

REDACTED

ORIGINAL

SPECIFIED
CONFIDENTIAL

TO: Laura Bennett Layne Bennett Tim Bresnahan Greg Boone Robin Hastings
Jean Hurford Pennie Zuercher Greg Reuter Cliff Johnson Bob Evers
Dan Akins Karen Bramley Martin Duff Joann Wehle John Yanik

FROM: Cherie Lukcic
DATE: September 20, 2005
RE: 4TH QUARTER MARKET RATES 2005

070001-EI

| LOCATION | 4TH QTR FIXED RATE | 4TH QTR VARIABLE RATE | 4TH QTR FUEL RATE | 4TH QTR TOTAL MARKET RATE FOR 2005 | 3RD QTR TOTAL MARKET RATE FOR 2005 |
|---|--|-----------------------------|-------------------------|--|--|
| TECO Ocean Shipping - Davant to Big Bend | | | | | |
| TECO Ocean Shipping - Petcoke - Texas to BB | | | | | |
| TECO Bulk Terminal - Domestic | | | | | |
| TECO Bulk Terminal - Import | | | | | |
| <u>TECO Barge Line Incremental Rates</u> | | | | | |
| COOK - OR948 | | | | | |
| HAMILTON - OR852 | | | | | |
| CASEYVILLE - OR872 | | | | | |
| OVERLAND - OR842 | | | | | |
| RIGSBY & BARNARD - OR881 | | | | | |
| MT VERNON | | | | | |
| MOUND CITY - OR976 | | | | | |
| SOUTHERN INDIANA/EVANSVILLE - OR794 | | | | | |
| NEW HOPE - OR734 | | | | | |
| EMPIRE - OR896 | | | | | |
| YANKEETOWN - OR773 | | | | | |
| OWENSBORO | | | | | |
| KEN MINE - GR 98 | | | | | |
| PYRAMID - GR94 | | | | | |
| GREEN 11 - GR11 | | | | | |
| PATRIOT - GR32 | | | | | |
| SEBREE - GR43 | | | | | |
| TTI - OR 406 | | | | | |
| JEFFERSON RIVER PORT - OR618 | | | | | |
| KENTUCKY LAKES DOCK - TR24 | | | | | |
| GRT - TR23 | | | | | |
| CORA - UM98 | | | | | |
| DEKOVEN - OR869 | | | | | |
| POWHATTAN POINT - OR110.8 | | | | | |
| SHAWNEETOWN - OR858 | | | | | |
| REFINERIES, PET COKE M.P. 140 | | | | | |
| LONE EAGELE M.P. 105UM | | | | | |
| | AVERAGE 4TH QUARTER MARKET RATES 2005 LAST QTR CHANGE | CPI | PPI | FUEL | |

DOCUMENT NUMBER-DATE

01376 FEB-98

FPSC-COMMISSION CI 10

Exhibit "B"

| March-05 | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--|--------------|------------|------------|--------|--------------|--------------|------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| FUEL EXPENSE | Big Band | Big Band | Big Band 4 | Gannon | Big Band/Pok | Big Band/Pok | Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok | Big Band/Pok |
| 1 Beginning Balance | 210,541.40 | 439,030.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 Big Exc-EFB ECT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 3 Term-Excl FOB ECT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4 Rail / Truck Revenue/Trucke | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 Rail Freight / Trucking/Transportation | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 Transportation Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 Trucking and AFM | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 Huff Fees | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 Dr Del TCF Package | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9a TCF Package Sale | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 Transfer In | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 11 Transfer Out | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 12 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 13 Dr Del (Gannon) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 14 Total Available | 647,299.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 Transfer to Pok | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 Pok non-energy | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 17 Consumed | (302,315.03) | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 18 Ending Balance | 344,984.83 | 439,030.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 19 | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | | | |
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| 23 | | | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | | | |
| 25 Beginning Balance | 90,580.67 | 90,580.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 26 Paid | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 27 Accrual | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 28 Reversal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 29 AFM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 AFM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 31 PMA Transfer per TBT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 32 PMA Adjustment per TBT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 33 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 34 Transportation | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 Total Available | 90,580.67 | 90,580.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 36 Delivered to Gannon | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 37 Delivered to Big Band | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 38 Delivered to Big 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 39 Delivered to POLK | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 | | | | | | | | | | | | | | | | |
| 41 Ending Balance | 90,580.67 | 90,580.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 42 | | | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | | | |

TOTAL INVENTORY

Stations
 Devert
 Rail In Transit
 Rail
 Barge In-Transit

28,904,056.23
 25,956,334.80
 0.00
 0.00
 1,114,715.28
 48,028,066.41

661,844.62

14,041.50

Zelger In-Transit

14,041.50

10-1015

B

10-101
 11/11/05

| Apr-05 | Big Bend | Big Bend 4 | Gannon | Big Bend/Pok | Pok | Total |
|-------------------------------------|--------------|-------------|--------------|--------------|--------------|--------------|
| 1 Beginning Balance | 344,764.83 | 0.00 | 0.00 | 80,808.30 | 6,025.00 | 432,618.13 |
| 2 Big Rec-Excl FOB ECT | 450,468.00 | 0.00 | 0.00 | 0.00 | 0.00 | 450,468.00 |
| 3 Trans-Excl FOB ECT | 0.00 | 0.00 | 0.00 | 0.00 | 2,330.43 | 2,330.43 |
| 4 Fuel / Truck Receivables/Fuelcoke | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 Transportation Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 7 Trucking and AFM | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 Fuel Fwd TCP Fuelcoke | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 DM DM TCP Fuelcoke | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9a TCP Fuelcoke Sale | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 Transfer In | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 11 Transfer Out | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 12 Aerial survey adjustment | 34,881.80 | 0.00 | 0.00 | 0.00 | 0.00 | 34,881.80 |
| 14 Total Available | 830,332.83 | 0.00 | 0.00 | 80,808.30 | 9,150.43 | 920,290.56 |
| 15 Fuel non-merch | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 Transfer to Polk | 0.00 | 0.00 | 0.00 | (2,330.43) | 0.00 | (2,330.43) |
| 17 Consumed | (326,731.00) | 0.00 | 0.00 | 0.00 | (3,450.43) | (330,181.43) |
| 18 Ending Balance | 503,602.83 | - | 0.00 | 78,478.81 | 5,705.00 | 587,786.64 |
| 19 \$/Ton | | | | | | |
| 20 \$/Ton | | | | | | |
| 1 Beginning Balance | 0.00 | 5,828.21 | 323,759.76 | 6,852.42 | 647,003.12 | 647,003.12 |
| 2 Fuel | 0.00 | 0.00 | 290,704.83 | 47,316.60 | 346,164.48 | 346,164.48 |
| 3 Accrued | 0.00 | 0.00 | 25,848.03 | 48,137.20 | 610,149.35 | 610,149.35 |
| 4 Reversal | 0.00 | (11,956.00) | (443,197.74) | (33,382.80) | (530,548.99) | (530,548.99) |
| 5 AFM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 AFM Adjustment | 0.00 | (22,636.00) | 0.00 | (1,083.42) | (22,636.00) | (22,636.00) |
| 7 PMA Transfer per TBT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 8 PMA Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 9 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 10 PMA Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 11 Total Available | 0.00 | 5,828.21 | 653,046.82 | 5,769.00 | 1,050,931.96 | 1,050,931.96 |
| 12 Delivered to Cannon | 0.00 | 0.00 | 34,813.32 | 0.00 | 0.00 | 34,813.32 |
| 13 Delivered to Big Bend | 0.00 | 0.00 | (387,444.00) | (5,769.00) | 0.00 | (393,213.00) |
| 14 Delivered to Polk | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 15 Consumed | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 16 Ending Balance | 0.00 | 5,828.21 | 275,597.02 | 83,069.32 | 600,433.96 | 600,433.96 |
| 17 \$/Ton | | | | | | |
| 18 Ending Balance | 0.00 | 0.00 | 275,597.02 | 83,069.32 | 600,433.96 | 600,433.96 |
| 19 \$/Ton | | | | | | |
| 20 \$/Ton | | | | | | |
| 21 Beginning Balance | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 22 Fuel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 23 Accrued | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 24 Reversal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 AFM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 26 AFM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 27 PMA Transfer per TBT | 1,083.42 | 0.00 | 0.00 | 0.00 | 0.00 | 1,083.42 |
| 28 PMA Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 29 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 PMA Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 31 Total Available | 1,083.42 | 0.00 | 0.00 | 0.00 | 0.00 | 1,083.42 |
| 32 Delivered to Cannon | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 33 Delivered to Big Bend | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 34 Delivered to Polk | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 Consumed | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 36 Ending Balance | 91,664.09 | 0.00 | 73,625.92 | 0.00 | 0.00 | 165,290.01 |
| 37 \$/Ton | | | | | | |
| 38 Ending Balance | 91,664.09 | 0.00 | 73,625.92 | 0.00 | 0.00 | 165,290.01 |
| 39 \$/Ton | | | | | | |
| 40 \$/Ton | | | | | | |
| 41 \$/Ton | | | | | | |
| 42 \$/Ton | | | | | | |
| 43 \$/Ton | | | | | | |
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| 95 \$/Ton | | | | | | |
| 96 \$/Ton | | | | | | |
| 97 \$/Ton | | | | | | |
| 98 \$/Ton | | | | | | |
| 99 \$/Ton | | | | | | |
| 100 \$/Ton | | | | | | |

