

UNITED STATES OF AMERICA
FEDERAL ENERGY REGULATORY COMMISSION

Northern Natural Gas Company

Docket Nos. RP25-989-006
RP25-989-008

ORDER OF CHIEF JUDGE ACCEPTING TARIFF RECORDS

(Issued June 9, 2026)

1. On May 20, 2026, Northern Natural Gas Company (Northern) filed a *Request to Accept Tariff Records to Reinstate Rates for Contesting Parties* (Northern Filing). No proceeding participant timely filed in response to the Northern Filing.¹ As discussed below, and consistent with the authority delegated to the Chief Administrative Law Judge (Chief Judge), Northern’s request to accept tariff records is granted.

I. Governing Law

2. The Commission has delegated to the Chief Judge the authority to adjudicate “uncontested motions that would result in lower interim settlement rates, pending Commission action on settlement agreements.”² This delegated authority has long served to ensure that customers received the benefit of reduced rates prior to the Commission’s

¹ The Commission publicly noticed the Northern Filing and established June 1, 2026, as the deadline for protests or comments. Combined Notice of Filings, 91 Fed. Reg. 31447, 31448 (May 27, 2026). To the extent the Northern Filing is construed as a motion, the deadline for answers was June 4, 2026. *See* 18 C.F.R. § 385.213(d)(1) (2025) (stating that an answer to a motion must be filed within 15 days “unless otherwise ordered”).

² 18 C.F.R. § 375.307(a)(1)(iv), (a)(7)(v).

formal approval of a proposed settlement,³ and it encompasses not only the interim rate reduction itself, but also related terms customarily included in interim rate motions.⁴

3. Movants seeking authorization to implement lower interim settlement rates often include, as part of their requested relief, provisions addressing the circumstances under which previously effective rates may later be reinstated, including associated interest obligations.⁵ These provisions typically provide that if the settlement is not approved, or if a party contests the settlement, the pre-settlement rate (here, the Commission Approved Rates) may be reinstated for the relevant party or parties.⁶ The Chief Judge has routinely granted interim rate motions that include these reinstatement provisions, so long as the

³ *Delegation of Authority to the Director of the Office of Markets, Tariff and Rates, and to the Director of External Affairs*, Order No. 660, 111 FERC ¶ 61,296, at PP 1-2 (2005) (Order No. 660) (delegating to the Chief Judge authority to adjudicate uncontested interim settlement rate motions in natural gas proceedings and emphasizing the need for customers to receive the benefits of reduced rates expeditiously); *E. Shore Nat. Gas Co.*, 137 FERC ¶ 63,012, at P 4 (2011) (Wagner, Chief A.L.J.) (granting motion for interim settlement rates and finding that this “will allow the customers to benefit without delay from the reduced rates”).

⁴ *See PJM Interconnection, L.L.C.*, 186 FERC ¶ 63,007, at PP 3-4 (Feb. 1, 2024) (authorizing PJM to charge the settlement’s reduced Capital Recovery Factor rates (CRF Settlement Rates) effective January 1, 2024, but making them “subject to refund or surcharge pending the outcome of the proceeding”); *PJM Interconnection, L.L.C.*, 189 FERC ¶ 63,016, at PP 3, 6 (Nov. 22, 2024) (accepting filing to reinstate the Original CRF Rates, which preceded the CRF Settlement Rates, given Presiding Judge’s determination not to certify filed settlement to the Commission).

⁵ *See, e.g., ANR Pipeline Co.*, 195 FERC ¶ 63,003, at P 3 (2026) (granting pipeline’s request that the interim settlement rates “be subject to refund or surcharge, with interest, computed in accordance with section 154.501(d) of the Commission’s regulations”).

⁶ *See, e.g., E. Tenn. Nat. Gas, LLC*, 195 FERC ¶ 63,015, at P 3 & n.9 (2026) (granting pipeline’s “requests that it have the right to file to reinstate the currently effective rates and collect surcharges with interest if certain outcomes transpire,” including if a party contests the settlement); *Transwestern Pipeline Co.*, 183 FERC ¶ 63,023, at P 6 & n.15 (2023) (ordering that the interim rates “will be subject to refund or surcharge, pursuant to the defined procedures that govern if the Settlement does not become effective”).

motion is uncontested and the interim settlement rate constitutes an overall rate reduction.⁷ This practice reflects the rationale for the delegation: to “allow for more efficient processing of settlements, which in turn will permit customers to receive the benefits of lower rates at an earlier time.”⁸

II. Discussion

4. Applying this framework, Northern’s request to accept tariff records is granted. Northern is exercising a right that was previously granted under the Chief Judge’s interim rate delegation, and the circumstances triggering reinstatement have occurred.

5. On February 23, 2026, Northern filed an uncontested motion (Interim Rate Motion) requesting authorization to implement negotiated settlement rates on an interim basis (Interim Settlement Rates).⁹ As part of that motion, Northern expressly requested that it be authorized to reinstate the Commission Approved Rates if certain scenarios occurred, including if “the settlement proceeds as a contested settlement, in which case the Commission Approved Rates would apply to any party that contests the Settlement (Contesting Party) so long as such party remains a Contesting Party.”¹⁰

6. On February 25, 2026, the Chief Judge granted the Interim Rate Motion (Interim Rate Order).¹¹ Although the Interim Rate Order did not restate each specific

⁷ See, e.g., *Duke Energy Indiana, Inc.*, 155 FERC ¶ 63,005, at PP 4-6 (2016) (granting unopposed motion with reference to the “reduced reactive service revenue requirement resulting from the Settlement Agreement” and ordering that the utility retains the right to reinstate the prior tariff and surcharge customers for the difference with interest if the Settlement Agreement is not approved).

⁸ Order No. 660, 111 FERC ¶ 61,296, at P 1.

⁹ Northern Feb. 23, 2026 Interim Rate Motion (Docket No. RP25-989-006) (Interim Rate Motion).

¹⁰ *Id.* at 5; see also *id.* at 6 (stating that “Northern shall be entitled to . . . in the event the rate proceeding moves forward as to any Contesting Part(ies), reinstate the Commission Approved Rates for Contesting Part(ies) effective as of February 1, 2026, and surcharge or re-bill Contesting Part(ies) for the difference between the Interim Settlement Rates and the Commission Approved Rates for the applicable prior period”).

¹¹ *N. Nat. Gas Co.*, 194 FERC ¶ 63,009 (2026).

reinstatement provision, it granted the Interim Rate Motion without limitation.¹² Because the Interim Rate Motion was unopposed,¹³ and because the reinstatement provisions were integral to the relief requested,¹⁴ those provisions are deemed granted as part of the Interim Rate Order.

7. Northern filed the settlement on March 17, 2026.¹⁵ Certain parties filed comments in opposition,¹⁶ rendering themselves Contesting Parties under the terms approved in the Interim Rate Order and thereby triggering Northern's authorized reinstatement rights. On May 20, 2026, Northern filed tariff records to implement these reinstatement rights.¹⁷ Because these tariff records implement relief that falls squarely within the previously granted interim rate delegation, the request to accept them is property directed to, and may be acted upon by, the Chief Judge.

¹² *Id.* P 4 (“Accordingly, the Motion is GRANTED.”).

¹³ *Id.* P 1.

¹⁴ *See* Interim Rate Motion at 5 (“This Motion is expressly conditioned upon Northern's receipt of a satisfactory order authorizing Northern to reinstate the Commission Approved Rates for the effective time period, subject to refund, and to surcharge or re-bill its shippers for the difference between the Interim Settlement Rates and the Commission Approved Rates for the applicable prior periods on or after February 1, 2026.”).

¹⁵ Northern Filing at 5.

¹⁶ *Id.* at 5 & n.13.

¹⁷ Northern Filing at 1-2.

8. Accordingly, and consistent with the Interim Rate Order, this Order accepts the tariff records,¹⁸ effective February 1, 2026, and authorizes Northern to surcharge or re-bill Contesting Parties for the difference between the Interim Settlement Rates and the Commission Approved Rates for the relevant period, with interest computed in accordance with section 154.501(d) of the Commission’s regulations.¹⁹

9. Finally, the Northern Filing includes Archer-Daniels-Midland in the list of “Contesting Parties.”²⁰ On May 22, 2026, however, Archer-Daniels-Midland filed a notice pursuant to Rule 216 seeking to withdraw “its name as an opposing party to the Settlement” in three pleadings.²¹ On June 4, 2026, Northern filed a “Response” to the notice,²² which (1) advocates “that the Presiding Judge certify the Settlement to the

¹⁸ Northern Natural Gas Company, FERC Gas Tariffs, [Part 1, Table of Contents \(2.0.0\)](#), [Part 4, Currently Effective Rates \(2.0.0\)](#), [Section 8, Daily Delivery Variance Charges \(DDVC\) \(1.0.0\)](#), [Section 11, Other Charges \(2.0.0\)](#), [Section 12, Contesting Parties RP25-989 \(0.0.0\)](#), [Section 12.1, Contesting Parties TF \(0.0.0\)](#), [Section 12.2, Contesting Parties TFX \(0.0.0\)](#), [Section 12.3, Contesting Parties TI \(0.0.0\)](#), [Section 12.4, Contesting Parties SMS \(0.0.0\)](#), [Section 12.5, Contesting Parties FDD, PDD and IDD \(0.0.0\)](#), [Section 12.6, Contesting Parties Mileage Indicator District Charges \(0.0.0\)](#), [Section 12.6, Contesting Parties Mileage Indicator District Charges \(1.0.0\)](#), [Section 1, Rate Schedule TF \(2.0.0\)](#), [Section 2, Rate Schedule TFX \(2.0.0\)](#), [Section 4, Rate Schedule TI \(1.0.0\)](#), [Section 5, Rate Schedule SMS \(2.0.0\)](#), [Section 6, Rate Schedule FDD \(2.0.0\)](#), [Section 7, Rate Schedule PDD \(2.0.0\)](#), [Section 8, Rate Schedule IDD \(2.0.0\)](#), [Section 31, Receipt Point Scheduling Penalties \(1.0.0\)](#).

¹⁹ 18 C.F.R. § 154.501(d). The Interim Rate Order inadvertently cited the interest computation provision under the Commission’s Federal Power Act regulations instead of its Natural Gas Act regulations. *See* Interim Rate Order at P 4 & n.9 (citing 18 C.F.R. § 35.19a). This Order clarifies that any interest calculations should be made in accordance with 18 C.F.R. § 154.501(d), the applicable regulation for natural gas pipeline proceedings.

²⁰ Northern Filing at 1 n.4.

²¹ Archer-Daniels-Midland May 22, 2026 Notice of Withdrawal at 1 (citing 18 C.F.R. § 385.216)).

²² Northern June 4, 2026 Response to Withdrawal Notice at 1.

Commission under *Trailblazer* Approach 2 or 3,”²³ (2) states that it “does not oppose ADM’s desire to exit this proceeding,”²⁴ and (3) takes various other positions. Because the tariff sheets accompanying the Northern Filing continue to list Archer-Daniels-Midland as a “Contesting Party,”²⁵ this Order is without prejudice to any future filings addressing this circumstance.

III. Conclusion

10. For the reasons stated above, Northern’s request to accept tariff records is GRANTED.

SO ORDERED.

 Digitally signed
by ANDREW
SATTEN

Andrew Satten
Chief Administrative Law Judge

²³ *Id.* at 8.

²⁴ *Id.* at 2.

²⁵ Northern Natural Gas Company, FERC Gas Tariff, [Section 12, Contesting Parties RP25-989 \(0.0.0\)](#).

Tariff record(s) to be inserted into your copy of
Northern Natural Gas Company's FERC Gas Tariff,
Seventh Revised Volume No. 1

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SMS System Management Service	Section 5
FDD Firm Deferred Delivery	Section 6
PDD Preferred Deferred Delivery	Section 7
IDD Interruptible Deferred Delivery	Section 8
MPS MID Pooling Service	Section 9
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1/ Following the completion of the conversion of GS-T service, the Rate Schedule GS-T will be removed.

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Reserved for Future Use **Part 10**

First Revised Volume No. 1A

Non-conforming agreements accepted by the Commission on or after September 24, 2010, are included in First Revised Volume No. 1A of this Tariff.

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8. DAILY DELIVERY VARIANCE CHARGES (DDVC)

Commodity Charges

Non-SOL/SUL/Critical Day

Positive DDVC	1/
Negative DDVC	1/
Punitive DDVC	1/

SOL Day

Positive DDVC	greater of \$1.0000 or 1.25 times 2/
Negative DDVC	\$0.0000
Punitive DDVC	greater of 3/ or 2.0 times 2/

SUL Day

Positive DDVC	\$0.0000
Negative DDVC	greater of \$1.0000 or 1.25 times 2/
Punitive DDVC	\$0.0000

Critical Day

Positive/Critical DDVC	
- First 2%	greater of \$15.0000 or 1.50 times 2/
- Next 3%	greater of \$22.0000 or 1.75 times 2/
Negative DDVC	\$0.0000
Punitive/Critical DDVC	
- Level I	greater of \$56.5000 or 2.0 times 2/
- Level II	greater of \$113.0000 or 3.0 times 2/

- 1/ The rate will be the maximum Winter Season or Summer Season of the applicable Market Area TI Rate.
- 2/ The highest published Platts "Gas Daily" Midpoint price on the applicable day at any of the applicable index points of: Market Area - Northern, demarc and Northern, Ventura; or Field Area - Panhandle, Tx.-Okla. and El Paso, Permian.
- 3/ Charge equal to five (5) times the applicable SMS monthly reservation fee.

11. OTHER CHARGES

A. Beaver Compression Fee

Commodity Charge

Incidental Jurisdictional Compression Fee	\$0.0400
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B. Waterville Storage

The Market Area transportation rate, Fuel and UAF is charged for delivery to Waterville storage point (POI 922), or other similarly situated third party storage points in the Market Area. If redelivery from Waterville, or other similarly situated third party storage points, is to a Market Area point, there are no additional transportation, Fuel or UAF charges. If the redelivery is to a Field Area delivery point, the Field Area mileage/MID transportation rate and Fuel is charged.

C. Capacity Release Fee (Rate per transaction)

Marketing	Negotiated
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Northern will assess fee only in those instances outlined in Part 8, Section 47.J.3.

D. Authorized Overrun

TF, TFX, TI and GS-T Rate Schedules

The Authorized Overrun Rate shall be equal to the TI rate for the applicable MID path shown in Part 4, Section 9 or Section 12.6, as applicable.

12. CONTESTING PARTIES CURRENTLY EFFECTIVE RATES

The rates in this Section apply to the following Shippers who are each a Contesting Party in Docket No. RP25-989-000, *et al.*. The rates in this section shall apply to all capacity held by any Contesting Party, including any capacity obtained through permanent capacity release.

Archer Daniels Midland Company, and all of its successors and assigns
Ethanol Products, LLC, and all of its successors and assigns

<u>Contesting Parties Currently Effective Rates</u>	<u>Section</u>
Contesting Parties Rate Schedule TF	12.1
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12.1. CONTESTING PARTIES RATE SCHEDULE TF

Reservation Rates - Base Tariff Rates 1/ 2/

	Winter (Nov-Mar)	Summer (Apr-Oct)
Market-to-Market		
TF12 Base	\$29.263	\$16.257
TF12 Variable	\$39.667	\$16.257
TF5	\$43.353	
Field-to-Field/Market Demarcation		
TFF	\$26.952	\$14.970

Commodity Rates 3/ 4/

TF12 Base, TF12 Variable, TF5 & TFF		Market Area 5/	Field Mileage Rate per 100 miles	Out of Balance	Carlton Surcharge 6/	
Receipt Point	Delivery Point	Commodity	Commodity	Commodity	Maximum	Minimum
Market	Market	\$0.0228		\$0.0228	\$0.0175	\$0.0000
Field	Market	\$0.0228	\$0.0082		\$0.0175	\$0.0000
Market	Field		\$0.0082			
Field	Field		\$0.0082	\$0.0216		

1/ The minimum reservation rate is equal to zero.

2/ Northern and Shipper may agree to charge an average of the maximum TF12 and TF5 or TFF rates during the applicable months of service as set forth in the Firm Throughput Service Agreement without exceeding the maximum rate.

3/ Shipper shall pay the applicable Electric Compression commodity rate as shown in Part 4, Section 10.A. and ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov>.

4/ The firm transportation services commodity rates are not discountable. The commodity rate is the maximum and minimum commodity rate. The applicable MIDs commodity rate will be in addition to the TF reservation rates. The MIDs rates shown in Part 4, Section 12.6 represent the throughput commodity rates for any transaction involving MIDs.

5/ There will be no commodity charge for transportation from the Ventura pooling point (POI 78623) to the NBPL/NNG Ventura point (POI 192) and from the Ventura pooling point (POI 78623) to the MID 17 pooling point (POI 71458). In addition, there will be no commodity charge for transportation as set forth in Part 7, Section 6.G., Section 7.E. and Section 8.H.

6/ Applicable to Market Area Shippers as provided for in the Carlton Settlement filed in Docket No. RP96-347 dated October 28, 1996.

12.2. CONTESTING PARTIES RATE SCHEDULE TFX

Reservation Rates - Base Tariff Rates 1/ 2/

	Winter (Nov-Mar)	Summer (Apr-Oct)
Market-to-Market		
TFX	\$43.353	\$16.257
Field-to-Field		
TFX	\$26.952	\$14.970

Commodity Rates 3/ 4/

TFX		Market Area 5/	Field Mileage Rate per 100 miles	Out of Balance	Carlton Surcharge 6/	
Receipt Point	Delivery Point	Commodity	Commodity	Commodity	Maximum	Minimum
Market	Market	\$0.0228		\$0.0228	\$0.0175	\$0.0000
Field	Market	\$0.0228	\$0.0082		\$0.0175	\$0.0000
Market	Field		\$0.0082			
Field	Field		\$0.0082	\$0.0216		

1/ The minimum reservation rate is equal to zero.

2/ Northern and Shipper may agree to charge an average of the maximum Market Area or Field Area rates during the applicable months of service as set forth in the Firm Throughput Service Agreement without exceeding the maximum rate.

3/ Shipper shall pay the applicable Electric Compression commodity rate as shown in Part 4, Section 10.A. and ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov>.

4/ The firm transportation services commodity rates are not discountable. The commodity rate is the maximum and minimum commodity rate. The applicable MIDs commodity rate will be in addition to the TFX reservation rates. The MIDs rates shown in Part 4, Section 12.6 represent the throughput commodity rates for any transaction involving MIDs.

5/ There will be no commodity charge for transportation from the Ventura pooling point (POI 78623) to the NBPL/NNG Ventura point (POI 192) and from the Ventura pooling point (POI 78623) to the MID 17 pooling point (POI 71458). In addition, there will be no commodity charge for transportation as set forth in Part 7, Section 6.G., Section 7.E. and Section 8.H.

6/ Applicable to Market Area Shippers as provided for in the Carlton Settlement filed in Docket No. RP96-347 dated October 28, 1996.

12.3. CONTESTING PARTIES RATE SCHEDULE TI

Commodity Rates 1/ 2/

Winter (November – March)

TI		Market Area 3/		Field Mileage Rate per 100 miles		Out of Balance	
Receipt Point	Delivery Point	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum
Market	Market	\$1.4488	\$0.0228			\$1.4488	\$0.0228
Field	Market	\$1.4488	\$0.0228	\$0.3440	\$0.0082		
Market	Field			\$0.3440	\$0.0082		
Field	Field			\$0.3440	\$0.0082	\$0.9082	\$0.0216

Carlton Surcharge 4/			
Receipt Point	Delivery Point	Maximum	Minimum
Market	Market	\$0.0175	\$0.0000
Field	Market	\$0.0175	\$0.0000

Summer (April – October)

TI		Market Area 3/		Field Mileage Rate per 100 miles		Out of Balance	
Receipt Point	Delivery Point	Maximum	Minimum	Maximum	Minimum	Maximum	Minimum
Market	Market	\$0.5575	\$0.0228			\$0.5575	\$0.0228
Field	Market	\$0.5575	\$0.0228	\$0.1947	\$0.0082		
Market	Field			\$0.1947	\$0.0082		
Field	Field			\$0.1947	\$0.0082	\$0.5140	\$0.216

Carlton Surcharge 4/			
Receipt Point	Delivery Point	Maximum	Minimum
Market	Market	\$0.0000	\$0.0000
Field	Market	\$0.0000	\$0.0000

1/ Shipper shall pay the applicable Electric Compression commodity rate as shown in Part 4, Section 10.A. and ACA unit surcharge as posted on FERC’s website at <https://www.ferc.gov>.

2/ The MIDs rates shown in Part 4, Section 12.6 represent the throughput commodity rates for any transaction involving MIDs.

3/ There will be no commodity charge for transportation from the Ventura pooling point (POI 78623) to the NBPL/NNG Ventura point (POI 192) and from the Ventura pooling point (POI 78623) to the MID 17 pooling point (POI 71458). In addition, there will be no commodity charge for transportation as set forth in Part 7, Section 6.G., Section 7.E. and Section 8.H.

4/ Applicable to Market Area Shippers as provided for in the Carlton Settlement filed in Docket No. RP96-347 dated October 28, 1996.

