

Appendix B-2

ANR Pipeline Company
FERC Gas Tariff, Third Revised Volume No. 1

Preferred Case Proposed Pro Forma Tariff Records
Marked Version

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RATE SCHEDULE ETS
 MATRIX OF BASE TARIFF TRANSMISSION RATES PER DTH BY ROUTE
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

		DELIVERED	
		TO	
RECEIVED		Supply Zone	Market Zone
FROM		East	North
		(SE)	(MN)
Market Zone South	- Res	\$15.4147	\$19.8274
(MS)	- Cmd	0.0261	0.0376
	- MIN	0.0261	0.0376
	- Ovrn	0.5329	0.6895
Supply Zone East	- Res	\$14.6007	\$19.0134
(SE)	- Cmd	0.0233	0.0348
	- MIN	0.0233	0.0348
	- Ovrn	0.5033	0.6599
Market Zone North	- Res	\$20.0664	\$11.4417
(MN)	- Cmd	0.0348	0.0115
	- MIN	0.0348	0.0115
	- Ovrn	0.6945	0.3877
Supply Zone West	- Res	\$27.9204	\$19.2957
(SW)	- Cmd	0.0533	0.0300
	- MIN	0.0533	0.0300
	- Ovrn	0.9712	0.6644

		DELIVERED		SOUTHEAST		SOUTHWEST		NORTHERN	
		TO							
RECEIVED		S.E.	Southern	Central	S.W.	Southern	Central		
FROM		Area	Segment	Segment	Area	Segment	Segment	Segment	Segment
		(SE)	(ML 2)	(ML 3)	(SW)	(ML 5)	(ML 6)	(ML 7)	
SOUTHEAST AREA	Res	\$15.2110	\$15.9257		\$33.5603	\$27.8419	\$21.6353		
(SE)	Cmd	0.0266	0.0379		0.0775	0.0633	0.0480		
	MIN	0.0266	0.0379		0.0775	0.0633	0.0480		
	Ovrn	0.5267	0.5615		1.1809	0.9787	0.7593		
SE Southern	Res	\$14.3859	\$15.1006		\$32.7352	\$27.0168	\$20.8102		
(ML 2)	Cmd	0.0238	0.0351		0.0747	0.0605	0.0452		
	MIN	0.0238	0.0351		0.0747	0.0605	0.0452		
	Ovrn	0.4968	0.5316		1.1509	0.9487	0.7294		
SE Central	Res	\$17.3384	\$7.6724		\$25.3070	\$19.5886	\$13.3820		
(ML 3)	Cmd	0.0351	0.0113		0.0509	0.0367	0.0214		
	MIN	0.0351	0.0113		0.0509	0.0367	0.0214		
	Ovrn	0.6051	0.2635		0.8829	0.6807	0.4614		
SOUTHWEST AREA	Res	\$36.6401	\$26.9741		\$14.8820	\$20.6220	\$24.9406		
(SW)	Cmd	0.0815	0.0577		0.0210	0.0363	0.0464		

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	MIN	0.0815	0.0577	0.0210	0.0363	0.0464
	Ovrn	1.2861	0.9445	0.5103	0.7143	0.8664
SW Southern	Res	\$33.5874	\$23.9214	\$11.8293	\$17.5693	\$21.8879
(ML 5)	Cmd	0.0747	0.0509	0.0142	0.0295	0.0396
	MIN	0.0747	0.0509	0.0142	0.0295	0.0396
	Ovrn	1.1789	0.8374	0.4031	0.6071	0.7592
SW Central	Res	\$27.8636	\$18.1976	\$17.5639	\$11.8455	\$16.1641
(ML 6)	Cmd	0.0605	0.0367	0.0295	0.0153	0.0254
	MIN	0.0605	0.0367	0.0295	0.0153	0.0254
	Ovrn	0.9766	0.6350	0.6069	0.4047	0.5568
NORTHERN	Res	\$22.1290	\$12.4630	\$22.3545	\$16.6361	\$10.4295
(ML 7)	Cmd	0.0452	0.0214	0.0396	0.0254	0.0101
	MIN	0.0452	0.0214	0.0396	0.0254	0.0101
	Ovrn	0.77270.4311	0.7745	0.5723	0.3530	

General Notes:

All rates shown combine area and segment rates for each route, utilizing the transmission rates set forth in Section 4.12 and represent maximum rates unless designated as minimum firm service rates (MIN).