Station 30,690,048.24
 Down 24,873,936.41
 Fuel 1,164,171.85
 Large In-transit 56,728,156.51

TOTAL INVENTORY

Zaigler In-transit 47.28

(A) (B) (C) (D) (E) (F) (G) (H) (I) (J) (K) (L) (M) (N) (O) (P)

June-05
 FUEL EXPENSE

| Account | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|---|------------|------------|------|------|------|------|------|------|------|------|-----------|-----------|----------|------------|------------|------|
| 1 Beginning Balance | 439,005.94 | 288,843.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 31,990.29 | 78,344.00 | 4,450.00 | 475,445.23 | 387,187.00 | 0.00 |
| 2 Big Truck-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 3 Fuel Flight / Trucking-Transportation | | | | | | | | | | | | | | | | |
| 4 Fuel Flight / Trucking-Transportation | | | | | | | | | | | | | | | | |
| 5 Trucking and Fuel | | | | | | | | | | | | | | | | |
| 6 Fuel | | | | | | | | | | | | | | | | |
| 7 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 8 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 9 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 10 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 11 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 12 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 13 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 14 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 15 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 16 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 17 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 18 Fuel-Excl FOB ECT | | | | | | | | | | | | | | | | |
| 19 Ending Balance | 398,241.08 | | | | | | | | | | 48,317.51 | | | 452,096.69 | | |

19 5/17/04
 Ending Balance

| Account | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|---------------------|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 Beginning Balance | 85,955.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 2 Fuel | | | | | | | | | | | | | | | | |
| 3 Fuel | | | | | | | | | | | | | | | | |
| 4 Fuel | | | | | | | | | | | | | | | | |
| 5 Fuel | | | | | | | | | | | | | | | | |
| 6 Fuel | | | | | | | | | | | | | | | | |
| 7 Fuel | | | | | | | | | | | | | | | | |
| 8 Fuel | | | | | | | | | | | | | | | | |
| 9 Fuel | | | | | | | | | | | | | | | | |
| 10 Fuel | | | | | | | | | | | | | | | | |
| 11 Fuel | | | | | | | | | | | | | | | | |
| 12 Fuel | | | | | | | | | | | | | | | | |
| 13 Fuel | | | | | | | | | | | | | | | | |
| 14 Fuel | | | | | | | | | | | | | | | | |
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| 17 Fuel | | | | | | | | | | | | | | | | |
| 18 Fuel | | | | | | | | | | | | | | | | |
| 19 Ending Balance | 694,505.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

TOTAL INVENTORY

| Account | Station | Down | Fill In Tank | Rail | Edge In-tank | Zeigler In-tank |
|-----------------------------|------------|------|--------------|------|--------------|-----------------|
| 26 Fuel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 27 Actual | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 28 Reversal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 29 Atrial Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 30 Atrial Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 31 Fuel Transfer per TBT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 32 Fuel Transfer per TBT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 33 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 34 Transportation | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 35 Fuel Available | 85,955.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 36 Delivered to Cannon | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 37 Delivered to Big Band | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 38 Delivered to BG 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 39 Delivered to POLK | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 40 Ending Balance | 51,135.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 41 Fuel Available | 113,256.48 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 42 Delivered to Cannon | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 43 Delivered to Big Band | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 44 Delivered to BG 4 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 45 Delivered to POLK | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

23,840,131.54 Stations
 28,622,559.85 Down
 0.00 Fuel In Tank
 0.00 Rail
 1,316,816.35 Edge In-tank
 62,173,801.73 Zeigler In-tank

| July-05 | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--|--------------|-----|------------|------|--------|------|--------|------|----------------|-----|------|-------------|------|-----|-------|--------------|
| FUEL EXPENSE | Big Bend | | Big Bend 4 | | Gannon | | Gannon | | Big Bend/ Polk | | Polk | | Polk | | Total | |
| | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 398,241.08 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 48,317.41 | | | 5,538.00 | | | | 452,096.59 |
| 2 Big Rec-Excl FOB ECT | 405,592.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 60,335.00 | | | 0.00 | | | | 465,927.00 |
| 3 Trans-Excl FOB ECT | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 4 Rail / Truck Received/Polk | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 55,919.34 | | | | 55,919.34 |
| 5 Rail Freight / Trucking Transportation | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 6 Transportation Adjustment | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 7 Trucking adj and AFM | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 8 HMF Fees | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 9 Di/Del SSM Polk | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 9a TCP Polk Sale | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 10 Transfer In | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 11 Transfer Out | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 12 Aerial survey adjustment | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 13 Di del Glencore | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 14 Total Available | 803,833.08 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 108,652.61 | | | 61,457.34 | | | | 973,943.03 |
| 15 Transfer to Polk | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | (55,919.34) | | | 0.00 | | | | (55,919.34) |
| 16 Polk non-energy | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | | | 0.00 |
| 17 Consumed | (416,883.00) | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | (54,757.34) | | | | (471,640.34) |
| 18 Ending Balance | 386,950.08 | | | | | | | 0.00 | 52,733.27 | | | 6,700.00 | | | | 446,383.35 |
| 19 | | | | | | | | | | | | | | | | |
| 20 \$/Ton | | | | | | | | | | | | | | | | |

| | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) |
|----------------------------|--------|------|-------------|-----|--------------|-----|-------------|-----|---------|------|-------------|-----|--------------|-----|
| | Pile 7 | | Pile 8 | | Pile STD | | Pile PITT | | Pile LS | | Pile 15 | | Total | |
| | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 0.00 | 0.00 | 5,270.21 | | 416,049.24 | | 65,124.32 | | 0.00 | 0.00 | 87,213.90 | | 694,505.24 | |
| 2 Paid | 0.00 | 0.00 | 23,608.00 | | 225,801.44 | | 0.00 | | 0.00 | 0.00 | 40,668.30 | | 356,367.16 | |
| 3 Accrual | 0.00 | 0.00 | 24,110.00 | | 470,378.53 | | 0.00 | | 0.00 | 0.00 | 25,260.00 | | 610,465.54 | |
| 4 Reversal | 0.00 | 0.00 | (23,608.00) | | (418,905.02) | | 0.00 | | 0.00 | 0.00 | (34,958.60) | | (504,564.35) | |
| 5 ARM Adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 6 ARM Adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 7 Pile Transfer per TBT | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 8 Pile Adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 9 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 10 Transportation | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 11 Total Available | 0.00 | 0.00 | 29,380.21 | | 693,124.29 | | 65,124.32 | | 0.00 | 0.00 | 118,183.60 | | 1,156,973.59 | |
| 12 Delivered to Gannon | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 13 Delivered to Big Bend | 0.00 | 0.00 | 0.00 | | (301,968.00) | | (38,316.00) | | 0.00 | 0.00 | (45,243.00) | | (405,592.00) | |
| 14 Delivered to BS 4 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 15 Delivered to Polk | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | (60,335.00) | |
| 16 | | | | | | | | | | | | | | |
| 17 Ending Balance | 0.00 | 0.00 | 29,380.21 | | 391,156.29 | | 26,808.32 | | 0.00 | 0.00 | 72,940.60 | | 691,046.59 | |
| 18 | | | | | | | | | | | | | | |
| 19 \$/Ton | | 0.00 | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | |

