

Kuparuk Transportation Company

P.O. Box 100360
 Anchorage, Alaska 99510-0360
 Telephone (907) 263-3700
 Facsimile (907) 263-3748

R.C.A.
 RECEIVED
 10 APR 15 PM 3:41

John M. Christal
 Vice President

P.O. Box 100360, ATO-900
 Anchorage, AK 99510-0360
 Phone: 907.263.4793
 Fax: 907.263.3748

April 15, 2010

Regulatory Commission of Alaska
 701 West 8th Avenue, Suite 300
 Anchorage, Alaska 99501

TARIFF ADVICE LETTER NO. TL45-307

Commissioners:

Pursuant to the Pipeline Act, AS § 42.06.055, *et seq.*, and 3 AAC 48.275(a), Kuparuk Transportation Company (“KTC”) hereby files a request to change its tariff rates for the intrastate transportation of crude petroleum. KTC requests that the proposed tariff rate changes take effect on May 16, 2010, which complies with the thirty-day filing requirement of AS § 42.06.390(b). The tariff change is shown on the 6th Revised Sheet No. 5 canceling the 5th Revised Sheet No. 5 for Kuparuk Transportation Company’s Tariff No. 307. The proposed rates are as follows:

ITEM	FROM	TO	PROPOSED RATE
3.1	Kuparuk River Unit	Pump Station 1 Trans Alaska Pipeline System	\$0.264
3.3	Milne Point Pipeline Connection	Pump Station 1 Trans Alaska Pipeline System	\$0.193

Pursuant to 3 AAC 48.270, KTC tariff rate revision described herein is transmitted to you for filing. The effect of this rate change is to increase rates. The projected effect on KTC revenues for each rate is as follows:

Destination	Annual Revenue Recently Approved	Intrastate Under Most Rates	Annual Revenue Existing Rates	Intrastate Under	Proposed Intrastate Revenue	Annual Revenue
Milne Point	\$ 67,379		\$ 67,379		\$ 91,579	
Kuparuk River Unit	\$ 1,336,995		\$ 1,336,995		\$ 1,782,660	
TOTAL	\$ 1,404,374		\$ 1,404,374		\$ 1,874,239	

The shippers affected by the tariff are all KTC intrastate shippers (which is typically fewer than five shippers). The proposed tariffs will not result in the termination of an existing service.

KTC is filing the information required by 3 AAC 48.275(a) ("Section 275(a)") in support of its proposed rates, which rates will be in effect from May 16, 2010 forward (the "forward looking period"). Also, as required by the Commission and discussed further below, KTC is submitting herewith an additional Section 275(a) to support its currently existing rates for the period from April 1, 2009 through May 15, 2010, in which KTC existing rates have been made interim and refundable down to a stipulated refund floor (the "interim period"). To clarify, KTC is only proposing one change to its filed rates, which will take effect May 16, 2010. The second Section 275(a) filing is submitted to comply with the Commission's requirement that KTC defend its existing rates for the interim period in response to a complaint filed by the State of Alaska in Docket No. P-08-11. KTC is also filing a revised tariff this same day with the Federal Energy Regulatory Commission ("FERC") to raise its interstate rates effective May 16, 2010.

Overview of KTC Existing and Proposed Rates

KTC transports crude oil from origins at the Kuparuk River Unit ("KRU") and the interconnection with the Milne Point Pipeline to Pump Station 1 of the Trans-Alaska Pipeline System ("TAPS"). KTC existing rates are \$0.198 for movements from the KRU and \$0.142 for movements from Milne Point.

KTC existing rates are the product of a settlement agreement between KTC and the State of Alaska. When KTC began operating in October 1984, it initially charged a rate of \$0.69 per barrel for movements from the KRU to TAPS. It reduced that rate to \$0.61 per barrel in December 1984 and also filed a rate of \$0.55 per barrel for crude oil originating at the interconnection to the Milne Point Pipeline. Those rates were protested by the State at both the FERC and the predecessor agencies of this Commission. Ultimately, KTC and the State reached parallel settlements at both the FERC and this Commission's predecessor (the "KTC Settlements") that resolved the original rate litigation.

