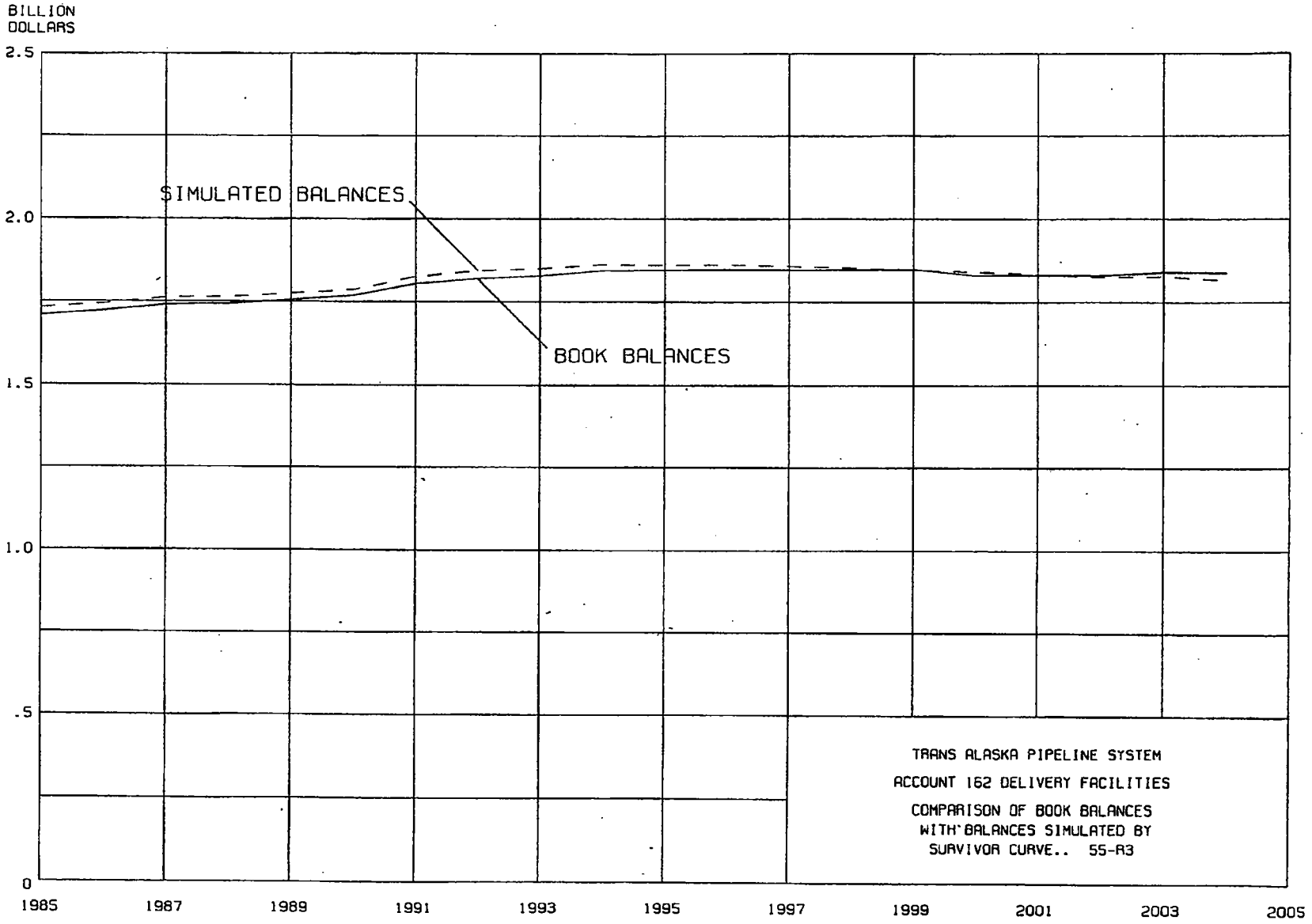
TRANS ALASKA PIPELINE SYSTEM

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	RETIREMENTS EXPERIENCE END
56,683,085	728,265	77.8	0.0	3.9


BILLION
DOLLARS
2.5
2.0
1.5
1.0
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0
SIMULATED BALANCES
BOOK BALANCES
1985
1987
1989
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2005
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 162 DELIVERY FACILITIES
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 55-R3

