

Filing Date (enter w/leading '): 6/17/2013

ACCESS REDUCTION TRP (ACCREDTRP)

Holding Company
 Filing Name: Micronesia Telecommunications Corporation

Study Area (USAC Study Area Code):

Intrastate Demand PriceOut with Intrastate Rates	\$ -
Intrastate Demand PriceOut with Interstate Rates	\$ -
100% of the reduction in Transitional Intrastate Access Revenues determined pursuant to 51.907 (c)	\$ -

(Note: before adjusting by Traffic Demand and CALLS Base Factors)

Tariff Section	USOC	Rate Element	12/29/2011 Intrastate Rates (A)	12/29/2011 Interstate Rates (B)	Interstate Oct '10 - Sep '11 Demand (C)	Intrastate Oct '10 - Sep '11 Demand (D)	Intrastate Demand PriceOut Intrastate Rates (E) = A * D	Intrastate Demand PriceOut Interstate Rates (F) = B * D	PriceOut Difference (G)=(F-E)	7/2/2013 Proposed Terminating Rates (H) = INPUT	PriceOut w 7/2/2013 Prop Rates (I) = H * D	Difference (J) = I - E	Interstate Demand PriceOut Interstate Rates (L)=C*B
** CARRIER COMMON LINE **													
X.X-A	X.X-A	CCL PREM - TERMINATING	\$0.000000			-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	CCL NPREM - TERMINATING	\$0.000000			-	\$ -	\$ -	\$ -			\$ -	
** LOCAL SWITCHING SERVICE CATEGORY **													
X.X-A	X.X-A	LOCAL SWITCHING(LS1) PREM TERMINATING	\$0.000000	\$0.00158853	13,162,074	-	\$ -	\$ -	\$ -	\$0.00158853	\$ -	\$ -	\$ 20,908
X.X-A	X.X-A	LOCAL SWITCHING(LS2) PREM TERMINATING	\$0.000000	\$0.000000		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	TRANSITIONAL(LS) NPREM TERMINATING	\$0.000000	\$0.000000		-	\$ -	\$ -	\$ -			\$ -	
NONRECURRING													
X.X-A	X.X-A	TRUNK CONVERSION CHARGE	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	END OFFICE TO TANDEM REARRANGEMENT	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	LOCAL SWITCHING OPT. FEAT. NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
** LOCAL SWITCHING TRUNK PORT CATEGORY **													
X.X-A	X.X-A	DS0 END OFFICE TRUNK PORTS	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DS1 END OFFICE TRUNK PORTS	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	COMMON TRUNK PORT TERMINATING	\$0.000000	\$0.000000		-	\$ -	\$ -	\$ -			\$ -	
** TANDEM SWITCHED TRANSPORT SERVICE CATEGORY **													
X.X-A	X.X-A	TANDEM SW TERM. TERMINATING	\$0.000000	\$0.00038532	26,324,148	-	\$ -	\$ -	\$ -	\$0.00038532	\$ -	\$ -	\$ 10,143
X.X-A	X.X-A	TANDEM SW FACILITY TERMINATING	\$0.000000	\$0.00012848		-	\$ -	\$ -	\$ -	\$0.00012848	\$ -	\$ -	\$ -
X.X-A	X.X-A	TANDEM SWITCHING TERMINATING	\$0.000000	\$0.00158853	13,162,074	-	\$ -	\$ -	\$ -	\$0.00158853	\$ -	\$ -	\$ 20,908
X.X-A	X.X-A	COMMON TRANSPORT MUX TERMINATING	\$0.000000	\$0.000000		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DED. MUX-DS3 TO DS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DS0 TANDEM TRUNK PORTS	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DS1 TANDEM TRUNK PORTS	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
** VG/WATS SERVICE CATEGORY SWITCHED**													
VG DTT/EF NonDensity Zone													
X.X-A	X.X-A	ENTR. FACILITY - VOICE 2-WIRE	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	ENTR. FACILITY - VOICE 4-WIRE	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK FIXED - VOICE	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK PER MILE - VOICE	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
NONRECURRING													
X.X-A	X.X-A	ENTR. FACILITY - VOICE NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	SW TRSPT INSTALL PER LINE OR TRUNK	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
** HIGH CAP & DDS SERVICE CATEGORY SWITCHED**													
DS1, DTT/EF													
X.X-A	X.X-A	ENTR. FAC.-DS1	\$ -	\$ 250.00	228	-	\$ -	\$ -	\$ -	\$ 250.00	\$ -	\$ -	\$ 57,000
X.X-A	X.X-A	DIRECT TRNK FIXED - DS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK PER MILE - DS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	MUX - DS1 TO VOICE	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
DS1 NONRECURRING - SWITCHED													
X.X-A	X.X-A	ENTR. FACILITY - DS1 NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	MUX - DS1 TO VOICE NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
DS3, DTT/EF													
X.X-A	X.X-A	ENTR. FAC.-DS3	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK FIXED - DS3	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK PER MILE - DS3	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	MUX - DS3 TO DS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	ENTR. FACILITY - DS3 NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	ENTR. FACILITY - DS3 W/ TERM EQIP REARR	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	MUX - DS3 TO DS1 NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
STS1, DTT/EF													
X.X-A	X.X-A	ENTR. FAC.-STS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK FIXED - STS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	DIRECT TRNK PER MILE - STS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	MUX - STS1 TO DS1	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	ENTR. FACILITY - STS1 NRC	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	
X.X-A	X.X-A	ENTR. FACILITY - STS1 W/ TERM EQIP REARR	\$ -	\$ -		-	\$ -	\$ -	\$ -			\$ -	