The KTC Settlements resulted in agreed-upon rates for past periods for refund purposes as well as forward-looking settlement rates (originally \$0.21 per barrel for shipments from KRU with inflation adjustments as permitted by the settlement). The settlement was a "black box" settlement in which the parties agreed to a rate (along with certain inflation adjustments) without agreeing on a formula for generating that rate. The KTC Settlements remained in place until the State exercised its right to terminate them in July 2008. The final rates filed pursuant to the KTC Settlements, which became effective January 1, 2006, continue to be the existing rates on KTC. See *Kuparuk Transp. Co.*, Order No. P-08-11(3) at 5 (Feb. 26, 2009).

On December 1, 2008, the State filed a complaint against KTC existing intrastate rates. The complaint was docketed as Docket No. P-08-11 and consolidated with KTC pending request to change depreciation rates in Docket No. P-08-5. *Kuparuk Transp. Co.*, Order No. P-08-11(1) (Dec. 10, 2008); *Kuparuk Transp. Co.*, Order No. P-08-11(4) (April 1, 2009). Pursuant to a stipulation entered into between the State, KTC and Anadarko Petroleum Corporation and approved by the Commission, the existing intrastate rates became interim and refundable on April 1, 2009. Order No. P-08-11(4) at 3. The stipulation provided that KTC would file new forward-looking rates on April 15, 2010, and that the existing rates would remain interim and refundable until the date immediately prior to the date when the new forward-looking rates are suspended and the Commission establishes new temporary rates equal to the filed rates.¹ The stipulation provided that any refunds for the interim period would be limited to the difference between the filed rates and \$0.105 per barrel for KRU movements and \$0.075 per barrel for Milne Point movements.

The stipulation further provided that on April 15, 2010, KTC would submit a Section 275(a) filing defending its existing rates for the interim period and a Section 275(a) filing supporting the new forward-looking rates. The stipulation provided that a 2009 test year would apply to the forward-looking period. *Id.* The Commission ruled that a 2008 test year would apply to the interim period. *Kuparuk Transp. Co.*, Order No. P-08-11(7) (Dec. 22, 2009). As discussed below, the Section 275(a) filings submitted herewith conform to those requirements.

Section 275(a) Presentations

In accordance with the Commission's regulations and the Commission-approved stipulation discussed above, this filing includes the schedules required by Section 275(a) for both the interim period and the forward-looking period as supported by the testimony of the following:

Joseph C. Falcone (T-1) – Mr. Falcone, a Commercial Supervisor with responsibility for KTC, describes the ownership and operations of KTC and the costs incurred by KTC during the applicable periods. Mr. Falcone also discusses KTC throughput for the applicable periods.

Matthew A. Petersen (T-2) – Mr. Petersen, an expert regulatory consultant, describes KTC costs, accounting processes and financial information and presents the adjusted test year costs of service for KTC for the applicable periods.

Dr. Bruce H. Fairchild (T-3) – Dr. Fairchild, an expert economist, presents the cost of capital for KTC as calculated under Commission precedent.

Dr. Michael J. Webb (T-4) – Dr. Webb, an expert regulatory economist, presents KTC revenue requirements and rate calculations for the applicable periods in this case, applying the Commission's regulations and precedents and using the data supplied to him by the other KTC witnesses. Dr. Webb also sponsors the schedules required under Section 275(a).

¹ KTC is filing its proposed forward-looking rates with a May 16, 2010 effective date. Thus, pursuant to the Commission-approved stipulation, KTC forward looking rates will be suspended and the Commission will establish temporary rates equal to the proposed forward-looking rates as of that date. Since temporary rates will be established equal to the proposed forward-looking rates, it is KTC understanding that neither KTC nor its shippers will be required to escrow any difference between the temporary rates and the filed proposed rates. See AS 42.06.400(c).

Attached to this Tariff Advice Letter as Schedule 1 is a list of the schedules, testimony, exhibits and other information submitted with this presentation.

KTC Section 275(a) filings begin with the actual costs for each applicable test year as recorded in KTC books and records. The nature of those costs is described in the testimony of Mr. Falcone (T-1). KTC then made certain adjustments to the actual test year data to develop an appropriate normalized test year for each applicable period (e.g., removing out-of-period costs, replacing accruals with cash and amortizing non-recurring costs). The adjustments required to develop the normalized test years for each applicable period (except for known and measurable changes) are described in the testimony of Matthew A. Petersen (T-2). KTC then adjusted the 2008 test year data to account for a known and measurable change related to additional plant placed in service in 2009. KTC adjusted the 2009 test year data to account for known and measurable changes related to (1) additional plant to be placed in service in 2010, (2) declining throughput and (3) rate case litigation costs. The facts related to these known and measurable changes are discussed in the testimony of Mr. Falcone. The ratemaking treatment of these facts is addressed in the testimony of Dr. Webb.