12.4. CONTESTING PARTIES RATE SCHEDULE SMS

Reservation Charge	\$7.1490
Commodity Rate	\$0.0208

12.5. CONTESTING PARTIES RATE SCHEDULES FDD, PDD & IDD

Rate Schedule FDD

Maximum Reservation Charge	\$4.7237	1/
Maximum Capacity Charge	\$0.9832	1/
Injection Charge – Firm	\$0.0228	
Withdrawal Charge – Firm	\$0.0228	
Annual Rollover Charge	\$0.9832	1/

Rate Schedule PDD

Maximum Capacity Charge	\$0.9832	1/
Maximum Monthly Inventory Charge	\$0.2373	1/
Injection Charge	\$0.0228	
Withdrawal Charge	\$0.0228	
Annual Rollover Charge	\$0.9832	1/

Rate Schedule IDD

Maximum Monthly Inventory Charge	\$0.2373	1/
Injection Charge	\$0.0228	
Withdrawal Charge	\$0.0228	
Annual Rollover Charge	\$0.9832	1/

1/ Minimum Rate is zero.

12.6. CONTESTING PARTIES MILEAGE INDICATOR DISTRICT CHARGES

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 1-9 and Delivery MIDs 1-9

Receipt District		Delivery District									
		1	2	3	4	5	6	7	7B	8	9
1	TI Apr-Oct	0.0759	0.1830	0.3836	0.5452	0.6133	0.4361	0.4984	0.6561	1.1701	1.0085
	TI Nov-Mar	0.1342	0.3234	0.6777	0.9632	1.0836	0.7706	0.8806	1.1593	2.0674	1.7819
	TF	0.0032	0.0077	0.0162	0.0230	0.0258	0.0184	0.0210	0.0276	0.0493	0.0425
2	TI Apr-Oct	0.0896	0.0136	0.1382	0.3738	0.4848	0.3213	0.4050	0.5627	1.0436	0.8859
	TI Nov-Mar	0.1582	0.0241	0.2442	0.6605	0.8566	0.5676	0.7155	0.9942	1.8438	1.5652
	TF	0.0038	0.0006	0.0058	0.0157	0.0204	0.0135	0.0171	0.0237	0.0440	0.0373
3	TI Apr-Oct	0.6036	0.3913	0.1012	0.1188	0.5315	0.3290	0.2453	0.4030	1.0962	0.9365
	TI Nov-Mar	1.0664	0.6914	0.1789	0.2098	0.9391	0.5814	0.4334	0.7121	1.9367	1.6546
	TF	0.0254	0.0165	0.0043	0.0050	0.0224	0.0139	0.0103	0.0170	0.0462	0.0394
4	TI Apr-Oct	0.5822	0.5179	0.3660	0.0876	0.3213	0.2200	0.3446	0.5023	1.0008	0.8372
	TI Nov-Mar	1.0286	0.9150	0.6467	0.1548	0.5676	0.3887	0.6089	0.8875	1.7682	1.4792
	TF	0.0245	0.0218	0.0154	0.0037	0.0135	0.0093	0.0145	0.0212	0.0421	0.0353
5	TI Apr-Oct	0.5335	0.4809	0.3777	0.3388	0.0526	0.1480	0.2667	0.4244	0.9482	0.7866
	TI Nov-Mar	0.9426	0.8497	0.6674	0.5986	0.0929	0.2614	0.4713	0.7499	1.6753	1.3898
	TF	0.0225	0.0203	0.0159	0.0143	0.0022	0.0062	0.0112	0.0179	0.0399	0.0331
6	TI Apr-Oct	0.3388	0.2706	0.0974	0.1460	0.2005	0.1304	0.1538	0.3115	0.8762	0.6406
	TI Nov-Mar	0.5986	0.4782	0.1720	0.2580	0.3543	0.2305	0.2718	0.5504	1.5480	1.1318
	TF	0.0143	0.0114	0.0041	0.0062	0.0084	0.0055	0.0065	0.0131	0.0369	0.0270
7	TI Apr-Oct	0.5841	0.5082	0.4868	0.3855	0.4128	0.2434	0.1947	0.3524	0.5607	0.3972
	TI Nov-Mar	1.0320	0.8978	0.8600	0.6811	0.7293	0.4300	0.3440	0.6226	0.9907	0.7018
	TF	0.0246	0.0214	0.0205	0.0162	0.0174	0.0103	0.0082	0.0148	0.0236	0.0167
7B	TI Apr-Oct	0.5841	0.5082	0.4868	0.3855	0.4128	0.2434	0.1947	0.0000	0.5607	0.3972
	TI Nov-Mar	1.0320	0.8978	0.8600	0.6811	0.7293	0.4300	0.3440	0.0000	0.9907	0.7018
	TF	0.0246	0.0214	0.0205	0.0162	0.0174	0.0103	0.0082	0.0000	0.0236	0.0167
8	TI Apr-Oct	1.1701	1.1078	1.0241	1.0105	1.0008	0.8080	0.8372	0.6639	0.0156	0.4030
	TI Nov-Mar	2.0674	1.9574	1.8094	1.7854	1.7682	1.4276	1.4792	1.1730	0.0275	0.7121
	TF	0.0493	0.0467	0.0431	0.0426	0.0421	0.0340	0.0353	0.0280	0.0007	0.0170
9	TI Apr-Oct	1.0163	0.9462	0.8508	0.7924	0.6776	0.6912	0.4731	0.2998	0.2473	0.1304
	TI Nov-Mar	1.7957	1.6718	1.5033	1.4001	1.1971	1.2212	0.8359	0.5298	0.4369	0.2305
	TF	0.0428	0.0399	0.0358	0.0334	0.0285	0.0291	0.0199	0.0126	0.0104	0.0055

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

"TF" is applicable to Rate Schedules TF and TFX.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 10-17 and Delivery MIDs 1-9

Receipt District		Delivery District									
		1	2	3	4	5	6	7	7B	8	9
10	TI Apr-Oct	1.0358	1.0709	1.0339	0.8956	0.7457	0.7574	0.5685	0.3952	0.3719	0.3193
	TI Nov-Mar	1.8301	1.8920	1.8266	1.5824	1.3175	1.3382	1.0045	0.6983	0.6570	0.5642
	TF	0.0436	0.0451	0.0435	0.0377	0.0314	0.0319	0.0239	0.0166	0.0157	0.0134
11	TI Apr-Oct	0.9949	0.9190	0.8314	0.7301	0.7184	0.4030	0.5004	0.3271	0.2083	0.2609
	TI Nov-Mar	1.7578	1.6237	1.4689	1.2900	1.2694	0.7121	0.8841	0.5779	0.3681	0.4610
	TF	0.0419	0.0387	0.0350	0.0308	0.0303	0.0170	0.0211	0.0138	0.0088	0.0110
12	TI Apr-Oct	1.0767	1.0008	1.0008	0.8528	0.9112	0.7379	0.5802	0.4069	0.3251	0.3076
	TI Nov-Mar	1.9023	1.7682	1.7682	1.5067	1.6099	1.3038	1.0251	0.7190	0.5745	0.5435
	TF	0.0453	0.0421	0.0421	0.0359	0.0384	0.0311	0.0244	0.0171	0.0137	0.0130
13	TI Apr-Oct	1.0163	1.0144	1.0280	0.9209	0.9229	0.7749	0.6230	0.4498	0.3427	0.3213
	TI Nov-Mar	1.7957	1.7922	1.8163	1.6271	1.6306	1.3691	1.1008	0.7946	0.6054	0.5676
	TF	0.0428	0.0427	0.0433	0.0388	0.0389	0.0326	0.0262	0.0189	0.0144	0.0135
14	TI Apr-Oct	1.2461	1.3006	1.2402	1.1370	1.0514	0.9969	0.8645	0.6912	0.6036	0.5919
	TI Nov-Mar	2.2016	2.2979	2.1913	2.0090	1.8576	1.7613	1.5274	1.2212	1.0664	1.0458
	TF	0.0525	0.0548	0.0522	0.0479	0.0443	0.0420	0.0364	0.0291	0.0254	0.0249
15	TI Apr-Oct	1.6394	1.5712	1.5459	1.3921	1.3551	1.3142	1.1663	0.9930	0.8898	0.8723
	TI Nov-Mar	2.8965	2.7761	2.7314	2.4596	2.3942	2.3220	2.0606	1.7544	1.5721	1.5411
	TF	0.0690	0.0662	0.0651	0.0586	0.0571	0.0554	0.0491	0.0418	0.0375	0.0367
16A	TI Apr-Oct	1.3337	1.2480	1.3064	1.0806	1.1643	0.9170	0.8236	0.6503	0.5685	0.5568
	TI Nov-Mar	2.3564	2.2050	2.3082	1.9092	2.0571	1.6202	1.4551	1.1490	1.0045	0.9838
	TF	0.0562	0.0526	0.0550	0.0455	0.0490	0.0386	0.0347	0.0274	0.0239	0.0235
16B	TI Apr-Oct	1.4992	1.3512	1.3648	1.3395	1.2792	1.2402	0.9015	0.7282	0.7223	0.7126
	TI Nov-Mar	2.6488	2.3874	2.4114	2.3667	2.2601	2.1913	1.5927	1.2866	1.2762	1.2590
	TF	0.0631	0.0569	0.0575	0.0564	0.0539	0.0522	0.0380	0.0307	0.0304	0.0300
17	TI Apr-Oct	2.1962	2.1183	1.8477	1.9178	1.8789	1.8049	1.6569	1.4836	1.4213	1.4096
	TI Nov-Mar	3.8803	3.7427	3.2646	3.3884	3.3196	3.1889	2.9274	2.6213	2.5112	2.4906
	TF	0.0925	0.0892	0.0778	0.0808	0.0791	0.0760	0.0698	0.0625	0.0599	0.0594

NOTE: MID 16A represents the 14 county area south of the F/M Demarcation point.
 MID 16B represents the F/M Demarcation point.
 MID 17 represents the Market Area.
 "TF" is applicable to Rate Schedules TF and TFX.

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 1-9 and Delivery MIDs 10-17

Receipt District		Delivery District								
		10	11	12	13	14	15	16A	16B	17
1	TI Apr-Oct	1.1935	0.9638	1.0825	1.1760	1.3434	1.4310	1.3356	1.4992	2.0577
	TI Nov-Mar	2.1087	1.7028	1.9126	2.0778	2.3736	2.5284	2.3598	2.6488	4.0986
	TF	0.0503	0.0406	0.0456	0.0495	0.0566	0.0603	0.0563	0.0631	0.0869
2	TI Apr-Oct	1.0358	0.8567	0.9560	1.0397	1.2091	1.4291	1.2149	1.3512	1.9097
	TI Nov-Mar	1.8301	1.5136	1.6890	1.8370	2.1362	2.5250	2.1466	2.3874	3.8372
	TF	0.0436	0.0361	0.0403	0.0438	0.0509	0.0602	0.0512	0.0569	0.0807
3	TI Apr-Oct	1.0689	0.9151	1.0124	1.0981	1.3103	1.4856	1.1137	1.3648	1.9233
	TI Nov-Mar	1.8886	1.6168	1.7888	1.9402	2.3151	2.6247	1.9677	2.4114	3.8612
	TF	0.0450	0.0385	0.0426	0.0462	0.0552	0.0626	0.0469	0.0575	0.0813
4	TI Apr-Oct	0.9287	0.8119	0.9112	0.9949	1.1740	1.3843	1.1448	1.3395	1.8980
	TI Nov-Mar	1.6409	1.4345	1.6099	1.7578	2.0743	2.4458	2.0227	2.3667	3.8165
	TF	0.0391	0.0342	0.0384	0.0419	0.0494	0.0583	0.0482	0.0564	0.0802
5	TI Apr-Oct	0.9793	0.7613	0.8606	0.9443	1.0358	1.3045	1.1643	1.2792	1.8377
	TI Nov-Mar	1.7303	1.3450	1.5205	1.6684	1.8301	2.3048	2.0571	2.2601	3.7099
	TF	0.0412	0.0321	0.0362	0.0398	0.0436	0.0549	0.0490	0.0539	0.0777
6	TI Apr-Oct	0.8898	0.6873	0.7885	0.8723	1.0455	1.2889	1.0358	1.2402	1.7987
	TI Nov-Mar	1.5721	1.2143	1.3932	1.5411	1.8473	2.2773	1.8301	2.1913	3.6411
	TF	0.0375	0.0289	0.0332	0.0367	0.0440	0.0543	0.0436	0.0522	0.0760
7	TI Apr-Oct	0.5822	0.3738	0.4712	0.5568	0.7340	1.1351	0.7262	0.9015	1.4600
	TI Nov-Mar	1.0286	0.6605	0.8325	0.9838	1.2969	2.0055	1.2831	1.5927	3.0425
	TF	0.0245	0.0157	0.0198	0.0235	0.0309	0.0478	0.0306	0.0380	0.0618
7B	TI Apr-Oct	0.5822	0.3738	0.4712	0.5568	0.7340	1.1351	0.7262	0.9015	1.4600
	TI Nov-Mar	1.0286	0.6605	0.8325	0.9838	1.2969	2.0055	1.2831	1.5927	3.0425
	TF	0.0245	0.0157	0.0198	0.0235	0.0309	0.0478	0.0306	0.0380	0.0618
8	TI Apr-Oct	0.4244	0.2531	0.3232	0.4089	0.5724	0.8645	0.5452	0.7223	1.2808
	TI Nov-Mar	0.7499	0.4472	0.5710	0.7224	1.0114	1.5274	0.9632	1.2762	2.7260
	TF	0.0179	0.0107	0.0136	0.0172	0.0241	0.0364	0.0230	0.0304	0.0542
9	TI Apr-Oct	0.3290	0.1480	0.3213	0.3271	0.5160	0.7905	0.5783	0.7126	1.2711
	TI Nov-Mar	0.5814	0.2614	0.5676	0.5779	0.9116	1.3966	1.0217	1.2590	2.7088
	TF	0.0139	0.0062	0.0135	0.0138	0.0217	0.0333	0.0244	0.0300	0.0538

NOTE: MID 16A represents the 14 county area south of the F/M Demarcation point.
 MID 16B represents the F/M Demarcation point.
 MID 17 represents the Market Area.
 "TF" is applicable to Rate Schedules TF and TFX.

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 10-17 and Delivery MIDs 10-17

Receipt District		Delivery District								
		10	11	12	13	14	15	16A	16B	17
10	TI Apr-Oct	0.0234	0.0954	0.2862	0.3660	0.5413	0.7515	0.4459	0.7087	1.2672
	TI Nov-Mar	0.0413	0.1686	0.5057	0.6467	0.9563	1.3278	0.7878	1.2522	2.7020
	TF	0.0010	0.0040	0.0121	0.0154	0.0228	0.0317	0.0188	0.0298	0.0536
11	TI Apr-Oct	0.2083	0.0467	0.0857	0.2395	0.4089	0.6639	0.3466	0.5315	1.0900
	TI Nov-Mar	0.3681	0.0826	0.1514	0.4231	0.7224	1.1730	0.6123	0.9391	2.3889
	TF	0.0088	0.0020	0.0036	0.0101	0.0172	0.0280	0.0146	0.0224	0.0462
12	TI Apr-Oct	0.3251	0.1597	0.1947	0.2979	0.4926	0.7048	0.4731	0.6639	1.2224
	TI Nov-Mar	0.5745	0.2821	0.3440	0.5263	0.8703	1.2453	0.8359	1.1730	2.6228
	TF	0.0137	0.0067	0.0082	0.0125	0.0207	0.0297	0.0199	0.0280	0.0518
13	TI Apr-Oct	0.4264	0.1655	0.2434	0.1090	0.2414	0.5198	0.1966	0.3836	0.9421
	TI Nov-Mar	0.7534	0.2924	0.4300	0.1926	0.4266	0.9185	0.3474	0.6777	2.1275
	TF	0.0180	0.0070	0.0103	0.0046	0.0102	0.0219	0.0083	0.0162	0.0400
14	TI Apr-Oct	0.3758	0.4225	0.5276	0.1655	0.0467	0.6659	0.3738	0.5705	1.1290
	TI Nov-Mar	0.6639	0.7465	0.9322	0.2924	0.0826	1.1765	0.6605	1.0079	2.4577
	TF	0.0158	0.0178	0.0222	0.0070	0.0020	0.0280	0.0157	0.0240	0.0478
15	TI Apr-Oct	0.8508	0.6834	0.7944	0.5043	0.6912	0.0487	0.3329	0.5101	1.0686
	TI Nov-Mar	1.5033	1.2074	1.4035	0.8910	1.2212	0.0860	0.5882	0.9013	2.3511
	TF	0.0358	0.0288	0.0335	0.0212	0.0291	0.0021	0.0140	0.0215	0.0453
16A	TI Apr-Oct	0.6445	0.3719	0.4790	0.1966	0.3816	0.3193	0.0331	0.1830	0.7415
	TI Nov-Mar	1.1386	0.6570	0.8462	0.3474	0.6742	0.5642	0.0585	0.3234	1.7732
	TF	0.0271	0.0157	0.0202	0.0083	0.0161	0.0134	0.0014	0.0077	0.0315
16B	TI Apr-Oct	0.7087	0.5315	0.6639	0.3836	0.5705	0.5101	0.1830	0.0000	0.5585
	TI Nov-Mar	1.2522	0.9391	1.1730	0.6777	1.0079	0.9013	0.3234	0.0000	1.4498
	TF	0.0298	0.0224	0.0280	0.0162	0.0240	0.0215	0.0077	0.0000	0.0238
17	TI Apr-Oct	1.4310	1.2227	1.3317	1.0105	0.7204	0.7418	0.5685	0.8177	0.5585
	TI Nov-Mar	2.5284	2.1603	2.3530	1.7854	1.2728	1.3106	1.0045	1.4448	1.4498
	TF	0.0603	0.0515	0.0561	0.0426	0.0303	0.0312	0.0239	0.0344	0.0238

NOTE: MID 16A represents the 14 county area south of the F/M Demarcation point.
 MID 16B represents the F/M Demarcation point.
 MID 17 represents the Market Area.
 "TF" is applicable to Rate Schedules TF and TFX.

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

12.6. CONTESTING PARTIES MILEAGE INDICATOR DISTRICT CHARGES
 MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 1-9 and Delivery MIDs 1-9

Receipt District		Delivery District									
		1	2	3	4	5	6	7	7B	8	9
1	TI Apr-Oct	0.0759	0.1830	0.3836	0.5452	0.6133	0.4361	0.4984	0.6561	1.1701	1.0085
	TI Nov-Mar	0.1342	0.3234	0.6777	0.9632	1.0836	0.7706	0.8806	1.1593	2.0674	1.7819
	TF	0.0032	0.0077	0.0162	0.0230	0.0258	0.0184	0.0210	0.0276	0.0493	0.0425
2	TI Apr-Oct	0.0896	0.0136	0.1382	0.3738	0.4848	0.3213	0.4050	0.5627	1.0436	0.8859
	TI Nov-Mar	0.1582	0.0241	0.2442	0.6605	0.8566	0.5676	0.7155	0.9942	1.8438	1.5652
	TF	0.0038	0.0006	0.0058	0.0157	0.0204	0.0135	0.0171	0.0237	0.0440	0.0373
3	TI Apr-Oct	0.6036	0.3913	0.1012	0.1188	0.5315	0.3290	0.2453	0.4030	1.0962	0.9365
	TI Nov-Mar	1.0664	0.6914	0.1789	0.2098	0.9391	0.5814	0.4334	0.7121	1.9367	1.6546
	TF	0.0254	0.0165	0.0043	0.0050	0.0224	0.0139	0.0103	0.0170	0.0462	0.0394
4	TI Apr-Oct	0.5822	0.5179	0.3660	0.0876	0.3213	0.2200	0.3446	0.5023	1.0008	0.8372
	TI Nov-Mar	1.0286	0.9150	0.6467	0.1548	0.5676	0.3887	0.6089	0.8875	1.7682	1.4792
	TF	0.0245	0.0218	0.0154	0.0037	0.0135	0.0093	0.0145	0.0212	0.0421	0.0353
5	TI Apr-Oct	0.5335	0.4809	0.3777	0.3388	0.0526	0.1480	0.2667	0.4244	0.9482	0.7866
	TI Nov-Mar	0.9426	0.8497	0.6674	0.5986	0.0929	0.2614	0.4713	0.7499	1.6753	1.3898
	TF	0.0225	0.0203	0.0159	0.0143	0.0022	0.0062	0.0112	0.0179	0.0399	0.0331
6	TI Apr-Oct	0.3388	0.2706	0.0974	0.1460	0.2005	0.1304	0.1538	0.3115	0.8762	0.6406
	TI Nov-Mar	0.5986	0.4782	0.1720	0.2580	0.3543	0.2305	0.2718	0.5504	1.5480	1.1318
	TF	0.0143	0.0114	0.0041	0.0062	0.0084	0.0055	0.0065	0.0131	0.0369	0.0270
7	TI Apr-Oct	0.5841	0.5082	0.4868	0.3855	0.4128	0.2434	0.1947	0.3524	0.5607	0.3972
	TI Nov-Mar	1.0320	0.8978	0.8600	0.6811	0.7293	0.4300	0.3440	0.6226	0.9907	0.7018
	TF	0.0246	0.0214	0.0205	0.0162	0.0174	0.0103	0.0082	0.0148	0.0236	0.0167
7B	TI Apr-Oct	0.5841	0.5082	0.4868	0.3855	0.4128	0.2434	0.1947	0.0000	0.5607	0.3972
	TI Nov-Mar	1.0320	0.8978	0.8600	0.6811	0.7293	0.4300	0.3440	0.0000	0.9907	0.7018
	TF	0.0246	0.0214	0.0205	0.0162	0.0174	0.0103	0.0082	0.0000	0.0236	0.0167
8	TI Apr-Oct	1.1701	1.1078	1.0241	1.0105	1.0008	0.8080	0.8372	0.6639	0.0156	0.4030
	TI Nov-Mar	2.0674	1.9574	1.8094	1.7854	1.7682	1.4276	1.4792	1.1730	0.0275	0.7121
	TF	0.0493	0.0467	0.0431	0.0426	0.0421	0.0340	0.0353	0.0280	0.0007	0.0170
9	TI Apr-Oct	1.0163	0.9462	0.8508	0.7924	0.6776	0.6912	0.4731	0.2998	0.2473	0.1304
	TI Nov-Mar	1.7957	1.6718	1.5033	1.4001	1.1971	1.2212	0.8359	0.5298	0.4369	0.2305
	TF	0.0428	0.0399	0.0358	0.0334	0.0285	0.0291	0.0199	0.0126	0.0104	0.0055