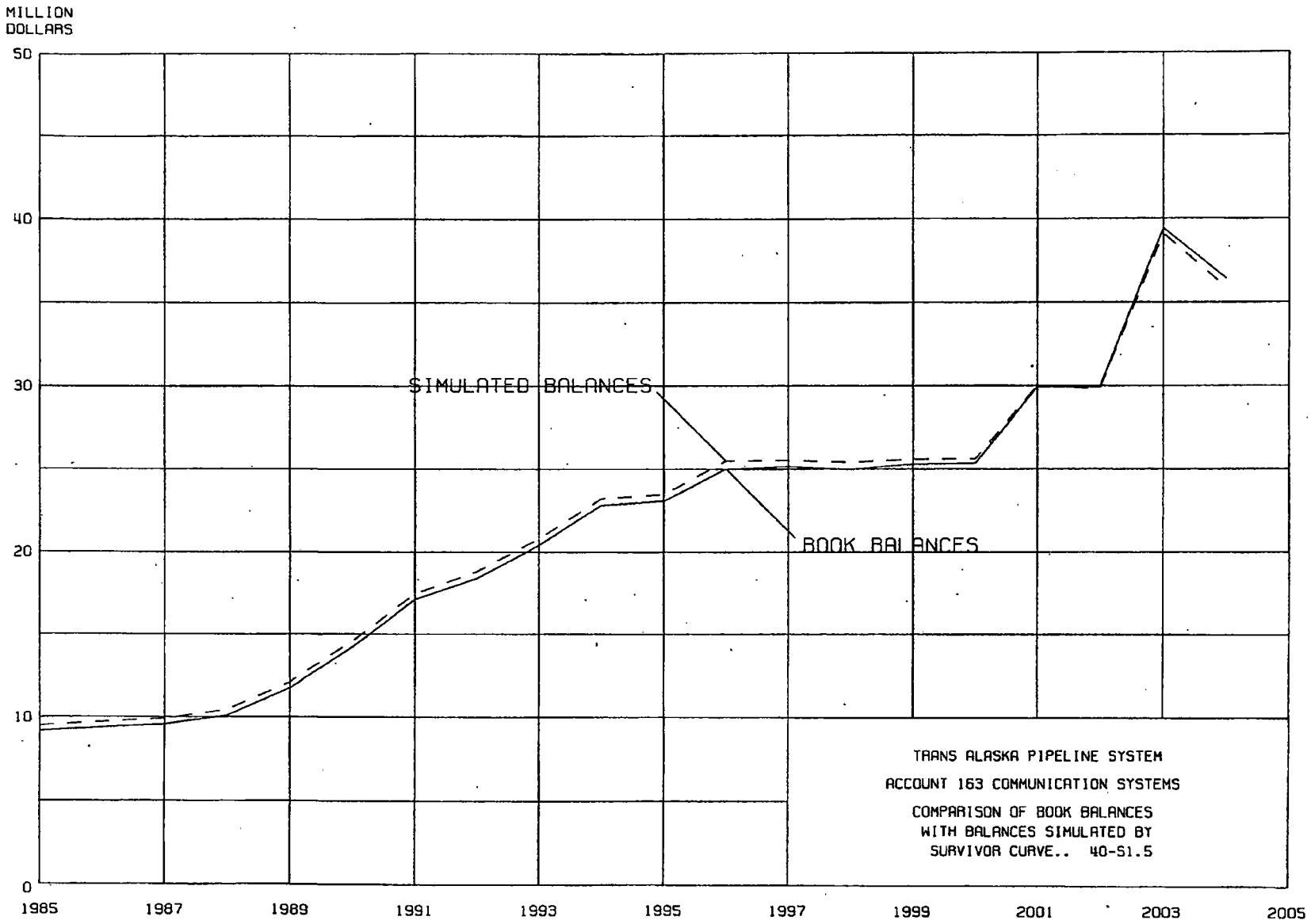
TRANS ALASKA PIPELINE SYSTEM

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


MILLION
DOLLARS
50
40
30
20
10
0
1985
1987
1989
1991
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2001
2003
2005
SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 163 COMMUNICATION SYSTEMS
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 40-S1.5

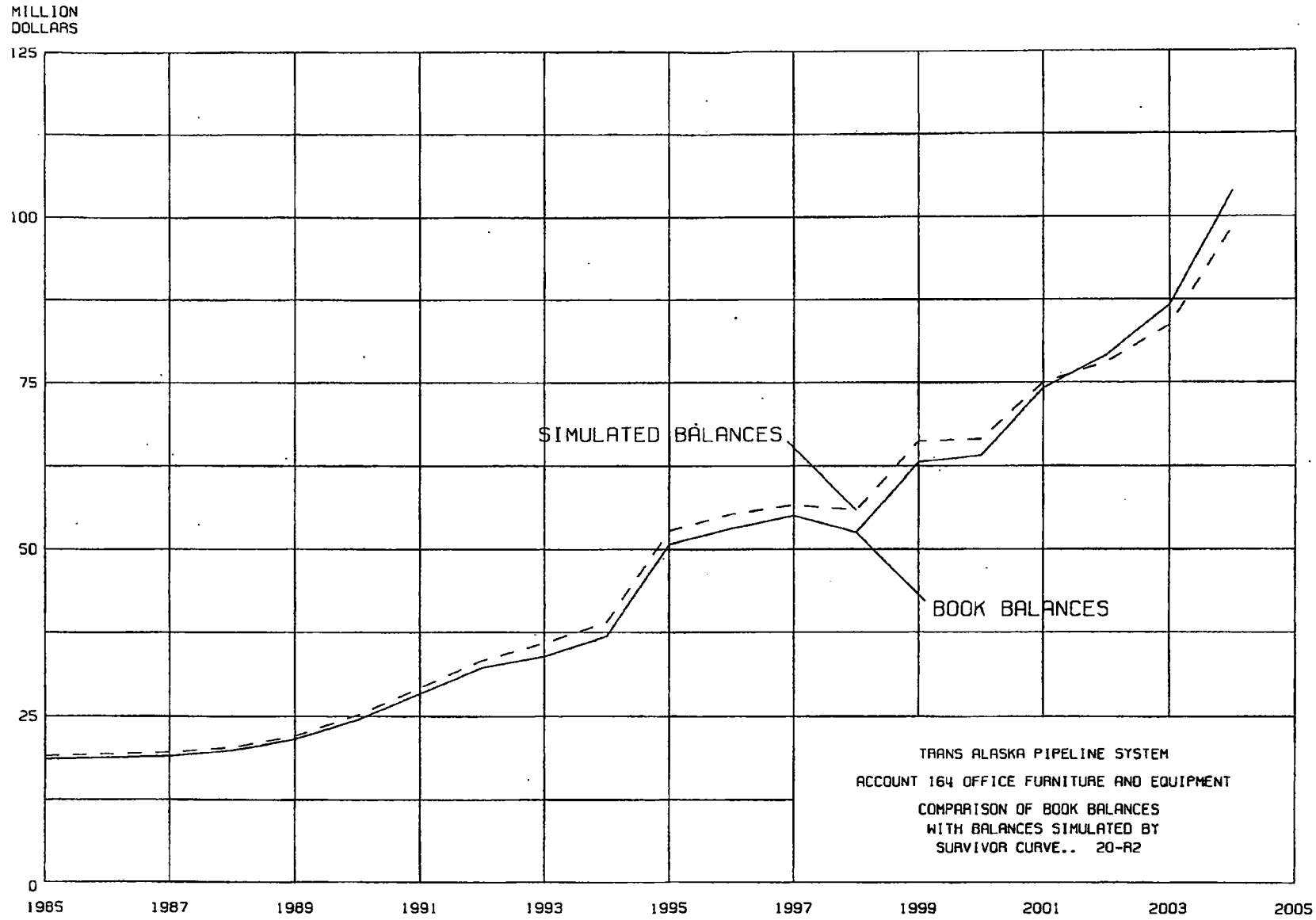
TRANS ALASKA PIPELINE SYSTEM

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
125
100
75
50
25
0
1985
1987
1989
1991
1993
1995
1997
1999
2001
2003
2005
SIMULATED BALANCES
BOOK BALANCES
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 164 OFFICE FURNITURE AND EQUIPMENT
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 20-R2