Capital Additions

As discussed in the testimony of Mr. Falcone, there have been several large capital projects on KTC in recent years. The three most significant projects were required to comply with U.S. Department of Transportation regulations requiring all pipelines to undergo regular integrity inspections. The first major project involved the replacement of five miles of 12-inch pipe with 18-inch pipe on the western portion of the KTC system to facilitate inspection by smart pigs. The new 18-inch line was placed in service on July 18, 2009, at a cost of approximately \$43 million. An additional \$1 million in property was also placed in service to reflect replacement of line pipe and fittings during 2009. The second major project involves installing pig launchers and receivers on the ten-mile 18-inch portion of the line. That project is scheduled to be completed in July 2010, and is expected to cost approximately \$18 million. The final major project involves the installation of a new section of pipe at the interconnection with Pump Station 1 of TAPS.

The original facilities at this connection were encased in concrete and involved various bends in the pipe, which meant that the pipe could not be inspected with either a smart pig or ultrasonic testing. KTC is replacing that section of pipe with a 672-foot section that can accommodate ultrasonic testing. That project will be completed during the scheduled TAPS shutdown on June 19, 2010. The cost of that project is expected to be approximately \$13 million. Two other projects discussed by Mr. Falcone also involve additional capital that will be placed in service by May 2010. As discussed in the testimony of Dr. Webb, KTC accounts for these significant property additions in two ways. First, KTC uses an end-of-year 2008 rate base for the interim period and an end-of-year 2009 rate base for the forward-looking period.

Consistent with the Commission's regulations, KTC Section 275(a) filing shows a 13-month average rate base for both periods. The Commission, however, permits the use of other rate base methods if they are appropriate and supportable. Section 275(a) (9). Here, as Dr. Webb discusses in his testimony, the use of an end-of-year rate base is appropriate for both the interim period and the forward-looking period to make each rate base representative of the period during which the applicable rates are in effect. Second, KTC adjusted the 2008 end-of-year rate base to account for the new plant related to the first DOT compliance project that went in service in July 2009 and the additional \$1 million in capital related to the other 2009 project. KTC also adjusted the 2009 end-of-year rate base to account for the new plant that will be placed in service by July of 2010. Again, as Dr. Webb discusses, these adjustments are appropriate to develop rates that are representative of the periods in which they are in effect.

Throughput

As Mr. Falcone discusses in his testimony, KTC throughput is anticipated to decline by approximately 11 percent in 2010. Dr. Webb explains that it is appropriate to adjust the 2009 test year throughput to account for this change in order to make the forward-looking rates representative of the period when they will be in effect.

Depreciation

The amount of depreciation expense is shown on the Section 275(a) filings for the applicable periods. As described above, KTC existing rates are based on a settlement agreement between KTC and the State. Since the agreement was a "black-box" settlement that simply set certain rate levels, it did not contain any agreed-upon depreciation method. Despite the black-box nature of the settlement, the State claims the settlement rates were based on a unit-of-throughput depreciation methodology. Without conceding this issue, KTC has determined to use the same depreciation method for past periods that the State proposes in order to minimize the issues in controversy.

For the period from January 1, 2007 forward, KTC depreciation expense levels are based on a depreciation study filed by KTC with the Commission on March 5, 2008, in Docket No. P-08-5. As explained above, that docket was consolidated with the Commission's investigation of KTC existing rates in Docket No. P-08-11. The Depreciation Study was prepared by Gannet Fleming to determine the appropriate depreciation rates for use in preparing KTC annual RCA Report. KTC asks the Commission to approve this study and approve the depreciation rates and expense levels contained in this rate filing as of January 1, 2007, as requested in KTC application. KTC filed the same study with the FERC, and on March 18, 2008, FERC approved KTC request to change its depreciation rates for FERC purposes effective January 1, 2007.