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

"TF" is applicable to Rate Schedules TF and TFX.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 10-17 and Delivery MIDs 1-9

Receipt District		Delivery District									
		1	2	3	4	5	6	7	7B	8	9
10	TI Apr-Oct	1.0358	1.0709	1.0339	0.8956	0.7457	0.7574	0.5685	0.3952	0.3719	0.3193
	TI Nov-Mar	1.8301	1.8920	1.8266	1.5824	1.3175	1.3382	1.0045	0.6983	0.6570	0.5642
	TF	0.0436	0.0451	0.0435	0.0377	0.0314	0.0319	0.0239	0.0166	0.0157	0.0134
11	TI Apr-Oct	0.9949	0.9190	0.8314	0.7301	0.7184	0.4030	0.5004	0.3271	0.2083	0.2609
	TI Nov-Mar	1.7578	1.6237	1.4689	1.2900	1.2694	0.7121	0.8841	0.5779	0.3681	0.4610
	TF	0.0419	0.0387	0.0350	0.0308	0.0303	0.0170	0.0211	0.0138	0.0088	0.0110
12	TI Apr-Oct	1.0767	1.0008	1.0008	0.8528	0.9112	0.7379	0.5802	0.4069	0.3251	0.3076
	TI Nov-Mar	1.9023	1.7682	1.7682	1.5067	1.6099	1.3038	1.0251	0.7190	0.5745	0.5435
	TF	0.0453	0.0421	0.0421	0.0359	0.0384	0.0311	0.0244	0.0171	0.0137	0.0130
13	TI Apr-Oct	1.0163	1.0144	1.0280	0.9209	0.9229	0.7749	0.6230	0.4498	0.3427	0.3213
	TI Nov-Mar	1.7957	1.7922	1.8163	1.6271	1.6306	1.3691	1.1008	0.7946	0.6054	0.5676
	TF	0.0428	0.0427	0.0433	0.0388	0.0389	0.0326	0.0262	0.0189	0.0144	0.0135
14	TI Apr-Oct	1.2461	1.3006	1.2402	1.1370	1.0514	0.9969	0.8645	0.6912	0.6036	0.5919
	TI Nov-Mar	2.2016	2.2979	2.1913	2.0090	1.8576	1.7613	1.5274	1.2212	1.0664	1.0458
	TF	0.0525	0.0548	0.0522	0.0479	0.0443	0.0420	0.0364	0.0291	0.0254	0.0249
15	TI Apr-Oct	1.6394	1.5712	1.5459	1.3921	1.3551	1.3142	1.1663	0.9930	0.8898	0.8723
	TI Nov-Mar	2.8965	2.7761	2.7314	2.4596	2.3942	2.3220	2.0606	1.7544	1.5721	1.5411
	TF	0.0690	0.0662	0.0651	0.0586	0.0571	0.0554	0.0491	0.0418	0.0375	0.0367
16A	TI Apr-Oct	1.3337	1.2480	1.3064	1.0806	1.1643	0.9170	0.8236	0.6503	0.5685	0.5568
	TI Nov-Mar	2.3564	2.2050	2.3082	1.9092	2.0571	1.6202	1.4551	1.1490	1.0045	0.9838
	TF	0.0562	0.0526	0.0550	0.0455	0.0490	0.0386	0.0347	0.0274	0.0239	0.0235
16B	TI Apr-Oct	1.4992	1.3512	1.3648	1.3395	1.2792	1.2402	0.9015	0.7282	0.7223	0.7126
	TI Nov-Mar	2.6488	2.3874	2.4114	2.3667	2.2601	2.1913	1.5927	1.2866	1.2762	1.2590
	TF	0.0631	0.0569	0.0575	0.0564	0.0539	0.0522	0.0380	0.0307	0.0304	0.0300
17	TI Apr-Oct	2.1962	2.1183	1.8477	1.9178	1.8789	1.8049	1.6569	1.4836	1.4213	1.4096
	TI Nov-Mar	3.8803	3.7427	3.2646	3.3884	3.3196	3.1889	2.9274	2.6213	2.5112	2.4906
	TF	0.0925	0.0892	0.0778	0.0808	0.0791	0.0760	0.0698	0.0625	0.0599	0.0594

NOTE: MID 16A represents the 14 county area south of the F/M Demarcation point.
 MID 16B represents the F/M Demarcation point.
 MID 17 represents the Market Area.
 "TF" is applicable to Rate Schedules TF and TFX.

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 1-9 and Delivery MIDs 10-17

Receipt District		Delivery District								
		10	11	12	13	14	15	16A	16B	17
1	TI Apr-Oct	1.1935	0.9638	1.0825	1.1760	1.3434	1.4310	1.3356	1.4992	2.0572
	TI Nov-Mar	2.1087	1.7028	1.9126	2.0778	2.3736	2.5284	2.3598	2.6488	4.0981
	TF	0.0503	0.0406	0.0456	0.0495	0.0566	0.0603	0.0563	0.0631	0.0864
2	TI Apr-Oct	1.0358	0.8567	0.9560	1.0397	1.2091	1.4291	1.2149	1.3512	1.9092
	TI Nov-Mar	1.8301	1.5136	1.6890	1.8370	2.1362	2.5250	2.1466	2.3874	3.8367
	TF	0.0436	0.0361	0.0403	0.0438	0.0509	0.0602	0.0512	0.0569	0.0802
3	TI Apr-Oct	1.0689	0.9151	1.0124	1.0981	1.3103	1.4856	1.1137	1.3648	1.9228
	TI Nov-Mar	1.8886	1.6168	1.7888	1.9402	2.3151	2.6247	1.9677	2.4114	3.8607
	TF	0.0450	0.0385	0.0426	0.0462	0.0552	0.0626	0.0469	0.0575	0.0808
4	TI Apr-Oct	0.9287	0.8119	0.9112	0.9949	1.1740	1.3843	1.1448	1.3395	1.8975
	TI Nov-Mar	1.6409	1.4345	1.6099	1.7578	2.0743	2.4458	2.0227	2.3667	3.8160
	TF	0.0391	0.0342	0.0384	0.0419	0.0494	0.0583	0.0482	0.0564	0.0797
5	TI Apr-Oct	0.9793	0.7613	0.8606	0.9443	1.0358	1.3045	1.1643	1.2792	1.8372
	TI Nov-Mar	1.7303	1.3450	1.5205	1.6684	1.8301	2.3048	2.0571	2.2601	3.7094
	TF	0.0412	0.0321	0.0362	0.0398	0.0436	0.0549	0.0490	0.0539	0.0772
6	TI Apr-Oct	0.8898	0.6873	0.7885	0.8723	1.0455	1.2889	1.0358	1.2402	1.7982
	TI Nov-Mar	1.5721	1.2143	1.3932	1.5411	1.8473	2.2773	1.8301	2.1913	3.6406
	TF	0.0375	0.0289	0.0332	0.0367	0.0440	0.0543	0.0436	0.0522	0.0755
7	TI Apr-Oct	0.5822	0.3738	0.4712	0.5568	0.7340	1.1351	0.7262	0.9015	1.4595
	TI Nov-Mar	1.0286	0.6605	0.8325	0.9838	1.2969	2.0055	1.2831	1.5927	3.0420
	TF	0.0245	0.0157	0.0198	0.0235	0.0309	0.0478	0.0306	0.0380	0.0613
7B	TI Apr-Oct	0.5822	0.3738	0.4712	0.5568	0.7340	1.1351	0.7262	0.9015	1.4595
	TI Nov-Mar	1.0286	0.6605	0.8325	0.9838	1.2969	2.0055	1.2831	1.5927	3.0420
	TF	0.0245	0.0157	0.0198	0.0235	0.0309	0.0478	0.0306	0.0380	0.0613
8	TI Apr-Oct	0.4244	0.2531	0.3232	0.4089	0.5724	0.8645	0.5452	0.7223	1.2803
	TI Nov-Mar	0.7499	0.4472	0.5710	0.7224	1.0114	1.5274	0.9632	1.2762	2.7255
	TF	0.0179	0.0107	0.0136	0.0172	0.0241	0.0364	0.0230	0.0304	0.0537
9	TI Apr-Oct	0.3290	0.1480	0.3213	0.3271	0.5160	0.7905	0.5783	0.7126	1.2706
	TI Nov-Mar	0.5814	0.2614	0.5676	0.5779	0.9116	1.3966	1.0217	1.2590	2.7083
	TF	0.0139	0.0062	0.0135	0.0138	0.0217	0.0333	0.0244	0.0300	0.0533

NOTE: MID 16A represents the 14 county area south of the F/M Demarcation point.
 MID 16B represents the F/M Demarcation point.
 MID 17 represents the Market Area.
 "TF" is applicable to Rate Schedules TF and TFX.

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

MILEAGE INDICATOR DISTRICT CHARGES (dollars per Dth) Receipt MIDs 10-17 and Delivery MIDs 10-17

Receipt District		Delivery District								
		10	11	12	13	14	15	16A	16B	17
10	TI Apr-Oct	0.0234	0.0954	0.2862	0.3660	0.5413	0.7515	0.4459	0.7087	1.2667
	TI Nov-Mar	0.0413	0.1686	0.5057	0.6467	0.9563	1.3278	0.7878	1.2522	2.7015
	TF	0.0010	0.0040	0.0121	0.0154	0.0228	0.0317	0.0188	0.0298	0.0531
11	TI Apr-Oct	0.2083	0.0467	0.0857	0.2395	0.4089	0.6639	0.3466	0.5315	1.0895
	TI Nov-Mar	0.3681	0.0826	0.1514	0.4231	0.7224	1.1730	0.6123	0.9391	2.3884
	TF	0.0088	0.0020	0.0036	0.0101	0.0172	0.0280	0.0146	0.0224	0.0457
12	TI Apr-Oct	0.3251	0.1597	0.1947	0.2979	0.4926	0.7048	0.4731	0.6639	1.2219
	TI Nov-Mar	0.5745	0.2821	0.3440	0.5263	0.8703	1.2453	0.8359	1.1730	2.6223
	TF	0.0137	0.0067	0.0082	0.0125	0.0207	0.0297	0.0199	0.0280	0.0513
13	TI Apr-Oct	0.4264	0.1655	0.2434	0.1090	0.2414	0.5198	0.1966	0.3836	0.9416
	TI Nov-Mar	0.7534	0.2924	0.4300	0.1926	0.4266	0.9185	0.3474	0.6777	2.1270
	TF	0.0180	0.0070	0.0103	0.0046	0.0102	0.0219	0.0083	0.0162	0.0395
14	TI Apr-Oct	0.3758	0.4225	0.5276	0.1655	0.0467	0.6659	0.3738	0.5705	1.1285
	TI Nov-Mar	0.6639	0.7465	0.9322	0.2924	0.0826	1.1765	0.6605	1.0079	2.4572
	TF	0.0158	0.0178	0.0222	0.0070	0.0020	0.0280	0.0157	0.0240	0.0473
15	TI Apr-Oct	0.8508	0.6834	0.7944	0.5043	0.6912	0.0487	0.3329	0.5101	1.0681
	TI Nov-Mar	1.5033	1.2074	1.4035	0.8910	1.2212	0.0860	0.5882	0.9013	2.3506
	TF	0.0358	0.0288	0.0335	0.0212	0.0291	0.0021	0.0140	0.0215	0.0448
16A	TI Apr-Oct	0.6445	0.3719	0.4790	0.1966	0.3816	0.3193	0.0331	0.1830	0.7410
	TI Nov-Mar	1.1386	0.6570	0.8462	0.3474	0.6742	0.5642	0.0585	0.3234	1.7727
	TF	0.0271	0.0157	0.0202	0.0083	0.0161	0.0134	0.0014	0.0077	0.0310
16B	TI Apr-Oct	0.7087	0.5315	0.6639	0.3836	0.5705	0.5101	0.1830	0.0000	0.5580
	TI Nov-Mar	1.2522	0.9391	1.1730	0.6777	1.0079	0.9013	0.3234	0.0000	1.4493
	TF	0.0298	0.0224	0.0280	0.0162	0.0240	0.0215	0.0077	0.0000	0.0233
17	TI Apr-Oct	1.4310	1.2227	1.3317	1.0105	0.7204	0.7418	0.5685	0.8177	0.5580
	TI Nov-Mar	2.5284	2.1603	2.3530	1.7854	1.2728	1.3106	1.0045	1.4448	1.4493
	TF	0.0603	0.0515	0.0561	0.0426	0.0303	0.0312	0.0239	0.0344	0.0233

NOTE: MID 16A represents the 14 county area south of the F/M Demarcation point.
 MID 16B represents the F/M Demarcation point.
 MID 17 represents the Market Area.
 "TF" is applicable to Rate Schedules TF and TFX.

NOTE: The MID rates include:

- (1) the appropriate Market Area Commodity rate for deliveries to MID 17;
- (2) the applicable Market Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MID 17; and
- (3) the applicable Field Area Electric Compression commodity rate as set forth in Part 4, Section 10.A. for deliveries to MIDs 1-16A.

In addition, Shipper shall pay the ACA unit surcharge as posted on FERC's website at <https://www.ferc.gov> and the Carlton surcharge, if applicable.

1. RATE SCHEDULE TF - FIRM THROUGHPUT SERVICES

A. Availability

This Rate Schedule is available for transportation of natural gas pursuant to a Firm Throughput Service by Northern Natural Gas Company ("Northern") under the following terms and conditions:

1. Northern determines that sufficient capacity exists to provide the Firm Throughput Service requested by Shipper;
2. Shipper has executed a Firm Throughput Service Agreement ("TF Agreement") of the form contained in Northern's FERC Gas Tariff;
3. The throughput service shall be subject to all of the terms and conditions contained in this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff; and
4. The transportation of natural gas within the MDQ under the throughput service shall be on a firm basis for delivery, regardless of whether the delivery is in the Market Area or Field Area.
5. Shipper who has a TF Agreement shall also be eligible to purchase from Northern no-notice throughput service pursuant to Rate Schedule SMS-System Management Service.

B. Applicability and Character of Service

Shipper may select, pursuant to the terms of this Rate Schedule TF, various Firm Throughput Services (hereinafter referred to as "TF12 Base", "TF12 Variable", "TF5" or "TFF" or collectively referred to as "Throughput Service(s)"). Shipper may have transported, pursuant to this Rate Schedule, gas purchased from Northern and/or from any other third party. Subject to the provisions of Rate Schedule TF and the GENERAL TERMS AND CONDITIONS of this Tariff, service within the MDQ rendered under a TF Agreement shall be on a firm basis for delivery, regardless of whether the delivery is in the Market Area or Field Area, of a transportation quantity referred to as the Maximum Daily Quantity ("MDQ") for each applicable Throughput Service(s). MDQ is the total volume of natural gas for each respective Throughput Service(s) specified in the TF Agreement that Northern is obligated to transport on a daily basis from the Point(s) of Receipt to the Point(s) of Delivery. The Market Area "Total Aggregate MDQ" shall mean the sum of the TF12 Base, TF12 Variable and the TF5 MDQs. The TFF MDQ is the entitlement the Shipper has from Field Area receipt points to the F/M Demarcation. The TFF MDQ is not included in the Total Aggregate MDQ.

A Shipper is permitted to combine multiple TF Agreements into a single TF Agreement to the extent that the individual Agreement's rates, terms and conditions can be distinctly maintained within Northern's contracting and billing systems.

A Shipper is permitted to convert a TF Agreement to a TFX Agreement provided Northern is at least financially indifferent as determined by Northern. Also, Northern and Shipper may agree to convert a portion of a TF Agreement to a TFX Agreement on a not unduly discriminatory basis. A new service agreement will be created under Rate Schedule TFX or the entitlement can be combined with another TFX Agreement provided the services can be combined pursuant to Rate Schedule TFX.

A Shipper is permitted to separate a TF agreement into multiple TF agreements provided the resulting TF agreements, as determined by Northern, (1) retain, in aggregate, all of the same terms and conditions of the original TF agreement between Northern and the Shipper, (2) maintain the same level and proportion of TF12 and TF5 or TFF services, (3) use the same capacity as the original TF agreement and the separation would not adversely impact operations,

and (4) Northern is at least financially indifferent. Otherwise, a Shipper shall have the option to request and Northern may agree, on a not unduly discriminatory basis, to a separation of a TF Agreement into multiple TF Agreements.

Shipper shall have the option to request firm throughput service (1) solely for the Market Area, (2) solely for the Field Area, or (3) a combined service for both the Market and the Field Area. The Shipper's ability to utilize primary and alternate flexible receipt and delivery points is determined by which option is chosen by the Shipper. A Shipper with a combined Market and Field Area service agreement may not transfer a primary firm receipt or delivery point from the Field Area to the Market Area for the term of the TF agreement.

Subject to the terms of this paragraph, a Shipper may select the full requirements option. Under such option, a Shipper will agree to take its full requirements from Northern for the service territory currently served by the existing entitlement and the growth associated with such service territory and agree not to physically bypass Northern for such territories for the term of the agreement. In exchange for such agreement, Shipper and Northern may mutually agree to increase the Shipper's contract demand at agreed upon intervals, to construct new facilities if necessary and to exercise commercially reasonable best efforts to secure approvals for such construction. To the extent new facilities would need to be constructed to meet Shipper's growth requirements, Northern will hold open seasons for any construction required and will provide service to any requesting Shipper whose request meets the economic feasibility requirements for the construction of facilities.

1. Receipt Points

a. Amount of Receipt Point Capacity

Disregarding differences in capacity due to Fuel and UAF, each existing Shipper's contract may reserve receipt point capacity up to one hundred percent (100%) of the Total Aggregate MDQ. No contracts will be allowed receipt point capacity in excess of delivery point capacity.

- i. Flexibility. Shippers may request to amend their agreements to add, change, or delete Primary Receipt Points as limited by the firm throughput service agreement as discussed above. Approval of such request will be subject to capacity availability and operational considerations. All receipt points on the system will be available for use as alternate firm receipt points within the area provided by the contract and subject to operational considerations.

No geographical limitations will be placed on the availability of amended receipt points within the service area provided by the contract.

Other than the discount provision below, there will be no reservation fee impact if receipt points are moved solely within the Market Area or moved solely within the Field Area.

- ii. Discounts. Any discount granted (reservation or commodity) at a Primary Receipt Point will not be automatically granted at an amended or Alternate Receipt Point.

b. Receipt Point Allocation

Allocation of capacity is pursuant to Section 26 of the GENERAL TERMS AND CONDITIONS of this Tariff.

2. Delivery Points

a. Primary Firm Delivery Points

- i. Flexibility. Shippers may request to amend their agreements to add, change, or delete Primary Delivery Points as limited by the firm throughput service agreement as discussed in this Subpart B. Approval of such request will be subject to capacity availability and operational considerations.

No geographical limitations will be placed on the availability of amended delivery points within the service area provided by the contract.

Other than the discount provision below, there will be no reservation fee impact if delivery points are moved solely within the Market Area or moved solely within the Field Area.

- ii. Discounts. Any discount granted (reservation or commodity) at a Primary Delivery Point will not be automatically granted at an amended or alternate delivery point.
- iii. Deletion of Original Primary Delivery Points. If an original Primary Delivery Point is deleted through an amendment, the capacity at that original primary point will not be held for that Shipper.

b. Alternate Firm Delivery Points

- i. Flexibility. All delivery points on the system will be available for use as alternate firm delivery points (including zone deliveries to a specific customer) within the area provided by the contract and subject to operational conditions. A Shipper may not have delivery point flexibility between the Market Area and the Field Area (or vice versa) unless the Shipper has a combined Field Area/Market Area contract.
- ii. Discounts. Any discount granted (reservation or commodity) at the Primary Delivery Point will not be automatically granted at the alternate delivery point.

Northern shall have the right to interrupt or curtail service under this Rate Schedule TF as a result of a force majeure event as defined in Section 10, "Force Majeure" of the GENERAL TERMS AND CONDITIONS of this Tariff, or in accordance with Section 19, "Limitation of Northern's Obligation to Provide Firm Services" of the GENERAL TERMS AND CONDITIONS of the Tariff. Curtailment shall be in accordance with Section 29, "Allocation of Capacity" of the GENERAL TERMS AND CONDITIONS of this Tariff.

C. Throughput Services Offered

The Throughput Service(s) available under Rate Schedule TF are as follows:

TF12 Base is a Firm Throughput Service available for twelve (12) consecutive months. The TF12 Base MDQ is determined as provided in Subpart H of this Rate Schedule TF.