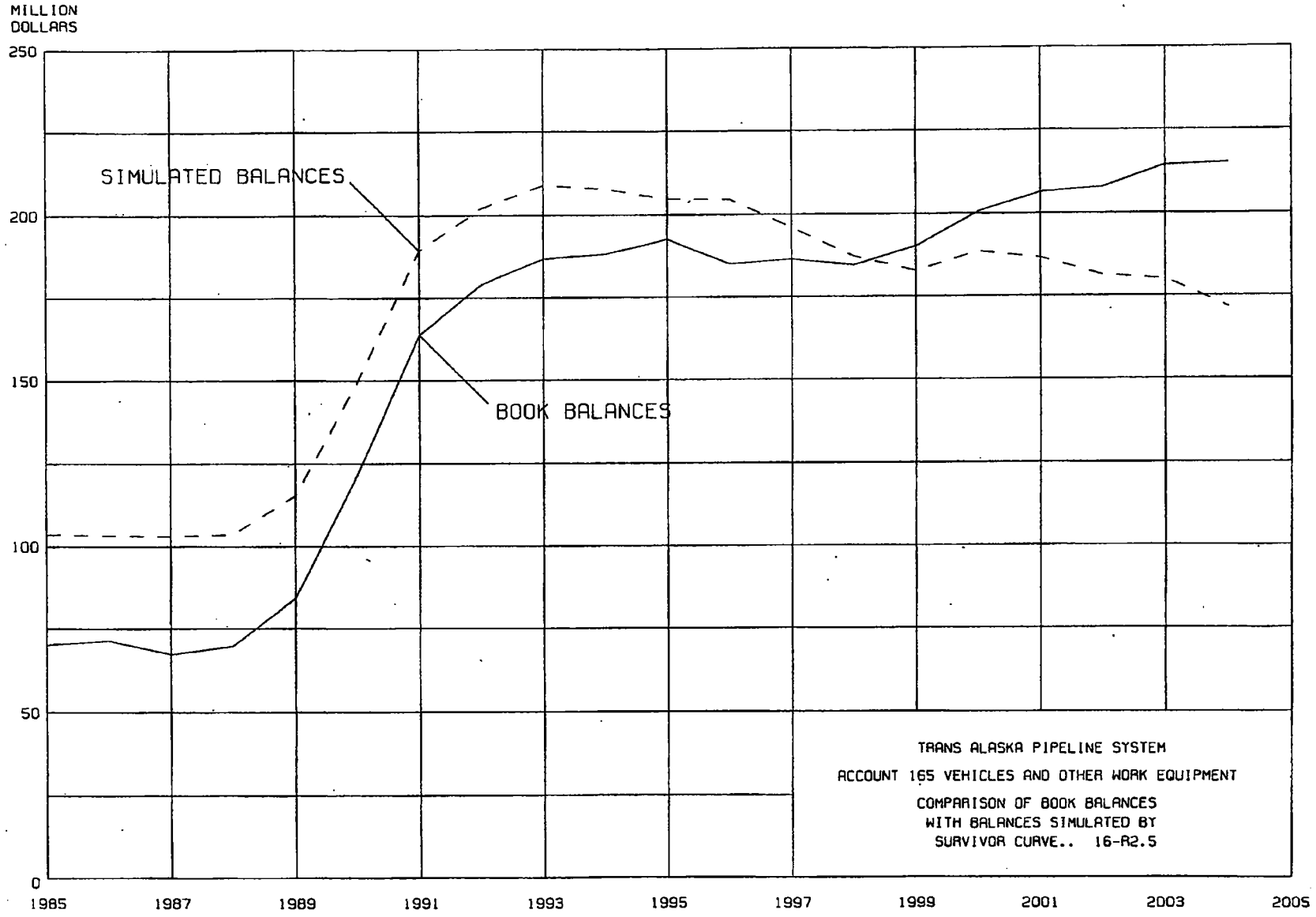
TRANS ALASKA PIPELINE SYSTEM

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


MILLION
DOLLARS
250
200
150
100
50
0
SIMULATED BALANCES
BOOK BALANCES
1985
1987
1989
1991
1993
1995
1997
1999
2001
2003
2005
TRANS ALASKA PIPELINE SYSTEM
ACCOUNT 165 VEHICLES AND OTHER WORK EQUIPMENT
COMPARISON OF BOOK BALANCES
WITH BALANCES SIMULATED BY
SURVIVOR CURVE.. 16-R2.5

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	RETIREMENTS EXPERIENCE END
159,219,946	25,818,198	6.2	9.3	99.7

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	250,279.00	121,836	250,279			
2003	6,578,168.00	311,805	837,703	5,740,465	29.94	191,732
	6,828,447.00	433,641	1,087,982	5,740,465		191,732
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	49,586,863.00	23,811,612	40,262,273	9,324,590	28.10	331,836
1978	55,437.00	26,094	44,121	11,316	28.18	402
1979	420,260.00	193,782	327,660	92,600	28.25	3,278
1980	324,848.00	146,474	247,668	77,180	28.33	2,724
1983	67,807.00	28,377	47,982	19,825	28.53	695
1984	1.00			1	28.60	
1985	62,008.00	24,462	41,362	20,646	28.66	720
1986	590.00	225	380	210	28.72	7
1990	1,368,731.00	446,206	754,475	614,256	28.93	21,232
1991	3,248,687.00	1,008,068	1,704,509	1,544,178	28.98	53,284
1992	28,772.00	8,468	14,318	14,454	29.02	498
1998	37,847.00	6,729	11,378	26,469	29.27	904
1999	237,787.00	36,762	62,160	175,627	29.30	5,994
2003	1,652,012.00	78,636	132,963	1,519,049	29.42	51,633
2004	1,575,863.00	25,844	43,699	1,532,164	29.45	52,026
	58,667,513.00	25,841,739	43,694,948	14,972,565		525,233
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					28.5	0.90