| | Pile SA | Pile 10/13 EE | Polk Coke | Pile STD L | Pile 24 - Black Beauty | Pile 50 - Patriot | Zeigler In-transit |
|-----------------------------|-------------|---------------|-----------|-------------|------------------------|-------------------|--------------------|
| | Tons | \$ | Tons | \$ | Tons | \$ | |
| 25 Beginning Balance | 51,135.09 | | 0.00 | 69,712.48 | 0.00 | 0.00 | 691,046.59 |
| 26 Paid | 39,596.69 | | 0.00 | 27,092.73 | 0.00 | 0.00 | |
| 27 Accrual | 59,812.83 | | 0.00 | 30,904.08 | 0.00 | 0.00 | |
| 28 Reversal | 0.00 | | 0.00 | (27,092.73) | 0.00 | 0.00 | |
| 29 ARM Adjustment | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 30 ARM Adjustment | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 31 Pile Transfer per TBT | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 32 Pile Adjustment per TBT | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 33 Aerial survey adjustment | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 34 Transportation | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 35 Total Available | 150,544.61 | | 0.00 | 100,616.56 | 0.00 | 0.00 | |
| 36 Delivered to Gannon | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 37 Delivered to Big Bend | (20,865.00) | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 38 Delivered to BS 4 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 39 Delivered to POLK | (27,386.00) | | 0.00 | (32,949.00) | 0.00 | 0.00 | |
| 40 | | | | | | | |
| 41 Ending Balance | 103,093.61 | | 0.00 | 67,667.56 | 0.00 | 0.00 | |
| 42 | | | | | | | |
| 43 | | | | 0.00 | | 0.00 | |

TOTAL INVENTORY

| | |
|------------------|----------------------|
| Stations | 24,854,973.42 |
| Davani | 29,554,345.68 |
| Rail In-transit | 0.00 |
| Rail | 0.00 |
| Barge In-transit | 1,415,481.90 |
| Total | 55,425,801.00 |

10-10

| August-05 | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--|--------------|-----|-----|------------|------|-----|--------|------|-----|---------------|-----|-----|-------------|-----|--------------|-----|
| FUEL EXPENSE | Big Bend | | | Big Bend 4 | | | Gannon | | | Big Bend/Polk | | | Polk | | Total | |
| | Tons | \$ | | Tons | \$ | | Tons | \$ | | Tons | \$ | | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 386,950.08 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 52,733.27 | | | 6,700.00 | | 446,383.35 | |
| 2 Big Rev-Excl FOB ECT | 437,682.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 58,696.00 | | | 0.00 | | 496,368.00 | |
| 3 Trans-Excl FOB ECT | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 4 Rail / Truck Received/Petcoke | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 5 Rail Freight / Trucking Transportation | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 55,021.91 | | 55,021.91 | |
| 6 Transportation Adjustment | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 7 Trucking adj and ARM | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 8 HMF Fees | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 9 Dir Det SSM Petcoke | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 9a TCP Petcoke Sale | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 10 Transfer In | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 11 Transfer Out | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 12 Aerial survey adjustment | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 13 Dir det Glencore | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 14 Total Available | 824,632.08 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | 0.00 | | 0.00 | |
| 15 Transfer to Polk | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 111,419.27 | | | 61,721.91 | | 997,773.26 | |
| 16 Polk non-energy | 0.00 | | | 0.00 | 0.00 | | 0.00 | 0.00 | | (55,021.91) | | | 0.00 | | (55,021.91) | |
| 17 Consumed | (371,057.05) | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | | (57,516.91) | | (428,573.96) | |
| 18 Ending Balance | 453,575.03 | | | - | - | | 0.00 | 0.00 | | 56,397.36 | | | 4,205.00 | | 514,177.39 | |
| 19 S/Ton | | | | | | | | | | | | | | | | |

| | (A) Pile 7 | (B) | (C) Pile 8 | (D) | (E) Pile STD | (F) | (G) Pile PITT | (H) | (I) Pile LS | (J) | (K) Pile 15 | (L) | (M) Total | (N) |
|----------------------------|------------|------|-------------|-----|--------------|-------|---------------|-------|-------------|------|-------------|-------|--------------|-------|
| | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 0.00 | 0.00 | 29,380.21 | | 391,156.29 | | 26,808.32 | | 0.00 | 0.00 | 72,940.60 | | 691,046.59 | |
| 2 Paid | 0.00 | 0.00 | 0.00 | | 286,026.69 | | 0.00 | | 0.00 | 0.00 | 25,260.00 | | 461,583.60 | |
| 3 Accrual | 0.00 | 0.00 | 36,267.00 | | 425,040.22 | | 0.00 | | 0.00 | 0.00 | 41,026.90 | | 534,601.76 | |
| 4 Reversal | 0.00 | 0.00 | (24,110.00) | | (470,378.63) | | 0.00 | | 0.00 | 0.00 | (25,260.00) | | (610,465.54) | |
| 5 ARM Adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 6 ARM Adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 7 Pile Transfer per TBT | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 8 Pile Adjustment | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 9 Aerial survey adjustment | 0.00 | 0.00 | (1,979.32) | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 10 Transportation | 0.00 | 0.00 | 0.00 | | (7,325.46) | | 17,973.19 | | 0.00 | 0.00 | (5,341.97) | | 11,467.73 | |
| 11 Total Available | 0.00 | 0.00 | 39,557.29 | | 624,519.11 | | 44,781.51 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 12 Delivered to Gannon | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 108,625.53 | | 1,088,234.14 | |
| 13 Delivered to Big Bend | 0.00 | 0.00 | (18,101.00) | | (299,939.00) | | (32,958.00) | | 0.00 | 0.00 | (48,189.00) | | (437,682.00) | |
| 14 Delivered to BB 4 | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | |
| 15 Delivered to Polk | 0.00 | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | 0.00 | 0.00 | | (58,686.00) | |
| 16 | | | | | | | | | | | | | | |
| 17 Ending Balance | 0.00 | 0.00 | 21,456.29 | | 324,580.11 | | 11,823.51 | | 0.00 | 0.00 | 60,436.53 | | 591,866.14 | |
| 18 S/Ton | | | 0.00 | | | 42.61 | | 25.08 | | 0.00 | | 42.02 | | 42.70 |

| | Pile SA | Pile 10/13 EE | Pile Coke | Pile STD L | Pile 24 - Black Beauty | Pile 50 - Patriot | Zelgler In-transit |
|-----------------------------|-------------|---------------|-----------|-------------|------------------------|-------------------|--------------------|
| | Tons | \$ | Tons | \$ | Tons | \$ | 0.00 |
| 25 Beginning Balance | 103,093.61 | | 0.00 | 67,667.56 | 0.00 | 0.00 | 891,866.14 |
| 26 Paid | 119,392.83 | | 0.00 | 30,904.08 | 0.00 | 0.00 | |
| 27 Accrual | 0.00 | | 0.00 | 32,267.64 | 0.00 | 0.00 | |
| 28 Reversal | (59,812.83) | | 0.00 | (38,904.08) | 0.00 | 0.00 | |
| 29 ARM Adjustment | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 30 ARM Adjustment | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 31 Pile Transfer per TBT | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 32 Pile Adjustment per TBT | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 33 Aerial survey adjustment | 7,832.12 | | 0.00 | 309.77 | 0.00 | 0.00 | |
| 34 Transportation | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 35 Total Available | 170,505.73 | | 0.00 | 100,244.97 | 0.00 | 0.00 | |
| 36 Delivered to Gannon | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 37 Delivered to Big Bend | (38,495.00) | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 38 Delivered to BB 4 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | |
| 39 Delivered to POLK | (25,465.00) | | 0.00 | (33,221.00) | 0.00 | 0.00 | |
| 40 | | | | | | | |
| 41 Ending Balance | 106,545.73 | | 0.00 | 67,023.97 | 0.00 | 0.00 | |
| 42 | | | | | | | |
| 43 | | | | | | | |