TF12 Variable is a Firm Throughput Service available for twelve (12) consecutive months. The TF12 Variable MDQ is determined as provided in Subpart H of this Rate Schedule TF.

TF5 is a Firm Throughput Service available during the consecutive months of November, December, January, February and March.

TFF is a Firm Throughput Service available for twelve (12) consecutive months for receipt in the Field Area and delivery to the F/M Demarcation point.

Although a TF Agreement may contain one or more of these services, each service (TF12 Base, TF12 Variable, TF5 and TFF) is distinct for purposes of rates.

Notwithstanding the above, and in accordance with any extension right in the TF Agreement, if Shipper extends its TF Agreement, or portions of its TF Agreement, for twelve (12) consecutive months or more the term date may be extended to the end of a Summer Season or Winter Season.

D. Overrun

Overrun Volumes. Northern agrees to transport volumes in excess of the Total Aggregate MDQ contracted for ("Overrun Volumes") on an interruptible basis for Shipper in accordance with the terms and conditions of this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff, provided that sufficient capacity exists to transport such Overrun Volumes.

Within total MDQ - While staying within its Total Aggregate MDQ in the Area contracted for, should Shipper, or its Designee, desire to nominate volumes for transportation (1) in excess of the MDQ specified at a point in the Firm Throughput Service Agreement (Primary Point) or (2) at any other point on Northern's system through which Shipper is entitled to transport under Rate Schedule TF, (Alternate Point) such excess volume shall be considered firm volumes for billing purposes and shall be transported if capacity is available and shall be scheduled pursuant to Section 29 of the GENERAL TERMS AND CONDITIONS of this Tariff.

In Excess of total MDQ - Should Shipper, or its Designee, desire to nominate volumes for transportation in excess of its Total Aggregate MDQ contracted for, such excess volumes will be interruptible volumes for nomination, scheduling and billing purposes and shall be scheduled for transportation if capacity is available pursuant to the terms and conditions of Rate Schedule TF and shall be scheduled pursuant to Section 29 of the GENERAL TERMS AND CONDITIONS of this Tariff.

E. Term of the Agreement

The TF Agreement must be executed by Shipper prior to commencement of service.

Northern and Shipper may agree to different termination dates for specified volumes within the same service agreement on a not unduly discriminatory basis.

Northern and Shipper may agree, on a not unduly discriminatory basis, to contract extensions, including evergreens, rollovers and other extensions.

1. TF Agreements

- a. TF Agreements entered into pursuant to the New Services Settlement and prior to implementation of Order No. 636, shall retain any unilateral rollover right (grandfathered rollover right) contained therein. However, should a Shipper request a rollover of an agreement which contains grandfathered rollover rights for less than the term of the original TF agreement, or a rollover at less than maximum rates, then the MDQ shall be subject to the Right of First Refusal process described in Section 52 of The GENERAL TERMS AND CONDITIONS of this Tariff. If a Shipper under an agreement containing a grandfathered rollover right requests a rollover of less than the MDQ, then only that portion of the agreement for which a rollover was requested will remain subject to the grandfathered rollover right. The remaining quantity shall not be subject to the Right of

First Refusal process. If a Shipper under an agreement containing a grandfathered rollover right provides notice of termination pursuant to the agreement, it must notify Northern at the same time of its desire to have the capacity posted for bids in the Right of First Refusal process. If Shipper does not so notify Northern, the MDQ shall not be subject to the Right of First Refusal process.

- b. TF Agreements at maximum rates with a term of twelve (12) or more consecutive months of service or for a term of more than one (1) year for service not available for twelve consecutive months and TF Agreements at discounted rates entered into prior to March 27, 2000, with a term equal to or greater than one (1) year, shall have a guaranteed Right of First Refusal pursuant to Section 52 of the GENERAL TERMS AND CONDITIONS of this Tariff. Northern and Shipper may mutually agree to include ROFR rights in other TF Agreements on a not unduly discriminatory basis.
 - c. TF Agreements with a term up to, but not including, twelve (12) consecutive months of service or for one (1) year or less, shall not be eligible for the Right of First Refusal process. The service will be automatically abandoned upon expiration of the term.
2. Reduction Rights

Northern and Shipper may agree to reduction rights. If Northern and Shipper are unable to agree, Shipper shall be entitled to the following reduction rights, subject to the conditions set forth in paragraph c. below:

- a. Conversion from LDC Sales Service to Transportation. If a firm customer receiving jurisdictional sales service from a Local Distribution Company (LDC) Shipper, served by use of the LDC Shipper's firm throughput entitlement on Northern, converts to transportation service from the LDC and arranges through an upstream supplier for incremental firm service with Northern in lieu of capacity release of the LDC Shipper's firm entitlement, Northern agrees to reduce the LDC Shipper's firm entitlement for a period up to the term of the new firm service agreement. The amount reduced may be no greater than the level of incremental firm service purchased by the upstream supplier from Northern to serve the end use customer of the LDC.
- b. LDC Bypass. If a firm end use customer located behind an LDC's system and served by use of an LDC Shipper's firm throughput entitlement on Northern bypasses the LDC and incremental firm service is purchased from Northern for such market, Northern agrees to reduce the LDC Shipper's firm entitlement for a period up to the term of the new firm service agreement. The amount reduced may be no greater than the level of incremental firm entitlement contracted with Northern by the firm end use customer of the LDC Shipper after the bypass.
- c. The reduction rights in paragraphs a. and b. are subject to the following:
 - i. Capacity release volumes and interruptible service shall not be considered incremental firm service.
 - ii. Northern must be kept revenue neutral except to the extent Northern discounts the incremental entitlement. In determining whether Northern remains revenue neutral, Northern shall consider, in addition to any other relevant factors, any agreements for reimbursement of the cost of construction of facilities, either through the rate or through a CIAC.

- iii. To the extent that the firm end use customer was not exclusively served by Northern, Northern will provide reduction rights on a pro rata basis to Northern's portion of all the customer's firm requirements if the LDC Shipper receives commensurate relief from all other pipelines.
- iv. The firm end use customer has ceased to pay or is expected to cease to pay the LDC Shipper for the firm entitlement used by the LDC to serve the firm end use customer and the LDC submits to Northern a request for reduction.
- v. LDC Shipper's request for reduction shall state the requested effective date. LDC Shipper's request shall be accompanied by an affidavit from LDC Shipper setting forth the information supporting Shipper's request and such supporting documents as will allow Northern to evaluate the request and verify that LDC Shipper is eligible for a reduction under this Section. Such information shall include the firm entitlement level associated with service to the firm end use customer and the level of service within each tier which should be reduced.
- vi. The effective date of the reduction shall be prospective and shall be the later of:
 - (A) the first day of the month following the date of the LDC Shipper's request,
 - (B) the date the firm end use customer ceased paying the LDC for the firm entitlement, or
 - (C) the effective date of the incremental firm service purchased from Northern.

F. Rates and Charges

The monthly billing for Firm Throughput Service(s) TF12 Base, TF12 Variable, TF5 and TFF shall be the sum of:

1. Throughput Reservation Charges

Shipper shall be billed monthly for reservation charges associated with its Field, Market or combined TF agreements. The monthly bill will be derived by using the applicable Throughput Reservation Rate for the TF Throughput Service as shown in Part 4, Section 1 or Section 12.1 of this Tariff, as applicable, multiplied by the MDQs for each respective Throughput Service(s) as shown on the TF Agreement.

2. Throughput Commodity Charge

The total units of TF volumes during the respective month multiplied by the Commodity Rate for each respective Throughput Service(s) unit transported as shown in Part 4, Section 1 or Section 12.1 of this Tariff, as applicable.

3. Overrun and Out-of-Balance Charges

- a. Overrun Charge. For Overrun Volumes transported, the monthly billing shall be the sum of said overrun units transported daily multiplied by the Overrun Rate shown in Part 4, Section 11.

- b. Out-of-Balance Charge. The monthly billing shall be the total units of Out-of-Balance Volumes transported to a delivery point(s) during the respective month multiplied by the Out-of-Balance Rate as shown in Part 4, Section 1 or Section 12.1 of this Tariff, as applicable.

Unless otherwise mutually agreed to by Northern and Shipper, all rates for service under 1., 2., and 3. above, of this Rate Schedule, shall be within the minimum and maximum levels shown in Part 4, Sections 1, 11, and 12.1, respectively. The rate(s) Shipper shall pay will be set forth in Shipper's Service Agreement, or otherwise agreed to in writing. Northern will provide similar rates to similarly situated Shippers upon request.

- 4. Other rates and charges for services under this Rate Schedule shall include each of the following:
 - a. A.C.A. Charge

Shipper shall pay the applicable Annual Charge Adjustment ("A.C.A.") pursuant to Section 36 of the GENERAL TERMS AND CONDITIONS of this Tariff for volumes transported for Shipper.

- b. Fuel

This Subpart F.4.b., "Fuel," shall apply to all throughput.

In addition to the daily quantities delivered, prior to the beginning of each calendar month Shipper shall elect to either:

- i. provide the appropriate Fuel; or
- ii. purchase the appropriate Fuel from Northern.

The scheduling priority for Fuel shall be the same priority as the respective volumes scheduled to flow. The overall Fuel and UAF percentages are set forth in Part 4, Section 10, and detailed by receipt-to-delivery MID path in Part 4, Section 10 of this Tariff.

A Shipper's Fuel and UAF is determined by multiplying the volumes at the receipt point by the applicable receipt-to-delivery MID path rate as shown in Part 4, Section 10.

Electric Compression

In addition, Shipper shall pay the applicable Market Area and Field Area Electric Compression commodity rate, as shown in Part 4, Section 10 of this Tariff, pursuant to Section 53B of the GENERAL TERMS AND CONDITIONS of this Tariff.

- c. Daily Delivery Variance Charges (DDVC)

Shipper shall pay the applicable Daily Delivery Variances Charges pursuant to Section 48 of the GENERAL TERMS AND CONDITIONS of this Tariff.

d. Surcharges

Shipper shall pay any applicable surcharges and surcharge adjustments pursuant to the GENERAL TERMS AND CONDITIONS of this Tariff.

e. Fees

Upon billing by Northern and in a manner mutually agreed to, Shipper shall bear all fees imposed by governmental or regulatory bodies for any filings required in conjunction with service provided for Shipper.

f. Other

Any additional costs which may be properly billed in accordance with the provisions of this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff.

G. Offering of TF Service

To initiate service under this Rate Schedule TF, a valid request must be submitted in accordance with Section 26, "Requests for Service" and Section 27, "Information Required for a Request for Service," of the "GENERAL TERMS AND CONDITIONS" of this Tariff.

For any Shipper that requests new incremental service under Rate Schedule TF, Shipper shall have the right to determine the initial MDQ for one or more of the new incremental Throughput Service(s), TF12 Base, TF12 Variable, TF5 or TFF provided, however, the MDQ for new TF5 shall not exceed thirty percent (30%) of the Total Aggregate MDQ; except where the total entitlement level for the Shipper pursuant to previously existing SS-1, WPS-1 and PS-1 Service Agreement(s) exceeded 30% of the total entitlement level of all firm services, such level will be available as TF5. (Hereinafter referred to as the grandfathered seasonal service percentage.) The Total Aggregate MDQ is exclusive of the TFF MDQ. The initial Market Area MDQs under the Throughput Service(s) shall remain in effect, until revised in accordance with the reallocation provisions set forth in Subpart H, "Reallocation of TF Throughput Levels," of this Rate Schedule.

If a Shipper has a Right of First Refusal (ROFR) or rollover right under its service agreement, the 70%/30% relationship or the grandfathered seasonal service percentage for TF12 and TF5 entitlement and the annual TF12 entitlement requirements (collectively, TF Requirements) must be met in any currently effective entitlement period. Such Shippers may enter into extensions of entitlement that become effective for some future period and that do not meet the TF Requirements; however, at the time the extension becomes effective the TF requirements must be satisfied.

The MDQs for each Throughput Service(s), as such are reallocated from time to time, shall be set forth in the TF Agreement.

The minimum level of Total Aggregate MDQ applicable to a TF Agreement under this Rate Schedule shall be 50 Dth except when a Shipper that has bid at least 50 Dth per day in an open season is awarded less than 50 Dth per day. In which case, the amount awarded in the open season shall be the minimum level of Total Aggregate MDQ for that TF Agreement.

H. Reallocation of TF Throughput Levels

Northern will notify Shipper each year on or before November 1 of the maximum MDQ for TF12 Base, as determined in this Subpart H, that will be effective on the subsequent anniversary date of Shipper's firm TF Throughput Service Agreement. Northern and Shipper may agree to remove any or all delivery points from the annual reallocation process and agree to the TF12 Base quantities at such points. The Total Aggregate MDQ under the TF Agreement will remain unchanged.

Unless Northern and Shipper have agreed to remove certain delivery points from the reallocation process, the maximum TF12 Base entitlement shall be the Shipper's actual average daily deliveries, including (1) total injections to the Ogden deferred delivery point and positive net injections to the Demarc deferred delivery point for FDD, PDD, IDD, or (2) third party storage; to the Town Border Stations (TBS's) or delivery points listed as Primary Delivery Points in the Shipper's TF Service Agreement(s), from Northern's system over the preceding five (5) month summer period, May through September. Furthermore, if the Shipper is the Delivery Point Operator such daily deliveries shall (a) include all deliveries made to such TBS's under any TF Service agreement on an alternate point basis, and (b) include all deliveries made to such TBS's or delivery points under any TI Service Agreement, and (c) include all deliveries made to such TBS's or delivery points as a result of Capacity Release transactions described in Section 47 of the GENERAL TERMS AND CONDITIONS of this Tariff. Deliveries pursuant to a TFX or GS-T Service Agreement shall be excluded.

To the extent the TF12 Base entitlement is adjusted, the TF12 Variable entitlement shall be adjusted in the opposite direction in a like amount.

The MDQs for the TF12 Base and TF12 Variable Throughput Service(s) shall be subject to reallocation in accordance with this Subpart H annually; provided, however, the TF Agreement must be effective for at least one (1) year before the MDQs may be reallocated. In no event shall Shipper modify on an annual basis the MDQ levels for the TF5 service. This reallocation process will not affect TF5 MDQ unless allowed as a result of Section 47. Additionally, this reallocation process shall not result in an automatic change to Northern's reservation rates.

The provisions of this Subpart H shall apply in the same manner when a Shipper has multiple TF Service Agreements at the same point(s). Provided, however, daily deliveries to the TBS or delivery points shall be allocated among the TF agreements on a pro rata basis, using the Total Aggregate MDQ's of each TF agreement, unless Northern and Shipper agree in writing to a different allocation upon the effectiveness of the multiple contract situation.

I. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby incorporated into and made a part of this Rate Schedule.

2. RATE SCHEDULE TFX - FIRM THROUGHPUT SERVICE

A. Availability

This Rate Schedule is available for transportation of natural gas pursuant to a Firm Throughput Service by Northern Natural Gas Company ("Northern") under the following terms and conditions:

1. Northern determines that sufficient capacity exists to provide the Firm Throughput Service requested by Shipper;
2. Shipper has executed a Firm Throughput Service Agreement ("TFX Agreement") of the form contained in Northern's FERC Gas Tariff;
3. the throughput service shall be subject to all of the terms and conditions contained in this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff; and
4. the transportation of natural gas within the MDQ under the throughput service shall be on a firm basis.
5. Shipper who has a TFX Agreement shall also be eligible to purchase from Northern no-notice throughput service pursuant to Rate Schedule SMS-System Management Service.

B. Applicability and Character of Service

Subject to the provisions of this Rate Schedule TFX and the GENERAL TERMS AND CONDITIONS of this Tariff, service within the MDQ rendered under a TFX Agreement shall be on a firm basis of a transportation quantity referred to as the Maximum Daily Quantity ("MDQ"). MDQ is the total volume of natural gas specified in the TFX Agreement that Northern is obligated to transport on a daily basis from the Point(s) of Receipt to the Point(s) of Delivery.

Shipper shall have the option to request firm throughput service (1) solely for the Market Area, (2) solely for the Field Area, or (3) a combined service for both the Market and the Field Area. The Shipper's ability to utilize primary and alternate receipt and delivery points is determined by which option is chosen by the Shipper. A Shipper with a combined Market and Field Area service agreement may not transfer a primary firm receipt or delivery point from the Field Area to the Market Area for the term of the TFX Agreement.

A Shipper is permitted to combine multiple TFX Agreements into a single TFX Agreement to the extent that the individual Agreement's rates, terms and conditions can be distinctly maintained within Northern's contracting and billing systems.

A Shipper is permitted to separate a TFX agreement into multiple TFX agreements provided the resulting TFX agreements, as determined by Northern, (1) retain, in aggregate, all of the same terms and conditions of the original TFX agreement between Northern and the Shipper, (2) maintain the same level and proportion of the same months of service, (3) use the same capacity as the original TFX agreement and the separation would not adversely impact operations, and (4) Northern is at least financially indifferent. Otherwise, a Shipper shall have the option to request and Northern may agree, on a not unduly discriminatory basis, to a separation of a TFX Agreement into multiple TFX Agreements.

Subject to the terms of this paragraph, a Shipper may select the full requirements option. Under such option, a Shipper will agree to take its full requirements from Northern for the service territory currently served by the existing entitlement and the growth associated with such service territory and agree not to physically bypass Northern for such territories for the term of the agreement. In exchange for such agreement, Shipper and Northern may mutually agree to

increase the Shipper's contract demand at agreed upon intervals, to construct new facilities if necessary and to exercise commercially reasonable best efforts to secure approvals for such construction. To the extent new facilities would need to be constructed to meet Shipper's growth requirements, Northern will hold open seasons for any construction required and will provide service to any requesting Shipper whose request meets the economic feasibility requirements for the construction of facilities.

1. Receipt Points

a. Amount of Receipt Point Capacity

Disregarding differences in capacity due to Fuel and UAF, each existing Shipper's contract may reserve receipt point capacity up to one hundred percent (100%) of the MDQ. No contracts will be allowed receipt point capacity in excess of delivery point capacity.

- i. Flexibility. Shippers may request to amend their agreements to add, change, or delete Primary Receipt Points as limited by the firm throughput service agreement as discussed above. Approval of such request will be subject to capacity availability and operational considerations. All receipt points on the system will be available for use as alternate firm receipt points within the area provided by the contract and subject to operational considerations.

No geographical limitations will be placed on the availability of amended receipt points within the service area provided by the contract.

Other than the discount provision below, there will be no reservation fee impact if receipt points are moved solely within the Market Area or moved solely within the Field Area.

- ii. Discounts. Any discount granted (reservation or commodity) at a Primary Receipt Point will not be automatically granted at an amended or Alternate Receipt Point.

b. Receipt Point Allocation

Allocation of capacity is pursuant to Section 26 of the GENERAL TERMS AND CONDITIONS of this Tariff.

2. Delivery Points

a. Primary Firm Delivery Points

- i. Flexibility. Shippers may request to amend their agreements to add, change, or delete Primary Delivery Points as limited by the firm throughput service agreement as discussed above. Approval of such request will be subject to capacity availability and operational considerations.

No geographical limitations will be placed on the availability of amended delivery points within the service area provided by the contract.

Other than the discount provision below, there will be no reservation fee impact if delivery points are moved solely within the Market Area or moved solely within the Field Area.

- ii. Discounts. Any discount granted (reservation or commodity) at a Primary Delivery Point will not be automatically granted at an amended or alternate delivery point.
 - iii. Deletion of Original Primary Delivery Points. If an original Primary Delivery Point is deleted through an amendment, the capacity at that original primary point will not be held for that Shipper.
- b. Alternate Firm Delivery Points
- i. Flexibility. All delivery points on the system will be available for use as alternate firm delivery point (including zone deliveries to a specific customer) within the service area provided by the contract and subject to operational considerations. A Shipper may not have delivery point flexibility between the Market Area and the Field Area (or vice versa) unless the Shipper has combined Field Area/Market Area contract.
 - ii. Discounts. Any discount granted (reservation or commodity) at the Primary Delivery Point will not be automatically granted at the alternate delivery point.

Northern shall have the right to interrupt or curtail service under this Rate Schedule TFX as a result of a force majeure event as defined in Section 10, "Force Majeure" of the GENERAL TERMS AND CONDITIONS of this Tariff, or in accordance with Section 19, "Limitation of Northern's Obligation to Provide Firm Services" of the GENERAL TERMS AND CONDITIONS of this Tariff. Curtailment shall be in accordance with Section 29, "Allocation of Capacity" of the GENERAL TERMS AND CONDITIONS of this Tariff.

C. Offering of TFX Service

To initiate service under this Rate Schedule TFX, a valid request must be submitted in accordance with Section 26, "Requests for Service" and Section 27, "Information Required for a Request for Service," of the GENERAL TERMS AND CONDITIONS of this Tariff.

The minimum level of MDQ applicable to a TFX Agreement under this Rate Schedule shall be 50 Dth for any period during the applicable term of the TFX Agreement except when a Shipper that has bid at least 50 Dth per day in an open season is awarded less than 50 Dth per day. In which case, the amount awarded in the open season shall be the minimum level of MDQ for that TFX Agreement.

D. Term of TFX Agreement

The TFX Agreement must be executed by Shipper prior to commencement of service.