Dismantlement, Removal and Restoration ("DR&R")

KTC has a legal obligation under the State Right-of-Way Agreements to perform DR&R of the system when it reaches the end of its useful life. In the 1980's, the DR&R obligation was stipulated to be \$11 million in 1986 dollars, with DR&R expected to occur in 2011. To the extent a DR&R allowance was reflected in KTC prior tariff rates, which were established by settlement, the \$11 million figure would have been the basis for that allowance. It is apparent that KTC will be in operation past 2011. KTC therefore commissioned URS Corporation, an environmental and engineering company located in Anchorage, to perform an analysis of the KTC DR&R obligation. URS's estimate is that KTC will incur \$36.3 million in 2008 dollars for DR&R to be performed in 2034. A copy of the URS report is included at Exhibit JCF-6.

Rate Design

After calculating the total revenue requirement for each applicable normalized test-year, KTC allocated the revenue requirement between the two origins (KRU and Milne Point) using the appropriate volume data for each period (2008 test year volumes for the Interim Period and 2009 test year volumes adjusted for known and measurable changes for the Forward-Looking Period) and the standard fully allocated cost rate design methodology, which the Commission has used for oil pipelines. *See, e.g., Amerada Hess Pipeline Corp.*, Order No. P-97-4(151) at 159-60 (Nov. 27, 2002); *Amerada Hess Pipeline Corp.*, 1 APUC 606, 611 (1980); 6 APUC 401, 405 (1984). Under the fully allocated cost rate design methodology used by the Commission in past oil pipeline cases, costs are separated into two categories: (1) "distance-related costs," which vary with the distance oil is transported on the system (*e.g.*, pipeline capital costs, fuel and power, maintenance costs, etc.) and (2) "non-distance-related costs," which do not vary with distance traveled (*e.g.*, management costs, overhead expense, etc.). Distance-related costs are allocated on a barrel-mile basis (that is, based on the volume transported from either KRU or Milne Point multiplied by the miles from the applicable origin). Non-distance-related costs are allocated on a barrel basis, meaning that each barrel on the system bears an equal share of the non-distance-related costs. Because the bulk of the costs are distance-related, the resulting rates are generally

proportional to distance. KTC used the same rate design methodology to defend its existing rates during the interim period and to calculate and to calculate new rates.

Since the existing KTC rates are the result of a black-box settlement, it is not clear what rate design methodology, if any, was used to derive the current rates. To the extent KTC use of a fully allocated cost rate design methodology to defend its existing rates and to calculate the forward-looking rates is considered a "rate redesign," KTC submits that the rate design calculations shown on Item 4 of Exhibit Nos. MJW-2 and 3, and the narrative discussion of the rate design methodology in Dr. Webb's testimony (Exhibit T-4) satisfy the requirements of 3 AAC 48.275(h). If the Commission deems 3 AAC 48.275(h) to require anything more than that, KTC requests that the Commission waive any such requirement, since the rate design methodology used by KTC complies with Commission oil pipeline precedent.

Electronic Filing

A CD accompanies this filing and contains the entire filing in electronic format.

Notification of Tariff Filing

KTC shippers as well as State agencies are being notified of this filing electronically. A copy of the tariff filing will be available for public inspection at the offices of KTC at 700 G Street, Room 919, Anchorage, AK 99501, Attn: Luke Kiskaddon (907) 265-6393.

Notices

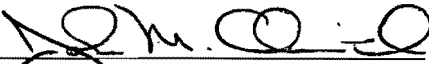
Please send notices relating to this matter to:

Rita H. Lovett
Kuparuk Transportation Company
700 G Street
Anchorage, Alaska 99501
(907) 263-3703

Steven H. Brose
Steven Reed
Daniel J. Poynor
Steptoe & Johnson LLP
1330 Connecticut Avenue, NW
Washington, D.C. 20036
(202) 429-6250

Andrew E. Hoge
Hartig Rhodes Hoge & Lekisch, P.C.
717 K Street
Anchorage, Alaska 99501-3397
(907) 276-1592

Sincerely,

By: 
John M. Christal
Kuparuk Transportation Company
Vice President

Attachments

RCA No. 307 6th Revised
Cancelling

Sheet No. 5

5th Revised

Sheet No. 5

Kuparuk Transportation Company

SECTION 3

RATES

ITEM	FROM	TO	RATE	
3.1	Kuparuk River Unit	Pump Station 1 Trans Alaska Pipeline System	\$0.264	I
3.3	Milne Point Pipeline Connection	Pump Station 1 Trans Alaska Pipeline System	\$0.193	I

Tariff Advice No. 45

Effective May 16, 2010

Issued By: Kuparuk Transportation Company

By: 
John Christal

Title: Vice President of Kuparuk Pipeline Company,
Managing Partner of Kuparuk Transportation Co.