TOTAL INVENTORY

Stations 27,772,420.59
 Divers 25,489,428.79
 Rail in transit 0.00
 Rail 0.00
 Barge In-transit 1,443,962.27
54,705,811.65

3/A-01

| September-05 | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--|--------------|-----|-----|------------|------|------|--------|------|------|----------------|-------------|-----|-------------|-----|--------------|-----|
| FUEL EXPENSE | Big Bend | | | Big Bend 4 | | | Gannon | | | Big Bend/ Polk | | | Polk | | Total | |
| | Tons | \$ | | Tons | \$ | | Tons | \$ | | Tons | \$ | | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 453,575.03 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | | | | | | |
| 2 Brq Rec-Excl FOB ECT | 209,237.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 56,397.36 | | 4,205.00 | | 514,177.39 | |
| 3 Trans-Excl FOB ECT | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 15,237.00 | | 0.00 | | 224,474.00 | |
| 4 Rail / Truck Received/Polk | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 5 Rail Freight / Trucking Transportation | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 57,933.57 | | 57,933.57 | |
| 6 Alternate Terminal Charges | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 7 Trucking adj and ARM | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 8 FHM Fees | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 9 Dir Del SSM Polk | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 9a TGP Polk Sale | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 10 Transfer In | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 11 Transfer Out | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 12 Aerial survey adjustment | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 13 Dir del Glencora | 85,829.49 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 14 Total Available | 36,191.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 10,788.35 | | 62,138.57 | | 36,191.00 | |
| 15 Transfer to Polk | 784,832.51 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 96,617.83 | |
| 16 Polk non-energy | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | 0.00 | | 36,191.00 | |
| 17 Consumed | 0.00 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 82,422.71 | | 57,933.57 | | 929,393.79 | |
| 17 Consumed | (367,873.28) | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | (57,933.57) | | 0.00 | | (57,933.57) | |
| 18 Ending Balance | 416,959.23 | | | | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | | (55,138.57) | | (423,011.85) | |
| 19 | | | | | | | | | | | 24,489.14 | | 7,000.00 | | 448,448.37 | |
| 20 S/Ton | | | | | | | | | | | | | | | | |

| TECO BULK TERMINAL | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) |
|-------------------------------------|-------------|-----|-------------|-----|--------------|-----|---------------|-----|---------------|-----|-------------|-----|--------------|-----|
| | TBT Pile SA | | TBT Pile B | | TBT Pile STD | | TBT Pile PITT | | TBT Pile Polk | | TBT Pile 15 | | Total | |
| | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 106,545.73 | | 21,456.29 | | 324,580.11 | | 11,823.51 | | | | | | | |
| 2 Paid | 0.00 | | 24,110.00 | | 289,771.48 | | 0.00 | | 67,823.97 | | 60,436.53 | | 591,866.14 | |
| 3 Accrual | 0.00 | | 12,157.00 | | 135,268.74 | | 0.00 | | 17,653.07 | | 41,026.90 | | 396,363.24 | |
| 4 Reversal | 0.00 | | (36,267.00) | | (425,040.22) | | 0.00 | | 8,163.90 | | 0.00 | | 414,261.55 | |
| 5 ARM Adjustment | 0.00 | | 0.00 | | 0.00 | | 0.00 | | (32,267.64) | | (41,026.90) | | (534,001.76) | |
| 6 ARM Adjustment | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 7 Pile Transfer per TBT | 0.00 | | 0.00 | | 0.00 | | 0.00 | | (3,145.49) | | 0.00 | | (3,145.49) | |
| 8 Pile Adjustment | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 259,416.07 | |
| 9 Aerial survey adjustment | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 10 Transportation | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 11 Total Available | 106,545.73 | | 21,456.29 | | 324,580.11 | | 11,823.51 | | 57,427.81 | | 60,436.53 | | 1,124,159.75 | |
| 12 Delivered to Gannon | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 13 Delivered to Big Bend | 0.00 | | 0.00 | | (7,994.00) | | 0.00 | | 0.00 | | 0.00 | | 0.00 | |
| 14 TRANSFERED TO ALTERNATE TERMINAL | 0.00 | | (13,649.00) | | (209,875.77) | | 0.00 | | 0.00 | | 0.00 | | (209,237.00) | |
| 15 Delivered to Polk | (6,552.00) | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | (35,891.30) | | (259,416.07) | |
| 16 | | | 0.00 | | 0.00 | | 0.00 | | (8,685.00) | | 0.00 | | (15,237.00) | |
| 17 Ending Balance | 99,993.73 | | 7,807.29 | | 106,710.34 | | 11,823.51 | | 48,742.81 | | 24,545.23 | | 640,269.68 | |
| 18 | | | | | | | | | | | | | | |
| 19 S/Ton | | | | | | | | | | | | | | |

| ALTERNATE BULK TERMINAL | ABT- Pile SA | ABT- Pile B | ABT-STD | ABT-PITT | ABT-POLK | ABT-Pile 15 | Zelger In-transit |
|------------------------------------|--------------|-------------|------------|----------|--------------|-------------|-------------------|
| | Tons | \$ | Tons | \$ | Tons | \$ | |
| 25 Beginning Balance | 0.00 | | 0.00 | | 0.00 | | 0.00 |
| 26 Paid | 0.00 | | 0.00 | | 9,751.29 | | 640,269.68 |
| 27 Accrual | 0.00 | | 12,185.00 | | 222,389.54 | | |
| 28 Reversal | 0.00 | | 0.00 | | 8.00 | | |
| 29 ARM Adjustment | 0.00 | | 0.00 | | 0.00 | | |
| 30 ARM Adjustment | 0.00 | | 0.00 | | 0.00 | | |
| 31 TRANSFERED FROM ALTERNATE TERMA | 0.00 | | 0.00 | | 0.00 | | |
| 32 Pile Adjustment per TBT | 0.00 | | 13,649.00 | | 209,875.77 | | |
| 33 Aerial survey adjustment | 0.00 | | 0.00 | | 0.00 | | |
| 34 Transportation | 0.00 | | 0.00 | | 0.00 | | |
| 35 Total Available | 0.00 | | 25,834.00 | | 442,016.60 | | |
| 36 Delivered to Gannon | 0.00 | | 0.00 | | 0.00 | | |
| 37 Delivered to Big Bend | 0.00 | | (4,710.00) | | (196,533.00) | | |
| 38 Delivered to Big Bend 4 | 0.00 | | 0.00 | | 0.00 | | |
| 39 Delivered to POLK | 0.00 | | 0.00 | | 0.00 | | |
| 40 | | | 0.00 | | 0.00 | | |
| 41 Ending Balance | 0.00 | | 21,124.00 | | 245,483.60 | | |
| 42 | | | | | | | |
| 43 | | | | | | | |

| TOTAL INVENTORY | |
|------------------|---------------|
| Stations | 25,250,068.47 |
| Damend | 28,559,062.95 |
| Rail In transit | 0.00 |
| Rail | 0.00 |
| Barge In-transit | 594,853.97 |
| | 54,403,985.39 |