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	11,160,915.00	5,711,040	9,479,044	1,681,871	24.52	68,592
1978	79,673.00	39,837	66,120	13,553	24.86	545
1979	1,331,184.00	649,884	1,078,662	252,522	25.18	10,029
1980	1,607,552.00	765,356	1,270,319	337,233	25.49	13,230
1981	599,911.00	278,119	461,615	138,296	25.79	5,362
1982	891,910.00	402,162	667,499	224,411	26.07	8,608
1983	605,633.00	265,328	440,385	165,248	26.33	6,276
1984	94,423.00	40,111	66,575	27,848	26.58	1,048
1985	17,103.00	7,034	11,675	5,428	26.81	202
1986	3,919.00	1,557	2,584	1,335	27.03	49
1987	604.00	231	383	221	27.24	8
1988	37,727.00	13,884	23,044	14,683	27.44	535
1990	815,829.00	274,690	455,924	359,905	27.80	12,946
1991	716,304.00	229,217	380,449	335,855	27.97	12,008
1992	115,575.00	34,996	58,086	57,489	28.12	2,044
1993	102,043.00	29,052	48,220	53,823	28.27	1,904
1994	83,287.00	22,163	36,786	46,501	28.40	1,637
1996	408,162.00	92,204	153,038	255,124	28.65	8,905
1998	482,745.00	87,715	145,587	337,158	28.87	11,678
1999	112,756.00	17,793	29,532	83,224	28.97	2,873
2000	90,170.00	11,975	19,876	70,294	29.06	2,419
2002	626,573.00	48,998	81,326	545,247	29.22	18,660
2003	1,351,815.00	65,022	107,921	1,243,894	29.30	42,454
2004	128,013.00	2,138	3,549	124,464	29.36	4,239
	21,463,826.00	9,090,506	15,088,199	6,375,627		236,251
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	1722,840,566.00	827,308,040	1376851,059	345,989,507	28.10	12,312,794
1978	17,622,360.00	8,294,845	13,804,732	3,817,628	28.18	135,473
1979	6,946,418.00	3,202,993	5,330,595	1,615,823	28.25	57,197
1980	2,442,545.00	1,101,344	1,832,917	609,628	28.33	21,519
1983	7,025,151.00	2,940,026	4,892,951	2,132,200	28.53	74,735
1984	102,144.00	41,532	69,120	33,024	28.60	1,155
1985	6,457,701.00	2,547,563	4,239,793	2,217,908	28.66	77,387
1986	518,391.00	197,922	329,393	188,998	28.72	6,581
1987	694,212.00	256,095	426,207	268,005	28.77	9,315
1989	149,916.00	51,091	85,028	64,888	28.88	2,247
1990	379,946.00	123,862	206,138	173,808	28.93	6,008
1991	21,432,675.00	6,650,559	11,068,222	10,364,453	28.98	357,642
1992	2,113,297.00	621,943	1,035,071	1,078,226	29.02	37,155
1993	853,098.00	236,308	393,277	459,821	29.07	15,818
1994	767,794.00	198,935	331,079	436,715	29.11	15,002
1995	396,593.00	95,381	158,738	237,855	29.15	8,160
1996	1,455,912.00	321,174	534,515	921,397	29.19	31,566
1997	47,814.00	9,553	15,899	31,915	29.23	1,092
1998	361,660.00	64,303	107,017	254,643	29.27	8,700
1999	435,518.00	67,331	112,056	323,462	29.30	11,040
2000	664,264.00	86,620	144,157	520,107	29.33	17,733
2001	38,753.00	4,030	6,707	32,046	29.37	1,091
2002	833,447.00	63,842	106,249	727,198	29.40	24,735
2003	118,708.00	5,651	9,405	109,303	29.42	3,715
2004	304,728.00	4,998	8,318	296,410	29.45	10,065
	1795,003,611.00	854,495,941	1422098,643	372,904,968		13,247,925
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	96,754,329.00	45,784,148	79,989,530	16,764,799	25.45	658,735
1978	7,497,784.00	3,474,473	6,070,255	1,427,529	25.61	55,741
1979	5,951,278.00	2,698,905	4,715,260	1,236,018	25.76	47,982
1980	15,978,020.00	7,084,654	12,377,606	3,600,414	25.90	139,012
1981	7,204,099.00	3,117,934	5,447,345	1,756,754	26.04	67,464
1982	1,719,320.00	725,209	1,267,013	452,307	26.18	17,277
1983	5,674,910.00	2,330,118	4,070,951	1,603,959	26.31	60,964
1984	3,934,017.00	1,569,673	2,742,377	1,191,640	26.43	45,087
1985	22,619.00	8,754	15,294	7,325	26.55	276
1986	261,873.00	98,045	171,295	90,578	26.67	3,396
1987	192,259.00	69,463	121,359	70,900	26.78	2,647
1988	102,159.00	35,531	62,076	40,083	26.89	1,491
1989	506,333.00	168,963	295,195	211,138	26.99	7,823
1990	500,795.00	159,854	279,281	221,514	27.09	8,177
1991	3,933,800.00	1,195,875	2,089,315	1,844,485	27.18	67,862
1992	1,912,404.00	550,772	962,254	950,150	27.27	34,842
1993	668,629.00	181,332	316,805	351,824	27.36	12,859
1994	334,253.00	84,733	148,037	186,216	27.45	6,784
1995	746,008.00	175,536	306,679	439,329	27.53	15,958
1996	14,538.00	3,137	5,481	9,057	27.61	328
1997	96,872.00	18,919	33,053	63,819	27.69	2,305
1998	746,149.00	129,905	226,957	519,192	27.76	18,703
1999	1,227,108.00	185,907	324,799	902,309	27.83	32,422
2000	3,241,221.00	413,580	722,566	2,518,655	27.90	90,274
2001	1,648,682.00	168,330	294,090	1,354,592	27.97	48,430
2002	3,113,723.00	234,152	409,087	2,704,636	28.03	96,491
2003	2,133,591.00	99,852	174,452	1,959,139	28.09	69,745
2004	555,352.00	8,719	15,233	540,119	28.16	19,180
	166,672,125.00	70,776,473	123,653,645	43,018,480		1,632,255
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	3,733,523.00	1,868,628	3,156,027	577,496	25.94	22,263
1978	38,287.00	18,757	31,680	6,607	26.18	252
1979	18,009.00	8,621	14,560	3,449	26.42	131
1980	230,815.00	107,883	182,209	48,606	26.64	1,825
1983	574,384.00	247,962	418,797	155,587	27.24	5,712
1984	176,497.00	73,935	124,873	51,624	27.42	1,883
1986	1,872.00	735	1,241	631	27.75	23
1987	6,101.00	2,309	3,900	2,201	27.91	79
1988	2.00	1	2			
1991	2,887.00	915	1,545	1,342	28.44	47
1997	126,394.00	25,671	43,357	83,037	29.03	2,860
1998	2,388.00	432	730	1,658	29.11	57
1999	272,926.00	42,877	72,417	200,509	29.18	6,871
2001	15,897.00	1,679	2,836	13,061	29.32	445
2002	150,367.00	11,699	19,759	130,608	29.38	4,445
2004	169.00	3	5	164	29.49	6
	5,350,518.00	2,412,107	4,073,938	1,276,580		46,899
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					27.2	0.88