The term of service shall be negotiated. There shall not be a minimum term. The term shall be set forth in the TFX Agreement. TFX Agreements entered into pursuant to the New Service Settlement and prior to implementation of Order No. 636 shall retain any unilateral rollover rights contained therein.

Northern and Shipper may agree to different termination dates for specified volumes within the same Service Agreement on a not unduly discriminatory basis.

Northern and Shipper may agree, on a not unduly discriminatory basis, to contract extensions, including evergreens, rollovers and other extensions.

Northern and Shipper may agree to reduction rights. If Northern and Shipper are unable to agree, Shipper shall be entitled to the following reduction rights, subject to the conditions set forth in paragraph 3. below:

1. Conversion from LDC Sales Service to Transportation. If a firm customer receiving jurisdictional sales service from a Local Distribution Company (LDC) Shipper, served by use of the LDC Shipper's firm throughput entitlement on Northern, converts to transportation service from the LDC and arranges through an upstream supplier for incremental firm service with Northern in lieu of capacity release of the LDC Shipper's firm entitlement, Northern agrees to reduce the LDC Shipper's firm entitlement for a period up to the term of the new firm service agreement. The amount reduced may be no greater than the level of incremental firm service purchased by the upstream supplier from Northern to serve the end use customer of the LDC.
2. LDC Bypass. If a firm end use customer located behind an LDC's system and served by use of an LDC Shipper's firm throughput entitlement on Northern bypasses the LDC and incremental firm service is purchased from Northern for such market, Northern agrees to reduce the LDC Shipper's firm entitlement for a period up to the term of the new firm service agreement. The amount reduced may be no greater than the level of incremental firm entitlement contracted with Northern by the firm end use customer of the LDC Shipper after the bypass.
3. The reduction rights in paragraphs 1. and 2. above are subject to the following:
 - a. Capacity release volumes and interruptible service shall not be considered incremental firm service.
 - b. Northern must be kept revenue neutral except to the extent Northern discounts the incremental entitlement. In determining whether Northern remains revenue neutral, Northern shall consider, in addition to any other relevant factors, any agreements for reimbursement of the cost of construction of facilities, either through the rate or through a CIAC.
 - c. To the extent that the firm end use customer was not exclusively served by Northern, Northern will provide reduction rights on a pro rata basis to Northern's portion of all the customer's firm requirements if the LDC Shipper receives commensurate relief from all other pipelines.
 - d. The firm end use customer has ceased to pay or is expected to cease to pay the LDC Shipper for the firm entitlement used by the LDC to serve the firm end use customer and the LDC submits to Northern a request for reduction.
 - e. LDC Shipper's request for reduction shall state the requested effective date. LDC Shipper's request shall be accompanied by an affidavit from LDC Shipper setting forth the information supporting Shipper's request and such supporting documents as will allow Northern to evaluate the request and verify that LDC Shipper is eligible for a reduction under this section. Such information shall include the firm entitlement level associated with service to the firm end use customer.

- f. The effective date of the reduction shall be prospective and shall be the later of:
 - i. the first day of the month following the date of the LDC Shipper's request,
 - ii. the date the firm end use customer ceased paying the LDC for the firm entitlement, or
 - iii. the effective date of the incremental firm service purchased from Northern.

E. New TFX Agreement

1. TFX Agreements at maximum rates with a term of twelve (12) or more consecutive months of service or for a term of more than one (1) year for service not available for twelve consecutive months and TFX Agreements at discounted rates entered into prior to March 27, 2000, with a term equal to or greater than one (1) year, shall have a guaranteed Right of First Refusal as provided in Section 52 of the GENERAL TERMS AND CONDITIONS of this Tariff. Northern and Shipper may mutually agree to include ROFR rights in other TFX Agreements on a not unduly discriminatory basis.
2. TFX Agreements with a term up to, but not including, twelve (12) consecutive months of service or for one (1) year or less, shall not be eligible for the Right of First Refusal process. The service will be automatically abandoned upon expiration of the term.

F. Overrun

Overrun Volumes. Northern agrees to transport volumes in excess of the MDQ contracted for ("Overrun Volumes") on an interruptible basis for Shipper in accordance with the terms and conditions of this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff, provided that sufficient capacity exists to transport such Overrun Volumes.

Within total MDQ - While staying within its MDQ in the Area contracted for, should Shipper, or its Designee, desire to nominate volumes for transportation (1) in excess of the MDQ specified at a point in the Firm Throughput Service Agreement (Primary Point) or (2) at any other point on Northern's system, (Alternate Point) such excess volume shall be considered firm volumes for billing purposes and shall be transported if capacity is available and shall be scheduled pursuant to Section 29 of the GENERAL TERMS AND CONDITIONS of this Tariff.

In Excess of total MDQ - Should Shipper, or its Designee, desire to nominate volumes for transportation in excess of its MDQ contracted for, such excess volumes will be interruptible volumes for nomination, scheduling and billing purposes and shall be scheduled for transportation if capacity is available pursuant to the terms and conditions of Rate Schedule TI and shall be scheduled pursuant to Section 29 of the GENERAL TERMS AND CONDITIONS of this Tariff.

G. Rates and Charges

The monthly billing for TFX Throughput Service shall be the sum of:

1. Throughput Reservation Charges

Shipper shall be billed monthly for reservation charges associated with its Field, Market or combined TFX agreements. The monthly bill will be derived by using the highest TF Reservation Rate in effect for the month for the TFX Throughput Service as shown in Part 4, Section 2 or Section 12.2 of this Tariff, as applicable, multiplied by the MDQ as shown on the TFX Agreement.

2. Throughput Commodity Charge

The total units of TFX volumes during the respective month multiplied by the Commodity Rate for each TFX unit transported as shown in Part 4, Section 2 or Section 12.2 of this Tariff, as applicable.

The Throughput Commodity rate for TFX service shall be the commodity rate in effect for the respective month of the TFX agreement. Such rates are set forth in Part 4, Section 2 or Section 12.2, as applicable.

3. Overrun and Out-of-Balance Charges

a. Overrun Charge. For Overrun Volumes transported, the monthly billing shall be the sum of said overrun units transported daily multiplied by the Overrun Rate shown in Part 4, Section 11.

b. Out-of-Balance Charge. The monthly billing shall be the total units of Out-of-Balance Volumes transported to a delivery point(s) during the respective month multiplied by the Out-of-Balance Rate as shown in Part 4, Section 2 or Section 12.2 of this Tariff, as applicable.

Unless otherwise mutually agreed to by Northern and Shipper, all rates for service under (1), (2) and (3) above, of this Rate Schedule, shall be within the minimum and maximum levels shown in Part 4, Sections 2, 11, and 12.2, respectively. The rate(s) Shipper shall pay will be set forth in Shipper's Service Agreement, or otherwise agreed to in writing. Northern will provide similar rates to similarly situated Shippers upon request.

4. Other rates and charges for services under this Rate Schedule shall include each of the following:

a. A.C.A. Charge

Shipper shall pay the applicable Annual Charge Adjustment ("A.C.A.") pursuant to Section 36 of the GENERAL TERMS AND CONDITIONS of this Tariff for volumes transported for Shipper.

b. Fuel

This Subpart G.4.b., "Fuel," shall apply to all throughput.

In addition to the daily quantities delivered, prior to the beginning of each calendar month Shipper shall elect to either:

- i. provide the appropriate Fuel; or
- ii. purchase the appropriate Fuel from Northern at a mutually agreed upon price.

The scheduling priority for Fuel shall be the same priority as the respective volumes scheduled to flow. The overall Fuel and UAF percentages are set forth in Part 4, Section 10, and detailed by receipt-to-delivery MID path in Part 4, Section 10 of this Tariff.

A Shipper's Fuel and UAF is determined by multiplying the volumes at the receipt point by the applicable receipt-to-delivery MID path rate as shown in Part 4, Section 10.

Electric Compression

In addition, Shipper shall pay the applicable Market Area and Field Area Electric Compression commodity rate, as shown in Part 4, Section 10 of this Tariff, pursuant to Section 53B of the GENERAL TERMS AND CONDITIONS of this Tariff.

c. Daily Delivery Variance Charges (DDVC)

Shipper shall pay the applicable Daily Delivery Variances Charges pursuant to Section 48 of the GENERAL TERMS AND CONDITIONS of this Tariff.

d. Surcharges

Shipper shall pay any applicable surcharges and surcharge adjustments pursuant to the GENERAL TERMS AND CONDITIONS of this Tariff.

e. Fees

Upon billing by Northern and in a manner mutually agreed to, Shipper shall bear all fees imposed by governmental or regulatory bodies for any filings required in conjunction with service provided for Shipper.

f. Other

Any additional costs which may be properly billed in accordance with the provisions of this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff.

H. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby incorporated into and made a part of this Rate Schedule.

4. RATE SCHEDULE TI - INTERRUPTIBLE THROUGHPUT SERVICE

A. Availability

This Rate Schedule is available for transportation of natural gas pursuant to an Interruptible Throughput Service by Northern Natural Gas Company ("Northern") under the following terms and conditions:

1. Shipper has executed an Interruptible Throughput Service Agreement ("TI Agreement") of the form contained in Northern's FERC Gas Tariff;
2. the throughput service shall be subject to all of the terms and conditions contained in this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff; and
3. the transportation of natural gas under the throughput service shall be on an interruptible basis.

B. Applicability and Character of Service

Subject to the provisions of Rate Schedule TI and the GENERAL TERMS AND CONDITIONS of this Tariff, service rendered under a TI Agreement shall be on an interruptible basis and for a transportation quantity up to the Maximum Daily Quantity ("MDQ"). MDQ is the volume of natural gas specified in the TI Agreement that may be transported on a daily basis from any valid Point(s) of Receipt to any valid Point(s) of Delivery on Northern's traditional systems, as applicable. Northern shall have the right to interrupt or curtail service under this Rate Schedule TI (1) if there is insufficient capacity, (2) if the available capacity is reduced as a result of a force majeure event as defined in Section 10, "Force Majeure" of the GENERAL TERMS AND CONDITIONS of this Tariff, in accordance with Section 19, "Limitation of Northern's Obligation to Provide Firm Services" of the GENERAL TERMS AND CONDITIONS of this Tariff, or (3) or as a result of any operational consideration reasonably determined by Northern. Service by Northern hereunder is conditioned upon Northern's availability of capacity sufficient to provide the service hereunder without detriment or disadvantage to Northern's present and future firm customers and Shippers and shall be subject to the operating and system requirements of Northern as reasonably determined by Northern.

C. Offering of TI Service

To initiate service under this Rate Schedule TI, a valid request must be submitted in accordance with Section 26, "Requests for Service" and Section 27, "Information Required for a Request for Service," of the GENERAL TERMS AND CONDITIONS of this Tariff.

D. Term of TI Agreement

The TI Agreement must be executed by Shipper prior to commencement of service.

The term of service shall be set forth in the TI Agreement. If no service is rendered under a TI Agreement for a one (1) year period, such TI Agreement shall be terminated by Northern, unless otherwise mutually agreed.

E. Overrun

Overrun Volumes. Northern agrees to transport volumes in excess of the MDQ ("Overrun Volumes") on an interruptible basis for Shipper in accordance with the terms and conditions of this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff, provided that sufficient capacity exists to transport such Overrun Volumes.

F. Rates And Charges

The monthly billing for TI Throughput Service(s) shall be the sum of:

1. Throughput Commodity Charge

The total units of TI volumes scheduled during the respective month multiplied by the Commodity Rate for each TI unit transported as shown in Part 4, Section 4 or Section 12.3 of this Tariff, as applicable.

2. Overrun and Out-of-Balance Charges

- a. Overrun Charge. For Overrun Volumes transported, the monthly billing shall be the sum of said overrun units transported multiplied by the daily Overrun Rate shown in Part 4, Section 11.
- b. Out-of Balance Charge. The monthly billing shall be the total units of Out-of-Balance Volumes transported to a delivery point(s) during the respective month multiplied by the Out-of-Balance Rate as shown in Part 4, Section 4 or Section 12.3 of this Tariff, as applicable.

Unless otherwise mutually agreed to by Northern and Shipper, all rates for service under 1 and 2 above of this Rate Schedule shall be within the minimum and maximum levels shown in Part 4, Sections 4, 11, and 12.3, respectively. The rate(s) Shipper shall pay will be set forth in Shipper's Service Agreement, or otherwise agreed to in writing. Northern will provide similar rates to similarly situated Shippers upon request.

3. Other rates and charges for service under this Rate Schedule shall include each of the following:

a. A.C.A. Charge

Shipper shall pay the applicable Annual Charge Adjustment ("A.C.A.") pursuant to Section 36 of the GENERAL TERMS AND CONDITIONS of this Tariff for volumes transported for Shipper.

b. Fuel

This Subpart F.3.b., "Fuel," shall apply to all throughput.

In addition to the daily quantities delivered, prior to the beginning of each calendar month Shipper shall elect to either:

- i. provide the appropriate Fuel; or
- ii. purchase the appropriate Fuel from Northern.

The scheduling priority for Fuel shall be the same priority as the respective volumes scheduled to flow. The overall Fuel and UAF Fuel percentages are set forth in Part 4, Section 10, and detailed by receipt-to-delivery MID path in Part 4, Section 10 of this Tariff.

A Shipper's Fuel and UAF is determined by multiplying the volumes at the receipt point by the applicable receipt-to-delivery MID path rate as shown in Part 4, Section 10.

Electric Compression

In addition, Shipper shall pay the applicable Market Area and Field Area Electric Compression commodity rate, as shown in Part 4, Section 10 of this Tariff, pursuant to Section 53B of the GENERAL TERMS AND CONDITIONS of this Tariff.

c. Daily Delivery Variance Charge (DDVC)

Shipper shall pay the applicable Daily Delivery Variance Charges pursuant to Section 48 of the GENERAL TERMS AND CONDITIONS of this Tariff.

d. Fees

Upon billing by Northern and in a manner mutually agreed to, Shipper shall bear all fees imposed by governmental or regulatory bodies for any filings required in conjunction with service provided for Shipper.

e. Other

Any additional costs which may be properly billed in accordance with the provisions of this Rate Schedule and the GENERAL TERMS AND CONDITIONS of this Tariff.

G. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby incorporated into and made a part of this Rate Schedule.

5. RATE SCHEDULE SMS – SYSTEM MANAGEMENT SERVICE

A. Availability

This Rate Schedule is available to any Shipper with an effective Firm Throughput Service Agreement as contained in Northern's FERC Gas Tariff. The Shipper must also have an effective System Management Service, Service Agreement (SMS Service Agreement) with Northern in the form included in this Tariff prior to the commencement of service under this Rate Schedule. All throughput related services and rates are applicable as provided in this Tariff.

B. Applicability and Character of Service

System Management Service (SMS) is a companion service to Firm Throughput Service. SMS is a delivery point service providing no-notice firm delivery above or below the Shipper's daily scheduled amount under its corresponding Firm Throughput Agreement up to the Shipper's SMS entitlement without incurring daily delivery variance charges. The SMS entitlement begins after the applicable tolerance levels set forth in Section 48 of the GENERAL TERMS AND CONDITIONS of this Tariff (Section 48). To the extent Northern authorizes firm Throughput Overrun, SMS will provide tolerance above or below the total scheduled quantity (firm entitlement plus authorized overrun). However, Northern shall have the right to call a System Overrun Limitation (SOL), a Critical Day or a System Underrun Limitation (SUL). The SOL or Critical Day may limit the ability of SMS entitlement to be utilized above the scheduled volume, including overrun, on any given day when such scheduled volume is in excess of firm entitlement.

SMS volumes are the daily volume variance between (1) the amount scheduled at the delivery point, plus or minus the tolerance, and (2) the amount actually taken at the delivery point unless Northern has called an SOL or Critical Day.

SMS is not available above MDQ if a Critical Day has been called. If an SOL has been called, SMS may not be available above the MDQ, unless SMS coverage above MDQ has been authorized. When Northern calls an SOL, Northern will also indicate the level of SMS service if any, authorized to be made available above MDQ. If SMS above the MDQ is offered, Northern will post on its website the percentage of SMS that may be utilized above MDQ, ranging from 0-100%. The website posting of available SMS service levels will be made concurrently with the SOL declaration. The 5% tolerance will not be available on volumes above the MDQ on SOL or Critical Days. The tolerance on volumes below the MDQ will be up to 4% not to exceed the MDQ on an SOL and up to 3% not to exceed MDQ on a Critical Day. If SMS coverage above MDQ has not been authorized, SMS coverage will not be available unless throughput overrun has been scheduled in which case SMS is available below the scheduled level.

If a SUL has been called, SMS is available below the throughput scheduled and SMS is available above the scheduled level. However, no five percent (5%) tolerance will apply below the Shipper's scheduled volume before the positive DDVC's apply. However, Small Customers tolerance and negative DDVC levels, as set forth in Section 48, apply at all times, even when an SUL, SOL or Critical Day is called. SMS volumes are charged the SMS commodity charge. SMS service allows the Shipper to exceed its firm entitlement, up to the SMS quantity, unless an SOL or Critical Day has been called. In addition to the SMS demand and commodity charges, all applicable throughput charges will also be assessed.

Also, see Section 48 of the GENERAL TERMS AND CONDITIONS of this Tariff, "Daily Delivery Variance Charges (DDVC)," which sets forth how SMS service operates in conjunction with DDVCs.

C. SMS Quantities

The Shipper may contract for any level of SMS (SMSQ) for an annual period up to a maximum of the entitlement level of the corresponding Firm Throughput Agreement. SMS must be designated for the zone or delivery points as stated in the corresponding Firm Throughput Agreement and, upon written request prior to gas flow, is eligible at an alternate point(s).

D. Rates and Charges

The rates and charges for service under this Rate Schedule shall include each of the following:

1. Reservation Charge

The reservation rate is set forth in Part 4, Section 5 or Section 12.4, as applicable. The monthly charge is equal to the reservation rate multiplied by the SMS entitlement in effect for the respective month.

2. Commodity Charge

The commodity rate is set forth in Part 4, Section 5 or Section 12.4, as applicable. The monthly charge is equal to the commodity rate multiplied by the sum of the daily volume variances. Daily volume variance is any difference between (a) the absolute value of the difference between the volume amount scheduled at the delivery point, and the volume amount actually taken at the delivery point for the day up to the amount of SMS contract quantity, and (b) the applicable tolerance levels set forth in Section 48.

E. SMS Agreements

The Shipper must execute an SMS Service Agreement which will be linked to a specific companion Firm Throughput Service Agreement. The SMS Service Agreement term must match the companion Firm Throughput Service Agreement term unless such agreement exceeds five (5) years.

F. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby incorporated herein by reference and made a part of this Rate Schedule.

6. RATE SCHEDULE FDD - FIRM DEFERRED DELIVERY SERVICE

A. Availability

This Rate Schedule is available to any Shipper, subject to availability of deferred delivery, or storage capacity, as determined by Northern, with an effective Firm Deferred Delivery Service Agreement FDD (Service Agreement) with Northern in the form included in this Tariff prior to commencement of service under this Rate Schedule.

Definition of Terms

1. Account Balance - is the inventory balance at any time held for the Shipper, not to exceed the Shipper's firm storage quantity.
2. Cycle Year - the annual period beginning June 1 and ending the following May 31.
3. Firm Storage Quantity (FSQ) - the maximum FDD Account Balance provided for in the Service Agreement. This number is the individual FDD Shipper's contractual share of the total 65.1 Bcf of annual cycle quantity available for FDD service under Subpart B.1. of this Rate Schedule.
4. Firm Daily Quantity (FDQ) - the Maximum Daily Injection quantity and the Maximum Daily Withdrawal quantity provided for in the Service Agreement for the Shipper. These numbers are the individual FDD Shipper's shares of the total aggregate FDQs during the Injection and Withdrawal Periods shown in Subpart B.2.a., b., c. and d. of this Rate Schedule.
5. Injection Period - the calendar months of June through October.
6. Withdrawal Period - the calendar months of November through May.

B. Applicability and Character of Service

Service under this Rate Schedule shall be firm up to Shipper's FSQ as specified in Shipper's FDD Service Agreement. This Rate Schedule shall provide Shipper the ability to have natural gas quantities transported to or received from Northern on a deferred basis under Rate Schedules for Northern's Firm or Interruptible Throughput Services.

Northern shall annually evaluate its capability to provide service under this Rate Schedule and shall reflect any changes in the amount and length of service it may provide by filing such changes with the Commission. In such event, the shipper shall have the right to reestablish its FDD quantity related to such change.

A Shipper is permitted to combine multiple FDD Agreements into a single FDD Agreement to the extent that the individual Agreement's rates, terms and conditions can be distinctly maintained within Northern's contracting and billing systems. Shipper may also combine its FDD Service Agreement(s) with other FDD Shippers under an FDD Consolidation Agreement or FDQ Aggregation Agreement pursuant to Subpart B.7. or Subpart B.2.d. of this Rate Schedule, whichever is applicable. Furthermore, a Shipper is permitted to separate an FDD Agreement into multiple FDD Agreements once a year, while maintaining the rates, terms and conditions of the original agreement, including the right, for each FDD Agreement, to select among the types of service in accordance with Subpart B.2. below, provided the separation can be accommodated by Northern's contracting and billing systems.

1. Annual Cycle Quantity

Northern shall offer an annual cycle quantity for service under this Rate Schedule of 65.1 Bcf. Additionally, Northern may acquire third party storage service for availability of service under this Rate Schedule in accordance with Section 55 of the GENERAL TERMS AND CONDITIONS of this Tariff. If Northern has additional annual cycle quantity available, Northern will post such capacity on its website.