2010 Tariff Subscriber List

COMPANY NAME	FIRST NAME	LAST NAME	STREET LINE 1	CITY
ALYESKA PIPELINE SERVICE COMPANY	TIM	CONNOLLY	P.O. BOX 196660	ANCHORAGE
ANADARKO ENERGY SERVICES	STEVE	ABBEY	1201 LAKE ROBBINS DRIVE	THE WOODLANDS
ANADARKO ENERGY SERVICES	ANNA	ANKLAM	P.O. BOX 1330	HOUSTON
ANADARKO PETROLEUM CORPORATION	KRISTIE	STAUFFER	P.O. BOX 1330	HOUSTON
BP EXPLORATION (ALASKA), INC.	WESTON	NASH	900 E BENSON BLVD.	ANCHORAGE
BP PIPELINES (ALASKA), INC.	WILLIAM	CLIFTON	P.O. BOX 190848, GMAK 9-2 ASRC BLDG.	ANCHORAGE
BP PIPELINES (ALASKA), INC.	DENNY	VICENTE	28100 TORCH PARKWAY, 616B	WARRENVILLE
CHEVRON — CRUDE SUPPLY AND TRADING	MICHAEL	JIMENEZ	1500 LOUISIANA STREET	HOUSTON
CONOCOPHILLIPS	JULIE	SALE	315 S. JOHNSTONE, 930G POB	BARTLESVILLE
CONOCOPHILLIPS	CHRISTY L.	HALL	315 S. JOHNSTONE, 930G POB	BARTLESVILLE
CONOCOPHILLIPS	CHRISTINA	SEABA	600 NORTH DAIRY ASHFORD, CH-03-3090A9	HOUSTON
CONOCOPHILLIPS ALASKA, INC.	RAJ	CHOUDHURY	700 G STREET, ATO-1634	ANCHORAGE
CONOCOPHILLIPS ALASKA, INC.	JOHN M.	CHRISTAL	700 G STREET, ATO-900	ANCHORAGE
CONOCOPHILLIPS ALASKA, INC.	LUKE	KISKADDON	700 G STREET, ATO-986	ANCHORAGE
CONOCOPHILLIPS ALASKA, INC.	KAREN D.	FOSTER	700 G STREET, ATO-917A	ANCHORAGE
CONOCOPHILLIPS ALASKA, INC.	JOE	FALCONE	700 G STREET, ATO-906	ANCHORAGE
CONOCOPHILLIPS ALASKA, INC.	RITA	LOVETT, ESQ	700 G STREET, ATO-2004	ANCHORAGE
CONOCOPHILLIPS ALASKA, INC.	SANDY	EDWARDS	700 G STREET, ATO 1654	ANCHORAGE
ENERGY ANALYSTS INTERNATIONAL, INC	ELAINE J.	JOHNSTON	12000 N PECOS STREET, SUITE 310	WESTMINSTER
EXXONMOBIL (SEA RIVER MARITIME)	TIMOTHY R.	YOUNG	800 BELL STREET	HOUSTON
EXXONMOBIL PIPELINE COMPANY	AUTHUR J.	SIGNATER	800 BELL STREET, PL-EMB-673E	HOUSTON
FLINT HILLS RESOURCES, LLC	CINDY	MYERS-PARR	3201 C STREET, SUITE 308	ANCHORAGE
FLINT HILLS RESOURCES, LLC	RACHEL	BLACK	4111 E 37TH STREET N	WICHITA
FLINT HILLS RESOURCES, LLC	TRAVIS A.	PEARSON	P.O. BOX 2917	WICHITA
FLINT HILLS RESOURCES, LLC	DAVID	D'ALESSANDRO	1150 18TH STREET, N.W., SUITE 800	WASHINGTON
FLINT HILLS RESOURCES, LLC	DENNIS	LANE	1150 18TH STREET, N.W., SUITE 800	WASHINGTON
FLINT HILLS RESOURCES CANADA, LP	JOE	BEATTIE	1510, 111-5 AVENUE SW	CALGARY
GRIGGS & ADLER, P.C.	JOHN W.	GRIGGS	12020 SUNRISE VALLEY DRIVE, SUITE 100	RESTON
KOCH ALASKA PIPELINE COMPANY	MIKE	HOOVER	4111 E 37TH STREET N	WICHITA
MORRISON & FOERSTER, LLP	ROBERT H.	LOEFFLER, ESQ	2000 PENNSYLVANIA AVENUE, N.W, SUITE 6000	WASHINGTON
MORRISON & FOERSTER, LLP	BRADLEY S.	LUI, ESQ	2000 PENNSYLVANIA AVENUE, N.W, SUITE 6000	WASHINGTON
PDS ENERGY INFORMATION, INC.	ANGIE	GEITER	P.O. BOX 1606	AUSTIN
PETRO STAR, INC.	TRACEY	STEELMAN	3900 C STREET, SUITE 802	ANCHORAGE
PETRO STAR, INC.	JENNIFER	AVILA	3900 C STREET, SUITE 802	ANCHORAGE
STATE OF ALASKA DEPARTMENT OF LAW	KIM	SCHAFER	P.O. BOX 110300	JUNEAU
STATE OF ALASKA DEPARTMENT OF LAW	THOMAS	JANTUNEN	123 4TH STREET, DIMOND COURTHOUSE	JUNEAU
STINSON MORRISON HECKER, LLP	DENYSE	ZOSA	1150 18TH STREET, N.W., SUITE 800	WASHINGTON

