

Pursuant to the requirements of 18 C.F.R. §157.34(c), additional information regarding the Alaska Pipeline Project (“APP”) Open Season is provided below. Unless otherwise specified, the information provided applies to both the Alaska-Canada Pipeline and the Valdez Pipeline systems.

Item 1 - Pipeline Routes

18 C.F.R. §157.34(c)(1): The general route of the proposed project, including receipt and delivery points, and any alternative routes under consideration; delivery points must include those within the State of Alaska as determined by the In-State Study in (b) above.

General Route

The Alaska Pipeline Project will consist of:

- A FERC jurisdictional gas treatment plant (“GTP”) near Prudhoe Bay, Alaska, which will treat North Slope gas for pipeline transportation;
- A FERC jurisdictional gas transmission pipeline from the outlet of the Point Thomson plant in Alaska to the GTP and from there, subject to shipper confirmation during the Open Season process, to either:
 - The Alaska/Canada border for onward delivery to Alberta, Canada (the “Alaska-Canada Pipeline”); or
 - Valdez, Alaska (the “Valdez Pipeline”).

With the Alaska-Canada Pipeline, shippers would have the ability to deliver gas to North American markets through the Alberta Hub or other existing off-take capacity at or near the British Columbia/Alberta border. With the Valdez Pipeline, shippers would have the ability to deliver into a liquefied natural gas (“LNG”) facility (to be developed by third parties), for onward delivery to global LNG markets. The Alaska-Canada Pipeline and the Valdez Pipeline are alternative proposals. Depending on customer interest as evidenced in the Open Season, APP will proceed with either the Alaska-Canada Pipeline or the Valdez Pipeline, but not both.

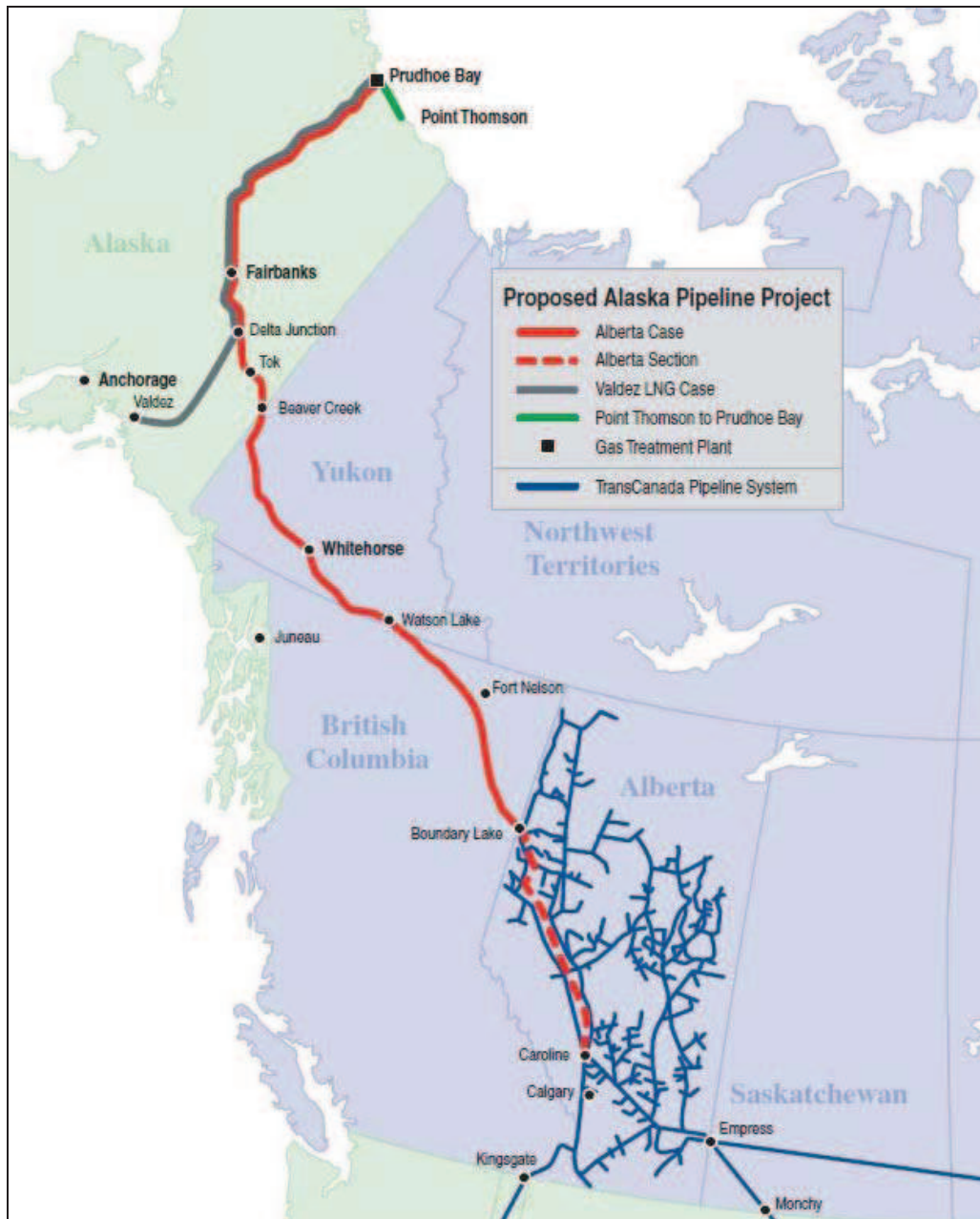
The proposed pipeline segment from the outlet of the Point Thomson plant to the inlet to the GTP will generally run parallel to (offset to the south) the future above-ground Point Thomson to Badami oil pipeline and the existing Badami to Endicott oil pipeline. As the route approaches the West Channel of the Sagavanirktok River and Prudhoe Bay facilities, the pipeline will cross the Endicott pipeline and head directly to the GTP site.