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	20,400,912.00	11,224,582	16,834,077	3,566,835	21.30	167,457
1978	2,760,492.00	1,482,384	2,223,207	537,285	21.78	24,669
1979	2,552,532.00	1,335,229	2,002,511	550,021	22.27	24,698
1980	2,918,133.00	1,486,205	2,228,937	689,196	22.74	30,308
1981	2,061,786.00	1,020,172	1,530,004	531,782	23.21	22,912
1983	277,262.00	128,982	193,441	83,821	24.11	3,477
1984	8,758.00	3,940	5,909	2,849	24.54	116
1986	8,556.00	3,577	5,365	3,191	25.36	126
1987	232,534.00	93,386	140,056	92,478	25.75	3,591
1989	26,203.00	9,627	14,438	11,765	26.47	444
1990	1,120,733.00	391,696	587,446	533,287	26.80	19,899
1991	137,000.00	45,388	68,071	68,929	27.11	2,543
1992	294,258.00	91,867	137,777	156,481	27.41	5,709
1993	22,080.00	6,465	9,696	12,384	27.68	447
1994	4,976.00	1,357	2,035	2,941	27.93	105
1997	430,137.00	89,425	134,115	296,022	28.58	10,358
1998	87,341.00	16,097	24,142	63,199	28.76	2,197
2001	2,480.00	265	397	2,083	29.20	71
2002	7,996.00	628	942	7,054	29.32	241
2004	647,954.00	10,821	16,229	631,725	29.51	21,407
	34,002,123.00	17,442,093	26,158,795	7,843,328		340,775
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	ORIGINAL COST	CALCULATED ACCRUED	ALLOC. BOOK RESERVE	FUT. BOOK ACCRUALS	REM. LIFE	ANNUAL ACCRUAL
(1)	(2)	(3)	(4)	(5)	(6)	(7)
INTERIM SURVIVOR CURVE.. IOWA 45-R1.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	6,799.00	3,409	6,452	347	21.12	16
1978	4,057.00	1,987	3,761	296	21.47	14
1979	2,313.00	1,105	2,091	222	21.81	10
1980	4,211.00	1,961	3,711	500	22.14	23
1981	7,097.00	3,215	6,085	1,012	22.47	45
1982	19,139.00	8,429	15,952	3,187	22.78	140
1983	70,846.00	30,280	57,307	13,539	23.08	587
1984	33,222.00	13,754	26,030	7,192	23.38	308
1985	3,212.00	1,287	2,436	776	23.66	33
1986	1,686.00	652	1,234	452	23.93	19
1987	9,488.00	3,532	6,685	2,803	24.19	116
1998	20,436.00	3,601	6,815	13,621	26.41	516
1999	27,320.00	4,172	7,896	19,424	26.57	731
2000	10,922.00	1,403	2,655	8,267	26.71	310
2001	32,047.00	3,298	6,242	25,805	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	567	17,827	27.23	655
	285,055.00	83,393	157,827	127,228		4,927
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	ORIGINAL COST	CALCULATED ACCRUED	ALLOC. BOOK RESERVE	FUT. BOOK ACCRUALS	REM. LIFE	ANNUAL ACCRUAL
(1)	(2)	(3)	(4)	(5)	(6)	(7)
INTERIM SURVIVOR CURVE.. IOWA 50-S2.5						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	124,176,336.00	68,321,820	115,473,207	8,703,129	21.30	408,598
1978	3,954,417.00	2,123,522	3,589,042	365,375	21.78	16,776
1979	3,787,099.00	1,981,031	3,348,213	438,886	22.27	19,707
1980	4,669,038.00	2,377,941	4,019,045	649,993	22.74	28,584
1981	4,790,920.00	2,370,547	4,006,548	784,372	23.21	33,795
1982	379,039.00	182,052	307,693	71,346	23.66	3,015
1983	2,345,179.00	1,090,977	1,843,900	501,279	24.11	20,791
1984	5,555,316.00	2,499,337	4,224,221	1,331,095	24.54	54,242
1985	483,536.00	209,903	354,765	128,771	24.96	5,159
1986	515,499.00	215,530	364,275	151,224	25.36	5,963
1987	1,583,762.00	636,039	1,074,993	508,769	25.75	19,758
1988	681,891.00	262,187	443,132	238,759	26.12	9,141
1989	566,362.00	208,081	351,685	214,677	26.47	8,110
1990	2,752,373.00	961,954	1,625,834	1,126,539	26.80	42,035
1991	1,009,589.00	334,477	565,312	444,277	27.11	16,388
1992	2,539,432.00	792,811	1,339,959	1,199,473	27.41	43,760
1993	4,476,846.00	1,310,821	2,215,466	2,261,380	27.68	81,697
1994	4,423,887.00	1,206,836	2,039,718	2,384,169	27.93	85,362
1995	3,369,424.00	848,421	1,433,947	1,935,477	28.17	68,707
1996	238,572.00	54,919	92,821	145,751	28.39	5,134
1997	41,417,252.00	8,610,647	14,553,169	26,864,083	28.58	939,961
1998	5,271,983.00	971,626	1,642,180	3,629,803	28.76	126,210
1999	7,416,176.00	1,184,363	2,001,735	5,414,441	28.93	187,157
2000	842,357.00	112,876	190,776	651,581	29.07	22,414
2001	4,325,363.00	462,814	782,219	3,543,144	29.20	121,341
2002	4,229,130.00	332,410	561,818	3,667,312	29.32	125,079
2003	1,677,249.00	81,347	137,488	1,539,761	29.42	52,337
2004	422,820.00	7,061	11,934	410,886	29.51	13,924
	237,900,847.00	99,752,350	168,595,095	69,305,752		2,565,145
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	10,955,640.00	5,643,250	9,381,634	1,574,006	24.77	63,545
1978	466,535.00	235,274	391,132	75,403	25.05	3,010
1979	4,304.00	2,121	3,526	778	25.33	31
1980	655.00	315	524	131	25.61	5
1983	3,288,291.00	1,459,015	2,425,542	862,749	26.39	32,692
1985	75,673.00	31,518	52,397	23,276	26.88	866
1986	34,908.00	14,043	23,346	11,562	27.11	426
1987	18,042.00	6,997	11,632	6,410	27.33	235
1990	13,868.00	4,721	7,848	6,020	27.94	215
1992	48,496.00	14,811	24,623	23,873	28.31	843
1993	154,805.00	44,460	73,913	80,892	28.47	2,841
1994	10,345.00	2,770	4,605	5,740	28.63	200
1995	1,596.00	396	658	938	28.77	33
1998	59,264.00	10,792	17,941	41,323	29.15	1,418
1999	972,894.00	154,009	256,033	716,861	29.25	24,508
2000	458,994.00	61,000	101,410	357,584	29.35	12,183
2001	1,087,617.00	115,614	192,203	895,414	29.43	30,425
2002	460,956.00	36,001	59,850	401,106	29.51	13,592
2003	584,135.00	28,214	46,904	537,231	29.58	18,162
	18,697,018.00	7,865,321	13,075,721	5,621,297		205,230
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	ORIGINAL COST	CALCULATED ACCRUED	ALLOC. BOOK RESERVE	FUT. BOOK ACCRUALS	REM. LIFE	ANNUAL ACCRUAL
(1)	(2)	(3)	(4)	(5)	(6)	(7)
INTERIM SURVIVOR CURVE.. IOWA 55-R3						
PROBABLE RETIREMENT YEAR.. 12-2034						
NET SALVAGE PERCENT.. 0						
1977	438,764,149.00	224,515,615	357,814,749	80,949,400	24.52	3,301,362
1978	1,801,377.00	900,689	1,435,445	365,932	24.86	14,720
1979	4,201,687.00	2,051,264	3,269,138	932,549	25.18	37,035
1980	7,465.00	3,554	5,664	1,801	25.49	71
1981	19,440.00	9,012	14,363	5,077	25.79	197
1982	5,422,997.00	2,445,229	3,897,007	1,525,990	26.07	58,534
1983	1,116,554.00	489,162	779,587	336,967	26.33	12,798
1984	115,462.00	49,048	78,169	37,293	26.58	1,403
1986	3,677,450.00	1,461,051	2,328,504	1,348,946	27.03	49,906
1987	5,611,089.00	2,148,486	3,424,082	2,187,007	27.24	80,287
1988	1,051,753.00	387,045	616,841	434,912	27.44	15,850
1989	3,727,204.00	1,313,839	2,093,890	1,633,314	27.63	59,114
1990	3,977,322.00	1,339,164	2,134,251	1,843,071	27.80	66,298
1991	11,702,521.00	3,744,807	5,968,169	5,734,352	27.97	205,018
1992	6,074,884.00	1,839,475	2,931,606	3,143,278	28.12	111,781
1993	2,523,130.00	718,335	1,144,824	1,378,306	28.27	48,755
1994	4,209,255.00	1,120,083	1,785,097	2,424,158	28.40	85,358
1995	870,856.00	214,579	341,979	528,877	28.53	18,538
1996	1,629,950.00	368,206	586,817	1,043,133	28.65	36,410
1997	362,306.00	73,947	117,851	244,455	28.77	8,497
1998	129,836.00	23,591	37,597	92,239	28.87	3,195
1999	1,373.00	217	346	1,027	28.97	35
2000	65,513.00	8,700	13,865	51,648	29.06	1,777
2001	11,436.00	1,217	1,940	9,496	29.14	326
2003	2,152,708.00	103,545	165,021	1,987,687	29.30	67,839
	499,227,717.00	245,329,860	390,986,802	108,240,915		4,285,104
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	39,098.00	22,575	39,098			
1978	6,446.00	3,640	6,446			
1979	2,517.00	1,388	2,517			
1980	14,035.00	7,549	14,035			
1981	166,292.00	87,137	166,292			
1982	178,934.00	91,203	178,934			
1983	46,737.00	23,125	46,737			
1984	13,780.00	6,610	13,780			
1985	15,166.00	7,032	15,166			
1986	45,438.00	20,338	45,438			
1987	53,249.00	22,924	53,249			
1988	150,015.00	61,971	150,015			
1989	512,866.00	202,582	512,866			
1990	854,879.00	321,776	828,411	26,468	22.60	1,171
1991	1,072,070.00	382,622	985,058	87,012	23.05	3,775
1992	578,243.00	194,752	501,388	76,855	23.49	3,272
1993	860,667.00	272,143	700,631	160,036	23.92	6,690
1994	1,142,910.00	336,244	865,658	277,252	24.35	11,386
1995	161,796.00	43,976	113,216	48,580	24.76	1,962
1996	998,840.00	247,912	638,248	360,592	25.17	14,326
1997	90,342.00	20,200	52,005	38,337	25.56	1,500
1998	6,791.00	1,346	3,465	3,326	25.93	128
1999	182,807.00	31,333	80,667	102,140	26.30	3,884
2000	36,088.00	5,186	13,351	22,737	26.64	853
2001	1,172,723.00	134,394	345,997	826,726	26.97	30,654
2003	1,757,422.00	90,683	233,463	1,523,959	27.58	55,256
	10,160,151.00	2,640,641	6,606,131	3,554,020		134,857
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					26.4	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	ORIGINAL COST	CALCULATED ACCRUED	ALLOC. BOOK RESERVE	FUT. BOOK ACCRUALS	REM. LIFE	ANNUAL ACCRUAL
(1)	(2)	(3)	(4)	(5)	(6)	(7)
SURVIVOR CURVE.. IOWA 20-R2						
NET SALVAGE PERCENT.. 0						
1986	1,561.00	1,071	1,561			
1987	13,261.00	8,746	13,261			
1988	56,174.00	35,446	56,174			
1989	164,319.00	98,838	164,319			
1990	518,477.00	295,791	518,477			
1991	792,769.00	426,510	792,769			
1992	1,309,532.00	660,659	1,305,845	3,687	9.91	372
1993	987,242.00	464,004	917,141	70,101	10.60	6,613
1994	1,282,250.00	556,497	1,099,961	182,289	11.32	16,103
1995	5,347,586.00	2,122,992	4,196,264	1,151,322	12.06	95,466
1996	1,334,755.00	479,177	947,132	387,623	12.82	30,236
1997	994,207.00	318,146	628,841	365,366	13.60	26,865
1998	175,801.00	49,224	97,295	78,506	14.40	5,452
1999	5,506,345.00	1,316,016	2,601,211	2,905,134	15.22	190,876
2000	473,531.00	93,286	184,387	289,144	16.06	18,004
2001	2,611,149.00	403,423	797,398	1,813,751	16.91	107,259
2002	1,352,832.00	150,841	298,149	1,054,683	17.77	59,352
2003	2,108,975.00	142,356	281,378	1,827,597	18.65	97,994
2004	4,778,084.00	107,507	212,497	4,565,587	19.55	233,534
	29,808,850.00	7,730,530	15,114,060	14,694,790		888,126
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					16.5	2.98