TESORO CORPORATION	MONA	DICKENS	300 CONCORD PLAZA DRIVE	SAN ANTONIO
TESORO CORPORATION	MICKEY	RICHNOW	300 CONCORD PLAZA DRIVE	SAN ANTONIO
TESORO REFINING AND MARKETING COMPANY	CRUDE	SCHEDULING	300 CONCORD PLAZA DRIVE	SAN ANTONIO
TESORO CRUDE INVOICES	MAGDA	PENA	19100 RIDGEWOOD PARKWAY	SAN ANTONIO
UNOCAL	JANET	WUTHRICH	909 W 9TH AVENUE	ANCHORAGE
UNOCAL	BRIAN	FINDLAY	909 W 9TH AVENUE	ANCHORAGE
US DEPARTMENT OF LABOR; BUREAU OF LABOR STATISTICS	JASON	CARNIVAL	20 MASSACHUSETTS AVENUE, NE ROOM 3840	WASHINGTON

STATE	ZIP CODE	OFFICE NUMBER	FAX NUMBER	CELL NUMBER	EMAIL ADDRESS
AK	99519-6660	907-787-8433	907-787-8778		ConnollyTJ@alaska-pipeline.com
TX	77380	832-636-7137	832-636-0491		Steve.Abbey@anadarko.com
TX	77251	832-636-7842	832-636-5216		Anna.Anklam@anadarko.com
TX	77251-1330	832-636-7626	832-636-5172		Kristie.Stauffer@anadarko.com
AK	99519	907-564-4931	907-564-4461	907-748-5181	Weston.Nash@bp.com
AK	99519-0848	907-339-4909	907-339-5085		William.Clifton@bp.com
IL	60555	630-836-3449	630-836-3580		Denny.Vicente@bp.com
TX	77002	832-854-2940	732-652-1868	281-221-6390	MJJl@chevron.com
OK	74004	918-661-3523	918-661-0693		Julie.J.Sale@conocophillips.com
OK	74004	918-661-9945	918-661-0693		Christina.L.Hall@conocophillips.com
TX	77079	281-293-2385	918-662-3431	281-745-6291	Christina.M.Seaba@conocophillips.com
AK	99501	907-265-6490	907-263-4994		Raj.Choudhury@conocophillips.com
AK	99501	907-263-4793	907-263-3748		John.M.Christal@conocophillips.com
AK	99501	907-265-6393	907-263-3748		Luke.Kiskaddon@conocophillips.com
AK	99501	907-263-4042	907-263-3748		Karen.D.Foster@conocophillips.com
AK	99501	907-265-1686	907-263-3748		Joe.Falcone@conocophillips.com
AK	99501	907-265-1445			Rita.H.Lovett@conocophillips.com
AK	99501	907-263-4167	907-265-1521		Sandy.R.Edwards@conocophillips.com
CO	80234	303-469-5115	303-469-4722		EJJohnston@eaiweb.com
TX	77002	713-656-2716	866-573-3389	713-724-9888	Timothy.R.Young@exxonmobil.com
TX	77002-7497	713-656-4968	713-656-9586		Authur.i.signater@exxonmobil.com
AK	99503	907-273-3332	907-273-3333	907-227-4116	Cindy.Myers-Parr@fhr.com
KS	67201	316-828-8847	316-828-9500	785-760-0093	Rachel.Black@fhr.com
KS	67201-2917	316-828-8594	316-828-8245		Travis.Pearson@fhr.com