The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Sections 4.16 and 4.20 reflect the applicable charges and surcharges under these Sections.

RATE SCHEDULE STS; SMALL SHIPPER ETS & FTS-1
 MATRIX OF VOLUMETRIC BASE TARIFF RATES PER DTH
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

RECEIVED FROM	DELIVERED TO		SUPPLY ZONE	SUPPLY ZONE	MARKET ZONE
			WEST 1/	EAST	NORTH

RATE SCHEDULE STS

SUPPLY ZONE WEST	\$ 1.6616	\$2.0193	\$ 1.4686
MARKET ZONE SOUTH		1.6710	1.4952
MARKET ZONE NORTH		1.7194	1.1687

RATE SCHEDULE ETS

For Small Shipper Service Option

SUPPLY ZONE WEST	\$ 1.5153	\$2.8349	\$ 1.9524
MARKET ZONE SOUTH		1.5618	2.0129
MARKET ZONE NORTH		2.0339	1.1514

RATE SCHEDULE FTS-1

For Small Shipper Service Option

SUPPLY ZONE WEST	\$ 1.1241	\$2.4577	\$ 1.6801
MARKET ZONE SOUTH		1.1846	1.7407
MARKET ZONE NORTH		1.6568	0.8791

RECEIVED FROM	DELIVERED TO			SOUTHWEST	SOUTHEAST	NORTHERN
				MAINLINE	MAINLINE	SEGMENT

RATE SCHEDULE STS

SOUTHWEST AREA	\$ 1.9384	\$2.3946	\$ 1.6440
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SOUTHEAST AREA	2.2859	1.7780	1.5272
NORTHERN SEGMENT	1.8466	1.8384	1.0878

~~RATE SCHEDULE ETS
 For Small Shipper Service Option~~

SOUTHWEST AREA	\$ 2.0908	\$3.7318	\$ 2.5311
SOUTHEAST AREA	3.4210	1.6245	2.2034
NORTHERN SEGMENT	2.2667	2.2498	1.0492

~~RATE SCHEDULE FTS-1
 For Small Shipper Service Option~~

SOUTHWEST AREA	\$ 1.8051	\$3.3618	\$ 2.2925
SOUTHEAST AREA	3.1359	1.4774	1.9648
NORTHERN SEGMENT	1.9816	1.8798	0.8105

General Note:

The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Sections 4.16 and 4.20 reflect the applicable charges and surcharges under these Sections.

[1/ Services offered only to Shippers with transportation agreements in place prior to implementation of Transporter's four-zone rate structure with a contractual primary delivery point in Supply Zone West downstream of Greensburg, KS.](#)

RATE SCHEDULES FTS-1, FTS-4, FTS-4L
 MATRIX OF BASE TARIFF TRANSMISSION RATES PER DTH BY ROUTE
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

		<u>DELIVERED</u>			
		<u>TO</u>			
<u>RECEIVED</u>	<u>FROM</u>	Market Zone	Supply Zone	Market Zone	Supply Zone
		South	East	North	West
		(MS)	(SE)	(MN)	(SW)
Market Zone South	- Res	\$4.0571	\$11.6288	\$17.0945	\$24.9485
(MS)	- Cmd	0.0028	0.0261	0.0376	0.0561
	- MIN	0.0028	0.0261	0.0376	0.0561
	- Ovrn	0.1362	0.4084	0.5996	0.8763
Supply Zone East	- Res	\$11.6288	\$10.8148	\$16.2805	\$24.1345
(SE)	- Cmd	0.0261	0.0233	0.0348	0.0533
	- MIN	0.0261	0.0233	0.0348	0.0533
	- Ovrn	0.4084	0.3789	0.5700	0.8468
Market Zone North	- Res	\$17.0945	\$16.2805	\$8.7088	\$16.5628
(MN)	- Cmd	0.0376	0.0348	0.0115	0.0300
	- MIN	0.0376	0.0348	0.0115	0.0300
	- Ovrn	0.5996	0.5700	0.2978	0.5745
Supply Zone West	- Res	\$24.9485	\$24.1345	\$16.5628	\$11.0971
(SW)	- Cmd	0.0561	0.0533	0.0300	0.0185
	- MIN	0.0561	0.0533	0.0300	0.0185
	- Ovrn	0.8763	0.8468	0.5745	0.3833