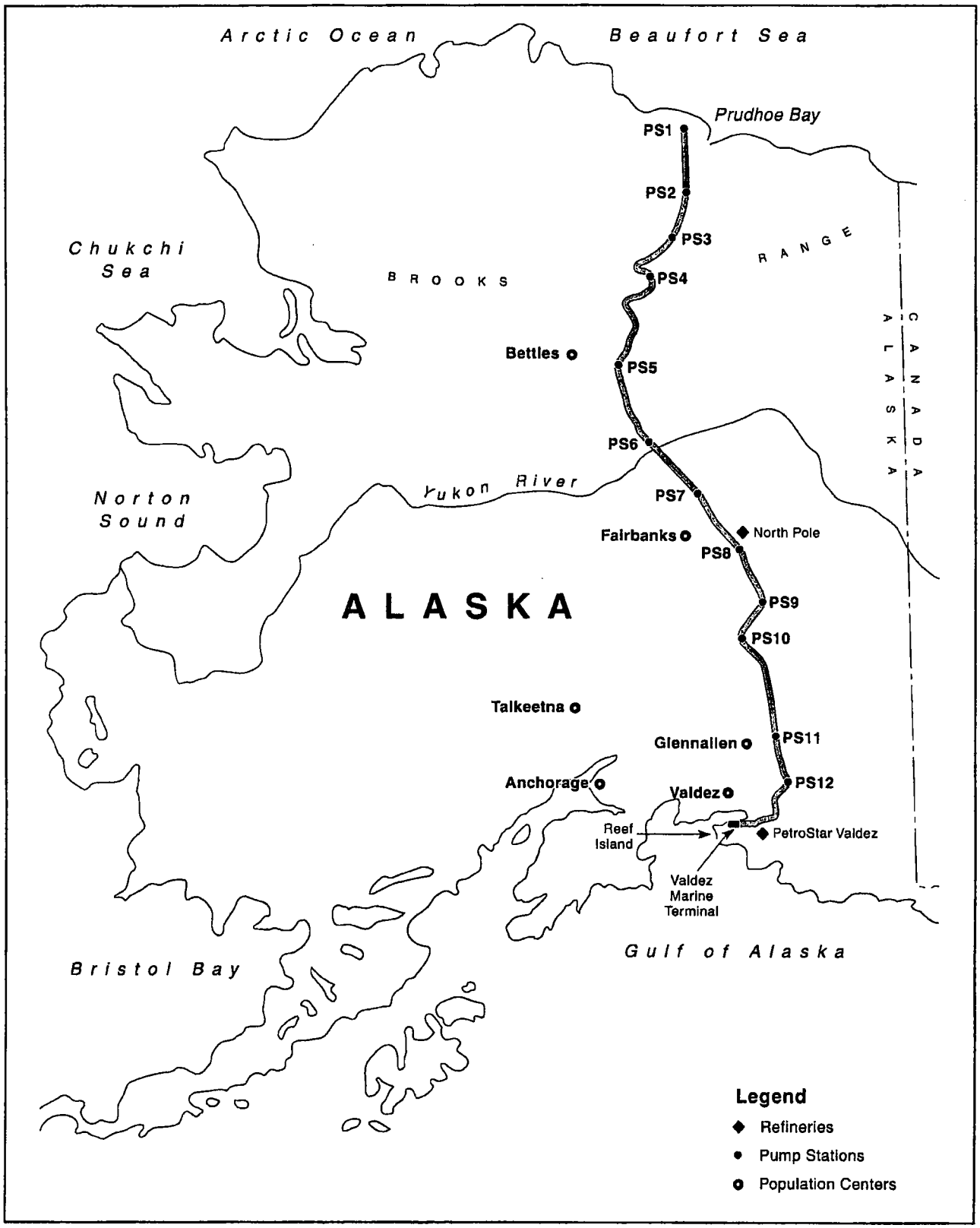
CONOCOPHILLIPS TRANSPORTATION ALASKA, INC.