DC	20036-3816	202-728-3014	202-785-9163		DDAlessandro@stinson.com
DC	20036-3816	202-572-9906	202-572-9981		Dlane@stinson.com
AB	T2P3Y6	403-716-7567	403-716-7720		Joe.Beattie@fhr.com
VA	20191-2101	703-860-6515	703-716-2865		Griggsandadler@comcast.net
KS	67220	316-828-7295	316-828-9078		Mike.Hoover@kochpipeline.com
DC	20006	202-887-1506	202-887-0763		Rloeffler@mofo.com
DC	20006	202-887-8766	202-887-0763		Blui@mofo.com
TX	78767	512-482-9111	866-709-3357		Tariffs@pds-austin.com
AK	99503	907-339-6638	907-339-6653		TLSteelman@petrostar.com
AK	99503	907-339-6643	907-339-6655		JRAvila@petrostar.com
AK	99811	907-465-3600	907-465-2417		Kim.Schafer@alaska.gov
AK	99801	907-465-3600	907-465-2417		Tom.Jantunen@alaska.gov
DC	20036	202-785-9100	202-785-9163		Dzosa@stinson.com

TX	78216	210-283-2495	210-745-4565	210-859-8917	Mdickens@tsocorp.com
TX	78216	210-283-2036	210-745-4565	210-867-4230	Mrichnow@tsocorp.com
TX	78216-6999	210-283-2495	210-745-4565		Sat-Crudescheduling@tsocorp.com
TX	78259	210-626-6453	210-881-6435		TSOCrudeInvoices@tsocorp.com
AK	99501	907-263-7650	907-263-7607	907-229-6634	Jwuthrich@chevron.com
AK	99501	907-263-7848	907-263-7607		BrianFindlay@chevron.com
DC	20212	202-691-7734	202-691-7019		Carnival.Jason@bls.gov

Kuparuk Transportation Company- Tariff Advice Letter TL45-307

SCHEDULE 1 – INDEX TO FILING

T-1 Prepared Direct Testimony of Joseph C. Falcone

Exhibit JCF-1	KTC Partnership Agreement
Exhibit JCF-2	KTC Operating Agreement
Exhibit JCF-3	Detail of 2008-2009 Management Fee
Exhibit JCF-4	Payments to Third Parties
Exhibit JCF-5	DR&R Obligation
Exhibit JCF-6	URS DR&R Study

T-2 Prepared Direct Testimony of Matthew A. Petersen

Exhibit MAP-1	Resume of Matthew A. Petersen
---------------	-------------------------------

T-3 Prepared Direct Testimony of Dr. Bruce H. Fairchild

Exhibit BHF-1	Overall Rate of Return
Exhibit BHF-2	Proxy Group Selection
Exhibit BHF-3	Capital Structure
Exhibit BHF-4	Embedded Cost of Debt
Exhibit BHF-5	Summary of Cost of Equity Estimates
Exhibit BHF-6	Summary of Discounted Cash Flow Estimates
Exhibit BHF-7	Dividend Yield
Exhibit BHF-8	Single-Stage DCF Model Growth
Exhibit BHF-9	Two-Stage DCF Model Growth – 20-Year General Form