10

10-10/19

| | (A) October-05 | (B) Big Bend | (C) | (D) | (E) Big Bend 4 | (F) | (G) | (H) Gannon | (I) Big Bend/Park | (J) | (K) | (L) | (M) Park | (N) | (O) Total | (P) |
|--|----------------|--------------|-----|--------------|----------------|------|-----|------------|-------------------|-----|-------------|------|-----------|------|-----------|-----|
| | | Tons | \$ | Tons | \$ | Tons | \$ | Tons | Tons | \$ | Tons | Tons | Tons | Tons | | \$ |
| FUEL EXPENSE | | | | | | | | | | | | | | | | |
| 1 Beginning Balance | | 415,949.23 | | | 0.00 | | | | | | 24,485.14 | | 7,000.00 | | | |
| 2 Big Rec-Exit FOB ECT | | 417,985.00 | | | 0.00 | | | | | | 62,276.80 | | | | | |
| 3 Trans-Exit FOB ECT | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 4 Rail / Truck Receiv/Pelcoke | | 0.00 | | 11,720,305.4 | 0.00 | | | | | | | | 63,394.98 | | | |
| 5 Rail Freight / Trucking Transportation | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 6 Almate Terminal Charges | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 7 Trucking soft and ARM | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 8 RMF Fees | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 9 Dr Del SSM Pelcoke | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 10 Pelcoke Sale | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 11 Transfer Out | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 12 Aerial survey adjustment | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 13 Dir del Gannon | | 0.00 | | | 0.00 | | | | | | | | | | | |
| 14 Total Available | | 834,455.23 | | | 0.00 | | | | | | 24,823.00 | | 70,394.98 | | | |
| 15 Transfer to Park | | (24,923.00) | | | 0.00 | | | | | | 111,588.14 | | | | | |
| 16 Polk non-energy | | 0.00 | | | 0.00 | | | | | | (63,394.98) | | | | | |
| 17 Consumed | | (249,424.97) | | | 0.00 | | | | | | 0.00 | | | | | |
| 18 Ending Balance | | 560,207.26 | | | 0.00 | | | | | | 48,133.15 | | 4,500.00 | | | |
| 19 \$/ton | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | |

| | (A) TECO BULK TERMINAL | (B) TBT Pile SA | (C) TBT Pile B | (D) TBT Pile STD | (E) TBT Pile PIT | (F) TBT Pile PIT | (G) TBT Pile PIT | (H) TBT Pile PIT | (I) TBT Pile PIT | (J) TBT Pile PIT | (K) TBT Pile 15 | (L) TBT Pile 15 | (M) TBT Pile 15 | (N) Total |
|--------------------------------------|------------------------|-----------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|--------------|
| | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons | Tons |
| 1 Beginning Balance | 99,993.73 | | 7,807.29 | 108,710.34 | 11,823.51 | | | | | | | | | 640,263.68 |
| 2 Paid | 0.00 | 12,137.00 | | 148,174.14 | 0.00 | | | | | | | | | 365,270.88 |
| 3 Accual | 0.00 | | | 247,257.08 | 0.00 | | | | | | | | | 380,841.15 |
| 4 Reversal | 0.00 | | | (12,157.00) | 0.00 | | | | | | | | | (414,291.25) |
| 5 ARM Adjustment | 0.00 | | | 0.00 | 0.00 | | | | | | | | | 0.00 |
| 6 ARM Adjustment | 0.00 | | | 0.00 | 0.00 | | | | | | | | | 0.00 |
| 7 Transfer per TBT | 0.00 | | | 6,119.00 | 0.00 | | | | | | | | | 0.00 |
| 8 Aerial survey adjustment | 0.00 | | | 118,218.48 | 0.00 | | | | | | | | | 135,338.80 |
| 9 Transportation | 0.00 | | | 487,891.22 | 0.00 | | | | | | | | | 1,067,459.56 |
| 10 Total Available | 99,993.73 | | 13,926.29 | 487,891.22 | 11,823.51 | | | | | | | | | 1,807,459.56 |
| 11 Delivered to Gannon | 0.00 | 0.00 | | (229,694.00) | 0.00 | | | | | | | | | (417,496.00) |
| 12 Delivered to Big Bend | 0.00 | 0.00 | | (32,317.00) | 0.00 | | | | | | | | | (135,338.60) |
| 13 TRANSFERRED TO ALTERNATE TERMINAL | 0.00 | | | | 0.00 | | | | | | | | | 0.00 |
| 14 Delivered to Polk | 0.00 | | | 13,926.29 | 0.00 | | | | | | | | | (62,276.80) |
| 15 Ending Balance | 99,993.73 | | 13,926.29 | 225,950.22 | 11,823.51 | | | | | | | | | 472,347.96 |
| 16 \$/ton | | | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | | | |
| 19 | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | | | |
| 22 | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | |
| 24 | | | | | | | | | | | | | | |
| 25 Beginning Balance | 0.00 | 21,124.00 | | 245,483.60 | 0.00 | | | | | | | | | 58,843.00 |
| 26 Paid | 0.00 | 0.00 | | 147,163.48 | 0.00 | | | | | | | | | 22,098.56 |
| 27 Accual | 0.00 | | | 76,755.91 | 0.00 | | | | | | | | | 10,001.20 |
| 28 Reversal | 0.00 | | | (12,185.00) | 0.00 | | | | | | | | | (14,096.17) |
| 29 ARM Adjustment | 0.00 | | | 0.00 | 0.00 | | | | | | | | | 0.00 |
| 30 ARM Adjustment | 0.00 | | | 0.00 | 0.00 | | | | | | | | | 0.00 |
| 31 Transfer per TBT | 0.00 | | | 30,417.18 | 0.00 | | | | | | | | | 0.00 |
| 32 Aerial survey adjustment | 0.00 | | | 277,429.73 | 0.00 | | | | | | | | | 31,556.89 |
| 33 Transportation | 0.00 | | | 23,258.00 | 0.00 | | | | | | | | | 28,396.20 |
| 34 Total Available | 0.00 | 21,124.00 | | 422,349.54 | 0.00 | | | | | | | | | 22,624.00 |
| 35 Delivered to Gannon | 0.00 | 0.00 | | (143,902.00) | 0.00 | | | | | | | | | (16,305.00) |
| 36 Delivered to Big Bend | 0.00 | | | (6,119.00) | 0.00 | | | | | | | | | (10,001.20) |
| 37 TRANSFERRED TO TECO BULK TERMINAL | 0.00 | | | | 0.00 | | | | | | | | | 0.00 |
| 38 Delivered to Polk | 0.00 | | | 14,308.33 | 0.00 | | | | | | | | | (72,624.60) |
| 39 Ending Balance | 0.00 | 21,124.00 | | 14,308.33 | 0.00 | | | | | | | | | 0.00 |
| 40 | | | | | | | | | | | | | | |
| 41 | | | | | | | | | | | | | | |
| 42 | | | | | | | | | | | | | | |
| 43 | | | | | | | | | | | | | | |
| 44 | | | | | | | | | | | | | | |
| 45 | | | | | | | | | | | | | | |

| | (A) Zanger In-transit | (B) Total |
|------------------|-----------------------|-----------|
| | Tons | Tons |
| TOTAL INVENTORY | | |
| Stations | | |
| Davant | 34,025,468.80 | |
| Rail In-transit | 21,659,961.99 | |
| Rail | 0.00 | |
| Barge In-transit | 569,519.68 | |
| Total | 56,254,950.47 | |