ACCOUNT 165 VEHICLES AND OTHER WORK EQUIPMENT

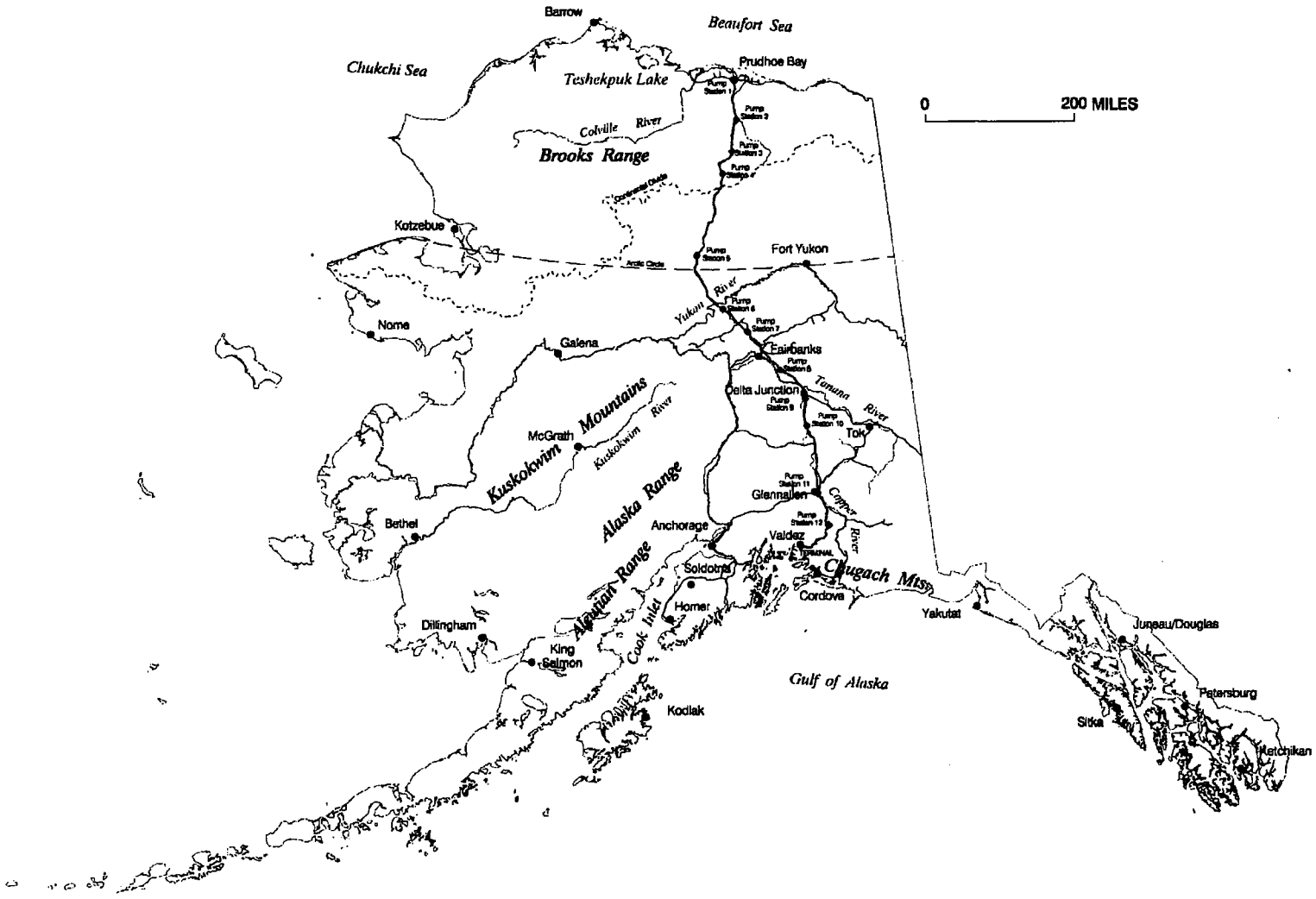
CALCULATED REMAINING LIFE DEPRECIATION ACCRUAL
RELATED TO ORIGINAL COST AT DECEMBER 31, 2004

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						
1982	389.00	346	389			
1983	28,055.00	24,531	28,055			
1984	78,798.00	67,664	78,798			
1985	41,132.00	34,629	41,132			
1986	56,548.00	46,511	56,548			
1987	129,764.00	103,811	129,764			
1988	374,573.00	290,294	374,573			
1989	2,263,079.00	1,688,710	2,263,079			
1990	7,685,149.00	5,490,270	7,685,149			
1991	11,533,413.00	7,827,727	11,533,413			
1992	5,858,558.00	3,752,992	5,696,662	161,896	5.75	28,156
1993	5,090,310.00	3,054,186	4,635,945	454,365	6.40	70,995
1994	2,799,035.00	1,558,783	2,366,075	432,960	7.09	61,066
1995	2,509,905.00	1,283,063	1,947,560	562,345	7.82	71,911
1996	4,152,194.00	1,925,372	2,922,520	1,229,674	8.58	143,319
1997	679,677.00	281,658	427,528	252,149	9.37	26,910
1998	648,018.00	235,684	357,745	290,273	10.18	28,514
1999	2,956,300.00	920,001	1,396,469	1,559,831	11.02	141,545
2000	4,564,152.00	1,172,531	1,779,783	2,784,369	11.89	234,177
2001	2,308,239.00	466,033	707,391	1,600,848	12.77	125,360
2002	1,553,623.00	226,208	343,361	1,210,262	13.67	88,534
2003	2,113,755.00	186,222	282,666	1,831,089	14.59	125,503
2004	1,501,930.00	44,157	67,026	1,434,904	15.53	92,396
	58,926,596.00	30,681,383	45,121,631	13,804,965		1,238,386
COMPOSITE REMAINING LIFE AND ANNUAL ACCRUAL RATE, PCT..					11.1	2.10

Appendix B



Trans-Alaska Pipeline System Route


Barrow
Beaufort Sea
Chukchi Sea
Teshekpuk Lake
Prudhoe Bay
Pump Station 1
Pump Station 3
Pump Station 2
Pump Station 4
Colville River
Brooks Range
0
200 MILES
Kotzebue
Arctic Circle
Fort Yukon
Pump Station 5
Yukon River
Pump Station 6
Pump Station 7
Nome
Galena
Fairbanks
Pump Station 8
Delta Junction
Pump Station 9
Tanana River
Pump Station 10
Tok
McGrath
Kuskokwim Mountains
Kuskokwim River
Alaska Range
Pump Station 11
Glennallen
Copper River
Bethel
Anchorage
Pump Station 12
Valdez
Soldotna
Chugach Mts
Alaska Range
Homer
Cordova
Cook Inlet
Yakutat
Juneau/Douglas
Dillingham
King Salmon
Gulf of Alaska
Petersburg
Kodiak
Sitka
Ketchikan

