

Fuel Matrix / Company Use by Path

01/23/12

January , 2012

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Receipt \ Delivery	PORT	SIMP	MORS	MORN	PURD	PEAK	DUND	CONESA	PROSA	WHIT	WKEN	GRAN	SIGE	CHRI
PORT	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIMP	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORS	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORN	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PURD	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PEAK	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
DUND	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CONESA	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PROSA	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%
WHIT	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%
WKEN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%
GRAN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%
SIGE	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%
CHRI	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%
HOLL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
HUNT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WINS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
OHIO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
GRAI	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WHEA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
BICK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NLPT2	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
SCEP	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
EDWD	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CARL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
PRIS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
PAXT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ROBN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
SULL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
VIGO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
SUGA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MARS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WABA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
VERC	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
REXS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
SCOT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
VERD	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ILPSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
DANV	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
OAKW	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ILLI	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

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Receipt Delivery	HOLL	HUNT	WINS	OHIO	GRAI	WHEA	BICK	NLPT2	SCEP	Edward	CARL	PRIS	PAXT	ROBN
PORT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIMP	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PURD	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PEAK	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
DUND	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CONESA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PROSA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WHIT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WKEN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GRAN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIGE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CHRI	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HOLL	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HUNT	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WINS	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
OHIO	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GRAI	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WHEA	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
BICK	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
NLPT2	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SCEP	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%
EDWD	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%
CARL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%
PRIS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%
PAXT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%
ROBN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%
SULL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
VIGO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
SUGA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MARS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WABA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
VERC	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
REXS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
SCOT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
VERD	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ILPSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
DANV	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
OAKW	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ILLI	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

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Receipt Delivery	SULL	VIGO	SUGA	MARS	WABA	VERC	REXS	SCOT	VERD	ILPSA	DANV	OAKW	ILLI	AMER
PORT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIMP	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PURD	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PEAK	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
DUND	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CONESA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PROSA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WHIT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WKEN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GRAN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIGE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CHRI	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HOLL	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HUNT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WINS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
OHIO	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GRAI	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WHEA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
BICK	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
NLPT2	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SCEP	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
EDWD	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CARL	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PRIS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PAXT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
ROBN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SULL	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
VIGO	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SUGA	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MARS	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WABA	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
VERC	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
REXS	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SCOT	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
VERD	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%
ILPSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%
DANV	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%
OAKW	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%
ILLI	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

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Receipt Delivery	POTT	ARMS	POTN	EAST	RANK	CISS	GILM	HERS	KANK	UNIO	MSA	NICCB	NIMB	WILM
PORT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIMP	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MORN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PURD	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PEAK	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
DUND	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CONESA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PROSA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WHIT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WKEN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GRAN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SIGE	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CHRI	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HOLL	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HUNT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WINS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
OHIO	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GRAI	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WHEA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
BICK	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
NLPT2	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SCEP	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
EDWD	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CARL	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PRIS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
PAXT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
ROBN	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SULL	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
VIGO	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SUGA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
MARS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
WABA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
VERC	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
REXS	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
SCOT	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
VERD	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
ILPSA	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
DANV	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
OAKW	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
ILLI	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

Fuel Matrix / Company Use by Path

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Receipt	WILL	REXA	CHAN	NULL	MILL	JOLN	NICO	JOLA
Delivery								
PORT	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
SIMP	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
MORS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
MORN	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
PURD	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
PEAK	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
DUND	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
CONESA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
PROSA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WHIT	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WKEN	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
GRAN	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
SIGE	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
CHRI	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
HOLL	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
HUNT	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WINS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
OHIO	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
GRAI	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WHEA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
BICK	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
NLPT2	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
SCEP	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
EDWD	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
CARL	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
PRIS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
PAXT	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
ROBN	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
SULL	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
VIGO	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
SUGA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
MARS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WABA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
VERC	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
REXS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
SCOT	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
VERD	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
ILPSA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
DANV	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
OAKW	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
ILLI	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

Fuel Matrix / Company Use by Path

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Receipt	PORT	SIMP	MORS	MORN	PURD	PEAK	DUND	CONESA	PROSA	WHIT	WKEN	GRAN	SIGE	CHRI
Delivery														
AMER	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
POTT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ARMS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
POTN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
EAST	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
RANK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CISS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
GILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
HERS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
KANK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
UNIO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICCB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NIMB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
REXA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CHAN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NULL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

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Receipt	HOLL	HUNT	WINS	OHIO	GRAI	WHEA	BICK	NLPT2	SCEP	Edward	CARL	PRIS	PAXT	ROBN
Delivery														
AMER	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
POTT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ARMS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
POTN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
EAST	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
RANK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CISS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
GILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
HERS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
KANK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
UNIO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICCB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NIMB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
REXA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CHAN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NULL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

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Receipt	SULL	VIGO	SUGA	MARS	WABA	VERC	REXS	SCOT	VERD	ILPSA	DANV	OAKW	ILLI	AMER
Delivery														
AMER	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%
POTT	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
ARMS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
POTN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
EAST	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
RANK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CISS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
GILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
HERS	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
KANK	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
UNIO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICCB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NIMB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
WILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
REXA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CHAN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NULL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

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Receipt Delivery	POTT	ARMS	POTN	EAST	RANK	CISS	GILM	HERS	KANK	UNIO	MSA	NICCB	NIMB	WILM
AMER	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
POTT	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
ARMS	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
POTN	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
EAST	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
RANK	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
CISS	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
GILM	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
HERS	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
KANK	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%	0.5%
UNIO	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%	0.5%
MSA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%	0.5%
NICCB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%	0.5%
NIMB	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0.5%
WILM	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%
WILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
REXA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
CHAN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NULL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
MILL	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLN	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
NICO	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
JOLA	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%

Note: Company and Shipper may negotiate a Fuel Retention and Loss Quantity percentage as stated in a Transportation Agreement.

Fuel Matrix / Company Use by Path

01/23/12

January , 2012

14:32:53

Receipt	WILL	REXA	CHAN	NULL	MILL	JOLN	NICO	JOLA
Delivery								
AMER	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
POTT	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
ARMS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
POTN	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
EAST	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
RANK	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
CISS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
GILM	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
HERS	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
KANK	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
UNIO	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
MSA	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
NICCB	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
NIMB	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WILM	0.5%	0.5%	0.5%	0.5%	1%	1%	1%	1%
WILL	0%	0.5%	0.5%	0.5%	1%	1%	1%	1%
REXA	1%	0%	0.5%	0.5%	1%	1%	1%	1%
CHAN	1%	1%	0%	0.5%	1%	1%	1%	1%
NULL	1%	1%	1%	0%	1%	1%	1%	1%
MILL	1%	1%	1%	0.5%	0%	1%	1%	1%
JOLN	1%	1%	1%	0.5%	0.5%	0%	1%	1%
NICO	1%	1%	1%	0.5%	0.5%	0.5%	0%	1%
JOLA	1%	1%	1%	0.5%	0.5%	0.5%	0.5%	0%