| November-05 | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--|--------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-------------|-------------|
| 20 Station | | | | | | | | | | | | | | | | |
| 18 Ending Balance | 579,225.36 | | | | | | | | | | | | | | | |
| 17 Consumed | (704,850.00) | | | | | | | | | | | | | | | |
| 16 Fuel Non-energy | 0.00 | | | | | | | | | | | | | | | |
| 15 Transfer to P&K | (22,435.30) | | | | | | | | | | | | | | | |
| 14 Total Available | 816,511.26 | | | | | | | | | | | | | | | |
| 13 Del. Disallowance | 0.00 | | | | | | | | | | | | | | | |
| 12 Aerial survey adjustment | 0.00 | | | | | | | | | | | | | | | |
| 11 Transfer Out | 0.00 | | | | | | | | | | | | | | | |
| 10 Transfer In | 0.00 | | | | | | | | | | | | | | | |
| 9a TCP P&K Sale | 0.00 | | | | | | | | | | | | | | | |
| 9 DR Del. SS&M P&K Sale | 0.00 | | | | | | | | | | | | | | | |
| 8 Half Fees | 0.00 | | | | | | | | | | | | | | | |
| 7 Trucking and ATM | 0.00 | | | | | | | | | | | | | | | |
| 6 Aerial/Truck Transfer Charges | 0.00 | | | | | | | | | | | | | | | |
| 5 Fuel Freight / Trucking Transportation | 0.00 | | | | | | | | | | | | | | | |
| 4 Fuel / Truck Received-P&K | 0.00 | | | | | | | | | | | | | | | |
| 3 Trans-Exit FOB ECT | 256,304.00 | | | | | | | | | | | | | | | |
| 2 Big Rec-Exit FOB ECT | 560,202.26 | | | | | | | | | | | | | | | |
| 1 Beginning Balance | 99,993.73 | 13,929.29 | 225,690.22 | 11,023.51 | 225,690.22 | 11,023.51 | 49,186.05 | 25,370.40 | 472,347.96 | 58,193.83 | 25,370.40 | 212,550.15 | 530,447.87 | (350,041.13) | 0.00 | 0.00 |
| 5 Aerial Adjustment | 0.00 | | | | | | | | | | | | | | | |
| 6 Fuel Transfer per TBT | 0.00 | | | | | | | | | | | | | | | |
| 7 P&K Reconsigment to TECO Bulk Terminal | 0.00 | | | | | | | | | | | | | | | |
| 8 Reconsigment to TECO Bulk Terminal | 0.00 | | | | | | | | | | | | | | | |
| 9 Aerial survey adjustment | 0.00 | | | | | | | | | | | | | | | |
| 10 Transportation | 99,993.73 | 25,854.29 | 519,164.13 | 11,023.51 | 519,164.13 | 11,023.51 | 93,078.81 | 90,201.83 | 654,504.63 | 90,201.83 | 90,201.83 | 654,504.63 | 90,201.83 | 0.00 | 0.00 | 0.00 |
| 11 Total Available | 99,993.73 | 25,854.29 | 519,164.13 | 11,023.51 | 519,164.13 | 11,023.51 | 93,078.81 | 90,201.83 | 654,504.63 | 90,201.83 | 90,201.83 | 654,504.63 | 90,201.83 | 0.00 | 0.00 | 0.00 |
| 12 Delivered to Garrison | 0.00 | | | | | | | | | | | | | | | |
| 13 Delivered to Big Bend | 0.00 | | | | | | | | | | | | | | | |
| 14 TRANSFERRED TO ALTERNATE TERMINAL | 0.00 | | | | | | | | | | | | | | | |
| 15 Delivered to P&K | (3,954.00) | | | | | | | | | | | | | | | |
| 16 Delivered to P&K | 0.00 | | | | | | | | | | | | | | | |
| 17 Ending Balance | 96,139.73 | 25,854.29 | 282,099.13 | 11,023.51 | 282,099.13 | 11,023.51 | 79,572.81 | 23,839.00 | 576,340.63 | 23,839.00 | 23,839.00 | 576,340.63 | 23,839.00 | (21,860.00) | 0.00 | 0.00 |
| 19 Station | | | | | | | | | | | | | | | | |
| 21 ALTERNATE BULK TERMINAL | ADT - P&K SA | ADT - P&K B | ADT - STD | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T | ADT - P&K T |
| 22 | | | | | | | | | | | | | | | | |
| 23 | | | | | | | | | | | | | | | | |
| 24 Beginning Balance | 0.00 | 14,308.33 | 0.00 | 0.00 | 14,308.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 Paid | 0.00 | | | | | | | | | | | | | | | |
| 26 Accrued | 0.00 | | | | | | | | | | | | | | | |
| 27 Reversal | 0.00 | | | | | | | | | | | | | | | |
| 28 Reversal | 0.00 | | | | | | | | | | | | | | | |
| 29 AFM Adjustment | 0.00 | | | | | | | | | | | | | | | |
| 30 AFM Adjustment | 0.00 | | | | | | | | | | | | | | | |
| 31 TRANSFERRED FROM ALTERNATE TERM | 0.00 | | | | | | | | | | | | | | | |
| 32 P&K Transfer per TBT | 0.00 | | | | | | | | | | | | | | | |
| 33 Aerial survey adjustment | 0.00 | | | | | | | | | | | | | | | |
| 34 Transportation | 0.00 | | | | | | | | | | | | | | | |
| 35 Total Available | 0.00 | 14,308.33 | 0.00 | 0.00 | 14,308.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 36 Delivered to Garrison | 0.00 | | | | | | | | | | | | | | | |
| 37 Delivered to Big Bend | 0.00 | | | | | | | | | | | | | | | |
| 38 TRANSFERRED TO TECO BULK TERMINAL | 0.00 | | | | | | | | | | | | | | | |
| 39 Delivered to P&K | 0.00 | | | | | | | | | | | | | | | |
| 40 | | | | | | | | | | | | | | | | |
| 41 Ending Balance | 0.00 | 14,308.33 | 0.00 | 0.00 | 14,308.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 43 | | | | | | | | | | | | | | | | |

| | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--|--------------|-----|------------|------|--------|------|------|------|---------------|-------------|------|-----|-------------|-----|--------------|-----|
| December-05 | Big Bend | | Big Bend 4 | | Gannon | | | | Big Bend/Polk | | Polk | | Total | | | |
| FUEL EXPENSE | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 579,225.36 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 30,218.68 | | | 7,150.00 | | 616,594.04 | |
| 2 Big Rec-Excl FOB ECT | 139,074.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 22,600.00 | | | 0.00 | | 161,674.00 | |
| 3 Trans-Excl FOB ECT | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 4 Rail / Truck Received/Polcok | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 51,461.99 | | 51,461.99 | |
| 5 Rail Freight / Trucking Transportation | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 6 Alternate Terminal Charges | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 7 Trucking adj and ARM | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 8 HMF Fees | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 9 Dir Del SSM Polcok | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 9a Beneficiated Coal | 164.28 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 164.28 | |
| 10 Transfer In | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 11 Transfer Out | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 12 Aerial survey adjustment | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 13 Dir del Glencore | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 14 Total Available | 718,463.64 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 53,018.68 | | | 58,611.99 | | 830,094.31 | |
| 15 Transfer to Polk | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | (51,461.99) | | | 0.00 | | (51,461.99) | |
| 16 Polk non-energy | 0.00 | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | 0.00 | | 0.00 | |
| 17 Consumed | (255,381.00) | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | (51,861.99) | | (307,242.99) | |
| 18 Ending Balance | 463,082.64 | | | - | - | 0.00 | 0.00 | 0.00 | 0.00 | 1,556.69 | | | 6,750.00 | | 471,389.33 | |
| 19 | | | | | | | | | | | | | | | | |
| 20 \$/Ton | | | | | | | | | | | | | | | | |