2. Types of Service

Service under this Rate Schedule shall be available under one of the following options. A Shipper with an FDD Service Agreement with a term of two (2) years or more may select from the available options on an annual cycle basis, provided, (1) Shipper shall not be allowed, unless mutually agreeable to both parties, to change between options within a Cycle Year, and (2) Shipper must maintain the same maximum FDD Account Balance and the same Maximum Daily Withdrawal quantity, unless otherwise agreed to by Northern.

- a. Gas-In-Place (GIP) Option
- b. 4-Step Withdrawal Option
- c. 3-Step Withdrawal Option
- d. EG Option

To the extent monthly and daily capacity remains available after Northern has satisfied requests for service under the four options, Northern may, from time to time, offer service under this Rate Schedule on a partial-cycle basis. Northern will offer such service by posting a notice on its Internet website requesting bids for partial-cycle FDD Service. Northern will provide such service on a not unduly discriminatory basis and only if such service does not adversely affect Northern's obligation to existing Shippers receiving FDD service.

Options

All quantities for GIP, 3-Step, 4-Step and EG storage options, as described below, are provided in Dth.

Under the GIP, 3-Step and 4-Step storage options that follow, Shipper is entitled to a minimum of the injection and withdrawal parameters as a pro rata share of the total FDD annual cycle quantity referenced in Subpart B.1. above, based on the Shipper's total FSQ and the storage option election. Account Balance quantities that are less than or greater than the Account Balance parameters contained in Shipper's Service Agreement shall be subject to the authorized overrun charge as fully described in Subpart C.1. below. In the event that the Shipper has multiple FDD Service Agreements, Northern will net the Shipper's FDD account balances prior to determining the authorized overrun charge, provided that the Shipper has selected the same service type for each of the FDD Service Agreements. Should Shipper nominate injection or withdrawal quantities which would preclude Shipper's ability to meet subsequent periodic Account Balance parameters or subsequent Injection Period or Withdrawal Period quantities, Northern shall have the right to refuse to schedule such quantities.

a. Gas-In-Place Option

Account Balance Parameters:

* Each Shipper's minimum and maximum quantities are determined based on each Shipper's respective FSQ as a percent of the total FDD annual cycle quantity offered.

Injection Period	Withdrawal Period
Total of all Shippers' Account Balances may not be greater than 43,291,500 on August 31.*	Total of all Shippers' Account Balances may not be less than 9,374,400 on January 31.*
	Total of all Shippers' Account Balances may not be greater than 34,893,600 on March 1.*

Daily Maximum FDQ:

Injection Period	Daily Maximum Injection FDQ	Daily Maximum Withdrawal FDQ	Withdrawal Period	Daily Maximum Withdrawal FDQ	Daily Maximum Injection FDQ
40% or less of FSQ	443,864* + 900 per 100,000 of GIP in excess of 0	287,417*	75.0% or more of FSQ	1,129,127*	261,550*
40.0% or more but less than 80% of FSQ	677,475* +150 per 100,000 of GIP in excess of 26,008,851*	359,272*	Less than 75% but more than 25% of FSQ	950,025* +550 per 100,000 of GIP in excess of 16,275,000*	261,550*
80% or more of FSQ	716,412*	431,126*	25% or less of FSQ	350,419* +3,670 per 100,000 of GIP in excess of 0	261,550*
			April	350,419*	130,775*
			May	Overrun (Interruptible)	Overrun (Interruptible)

b. 4-Step Withdrawal Option

Account Balance Parameters:

* Each Shipper's minimum and maximum quantities are determined based on each Shipper's respective FSQ as a percent of the total FDD annual cycle quantity offered.

Injection Period	Withdrawal Period
Total of all Shippers' Account Balances may not be greater than 43,291,500 on August 31.*	Total of all Shippers' Account Balances may not be less than 26,040,000 on January 31.*
	Total of all Shippers' Account Balances may not be greater than 16,275,000 on March 1.*

Daily Maximum FDQ:

Injection Period			Withdrawal Period		
Period	Daily Maximum Injection FDQ	Daily Maximum Withdrawal FDQ	Period	Daily Maximum Withdrawal FDQ	Daily Maximum Injection FDQ
June	513,948*	287,417*	November	1,129,127*	261,550*
July	607,393*	287,417*	December	1,129,127*	261,550*
August	677,475*	359,272*	January	1,129,127*	261,550*
September	716,412*	431,126*	February	872,153*	261,550*
October	716,412*	431,126*	March	591,818*	261,550*
			April	350,419*	130,775*
			May	Overrun (Interruptible)	Overrun (Interruptible)

c. 3-Step Withdrawal Option

Account Balance Parameters:

* Each Shipper's minimum and maximum quantities are determined based on each Shipper's respective FSQ as a percent of the total FDD annual cycle quantity offered.

Injection Period	Withdrawal Period
Total of all Shippers' Account Balances may not be greater than 43,291,500 on August 31.*	Total of all Shippers' Account Balances may not be less than 26,040,000 on January 31.*
	Total of all Shippers' Account Balances may not be greater than 16,275,000 on March 1.*

Daily Maximum FDQ:

Injection Period			Withdrawal Period		
Period	Daily Maximum Injection FDQ	Daily Maximum Withdrawal FDQ	Period	Daily Maximum Withdrawal FDQ	Daily Maximum Injection FDQ
June	513,948*	287,417*	November	1,129,127*	261,550*
July	607,393*	287,417*	December	1,129,127*	261,550*
August	677,475*	359,272*	January	1,129,127*	261,550*
September	716,412*	431,126*	February 1-14	1,129,127*	261,550*
October	716,412*	431,126*	February 15-28	591,818*	261,550*
			March	591,818*	261,550*
			April	350,419*	130,775*
			May	Overrun (Interruptible)	Overrun (Interruptible)

d. EG Option

The EG option is available for up to 10 Bcf of the annual cycle quantity referenced in Subpart B.1. of this Rate Schedule. Any EG option service available will be posted on Northern's website for the start of the upcoming Cycle Year. A Shipper is entitled to a minimum of the injection and withdrawal parameters that results from a pro rata share of the 10 Bcf total service quantity parameters shown below for the EG option based on its FSQ for service under the EG option.

Northern will have an annual right to reestablish parameters for EG option service if the parameters are operationally unacceptable by Northern. Northern will work with EG option shippers and if Northern and shippers are unable to reestablish acceptable parameters, in Northern's sole discretion, the EG option service will revert to the other FDD service option parameters at the start of the next Cycle Year. If Northern determines that it will discontinue the EG option service, a notice will be provided to shippers by February 1 and the EG option will be discontinued June 1 of the same year.

Should Shipper nominate injection or withdrawal quantities which violate Shipper's monthly Maximum and Minimum Inventory Limits, Northern will not schedule such quantities.

Shipper must comply with its required Maximum and Minimum Inventory Limits as specified in the Account Balance parameters below and also on the Shipper's FDD Service Agreement. Any Account Balance quantities from the beginning of the Gas Day August 1 and the beginning of the Gas Day October 1, that are greater than the required Account Balance parameters set forth in the Shipper's FDD Service Agreement will be charged the applicable withdrawal fee and will become a positive imbalance for the ending production month under the throughput service agreement that is selected by the Shipper. Any Account Balance quantities from the beginning of the Gas Day January 1 and the beginning of the Gas Day February 1, that are less than the required Account Balance parameters set forth in the Shipper's FDD Service Agreement will be charged the applicable injection fee and become a negative imbalance for the ending production month under the throughput service agreement selected by the Shipper. This will ensure the minimum and maximum inventory requirements are reestablished at the specified monthly transition dates.

i. Authorized Overrun

Should Shipper, or its Designee, desire to nominate quantities for firm storage in excess of its current FDQ or the aggregated FDQ under an FDQ Aggregation Agreement as described below. Such quantities shall be scheduled pursuant to the terms and conditions of Rate Schedule IDD if capacity is available, and will be subject to the authorized overrun charge. Northern shall have the right to interrupt all or part of the excess quantity. Northern shall notify Shipper, or its Designee, of such interruption.

ii. FDQ Aggregation Agreement

An FDQ Aggregation Agreement allows Shippers to combine the FDQs of multiple FDD Service Agreements under either the 3-Step or 4-Step options with an EG option for nominations and scheduling purposes. The FDQ Aggregation Agreement will consist of two FDD Service Agreements: one EG option and either one 3-Step or 4-Step option, both of which will be administered by an agent/operator. For purposes of this Subpart B.2.d.ii., an agent/operator could be an aggregating Shipper. If Shipper desires to include more than one FDD Service Agreement under the same service option (3-Step, 4-Step or EG) the FDD Service Agreements must first be consolidated under an FDD Consolidation Agreement pursuant to Subpart B.7. of this Rate Schedule. An individual FDD Service Agreement or an existing consolidated FDD Service Agreement created under Subpart B.7. can be included in an FDQ Aggregation Agreement. The rights and obligations under the FDD Service Agreements included in the FDQ Aggregation Agreement will be the same as the collective rights of the individual FDD Service Agreements. The aggregated FDQ rights in the FDQ Aggregation Agreement may be nominated in total or in part under either the individual or consolidated FDD Service Agreements. Storage inventory balances will be tracked at a contract level based on the individual or consolidated FDD Service Agreement used for nominations. This aggregation arrangement will not affect Northern's ability to provide firm service to the aggregating Shippers or other firm Shippers.

A portion of the EG service can be combined with either a market-based rate FDD Service Agreement or non-market-based rate FDD Service Agreement at Shipper's election.

All rates and charges, including market-based rates, as applicable, will be billed based on the applicable individual or consolidated FDD Service Agreement used for nominations. Authorized overrun charges are applicable to nominated quantities for firm storage in excess of the aggregated FDQ. Such quantities shall be scheduled pursuant to the terms and conditions of Rate Schedule IDD if capacity is available. Northern shall have the right to interrupt all or part of the excess quantity. Northern shall notify Shipper, or its Designee, of such interruption. During the month of May, authorized overrun charges are applicable to aggregated FDQ quantities nominated as firm storage on a 3-Step or 4-Step FDD Service Agreement. Such quantities shall be scheduled pursuant to the terms and conditions of this Rate Schedule FDD.

Shipper or Shipper's agent/operator shall have executed an FDQ Aggregation Agreement with Northern in the form contained in this Tariff.

Shipper agrees that the agent/operator will nominate under the individual or consolidated FDD Service Agreement(s), and neither Shipper nor agent will nominate under the FDQ Aggregation Agreement.

A Shipper or agent/operator initiating participation in an FDQ Aggregation Agreement must provide written notice to Northern prior to the beginning of the month the agreement is proposed to be effective. The agreement becomes valid on the date set forth in the agreement and upon execution by the parties.

A Shipper or agent/operator terminating participation in an FDQ Aggregation Agreement must provide written notice to Northern to withdraw from the agreement (Notice to Terminate) and the related FDD Consolidation Agreement arrangements, if applicable. Such withdrawal must be prospective and will be effective on the date provided in the Notice to Terminate. If the terminating party is the Shipper under an individual FDD Service Agreement, the Notice to Terminate must represent that the agent/operator has consented to the termination.

Shipper and agent/operator agree that agent is the sole nominator and sole agent under Shipper's individual or consolidated FDD Service Agreement(s) under the FDQ Aggregation Agreement.

By participating in this aggregation arrangement, a Shipper with an individual FDD Service Agreement recognizes that during that participation it is waiving certain rights it may have pursuant to Northern's Tariff, including the right to nominate under its individual FDD Service Agreement, the right to be billed individually, the individual right to object to an invoice except through its agent/operator, and any other rights associated with having the agreements handled separately.

Nothing herein relieves Shipper of its obligation under the respective FDD Service Agreement including, but not limited to, balancing and paying invoices as principals under the FDD Service Agreement. In the event the agent fails to pay the invoice, the Shipper will be given ten (10) calendar days from the date Northern notifies the Shipper to pay the invoice, subject to Section 8, Billing and Payment, of the GENERAL TERMS AND CONDITIONS of this Tariff.

Account Balance Parameters:

* Each Shipper's minimum and maximum quantities are determined based on each Shipper's respective FSQ as a percent of the total 10 Bcf FDD annual cycle quantity offered.

Injection Period	Withdrawal Period
Maximum Inventory Limit	Minimum Inventory Limit
Total of all Shippers' Account Balances will not be greater than 7,500,000 August 1 through September 30.*	Total of all Shippers' Account Balances will not be less than 4,000,000 January 1 through January 31.*
Total of all Shippers' Account Balances will not be greater than 7,000,000 October 1 through November 30.*	Total of all Shippers' Account Balances will not be less than 3,000,000 February 1 through April 30.*

Daily Maximum FDQ:

Injection Period			Withdrawal Period		
Period	Daily Maximum Injection FDQ	Daily Maximum Withdrawal FDQ	Period	Daily Maximum Withdrawal FDQ	Daily Maximum Injection FDQ
June	110,048*	173,445*			
July	110,048*	173,445*			
August	110,048*	173,445*	November	173,445*	50,000*
September	110,048*	173,445*	December	173,445*	110,048*
October	110,048*	173,445*	January	173,445*	110,048*
			February		110,048*
			30% or more but less than 40% of FSQ	121,971*	
			40% or more of FSQ	133,971*	
			March		110,048*
			30% or more but less than 40% of FSQ	78,909*	
			40% or more but less than 50% of FSQ	90,909*	
			50% or more but less than 75% of FSQ	120,909*	
			75% or more of FSQ	150,909*	
			April		110,048*
			30% or more but less than 40% of FSQ	71,828*	
			40% or more but less than 50% of FSQ	83,828*	
			50% or more but less than 75% of FSQ	113,828*	
			75% or more of FSQ	143,828*	
			May		110,048*
			Up to 25% of FSQ	30,000*	
			25% or more but less than 50% of FSQ	60,000*	
			50% or more but less than 75% of FSQ	90,000*	
			75% or more of FSQ	120,000*	

3. Capacity Release

An FDD Shipper may utilize Northern's capacity release mechanism to permanently or temporarily release all or a portion of its FDD capacity for any or all of the periods for the remaining term of the FDD Service Agreement, pursuant to the applicable terms of Section 47 of the GENERAL TERMS AND CONDITIONS of this Tariff. If only FDD capacity is to be released, then the release can be only on the same period basis. If the Releasing Shipper wishes to release both FDD capacity and the related storage gas, the Replacement Shipper must take both the FDD capacity and the related storage gas. The gas held in the Releasing Shipper's storage account cannot exceed the available FDD capacity after the release. Further, in no way shall releases or recalls and reputs of FDD capacity result in the related gas in the storage account being stranded from the related FDD capacity. If the Releasing Shipper recalls/reputs its FDD capacity, the related storage gas must be proportionally recalled/reput unless otherwise agreed upon by Northern. If any storage gas balance remains in the storage account at the time the capacity release terminates, the storage gas shall be returned to the Releasing Shipper. The release may be effectuated at any time during the periods, subject to the released FDD capacity continuing to be used according to the terms for the assigned FDD capacity. Further, Northern will work with the parties to assure that gas is not stranded in a Shipper's storage account. Northern shall not be liable for the related gas held in the Replacement Shipper's storage account.

4. Injection Period

Shipper shall be entitled to nominate a quantity of natural gas for injection up to its FDQ at an available designated storage point during the Injection Period as specified in Shipper's FDD Service Agreement. Upon acceptance of such nomination by Northern, Shipper shall deliver to Northern quantities scheduled for FDD service. However, Northern may refuse to schedule any nomination which would cause the Shipper's FDD Account Balance to exceed its FDD quantities as specified in the FDD Service Agreement.

Shipper shall specify any of the designated storage points listed on Northern's website as its injection and withdrawal storage point.

Quantities received by Northern from Shipper shall be considered transported by Northern, pursuant to the upstream or downstream Firm or Interruptible Throughput Service Agreement, to the storage point and held in an account for Shipper.

5. Withdrawal Period

Shipper shall be entitled to nominate a quantity of natural gas for withdrawal up to its FDQ at an available designated storage point during the Withdrawal Period as specified in Shipper's FDD Service Agreement. Upon acceptance of such nomination by Northern, Northern shall make available at the storage point the quantity of natural gas scheduled for FDD service. Shipper's total withdrawals at any storage point may not exceed its total injections at such storage point. Shipper shall specify in its nomination under a Firm or Interruptible Throughput Service Agreement the storage point as the receipt point for such delivery. Deliveries to and receipts from Shipper's account under this Rate Schedule shall not be subject to interruption except as provided herein.

6. Account Balance Transfer

To the extent allowed by the parameters of Shipper's FDD account(s), Shipper may, upon advising Northern, transfer its Account Balances (1) among different Shippers' FDD accounts, and/or, (2) between its own FDD accounts with no additional injection or withdrawal fees, and no transportation fees provided that the Shipper's accounts are held at the same storage

point. Provided Northern is not allocating due to capacity constraint(s), transfer of Account Balances between storage points, either on one account or among multiple accounts, shall not be charged injection or withdrawal fees but will be charged the applicable transportation fees. A transportation constraint in the Market Area will have no impact on the ability of Shippers to transfer Account Balances in the Field Area. A transportation constraint in the Field Area will have no impact on the ability of Shippers to transfer Account Balances in the Market Area. However, account balance transfers between accounts are limited to Account Balances where the Shippers have selected the same service type as provided in Subpart B.2. of this Rate Schedule, i.e., GIP, 3-Step, 4-Step or EG. Further, the Account Balance transfer shall not be allowed to create a negative Account Balance for any party involved in the transaction.

7. FDD Consolidation Agreement for Same Storage Options

One or more Shippers may consolidate FDD Service Agreements into a single consolidated FDD Service Agreement administered by an agent/operator for purposes of nomination, scheduling, balancing and invoicing. For purposes of this Subpart B.7., an agent/operator could be a consolidating Shipper. The rights and obligations under the consolidated FDD Service Agreement will be the same as the collective rights of the individual FDD Service Agreements. FDD consolidation will not affect Northern's ability to provide firm service to the consolidating Shippers or other firm Shippers.

Each consolidated FDD Service Agreement must have the same options pursuant to Subpart B.2. of this Rate Schedule.

Market-based-rate FDD Service Agreements may be consolidated with non-market-based rate FDD Service Agreements, provided all of the underlying FDD Service Agreements and the consolidated FDD Service Agreement have the same options pursuant to Subpart B.2. of this Rate Schedule, as well as equivalent commodity rate components. In order to properly charge for market-based storage services, reservation and capacity charges under the consolidated FDD Service Agreement will be based on each Shipper's respective Tariff and market-based Service Agreements. Further, Northern will pro-rate commodity revenues based on each Shipper's respective Tariff and market-based FSQs.

Shipper and Shipper's agent/operator shall have executed an FDD Consolidation Agreement with Northern in the form contained in this Tariff. The form of service agreement used to facilitate the FDD Consolidation Agreement will be the Firm Deferred Delivery Service Agreement under Part 9, Section 5. The rates and terms and conditions of service shall be set forth in an Amendment.

Shipper agrees that the agent/operator will nominate under the consolidated FDD Agreement, and neither Shipper nor agent will nominate under Shipper's individual FDD Service Agreement.

Shipper's FDD Service Agreement shall maintain an inactive status during the time period each Shipper is a party to a Consolidation Agreement. A Shipper initiating participation in an FDD Consolidation Agreement must provide written notice to Northern prior to the beginning of the month the agreement is proposed to be effective. The agreement becomes valid on the date set forth in the agreement and upon execution by the parties.

A Shipper terminating participation in an FDD Consolidation Agreement must provide written notice to Northern to withdraw from the agreement (Notice to Terminate). Such withdrawal must be prospective and will be effective on the date provided in the Notice to Terminate. The Notice to Terminate must represent that the agent has consented and the distribution of all account balance information for the Shipper withdrawing from the consolidation agreement,

including the volumes, the storage points associated with the volumes and the transportation used to inject the volumes into the storage account.

Shipper and agent/operator agree that agent is the sole nominator and sole agent under Shipper's FDD Service Agreement and the Consolidation Agreement.

By participating in this arrangement, Shipper recognizes that during that participation it is waiving certain rights it may have pursuant to Northern's Tariff, including the right to nominate under its individual FDD Service Agreement(s), the right to be billed individually, the individual right to object to an invoice except through its agent/operator, and any other rights associated with having the agreements handled separately.

Nothing herein relieves Shipper of its obligation under the respective FDD Service Agreements including, but not limited to, balancing and paying invoices as principals under the FDD Service Agreements. In the event the agent fails to pay the invoice, the Shipper will be given ten (10) calendar days from the date Northern notifies the Shipper to pay the invoice, subject to Section 8, Billing and Payment, of the GENERAL TERMS AND CONDITIONS of this Tariff. Each Shipper's balancing obligations will be determined on a pro rata basis. Unless otherwise agreed by the parties, obligation for all costs shall be distributed between the Shippers on a pro rata basis based on the original Firm Storage Quantities (FSQs).

C. Firm Storage Quantity (FSQ)

The FSQ shall be the maximum (or minimum) quantity of natural gas specified in Shipper's Service Agreement that Northern is obligated to accept for service on a firm basis. Shipper shall not be permitted to exceed the totals established in its Service Agreement for any period or for any day except as permitted in this Subpart C.