The remainder of the proposed Alaska-Canada Pipeline would extend from the outlet of the GTP past points near Fairbanks, and Delta Junction and then to the Alaska-Canada border where it would interconnect to a new pipeline that APP plans to design, permit and construct (“Canadian Pipeline”). The proposed Canadian Pipeline would head past Whitehorse, and extend to Boundary Lake, Alberta.

The remainder of the proposed Valdez Pipeline would follow a similar route from the outlet of the GTP to Delta Junction before heading to an interconnection point with LNG facilities near Valdez.

These proposed general routes are shown in the Figure 1 below. Additional route maps are provided in Exhibits A to E of this Appendix C.

Figure 1: Proposed Pipeline Route



Receipt Points

Receipt points will be provided at the inlet and outlet of the GTP for North Slope Shippers seeking entry into the line. There will also be a receipt point at the inlet of the Point Thomson

plant. Other tie-in and receipt points will be provided at various intervals along the pipeline route as determined by the results of the Open Season and as requested by shippers.

Delivery Points

There will be a delivery point at the inlet of the GTP for the Point Thomson pipeline segment and at either the Canadian border or Valdez, depending on which alternative route is selected. In addition, a minimum of five (5) delivery points in the State of Alaska for local demand will be provided on a firm or interruptible basis. For purposes of the Open Season, Exhibit A to the Precedent Agreement specifies the following delivery points, which were identified by the In-State Needs Study as the most likely off-take points based on expected demand.

Table 1: Potential Alaska In-State Delivery Points

Location	Alaska-Canada Pipeline Route	Valdez Pipeline Route
Livengood	√	√
Fairbanks	√	√
Parks Highway spur	√	√
Delta Junction area/Richardson Highway spur	√	√
Tok	√	n/a
Glennallen	n/a	√
Valdez	n/a	√

The final determination of the locations that will be served will depend on which alternative route is selected, the results of the Open Season and input from potential shippers. APP will make provision for delivery along the pipeline at the points finally selected through the installation of tees and blind flanges.

For information, the Northern Pipeline Act (“NPA”) also requires a minimum of eight (8) off-takes in Canada in the event the Alaska-Canada Pipeline alternative is selected. In that case, the interconnected Canadian Pipeline will have, in addition to delivery to existing facilities at Boundary Lake in Canada, offtake points near Beaver Creek, Burwash Landing, Destruction Bay, Haines Junction, Whitehorse, Teslin, and Upper Liard/Watson Lake as identified in the NPA.