| | (A) | (B) | (C) | (D) | (E) | (F) | (G) | (H) | (I) | (J) | (K) | (L) | (M) | (N) | (O) | (P) |
|--------------------------------------|-------------|-----|-------------|-----|--------------|-----|---------------|-----|-----------------|-----|-------------|-----|--------------|-----|------|-----|
| TECO BULK TERMINAL | TBT Pile SA | | TBT Pile # | | TBT Pile STD | | TBT Pile PITT | | TBT Pile Polcok | | TBT Pile 15 | | Total | | | |
| | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ | Tons | \$ |
| 1 Beginning Balance | 96,139.73 | | 25,854.29 | | 282,099.13 | | 11,823.51 | | 79,672.81 | | 66,442.83 | | 576,340.63 | | | |
| 2 Paid | 0.00 | | 0.00 | | 444,573.89 | | 0.00 | | 34,922.20 | | 47,888.90 | | 527,385.09 | | | |
| 3 Accrual | 0.00 | | 23,852.00 | | 293,979.95 | | 0.00 | | 58,555.44 | | 15,539.20 | | 391,936.59 | | | |
| 4 Reversal | 0.00 | | (11,928.00) | | (442,364.91) | | 0.00 | | (43,892.76) | | (32,262.00) | | (530,447.67) | | | |
| 5 ARM Adjustment | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | |
| 6 ARM Adjustment | 0.00 | | 0.00 | | (11,922.33) | | 0.00 | | 0.00 | | 0.00 | | (11,922.33) | | | |
| 7 Pile Transfer per TBT | 0.00 | | 0.00 | | (4,351.00) | | 0.00 | | 0.00 | | 0.00 | | (4,351.00) | | | |
| 8 RECONSIGNED TO TECO BULK TERMINAL | 0.00 | | (3,518.00) | | 14,308.33 | | 0.00 | | 0.00 | | 7,869.00 | | 18,659.33 | | | |
| 9 Aerial survey adjustment | (6,693.32) | | (1,838.09) | | (26,077.57) | | 0.00 | | (1,576.83) | | (6,113.43) | | (42,299.24) | | | |
| 10 Transportation | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | |
| 11 Total Available | 89,446.41 | | 32,422.20 | | 550,245.49 | | 11,823.51 | | 127,690.96 | | 99,364.50 | | 925,301.40 | | | |
| 12 Delivered to Gannon | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | | |
| 13 Delivered to Big Bend | 0.00 | | (13,957.00) | | (89,967.00) | | 0.00 | | (4,110.00) | | (31,040.00) | | (139,074.00) | | | |
| 14 TRANSFERRED TO ALTERNATE TERMINAL | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | 0.00 | | (14,308.33) | | | |
| 15 Delivered to Polk | (10,742.00) | | 0.00 | | 0.00 | | 0.00 | | (12,058.00) | | 0.00 | | (22,800.00) | | | |
| 16 | | | | | | | | | | | | | | | | |
| 17 Ending Balance | 78,704.41 | | 18,465.20 | | 460,278.49 | | 11,823.51 | | 111,522.96 | | 68,324.50 | | 749,119.07 | | | |
| 18 | | | | | | | | | | | | | | | | |
| 19 \$/Ton | | | | | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | | | | | |

| | ABT- Pile SA | ABT- Pile # | ABT-STD | ABT-PITT | ABT-PETCOKE | ABT- Pile 15 | Zelgier In-transit | |
|--|--------------|-------------|---------|-------------|-------------|--------------|--------------------|------------|
| | Tons | \$ | Tons | \$ | Tons | \$ | | |
| 21 ALTERNATE BULK TERMINAL | | | | | | | | 0.00 |
| 22 | | | | | | | | |
| 23 | | | | | | | | |
| 24 | | | | | | | | |
| 25 Beginning Balance | 0.00 | 0.00 | 0.00 | 14,308.33 | 0.00 | 0.00 | | 749,119.07 |
| 26 Paid | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 27 Accrual | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 28 Reversal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 29 ARM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 30 ARM Adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 31 TRANSFERRED FROM ALTERNATE TERMINAL | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 32 Pile Transfer per TBT | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 33 Aerial survey adjustment | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 34 Transportation | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 35 Total Available | 0.00 | 0.00 | 0.00 | 14,308.33 | 0.00 | 0.00 | | |
| 36 Delivered to Gannon | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 37 Delivered to Big Bend | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 38 TRANSFERRED TO TECO BULK TERMINAL | 0.00 | 0.00 | 0.00 | (14,308.33) | 0.00 | 0.00 | | |
| 39 Delivered to POLK | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | |
| 40 | | | | | | | | |
| 41 Ending Balance | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 |
| 42 | | | | | | | | |
| 43 | | | | | | | | |

TOTAL INVENTORY
 Stollens 26,200,999.08
 Davant 31,777,906.21
 Rail In transit 0.00
 Rail 0.00
 Barge In-transit 994,595.34
 58,973,601.63

13

10-10/12

January-05

Impacts Current Month MTD

CONFIDENTIAL
COMMERCIAL

| Second Alternate Recommendation | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|-------|-------|------------------|
| Adjustment for non-affiliate market rate ¹ | 194,270 | | | \$ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 317,544 | | \$ | \$ |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ | \$ |
| | | | | \$ |

Impacts Current Quarter QTD

| Second Alternate Recommendation | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|-------|-------|------------------|
| Adjustment for non-affiliate market rate ¹ | 194,270 | | | \$ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 317,544 | | \$ | \$ |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ | \$ |
| | | | | \$ |

Impacts Current Year YTD

| Second Alternate Recommendation | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|-------|-------|------------------|
| Adjustment for non-affiliate market rate ¹ | 194,270 | | | \$ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 317,544 | | \$ | \$ |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ | \$ |
| | | | | \$ |

Represents impact based on actual tonnages.
Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

100

February-05

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|------------|-------|---------|------------|
| Adjustment for non-affiliate market rate ¹ | 252,528 | [REDACTED] | | \$ | [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 301,945 | | \$ | \$ | [REDACTED] |
| Adjustment for Petcoke Ocean rate | | | \$ | \$ | [REDACTED] |
| | | | | \$ | [REDACTED] |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|------------|-------|---------|------------|
| Adjustment for non-affiliate market rate ¹ | 446,798 | [REDACTED] | | \$ | [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 619,489 | | \$ | \$ | [REDACTED] |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ | \$ | [REDACTED] |
| | | | | \$ | [REDACTED] |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|------------|-------|---------|------------|
| Adjustment for non-affiliate market rate ¹ | 446,798 | [REDACTED] | | \$ | [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 619,489 | | \$ | \$ | [REDACTED] |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ | \$ | [REDACTED] |
| | | | | \$ | [REDACTED] |

Represents impact based on actual tonnages.

Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

CONFIDENTIAL
 INFORMATION
 NOT TO BE
 DISSEMINATED
 OUTSIDE THE
 COMPANY

2005

Current Month ==>

3

March-05

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|------------|---------------|------------------|
| Adjustment for non-affiliate market rate ¹ | 349,178 | [REDACTED] | | \$ [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 438,030 | | \$ [REDACTED] | \$ [REDACTED] |
| Adjustment for Petcoke Ocean rate | - | | \$ [REDACTED] | \$ [REDACTED] |
| | | | \$ [REDACTED] | \$ [REDACTED] |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|------------|---------------|------------------|
| Adjustment for non-affiliate market rate ¹ | 795,976 | [REDACTED] | | \$ [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 1,057,519 | | \$ [REDACTED] | \$ [REDACTED] |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ [REDACTED] | \$ [REDACTED] |
| | | | \$ [REDACTED] | \$ [REDACTED] |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|------------|---------------|------------------|
| Adjustment for non-affiliate market rate ¹ | 795,976 | [REDACTED] | | \$ [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 1,057,519 | | \$ [REDACTED] | \$ [REDACTED] |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ [REDACTED] | \$ [REDACTED] |
| | | | \$ [REDACTED] | \$ [REDACTED] |

Represents impact based on actual tonnages.
 Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

April-05

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|------------|---------------|---------|------------|
| Adjustment for non-affiliate market rate ¹ | 410,555 | [REDACTED] | | \$ | [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 450,468 | | \$ [REDACTED] | \$ | [REDACTED] |
| Adjustment for Petcoke Ocean rate | - | | \$ [REDACTED] | \$ | [REDACTED] |
| | | | | \$ | [REDACTED] |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|------------|---------------|---------|------------|
| Adjustment for non-affiliate market rate ¹ | 410,555 | [REDACTED] | | \$ | [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 450,468 | | \$ [REDACTED] | \$ | [REDACTED] |
| Adjustment for Petcoke Ocean rate | - | | \$ [REDACTED] | \$ | [REDACTED] |
| | | | | \$ | [REDACTED] |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|------------|---------------|---------|------------|
| Adjustment for non-affiliate market rate ¹ | 1,206,532 | [REDACTED] | | \$ | [REDACTED] |
| Adjustment to Staff 2nd alternate Ocean rate ² | 1,507,987 | | \$ [REDACTED] | \$ | [REDACTED] |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ [REDACTED] | \$ | [REDACTED] |
| Adjustment for 2004 due to revised methodology | | | | \$ | [REDACTED] |
| | | | | \$ | [REDACTED] |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate.