Appendix C

Name of Respondent	This Report is:	Date of Report (Mo, Da, Yr)	Year of Report
ConocoPhillips Transportation Alaska, Incorporated	(1) [X] An Original (2) [ ] A Resubmission	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)	123,653,645	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)		174,036,779	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)		47,264,216	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

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	2,665,644
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	2,665,644
Add: Receipts into System						
Pump Station No. 1	304,252	61,775,788	73,066,902	817,871	203	125,965,016
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	95,102,907	104,573,713	817,871	203	190,798,946
Inventory Transferred from Amerada-Hess PL Purchase						164,404
Subtotal - Available	305,717	66,212,909	105,960,043	985,675	246	193,628,994
Deduct: Deliveries from System						
Valdez - Interstate	303,465	50,716,521	71,487,839	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	5,067,250	6,508,396	0	0	11,575,646
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	1,612,998	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	1,612,998	0	0	3,027,866

SUPPLEMENTAL DATA
Phillips Transportation Alaska, Incorporated
Trans Alaska Pipeline System
2004
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	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

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

(In barrels)

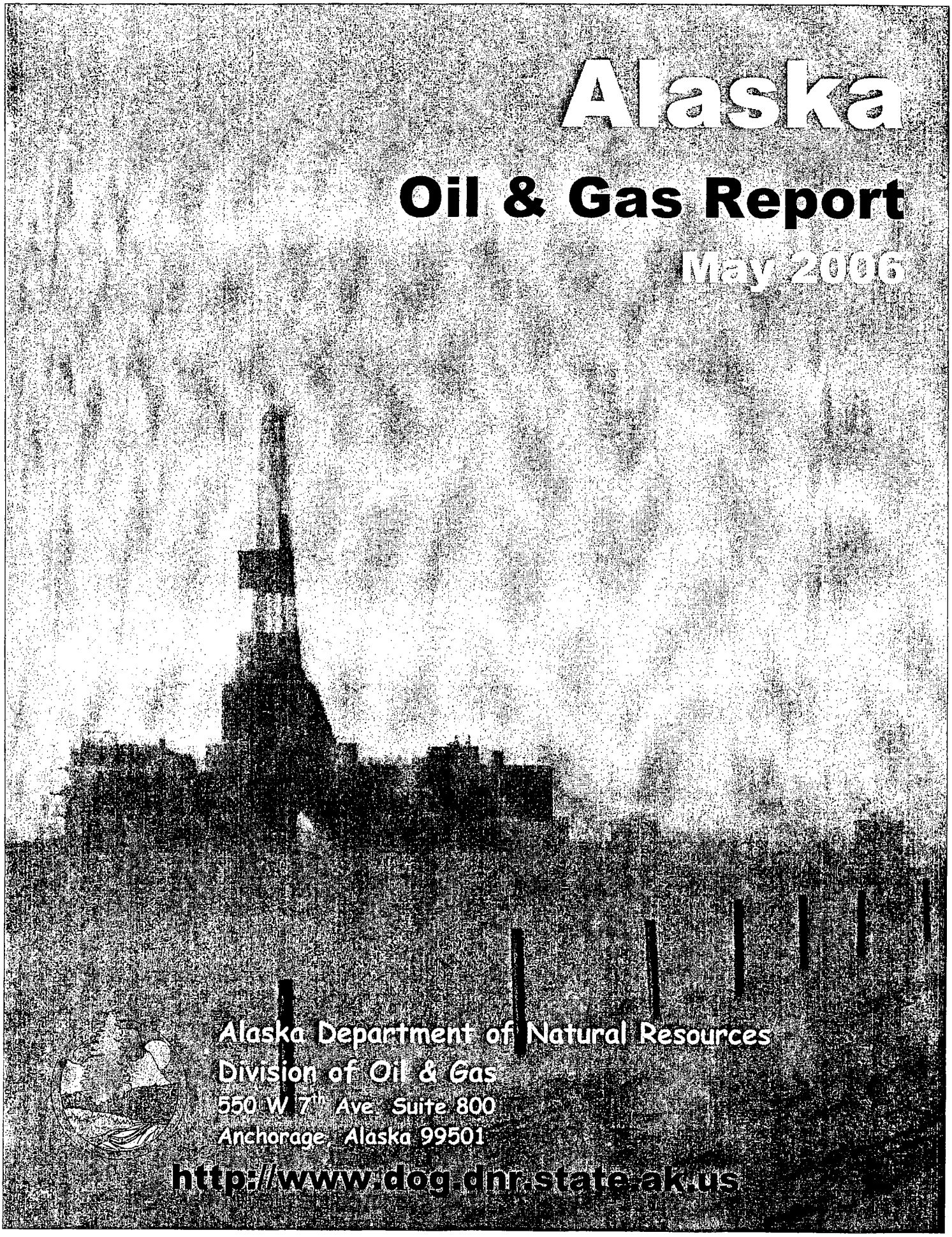
	Standard		Non-Standard			
	North Star	Sadlerochit	Kuparuk	Lisburne	Endicott	Total
Amounts in Lines and Tanks at Beginning of Year						
Base Inventory	0	0	0	0	0	0
Working Inventory	1,195	904,537	1,903,965	0	0	2,809,697
Total Inventory at Beginning of Year	1,195	904,537	1,903,965	0	0	2,809,697
Add: Receipts 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	12,759,827	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 Unit[2]	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 Unit[4]	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 Undeveloped[7]	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 estmates 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							
	Badami	Colville River	Northstar	Duck Island Unit	Prudhoe Bay PAs[2]	Prudhoe Bay Satellites	Greater Pt McIntyre Area[3]	PBU PA+Sat+GPMA	Kuparuk PA	Kuparuk Satellites	KRU PA+Sat	Milne Point Unit	Pt Thomson Unit	Other North Slope[4]	NPRA[5]	North Slope
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	8.6	-	-	-	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	312.8	-	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	0.8	35.0	17.9	10.3	177.6	14.855	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	-	2.1	-	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	-	7.9	-	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	-	15.2	-	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	-	25.5	4.3	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	-	33.3	11.1	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	-	33.7	17.2	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	-	29.5	23.1	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	-	28.1	24.4	293.4
2015	-	18.6	3.3	5.7	98.3	18.9	10.0	125.2	31.8	31.2	63.0	14.4	14.9	28.8	21.9	295.8
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	29.8	19.4	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	30.1	17.1	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	28.0	15.1	267.2
2019	-	11.5	2.3	5.4	87.7	14.5	8.5	110.6	27.9	21.8	49.6	16.2	18.3	25.0	13.4	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	22.1	11.8	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	19.7	10.5	217.0
2022	-	8.4	1.9	4.0	72.2	11.8	7.6	91.6	25.7	16.0	41.8	15.8	13.8	17.6	9.3	203.7
2023	-	7.8	1.8	3.6	69.7	11.1	7.3	88.1	25.0	14.4	39.4	14.8	12.5	15.7	8.2	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	14.0	7.3	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	12.5	6.4	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)