Exhibit BHF-10	Two-Stage DCF Model Growth – FERC Form
Exhibit BHF-11	Summary of Equity Risk Premium Method
Exhibit BHF-12	Prospective Triple-B Utility Bond Yield
Exhibit BHF-13	Beta-Adjusted Total Market Equity Risk Premium
Exhibit BHF-14	S&P Public Utilities Equity Risk Premium
Exhibit BHF-15	Empirical Capital Asset Pricing Model
Exhibit BHF-16	Comparable Earnings Method
Exhibit BHF-17	Overall Rate of Return
Exhibit BHF-18	Proxy Group Selection
Exhibit BHF-19	Capital Structure
Exhibit BHF-20	Embedded Cost of Debt
Exhibit BHF-21	Summary of Cost of Equity Estimates
Exhibit BHF-22	Summary of Discounted Cash Flow Estimates
Exhibit BHF-23	Dividend Yield
Exhibit BHF-24	Single-Stage DCF Model Growth
Exhibit BHF-25	Two-Stage DCF Model Growth – 20-Year General Form
Exhibit BHF-26	Two-Stage DCF Model Growth – FERC Form
Exhibit BHF-27	Summary of Equity Risk Premium Method
Exhibit BHF-28	Prospective Triple-B Utility Bond Yield
Exhibit BHF-29	Beta-Adjusted Total Market Equity Risk Premium
Exhibit BHF-30	S&P Public Utilities Equity Risk Premium
Exhibit BHF-31	Empirical Capital Asset Pricing Model
Exhibit BHF-32	Comparable Earnings Method

T-4 Prepared Direct Testimony of Dr. Michael J. Webb

Exhibit MJW-1	Resume of Michael J. Webb
Exhibit MJW-2	Section 275(a) Filing for the Interim Period
Schedule 1	Comparative Balance Sheet
Schedule 2	Income Statement
Schedule 3	Unappropriated Retained Income Statement
Schedule 4	Calculation of Allowed Rates
Schedule 5	Revenue Requirement
Schedule 6	Operating Revenues and Expenses
Schedule 7	Pro forma adjustments to the Test-year Results of Operations
Schedule 8	Income Tax Allowance
Schedule 9	Rate Base
Schedule 10	Carrier Property in Service and Depreciation
Schedule 11	Cash Working Capital
Schedule 12	Weighted Cost of Capital and Return on Rate Base
Schedule 13	Long-Term Debt Statement
Schedule 14	Prefiled Direct Testimony
Schedule 15	Costs to Dismantle
Schedule 16	Adjustments to Costs to Dismantle
Workpaper 1	Data Summary
Workpaper 2	Operating Expenses

Workpaper 3 13-month Average Rate Base

Workpaper 4 AFUDC - Calculation

Workpaper 5 AFUDC - Amortization

Workpaper 6 Input Data

Workpaper 7 Carrier Property and Depreciation

Workpaper 8 Federal Tax Depreciation

Workpaper 9 State Tax Depreciation

Workpaper 10 ADIT

Workpaper 11 ADIT Adjustments

Workpaper 12 DR&R Accrual

Exhibit MJW-3

Section 275(a) Filing for the Forward-Looking Period

Schedule 1 Comparative Balance Sheet

Schedule 2 Income Statement

Schedule 3 Unappropriated Retained Income Statement

Schedule 4 Calculation of Allowed Rates

Schedule 5 Revenue Requirement

Schedule 6 Operating Revenues and Expenses

Schedule 7 Pro-forma adjustments to the Test-year
Results of Operations

Schedule 8 Income Tax Allowance

Schedule 9 Rate Base

Schedule 10 Carrier Property in Service and Depreciation

Schedule 11 Cash Working Capital

Schedule 12 Weighted Cost of Capital and Return on
Rate Base

Schedule 13 Long-Term Debt Statement

Schedule 14 Prefiled Direct Testimony

Schedule 15 Costs to Dismantle

Schedule 16 Adjustments to Costs to Dismantle

Workpaper 1 Data Summary

Workpaper 2 Operating Expenses

Workpaper 3 13-month Average Rate Base

Workpaper 4 AFUDC - Calculation

Workpaper 5 AFUDC - Amortization

Workpaper 6 Input Data

Workpaper 7 Carrier Property and Depreciation

Workpaper 8 Federal Tax Depreciation

Workpaper 9 State Tax Depreciation

Workpaper 10 ADIT

Workpaper 11 ADIT Adjustments

Workpaper 12 DR&R Accrual

Exhibit MJW-4

Affiliate Costs