² The rate adjustment is \$2.41 per ton.

Represents impact based on actual tonnages.

Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

SPECIAL OPERATIONS
 OPERATIONS

by Mij.
 6 Jan 05
 Apr 05

May-05

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|--|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 403,700 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 325,800 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | - | | \$ | \$ | |
| Adjustment to Jan - Dec 2005 due to miscalculation of Chester dock | | | | \$ | |
| | | | | \$ | |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|--|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 814,255 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 776,268 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | - | | \$ | \$ | |
| Adjustment to Jan - Dec 2005 due to miscalculation of Chester dock | | | | \$ | |
| | | | | \$ | |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|--|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 1,610,231 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 1,833,787 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | 32,966 | | \$ | \$ | |
| Adjustment for 2004 due to revised methodology | | | | \$ | |
| Adjustment to Jan - Dec 2005 due to miscalculation of Chester dock | | | | \$ | |
| | | | | \$ | |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate.

² The rate adjustment is \$2.41 per ton.

Represents impact based on actual tonnages

Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

June-05

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|-------|-------|------------------|
| Adjustment for non-affiliate market rate ¹ | 318,688 | | | \$ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 367,187 | | \$ | \$ |
| Adjustment for Petcoke Ocean rate | 33,118 | | \$ | \$ |
| | | | | \$ |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|-------|-------|------------------|
| Adjustment for non-affiliate market rate ¹ | 1,132,943 | | | \$ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 1,143,455 | | \$ | \$ |
| Adjustment for Petcoke Ocean rate | 33,118 | | \$ | \$ |
| | | | | \$ |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue Variance |
|---|--------------|-------|-------|------------------|
| Adjustment for non-affiliate market rate ¹ | 1,928,920 | | | \$ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 2,200,974 | | \$ | \$ |
| Adjustment for Petcoke Ocean rate | 66,084 | | \$ | \$ |
| Adjustment for 2004 due to revised methodology | | | | \$ |
| | | | | \$ |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate.

² The rate adjustment is \$2.41 per ton.

Represents impact based on actual tonnages.

Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

07/17/05

6/17/05

2005

Current Month ==>

7 ✓

July ✓

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 298,157 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 465,927 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | | | \$ █ | \$ | █ |
| | | | | \$ | █ |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 298,157 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 465,927 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | | | \$ █ | \$ | █ |
| | | | | \$ | █ |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 2,227,077 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 2,666,901 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | 66,084 ✓ | | \$ █ | \$ | █ |
| Adjustment for 2004 due to revised methodology | | | | \$ | █ |
| | | | | \$ | █ |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate.

² The rate adjustment is \$2.41 per ton.

Represents impact based on actual tonnages.

Adjustment calculated as described in Order No. PSC 04 0999 FOF-FI

2005

Current Month ==>

8

August

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 210,551 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 496,368 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | | | \$ | \$ | |
| Adjustment for 2004 due to revised methodology | | | | \$ | |
| | | | | \$ | |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 508,708 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 962,295 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | | | \$ | \$ | |
| Adjustment for 2004 due to revised methodology | | | | \$ | |
| | | | | \$ | |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 2,437,628 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 3,163,269 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | 66,084 | | \$ | \$ | |
| Adjustment for 2004 due to revised methodology - 3/05 | | | | \$ | |
| Adjustment for 2004 due to revised methodology - 8/05 | | | | \$ | |
| | | | | \$ | |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate. Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

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2005

Current Month ==>

9

September ✓

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 380,213 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 224,474 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | | | \$ █ | \$ | |
| | | | | \$ | █ |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 888,921 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 1,186,769 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | | | \$ █ | \$ | █ |
| Adjustment for 2004 due to error correction | | | | \$ | █ |
| | | | | \$ | █ |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 2,817,841 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 3,387,743 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | 66,084 ✓ | | \$ █ | \$ | █ |
| Adjustment for 2004 due to revised methodology - 3/05 | | | | \$ | █ |
| Adjustment for 2004 due to error correction - 8/05 | | | | \$ | █ |
| | | | | \$ | █ |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate
 Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

22

2005

Current Month ==>

10

October

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 296,034 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 479,772 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | - | | \$ █ | \$ | - |
| | | | | \$ | █ |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 296,034 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 479,772 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | - | | \$ █ | \$ | - |
| | | | | \$ | █ |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 3,113,875 ✓ | █ | | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 3,867,515 ✓ | | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | 66,084 ✓ | | \$ █ | \$ | - |
| Adjustment for 2004 due to revised methodology - 3/05 | | | | \$ | █ |
| Adjustment for 2004 due to error correction - 8/05 | | | | \$ | █ |
| | | | | \$ | █ |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate.
Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

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23

2005

Current Month ==>

11

November

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 356,274 | █ | █ | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 278,164 | █ | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | | | \$ █ | \$ | █ |
| | | | | \$ | █ |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 652,308 | █ | █ | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 757,936 | █ | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | | | \$ █ | \$ | █ |
| | | | | \$ | █ |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 3,470,149 | █ | █ | \$ | █ |
| Adjustment to Staff 2nd alternate Ocean rate ² | 4,145,679 | █ | \$ █ | \$ | █ |
| Adjustment for Petcoke Ocean rate | 66,084 | | \$ █ | \$ | █ |
| Adjustment for 2004 due to revised methodology - 3/05 | | | | \$ | █ |
| Adjustment for 2004 due to error correction - 8/05 | | | | \$ | █ |
| | | | | \$ | █ |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate. Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

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2005

Current Month ==>

12

December

Impacts Current Month MTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 346,841 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 161,874 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | | | \$ | \$ | |
| Adjustment for tons in lost coal settlement - 12/05 | | | | \$ | |
| | | | | \$ | |

Impacts Current Quarter QTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 999,149 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 919,810 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | | | \$ | \$ | |
| Adjustment for tons in lost coal settlement - 12/05 | | | | \$ | |
| | | | | \$ | |

Impacts Current Year YTD

Second Alternate Recommendation

| | Tons Shipped | River | Ocean | Revenue | Variance |
|---|--------------|-------|-------|---------|----------|
| Adjustment for non-affiliate market rate ¹ | 3,816,990 | | | \$ | |
| Adjustment to Staff 2nd alternate Ocean rate ² | 4,307,553 | | \$ | \$ | |
| Adjustment for Petcoke Ocean rate | 66,084 | | \$ | \$ | |
| Adjustment for 2004 due to revised methodology - 3/05 | | | | \$ | |
| Adjustment for 2004 due to error correction - 8/05 | | | | \$ | |
| Adjustment for tons in lost coal settlement - 12/05 | | | | \$ | |
| | | | | \$ | |

¹ River adjustment based on weighted average contract rate adjusted to Staff's proposed rate.

² The rate adjustment is \$2.41 per ton.

Represents impact based on actual tonnages.

Adjustment calculated as described in Order No. PSC-04-0999-FOF-EI

STAFF'S PROPOSED RATES

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