Shipper's FSQ shall be specified as the maximum FDD Account Balance quantity. Periodic maximum and minimum Account Balance parameters and daily maximum quantities based on the Shipper's Injection and Withdrawal Periods shall be set forth in Appendix A to Shipper's Service Agreement.

Unless otherwise agreed, Shipper is required to comply with its periodic Account Balance parameters. For the GIP, 3-Step and 4-Step storage options, if operationally feasible, Northern may agree to retain for a subsequent period any quantities remaining in the FDD account after the Withdrawal Period. Such volumes will be considered Rollover volumes. Such volumes shall be subject to the Annual Rollover Charge and will be included in the subsequent period's total contract quantity. For the EG option, any quantities remaining in a Shipper's storage account will automatically rollover at no additional charge. The rollover quantity under any storage option cannot exceed the next Cycle Year's FSQ.

If the FDD Service Agreement is not renewed or there are Rollover volumes in excess of the next Cycle Year's FSQ, these Rollover volumes must be withdrawn in accordance with the provisions of Part 7, Section 8.E.2. and 8.E.3. of Rate Schedule IDD.

For GIP, 3-Step and 4-Step storage options, in the event that it is not operationally feasible for Northern to retain any (1) quantities in excess of Shipper's periodic Account Balance parameters, or (2) Rollover volumes to a subsequent Injection Period, such volumes must be withdrawn upon at least 15 days notification from Northern and will be subject to the provisions of Part 7, Section 8.E.3. of Rate Schedule IDD. In the event that the volumes become subject to Part 7, Section 8.E.3. of Rate Schedule IDD, the Annual Rollover Charge shall not be applicable.

1. Authorized Overrun

Should Shipper, or its Designee, desire to nominate quantities for firm storage in excess of its current FDQ. Such quantities shall be scheduled pursuant to the terms and conditions of Rate Schedule IDD if capacity is available, and will be subject to the authorized overrun charge. Northern shall have the right to interrupt all or part of the excess quantity. Northern shall notify Shipper, or its Designee, of such interruption.

For GIP, 3-Step and 4-Step storage options, the Account Balance quantities that are less than the January 31 Account Balance parameters set forth in the Shipper's Service Agreement are subject to the authorized overrun charge. Account Balance quantities that are greater than the August 31 and March 1 Account Balance parameters set forth in the Shipper's Service Agreement are subject to the authorized overrun charge. However, as provided in Subpart B.2. of this Rate Schedule, in the event that the Shipper has multiple FDD Service Agreements, Northern will net the Shipper's FDD account balances prior to determining the authorized overrun charge, provided that the Shipper has selected the same service type for each of the FDD Service Agreements. For the EG option, overrun charges are set forth in Subpart B.2.d.i. above.

2. Authorized Reductions

In the event that Northern has allocated storage injections during the Withdrawal Period, FDD Shippers shall be allowed to reduce scheduled firm withdrawal quantities during the last nomination cycle of the Gas Day by an amount up to a quantity equal to the aggregate Daily Maximum Injection FDQ during the Withdrawal Period. In the event that the difference between the total firm withdrawal quantity nominated during the last nomination cycle compared to the total firm withdrawal quantity scheduled as the FDD Shipper's daily firm withdrawal rights during the previous cycle is greater than the quantity equal to the aggregate Daily Maximum Injection FDQ, Northern shall allocate the firm reductions pro-rata.

In the event that Northern has allocated storage withdrawals during the Injection Period, FDD Shippers shall be allowed to reduce scheduled firm injection quantities during the last nomination cycle of the Gas Day by an amount up to a quantity equal to the aggregate Daily Maximum Withdrawal FDQ during the Injection Period. In the event that the difference between the total firm injection quantity nominated during the last nomination cycle compared to the total firm injection quantity scheduled as the FDD Shipper's daily firm injection rights during the previous cycle is greater than the quantity equal to the aggregate Daily Maximum Withdrawal FDQ, Northern shall allocate the firm reductions pro-rata.

D. Interruption of Service

Firm service under this Rate Schedule shall have the highest scheduling priority of Northern's storage services. In addition, service under this Rate Schedule shall be subject to interruption under the terms of the upstream or downstream Firm or Interruptible Throughput Service Agreement(s). Any limitations imposed by such Throughput Service Agreements shall have precedence over Shipper's rights to service herein.

In the event that Northern is required to allocate capacity on its system, service under this Rate Schedule may be constrained by the allocation of capacity to the applicable Throughput Service Agreement.

E. Offering of Service

Available FDD capacity will be posted on Northern's Internet website. Northern shall accept requests for service under this Rate Schedule for FDD quantities available. Such requests must

contain information required to initiate service as defined in Section 27, "Information Required for a Request for Service," of the "GENERAL TERMS AND CONDITIONS" of this Tariff. Priority for service shall be based on the price and term offered by the Shipper. For the purposes of allocating capacity, Shippers willing to pay more than the maximum Tariff rate will be considered to be paying the maximum Tariff rate. Northern, upon receiving such requests including all information required to initiate service, shall notify Shipper of the quantity of FDD capacity available and any inability to provide the service requested. Any allocations required as a result of receiving matching offers will be on a pro rata basis.

F. Rates and Charges

The rates and charges for service under this Rate Schedule shall include each of the following:

1. Reservation Charge

The reservation charge is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. The reservation charge is billed monthly for 12 months. The monthly bill is equal to the reservation charge multiplied by the Shipper's highest FDQ during the Withdrawal Period.

2. Capacity Charge

The capacity charge is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. The capacity charge is billed each month during the Injection Period. The monthly bill is equal to the capacity charge multiplied by the FSQ divided by 5. The capacity charge is billed each month of the Injection Period.

3. Injection Charge

The injection charge per Dth is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. Such charge shall apply to all quantities received by Northern for Shipper's FDD account during the Injection Period, and is billed each month during the Injection Period. The injection charge in the Withdrawal Period shall equal the authorized overrun charge except for the EG option which will incur the Injection Charge.

4. Withdrawal Charge

The withdrawal charge per Dth is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. Such charge shall apply to all quantities withdrawn from Shipper's FDD account during the Withdrawal Period, and is billed each month during the Withdrawal Period. The withdrawal charge in the Injection Period shall equal the authorized overrun charge except for the EG option which will incur the Withdrawal Charge.

5. Fuel

The FDD Storage Fuel rate is set forth in Part 4, Section 10 of this Tariff. Such rate shall apply to all quantities received by Northern for Shipper's FDD account during the Injection Period.

6. Annual Rollover Charge

The annual rollover charge per Dth is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. Such charge shall apply to the balance held in Shipper's FDD account as of the end of the Withdrawal Period. This charge is not applicable to the EG option.

7. Authorized Overrun Charge

The authorized overrun charge is equal to the IDD Monthly Inventory Charge as set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. The authorized overrun charge shall be assessed to quantities scheduled above the Shipper's FDQ and to quantities less than or greater than the periodic Account Balance parameters in Shipper's Service Agreement, as provided in Subpart C.1. and Subpart B.2.d.i. of this Rate Schedule.

8. Flexibility

Unless otherwise mutually agreed to by Northern and Shipper, all rates for service herein shall be flexible within the minimum and maximum levels shown in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. The rate(s) Shipper shall pay will be set forth in Shipper's Service Agreement, or otherwise agreed to in writing. Northern shall have the right to charge the maximum rate at any time as a condition of new service or continuation of service beyond the termination date set forth in Shipper's Service Agreement. Northern shall make all filings required by FERC regulation with respect to the rate(s).

9. URR Percentage

The FDD URR percentage is set forth in Part 4, Section 10. Such charge shall apply to all FDD injection quantities received by Northern during the Injection Period.

Billing for FDD service will commence in accordance with Subpart F of this Rate Schedule.

Northern may file with and seek Commission approval under Section 4 of the Natural Gas Act to change any rates or charges set forth in this Rate Schedule from time to time, whenever in Northern's judgment such change is necessary to assure just and reasonable rates. Northern shall notify Shipper of such filing in accordance with Section 4(d) of the Natural Gas Act. Northern may collect such change in rates in accordance with Section 4(e) of the Natural Gas Act.

G. Transportation Service Associated with Storage Service

Deliveries and redeliveries of the FDD quantities shall be subject to the rates, terms and conditions of the upstream or downstream Firm or Interruptible Throughput Service Agreement.

A transportation rate, Fuel and UAF is charged both into and out of a Field Area storage point. Notwithstanding the above, to the extent a volume in the Market Area or Field Area is transported between a transportation point and its associated storage point, no transportation commodity rate, Fuel or UAF charges shall be assessed. A transportation commodity rate, Fuel and UAF is charged for delivery to the Ogden storage point. If redelivery from Ogden is to a Market Area point, there is no additional transportation commodity, Fuel or UAF charges. If the redelivery is to a Field Area point, the applicable Field Area mileage/MID transportation commodity rate, Fuel and UAF is charged. With the exception of Ogden, to the extent a volume is transported from a storage point to a transportation point other than its own associated transportation point then a transportation commodity rate, Fuel and UAF will be assessed.

In addition, there will be no transportation commodity rate, Fuel or UAF charges for transported:

- (1) From a Market Area storage point to MID 17 pooling point.
- (2) From a Market Area Receipt Point to the MID 17 deferred delivery point (POI 71459).

- (3) Between the Ventura point (POI 192) and Ventura deferred delivery point (POI 71460).
- (4) From a Field Area storage point to a Field Area pooling point in the same MID.
- (5) From a Field Area Receipt Point to a Field Area MID storage point in the same MID.

When the Ogden storage point is used, the Shipper must use the same type of service (i.e., firm or interruptible) to transport to and from the storage point, unless agreed to otherwise by Northern on a non-discriminatory basis. However, in the event Shipper has used interruptible service into the FDD account, Shipper may utilize released capacity, under the terms and conditions of Section 47, Capacity Release, to transport quantities from the FDD account.

H. Term of Service Agreement

FDD Agreements entered into prior to implementation of Order No. 636, shall retain any unilateral rollover right (grandfathered rollover right) contained therein. However, should a Shipper request a rollover of an agreement which contains grandfathered rollover rights for less than the term of the original FDD agreement, or a rollover at less than maximum rates, then the FSQ shall be subject to the Right of First Refusal process described in Section 52 of The GENERAL TERMS AND CONDITIONS of this Tariff. If a Shipper under an agreement containing a grandfathered rollover right requests a rollover of less than the FSQ, then only that portion of the agreement for which a rollover was requested will remain subject to the grandfathered rollover right. The remaining quantity shall not be subject to the Right of First Refusal process. If a Shipper under an agreement containing a grandfathered rollover right provides notice of termination pursuant to the agreement, it must notify Northern at the same time of its wishes to have the capacity posted for bids in the Right of First Refusal process. If Shipper does not so notify Northern, the FSQ shall not be subject to the Right of First Refusal process.

FDD Service Agreements at maximum rates with a term of twelve (12) or more consecutive months of service or for a term of more than one (1) year for service not available for twelve consecutive months and FDD Service Agreements at discounted rates entered into prior to March 27, 2000, with a term equal to or greater than one (1) year, shall have a guaranteed Right of First Refusal as provided in Section 52 of the GENERAL TERMS AND CONDITIONS of this Tariff. Northern and Shipper may mutually agree to include ROFR rights in other FDD Agreements on a not unduly discriminatory basis.

Northern and Shipper may agree to different termination dates for specified volumes within the same service agreement on a not unduly discriminatory basis.

Northern and Shipper may agree, on a not unduly discriminatory basis, to contract extensions, including evergreens, rollovers and other extensions.

Northern and Shipper may agree to reduction rights. If Northern and Shipper are unable to agree, Shipper shall be entitled to the following reduction rights, subject to the conditions set forth in Subpart 3. below:

1. Conversion from LDC Sales Service to Transportation. If a firm customer receiving jurisdictional sales service from a Local Distribution Company (LDC) Shipper, served by use of the LDC Shipper's firm deferred delivery service from Northern, converts to transportation service from the LDC and arranges through an upstream supplier for incremental firm deferred delivery service with Northern in lieu of capacity release of the LDC Shipper's firm deferred delivery service, Northern agrees to reduce the LDC Shipper's firm deferred delivery FSQ for a period up to the term of the new firm service agreement. The amount reduced may be no greater than the level of incremental firm deferred delivery service purchased by the upstream supplier from Northern to serve the end use customer of the LDC.

2. LDC Bypass. If a firm end use customer located behind an LDC's system and served by use of an LDC Shipper's firm deferred delivery service on Northern bypasses the LDC and incremental firm deferred delivery service is purchased from Northern for such market, Northern agrees to reduce the LDC Shipper's firm deferred delivery FSQ for a period up to the term of the new firm deferred delivery service agreement. The amount reduced may be no greater than the level of incremental firm deferred delivery service contracted with Northern to serve the firm end use customer of the LDC Shipper after the bypass.
3. The reduction rights in 1. and 2. above are subject to the following:
 - a. Capacity release volumes and interruptible service shall not be considered incremental firm service.
 - b. Northern must be kept revenue neutral except to the extent Northern discounts the incremental entitlement. In determining whether Northern remains revenue neutral, Northern shall consider, in addition to any other relevant factors, any agreements for reimbursement of the cost of construction of facilities, either through the rate or through a CIAC.
 - c. To the extent that the firm end use customer was not exclusively served by Northern, Northern will provide reduction rights on a pro rata basis to Northern's portion of all the customer's firm requirements if the LDC Shipper receives commensurate relief from all other pipelines.
 - d. The firm end use customer has ceased to pay or is expected to cease to pay the LDC Shipper for the firm deferred delivery entitlement used by the LDC to serve the firm end use customer and the LDC submits to Northern a request for reduction.
 - e. LDC Shipper's request for reduction shall state the requested effective date. LDC Shipper's request shall be accompanied by an affidavit from LDC Shipper setting forth the information supporting Shipper's request and such supporting documents as will allow Northern to evaluate the request and verify that LDC Shipper is eligible for a reduction under this Subpart H. Such information shall include the firm entitlement level associated with service to the firm end use customer.
 - f. The effective date of the reduction shall be prospective and shall be the later of:
 - i. the first day of the month following the date of the LDC Shipper's request,
 - ii. the date the firm end use customer ceased paying the LDC for the firm entitlement,
or
 - iii. the effective date of the incremental firm service purchased from Northern.

I. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby made part of this Rate Schedule. In the event that there is any conflict between the GENERAL TERMS AND CONDITIONS of this Tariff and this Rate Schedule, this Rate Schedule shall have precedence.

7. RATE SCHEDULE PDD - PREFERRED DEFERRED DELIVERY SERVICE

A. Availability

This Rate Schedule is available to any Shipper for Preferred Interruptible Deferred Delivery Service (PDD) on a not unduly-discriminatory basis: (1) subject to Northern's availability to provide the service; and (2) provided the service requested sets forth the specific receipt and delivery terms and months in an Appendix A to the PDD Service Agreement; (3) at the sole discretion of Northern when Shipper and Northern have executed a PDD Service Agreement in the form contained in Northern's FERC Gas Tariff.

Northern shall not be required to provide service under this Rate Schedule that would require Northern to construct or acquire any new facilities or would prevent Northern from providing any other firm service.

B. Applicability and Character of Service

Service under this Rate Schedule shall be provided on an interruptible basis as follows:

PDD is a preferred interruptible service which provides for: (1) the agreement by Shipper and Northern of the specified months of service and specific receipt and delivery terms specified in an Appendix A; (2) the receipt or delivery by Northern of gas quantities that have been delivered by Shipper to the deferred delivery point(s) designated in an Appendix A of an executed PDD Service Agreement between Shipper and Northern; (3) Northern holding or being owed the deferred gas quantities at such deferred delivery point(s); and (4) the return of the gas quantities to Northern or the Shipper at mutually agreed upon deferred delivery point(s) subject to Subpart F. of this Rate Schedule. Northern shall defer quantities of gas for the Shipper up to the maximum total quantity as specified in the Appendix of an executed PDD Service Agreement.

Service under this Rate Schedule shall be provided for a minimum of one (1) day and a maximum term as established by the mutual agreement of Shipper and Northern. The terms of each PDD Service Agreement Appendix shall be attached to the executed PDD Service Agreement between Shipper and Northern.

In the event that a PDD transaction is terminated prior to its expiration or the contract total quantity is reduced thereunder, Northern may, on a not unduly discriminatory basis, agree with the Shipper on a termination fee. The termination fee shall take into account the remaining value of the transaction's service parameters.

Service under this Rate Schedule shall be subject to interruption under the terms of the upstream or downstream Firm or Interruptible Throughput Service Agreement with Northern. Any limitations imposed by such Throughput Service Agreement shall have precedence over Shipper's rights to service herein.

To the extent allowed by the PDD transaction terms of the Shippers' PDD accounts, Shippers may, upon advising Northern, transfer its account balances (1) among different Shippers' PDD Accounts, and/or, (2) between its own PDD accounts with no additional injection or withdrawal fees, and no transportation fees provided that the Shippers' accounts are held at the same storage point. Transfer of account balances between storage points, either on one account or between multiple accounts, shall not be charged injection or withdrawal fees but will be charged the applicable transportation fees.

C. Contract Total Quantity

The Contract Total Quantity (CTQ) shall be the maximum total volume of natural gas, specified in the Shippers' PDD Service Agreement Appendices, that Northern may accept for service under this Rate Schedule for injection or withdrawal to the Shipper's account. Shipper shall not be permitted to exceed the CTQ. Shipper is to perform within the daily, monthly and inventory parameters as outlined in Appendix A of the PDD Service Agreement.

D. Rates and Charges

The maximum and minimum rates for service under this Rate Schedule are listed in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. Shipper shall pay the maximum rate for service under this Rate Schedule unless a lower rate has been agreed to as set forth in Appendix A.

The rates and charges for service under this Rate Schedule shall include each of the following:

1. Capacity Fee

The Capacity Fee set forth in Part 4, Section 6 or Section 12.5, as applicable, shall be multiplied by the applicable CTQ. The Capacity Fee will be credited or refunded in proportion to the amount of service that Northern is unable to provide the PDD Shipper.

2. Injection Charge

The Injection Charge per Dth set forth in Part 4, Section 6 or Section 12.5, as applicable, shall apply to all quantities received for Shipper's account.

3. Withdrawal Charge

The Withdrawal Charge per Dth set forth in Part 4, Section 6 or Section 12.5, as applicable, shall apply to all quantities delivered to Shipper.

4. Monthly Inventory Charge

The Monthly Inventory Charge per Dth is set forth in Part 4, Section 6 or Section 12.5, as applicable, and shall apply to the absolute value of the inventory balances in the Shipper's PDD account for the month.

5. Annual Rollover Charge

The annual rollover charge per Dth is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable. Such charge shall apply to the balance held in Shipper's PDD Account as of March 31st unless otherwise contractually authorized. Revenues received from the annual rollover charge shall be credited in accordance with Section 57 of the GENERAL TERMS AND CONDITIONS of this Tariff.

6. In no event will Northern charge a PDD Shipper more than that which it would have charged an FDD Shipper using the same injection and withdrawal parameters over an FDD cycle year.

Discounted Rates: Northern may from time to time at its sole discretion charge any individual Shipper under this Rate Schedule a PDD rate which is lower than the maximum rate set forth in the currently effective rate section, provided, however, that such rate charged may not be less than the minimum rate set forth in the currently effective Tariff rate section for Rate Schedule PDD.

Negotiated Rates: Northern and Shipper may mutually agree to rates for services that may be above the maximum rates or below the minimum in the currently effective Rate Section for Rate Schedule PDD. Such rates shall be subject to Northern's negotiated rate authority granted by FERC.

E. Transportation Service Associated with Deferred Delivery Service

PDD quantities must be delivered to or redelivered from a deferred delivery point pursuant to a Throughput Service Agreement. Deliveries and redeliveries of the PDD quantities shall be subject to the rates, terms and conditions of the applicable Throughput Service Agreement including transportation entitlements and capacity allocations.

A transportation rate, Fuel and UAF is charged both into and out of a Field Area storage point. Notwithstanding the above, to the extent a volume in the Market Area or Field Area is transported between a transportation point and its associated storage point, no transportation commodity rate, Fuel or UAF charges shall be assessed. A transportation commodity rate, Fuel UAF is charged for delivery to the Ogden storage point. If redelivery from Ogden is to a Market Area point, there is no additional transportation commodity, Fuel and UAF charges. If the redelivery is to a Field Area point, the applicable Field Area mileage/MID transportation commodity rate, Fuel and UAF is charged. With the exception of Ogden, to the extent a volume is transported from a storage point to a transportation point other than its own associated transportation point then a transportation commodity rate, Fuel and UAF will be assessed.

In addition, there will be no transportation commodity rate, Fuel and UAF charges for volumes transported:

- (1) From a Market Area storage point to MID 17 pooling point.
- (2) From a Market Area Receipt Point to the MID 17 deferred delivery point (POI 71459).
- (3) Between the Ventura point (POI 192) and Ventura deferred delivery point (POI 71460).
- (4) From a Field Area storage point to a Field Area pooling point in the same MID.
- (5) From a Field Area Receipt Point to a Field Area MID storage point in the same MID.

When the Ogden storage point is used, the Shipper must use the same type of service (i.e., firm or interruptible) to transport to and from the storage point, unless agreed to otherwise by Northern on a non-discriminatory basis. However, in the event interruptible transportation service was used injecting into the PDD account, capacity release may be utilized, under the terms and conditions of Section 47, Capacity Release, to transport quantities from the PDD account.

F. PDD Points of Service

Shipper shall specify any of the designated storage points listed on Northern's website as its injection and withdrawal point.

G. Requests for Service

A valid request must be submitted in accordance with Section 26 "Requests for Service" and Section 27, "Information Required for a Request for Service," of the GENERAL TERMS AND CONDITIONS of this Tariff, and:

1. Either with the request for service or at the time of execution of the PDD Service Agreement, such other information as required to comply with regulatory reporting or filing requirements; and
2. Sufficient information to determine Shipper's creditworthiness in accordance with Section 46 of the GENERAL TERMS AND CONDITIONS of this Tariff.

Upon Northern's acceptance to provide the requested service, Northern shall tender to Shipper for execution a PDD Form of Service Agreement in the form as set forth in this Tariff.

H. Nominations and Scheduling

Shipper shall nominate PDD service under this Rate Schedule in accordance with the nomination deadlines set forth in Section 28 of the GENERAL TERMS AND CONDITIONS of this Tariff.

I. Allocation of Service

Shipper nominations shall be subject to confirmation by Northern which shall be based on the best operating information available to Northern.

Service under this Rate Schedule shall be scheduled and confirmed only after firm FDD service has been scheduled and confirmed by Northern. Service under this Rate Schedule shall be scheduled and confirmed prior to IDD service.

For purposes of allocating or curtailing service among Shippers under this Rate Schedule, Northern may give service priority based upon the highest total cost commitment to Shipper for PDD service. For the purposes of allocating capacity under this Rate Schedule, Shippers willing to pay more than the maximum Tariff rate will be considered to be paying the maximum Tariff rate. Service may be allocated or curtailed on a pro-rata basis among Shippers willing to pay the same total cost commitment to Northern for such service.

J. Notification from Northern

Shipper may be required, upon notification from Northern, to cease or reduce deliveries to, or receipts from, Northern's PDD service within the Gas Day to protect firm FDD service or to comply with the parameters of Shipper's PDD Service Agreement and Appendices. Further, Shipper may be required to return deferred quantities and/or remove deferred quantities upon notification from Northern. Such notification may be via e-mail or posting on Northern's website. Northern's notification shall specify the time frame within which deferred quantities shall be removed and/or deferred quantities shall be returned, consistent with Northern's operating conditions, but in no event shall the specified time be sooner than the next Gas Day after Northern's notification. In the event that the specified time for removal or return of gas quantities is the next Gas Day, the time of required removal or return shall begin from the time that Shipper receives actual notice from Northern. Notices required after business hours for the next Gas Day will be provided to Shipper via e-mail or posting on Northern's website. In the event that Shipper makes a timely nomination in response to notification by Northern to remove deferred quantities and/or return deferred quantities, the obligation of Shipper to comply with the notification shall begin when Northern schedules the nomination.

1. In the event that Shipper is required to return deferred quantities and/or remove deferred quantities or deferred quantities are not delivered or received in accordance with the daily or monthly parameters outlined in any existing PDD Service Agreement and Appendices, Northern and Shipper may mutually agree to an extended time frame and/or modified terms of such Appendices. In the event that Shipper and Northern are unable to come to such agreement, Northern shall notify Shipper and Shipper shall deliver or receive the deferred quantities within the time frame specified in Northern's notice, which in no instance shall be less than one (1) calendar day. Any deferred quantities not removed within the time frame specified by Northern's notice shall become the property of Northern at no cost to Northern, free and clear of any adverse claims. Any quantities not delivered for deferral within the time frame specified by Northern's notice shall be sold to Shipper at 150% of the applicable Average MIP, as defined in Section 32 of the GENERAL TERMS AND CONDITIONS of this Tariff which may be modified from time to time.
2. In the event that deferred quantities remain in Northern's system and/or deferred quantities have not been returned to Northern's system at the termination of any existing PDD Service Agreement Appendices, Northern and Shipper may mutually agree to an extended time frame and/or modify the terms of such Agreement. In the event that Shipper and Northern are unable to come to such agreement, Northern shall notify Shipper and Shipper shall remove the deferred quantities and/or return the deferred quantities within the time frame specified in Northern's notice, which in no instance shall be less than one (1) calendar day. Any deferred quantities not removed within the time frame specified by Northern's notice shall become the property of Northern at no cost to Northern, free and clear of any adverse claims. In addition, any deferred quantities not returned within the time frame specified by Northern's notice shall be sold to Shipper at 150% of the applicable Average MIP, as defined in Section 32 of the GENERAL TERMS AND CONDITIONS of this Tariff which may be modified from time to time.
3. In the event deferred quantities are not removed from Northern's system or are sold to a Shipper pursuant to (1) or (2) above, the value of the gas will be credited to Shippers in accordance with Section 57 of the GENERAL TERMS AND CONDITIONS of this Tariff.

K. Other Conditions of Service

Northern shall not be required to provide service under this Rate Schedule in the event that all facilities needed to render the requested service do not exist or are not in service at the time the request is made or the time service is commenced.

L. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby incorporated into and made a part of this Rate Schedule.

8. RATE SCHEDULE IDD - INTERRUPTIBLE DEFERRED DELIVERY SERVICE

A. Availability

This Rate Schedule is available to any Shipper with an effective Interruptible Deferred Delivery Service Agreement (Service Agreement) with Northern in the form included in this Tariff prior to service commencing under this Rate Schedule.

Service under this Rate Schedule shall be available on a year-round basis. Shipper may request Northern on a daily basis to accept natural gas volumes delivered by Shipper under Rate Schedule TF, TFX or TI (injections) or to make volumes of natural gas available for transportation (withdrawals). Volumes accepted by Northern shall be held in an account for Shipper and shall be made available to Shipper subject to the terms of this Rate Schedule and as otherwise provided. Available IDD capacity will be posted on the website.

Shipper shall comply with the provisions of this Rate Schedule and the terms of its Service Agreement. Shipper shall pay the maximum rate for service herein as set forth in this Tariff unless a lower rate is established in the Service Agreement or confirmed by Northern in writing. The daily capacity available for service pursuant to this Rate Schedule shall be the Interruptible Deferred Quantity specified in Shipper's Service Agreement.

B. Applicability and Character of Service

Service under this Rate Schedule shall be interruptible up to Shipper's Interruptible Deferred Quantity as specified in Subpart C. of this Rate Schedule and set forth in Shipper's Service Agreement. This Rate Schedule shall provide Shipper the ability to have natural gas volumes delivered to or received from Northern on a deferred basis under a Firm or Interruptible Throughput Service Agreement.

Shipper electing to inject volumes may nominate a volume of natural gas up to its daily Interruptible Deferred Quantity. Upon acceptance of such nomination or portion thereof by Northern, Shipper shall deliver volumes released for Interruptible Deferred Delivery Service to Northern.

Shipper whose volumes are transported to this service and held in an account for subsequent transportation under Rate Schedule TF, TFX or TI shall specify any of the designated storage points listed on Northern's website as its injection and withdrawal storage point.

Volumes received by Northern from Shipper shall be considered transported by Northern pursuant to the upstream or downstream Firm or Interruptible Throughput Service Agreement to the deferred delivery point and held in an account for Shipper. A transportation charge shall be assessed.

Shipper electing to withdraw volumes shall be entitled to nominate a volume of natural gas up to its Interruptible Deferred Quantity. Upon acceptance of such nomination by Northern, Northern shall make available at the deferred delivery point the quantity of natural gas released for Interruptible Deferred Delivery Service. Shipper's volumes must be transported from Shipper's account under Rate Schedule TF, TFX or TI. The nomination under such Rate Schedule(s) shall specify the deferred delivery point as the receipt point in its nomination.

To the extent allowed by the parameters of the Shippers' IDD accounts, Shipper may, upon advising Northern, transfer its account balances (1) among different Shippers' IDD Accounts, and/or, (2) between its own IDD Accounts, with no additional injection or withdrawal fees, and no transportation fees provided that the Shippers' accounts are held at the same storage point. Transfer of account balances between storage points either on one account or multiple accounts, shall not be charged injection or withdrawal fees but will be charged the applicable transportation fees.

At any time during the term of an IDD Service Agreement, Northern and Shipper may agree to transfer any or all of Shipper's IDD account balance to a new PDD transaction. Shipper's transfer of any IDD account balance to a new PDD transaction shall be subject to (1) IDD injection or withdrawal fees, (2) the applicable PDD charges including injection and withdrawal fees and (3) any applicable transportation fees.

Deliveries to and receipts from Shipper's account under this Rate Schedule shall be subject to interruption as provided herein. Transportation service required to effectuate service shall be subject to all restrictions and conditions set forth in the Throughput Service Agreement and Throughput Rate Schedule.

C. Interruptible Deferred Quantity

The Interruptible Deferred Quantity (IDQ) shall be the maximum daily volume of natural gas specified in Shipper's IDD Service Agreement that Northern may accept for service under this Rate Schedule. Shipper shall not be permitted to exceed the IDQ established except as permitted below.

Authorized Overrun - On any day Shipper, or its Designee, may nominate volumes for service in excess of its IDQ.

D. Interruption of Service

Service under this Rate Schedule shall be subject to interruption under the terms of the upstream or downstream Firm or Interruptible Throughput Service Agreement with Northern. Any limitations imposed by such Rate Schedule shall have precedence over Shipper's rights to service herein.

Shippers shall nominate for injections and withdrawals pursuant to Subpart F. below. Northern shall schedule and allocate available IDD injection and withdrawal capacity based on price.

1. Northern may call an IDD inventory allocation when, in Northern's reasonable judgment, the aggregate level of increased IDD activity could jeopardize the ability of Northern to meet its firm storage requirements (an "IDD Inventory Allocation"). Northern may call a "Positive IDD Inventory Allocation" when its storage inventory is approaching levels that might jeopardize Northern's injection capacity for firm storage service. Northern may call a "Negative IDD Inventory Allocation" when its storage inventory is approaching levels that might jeopardize Northern's ability to provide withdrawals for firm storage service. During an IDD Inventory Allocation Period, as defined below, IDD Shippers shall be entitled to nominate, and Northern shall undertake to schedule in accordance with the GENERAL TERMS AND CONDITIONS of its Tariff, IDD service. Individual Shipper's allowable IDD balance (AIB) at the end of the IDD Inventory Allocation Period shall be equal to its balance when the IDD Inventory Allocation Period commenced, or a percentage of such balance as determined in Northern's discretion. No less than thirty (30) days prior to the end of an IDD Inventory Allocation Period, Northern shall post to its website whether the AIB is the balance when the Inventory Allocation Process commenced or a percentage thereof. During a Positive IDD Inventory Allocation, an IDD Shipper's balance at the end of the IDD Inventory Allocation Period may be less than its AIB. In addition, during a Positive IDD Inventory Allocation, an IDD Shipper may nominate for

injection to increase a negative account balance to zero. During a Negative IDD Inventory Allocation, an IDD Shipper's balance at the end of the IDD Inventory Allocation Period may be greater than its AIB. In addition, during a Negative IDD Inventory Allocation, the IDD Shipper may nominate for withdrawal to decrease a positive account balance to zero.

2. Northern will provide notice of an IDD Inventory Allocation at least twenty-four (24) hours prior to the timely nomination deadline for the Gas Day on which the IDD Inventory Allocation will commence, and such notice shall also state the Gas Day on which the IDD Inventory Allocation will end (such period between the commencement date and end date to be referred to as an "IDD Inventory Allocation Period"). Northern will post such notice on its website. Northern may extend the IDD Inventory Allocation by posting a revised notice of the extension on its website. Northern will also provide a grace period of one day for each day that an IDD Shipper's nomination in compliance with the IDD Inventory Allocation was unable to be scheduled by Northern during the last two weeks of such IDD Inventory Allocation Period.
3. In the event an IDD Shipper does not comply with an IDD Inventory Allocation in accordance with Subpart D.1., above, at the end of the IDD Inventory Allocation Period, when Northern has declared a Positive IDD Inventory Allocation, any positive balance remaining in Shipper's IDD Account in excess of the AIB, after any grace period provided above, if applicable, shall become the property of Northern at no cost to Northern, free and clear of any adverse claims. If Northern called a Negative IDD Inventory Allocation, then any negative balance remaining in Shipper's IDD Account less than the AIB, after the grace period provided above, if applicable, shall be invoiced to the Shipper at 150% of the Index Price as defined below in Subpart E.3.

In the event scheduled IDD volumes must be curtailed, such volumes shall be curtailed on the basis of price.

For the purposes of allocating capacity, Shippers willing to pay more than the maximum Tariff rate will be considered to be paying the maximum Tariff rate.

E. Offering of Service

1. To initiate service under this Rate Schedule IDD, a valid request must be submitted in accordance with Section 26, "Requests for Service" and Section 27, "Information Required for a Request for Service," of the GENERAL TERMS AND CONDITIONS of this Tariff.
2. Northern shall provide Shipper at least three (3) Business Days notice prior to termination of its IDD account that a balance remains in Shipper's IDD account. Shipper shall have fifteen (15) days from the date of termination to withdraw or inject quantities to bring its IDD account balance to zero. The fifteen (15) day period ("grace period") will be extended one (1) day for each day on which Shipper nominates gas to be injected or withdrawn but Northern is unable to schedule such nomination.
3. Any positive balance remaining in Shipper's IDD account after the grace period shall become the property of Northern at no cost to Northern, free and clear of any adverse claims. Any negative balance remaining in Shipper's IDD account after the grace period shall be invoiced to the Shipper at 150% of the Index Price, as defined below, for the day on which Shipper's IDD account terminated. The value of this gas shall be credited to Shippers in accordance with Section 57 of the GENERAL TERMS AND CONDITIONS of this Tariff.

The Index Price shall equal the average of the prices at Northern-Demarcation, Northern-Ventura, El Paso, Permian Basin, and Panhandle, Tx - Okla occurring on the contract termination date, as reported in "Gas Daily."

F. Nomination

Deliveries to Northern. Shipper shall nominate service under this Rate Schedule in accordance with Section 28, "Nominations," of the GENERAL TERMS AND CONDITIONS of this Tariff. A Shipper shall nominate gas to be received by Northern at the Point(s) of Receipt under a Throughput Service Agreement and transported under such Throughput Service Agreement to a deferred delivery point. The IDD volumes scheduled will be received by Northern, on an interruptible basis, at a deferred delivery point for Shipper's account.

Receipts from Northern. Shipper shall nominate to receive the IDD volumes from Northern in accordance with Section 28, "Nominations," of the GENERAL TERMS AND CONDITIONS of this Tariff. A Shipper shall nominate gas to be received from Northern under a Throughput Service Agreement at a designated deferred delivery point. The scheduled IDD volumes will be delivered by Northern, on an interruptible basis, to a Point of Delivery under the subject Throughput Service Agreement.

Additionally, the upstream and/or downstream contract information must be provided for a nomination to be valid.

G. Rates and Charges

The rates and charges for service under this Rate Schedule shall include each of the following:

1. Injection Charge

The Injection Charge per Dth set forth in Part 4, Section 6 or Section 12.5, as applicable, shall apply to all quantities received for Shipper's account.

2. Withdrawal Charge

The Withdrawal Charge per Dth set forth in Part 4, Section 6 or Section 12.5, as applicable, shall apply to all quantities delivered to Shipper.

3. Monthly Inventory Charge

The Monthly Inventory Charge per Dth is set forth in Part 4, Section 6 or Section 12.5, as applicable, and shall apply to the absolute value of the inventory balances in Shipper's IDD Account for the month.

4. Annual Rollover Charge

The annual rollover charge per Dth is set forth in Part 4, Section 6 or Section 12.5 of this Tariff, as applicable,. Such charge shall apply to the balance held in Shipper's IDD account as of March 31st.

5. Flexibility

Unless otherwise mutually agreed to by Northern and Shipper, all rates for service herein shall be flexible within the minimum and maximum levels shown in Part 4, Section 6 or Section 12.5 of this Tariff , as applicable,. Northern shall have the right to charge the maximum rate at any time as a condition of new or continuation of service beyond the termination date set forth in Shipper's Service Agreement. Northern shall make all filings required by FERC regulation with respect to the rate(s).

6. Fees

Shipper, or its Designee, shall reimburse Northern upon billing for fees paid by Northern to governmental or regulatory bodies for any filings required in conjunction with service provided to Shipper.

H. Transportation Service Associated with Deferred Delivery Service

IDD quantities must be delivered to or redelivered from a deferred delivery point pursuant to a Throughput Service Agreement. Deliveries and redeliveries of the IDD quantities shall be subject to the rates, terms and conditions of the upstream or downstream Firm or Interruptible Throughput Service Agreement including transportation entitlements and capacity allocations.

A transportation rate and Fuel is charged both into and out of a Field Area storage point. Notwithstanding the above, to the extent a volume in the Market Area or Field Area is transported between a transportation point and its associated storage point, no transportation commodity rate or Fuel charges shall be assessed. A transportation commodity rate and Fuel is charged for delivery to the Ogden storage point. If redelivery from Ogden is to a Market Area point, there is no additional transportation commodity or Fuel charge. If the redelivery is to a Field Area point, the applicable Field Area mileage/MID transportation commodity rate and Fuel is charged. With the exception of Ogden, to the extent a volume is transported from a storage point to a transportation point other than its own associated transportation point then a transportation commodity rate and Fuel will be assessed.

In addition, there will be no transportation commodity rate or Fuel charges for volumes transported:

- (1) From a Market Area storage point to MID 17 pooling point.
- (2) From a Market Area Receipt Point to the MID 17 deferred delivery point (POI 71459).
- (3) Between the Ventura point (POI 192) and Ventura deferred delivery point (POI 71460).
- (4) From a Field Area storage point to a Field Area pooling point in the same MID.
- (5) From a Field Area Receipt Point to a Field Area MID storage point in the same MID.

When the Ogden deferred delivery point is used, the Shipper must use the same type of service (i.e., firm or interruptible) to transport to and from the deferred delivery point, unless agreed to otherwise by Northern on a non-discriminatory basis. However, in the event Shipper has used interruptible service into the IDD account, Shipper may utilize released capacity, under the terms and conditions of Section 47, Capacity Release, to transport quantities from the IDD account.

I. General Terms and Conditions

The GENERAL TERMS AND CONDITIONS of this Tariff are hereby incorporated herein by reference and made a part of this Rate Schedule.

31. RECEIPT POINT SCHEDULING PENALTIES

If, at month's end, the sum of the actual daily quantities of natural gas received by Northern at all Points of Receipt for each Shipper's Throughput Service Agreement(s) varies from the sum of the quantities scheduled under each throughput service agreement during the respective month for transportation at all Points of Receipt, (either + or -) by greater than ten percent (10%), then Northern shall impose on a non-discriminatory basis a penalty equal to the applicable Market Area TI rate per Dth for the difference between the sum of the actual total receipts during the month and the sum of the quantities scheduled for receipt during the respective month, less the tolerance level, except as provided below. Points in each Shipper's throughput Service Agreement(s) which are on Northern's contiguous mainline system may be aggregated for purposes of determining this penalty. Northern's contiguous mainline system refers to facilities which directly connect to, or are located on, Northern's mainline transmission system. Any penalty calculated that is less than five hundred dollars (\$500) will be waived.

Shipper's actual and scheduled volumes, at points connected to Northern's contiguous mainline system, shall be aggregated at the Shipper level prior to determining variance.

In order to protect system integrity, Northern may, after giving Shippers forty-eight hours notice, implement the penalty on a system level, or a specific mainline Point of Receipt. For purposes of this Section, "system level" shall mean any combination of two (2) or more compressor stations in the same geographical area. The monthly penalty will then apply at those designated point(s) for the remainder of the billing month, unless system integrity is no longer in jeopardy. Upon such determination, Northern will so notify Shippers and the penalty shall again apply on a Service Agreement basis from the date of such notice.

In the event of Receipt Point Supply Shortfall or Excess situations, as described in Part 8, Section 19.2, a daily receipt point scheduling penalty may apply at each specific receipt point. The penalty will be \$10.00 per Dth. In supply shortfall situations, the penalty will be assessed on the amount that actual receipts are less than scheduled receipts for the day, after a tolerance equal to the greater of 50 Mcf or seven percent (7%) of scheduled volumes has been applied. In supply excess situations, the penalty will be assessed on the amount that actual receipts are greater than scheduled receipts for the day, after a tolerance equal to the greater of 50 Mcf or seven percent (7%) of scheduled volumes has been applied.

Northern shall waive such penalty or portion thereof if such penalty was the result of a Force Majeure condition on Northern's system or Northern determines that it incorrectly scheduled the volumes. A force majeure situation not on Northern's system will not relieve Shipper of scheduling penalties except as set forth below. Written notification to Northern within forty-eight (48) hours (or as promptly as possible) of a verifiable force majeure on an upstream pipeline will result in waiver of the scheduling penalty for those volumes within such forty-eight (48) hour period. Any waiver will be applied on a nondiscriminatory basis.

Revenues associated with these penalties shall be credited to Shippers in accordance with Section 57 of the GENERAL TERMS AND CONDITIONS of this Tariff.

Receipt point volumes which can be independently verified by Northern (verifiable receipt point volume) will not be subject to the monthly receipt scheduling penalty.

In the event a Shipper would be assessed both a receipt point scheduling penalty and DDVC charge for the same scheduling variance from a receipt point to a delivery point, Northern will charge the Shipper the higher of the receipt point scheduling penalty or the DDVC charge, but not both.