		<u>DELIVERED</u>							
		<u>TO</u>							
<u>RECEIVED</u>	<u>FROM</u>	S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment	NORTHERN Segment	
		(SE)	(ML 2)	(ML 3)	(SW)	(ML 5)	(ML 6)	(ML 7)	
SOUTHEAST AREA	Res	\$4.0687	\$11.4969	\$14.4494	\$33.7511	\$30.6984	\$24.9746	\$19.2400	
(SE)	Cmd	0.0028	0.0266	0.0379	0.0843	0.0775	0.0633	0.0480	
	MIN	0.0028	0.0266	0.0379	0.0843	0.0775	0.0633	0.0480	
	Ovrn	0.1366	0.4046	0.5129	1.1939	1.0868	0.8844	0.6805	
SE Southern	Res	\$11.4969	\$10.6718	\$13.6243	\$32.9260	\$29.8733	\$24.1495	\$18.4149	
(ML 2)	Cmd	0.0266	0.0238	0.0351	0.0815	0.0747	0.0605	0.0452	
	MIN	0.0266	0.0238	0.0351	0.0815	0.0747	0.0605	0.0452	
	Ovrn	0.4046	0.3747	0.4830	1.1640	1.0568	0.8545	0.6506	
SE Central	Res	\$14.4494	\$13.6243	\$6.1961	\$25.4978	\$22.4451	\$16.7213	\$10.9867	
(ML 3)	Cmd	0.0379	0.0351	0.0113	0.0577	0.0509	0.0367	0.0214	
	MIN	0.0379	0.0351	0.0113	0.0577	0.0509	0.0367	0.0214	
	Ovrn	0.5129	0.4830	0.2150	0.8960	0.7888	0.5864	0.3826	
SOUTHWEST AREA	Res	\$33.7511	\$32.9260	\$25.4978	\$6.2963	\$12.0201	\$17.7547	\$22.5453	

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(SW)	Cmd	0.0843	0.0815	0.0577	0.0068	0.0210	0.0363	0.0464
	MIN	0.0843	0.0815	0.0577	0.0068	0.0210	0.0363	0.0464
	Ovrn	1.1939	1.1640	0.8960	0.2138	0.4162	0.6200	0.7876
SW Southern	Res	\$30.6984	\$29.8733	\$22.4451	\$12.0201	\$8.9674	\$14.7020	\$19.4926
(ML 5)	Cmd	0.0775	0.0747	0.0509	0.0210	0.0142	0.0295	0.0396
	MIN	0.0775	0.0747	0.0509	0.0210	0.0142	0.0295	0.0396
	Ovrn	1.0868	1.0568	0.7888	0.4162	0.3090	0.5129	0.6805
SW Central	Res	\$24.9746	\$24.1495	\$16.7213	\$17.7547	\$14.7020	\$8.9782	\$13.7688
(ML 6)	Cmd	0.0633	0.0605	0.0367	0.0363	0.0295	0.0153	0.0254
	MIN	0.0633	0.0605	0.0367	0.0363	0.0295	0.0153	0.0254
	Ovrn	0.8844	0.8545	0.5864	0.6200	0.5129	0.3105	0.4781
NORTHERN	Res	\$19.2400	\$18.4149	\$10.9867	\$22.5453	\$19.4926	\$13.7688	\$8.0342
(ML 7)	Cmd	0.0480	0.0452	0.0214	0.0464	0.0396	0.0254	0.0101
	MIN	0.0480	0.0452	0.0214	0.0464	0.0396	0.0254	0.0101
	Ovrn	0.6805	0.6506	0.3826	0.7876	0.6805	0.4781	0.2742

General Notes:

All rates shown combine area and segment rates for each route, utilizing the transmission rates set forth in Section 4.12 and represent maximum rates unless designated as minimum firm service rates (MIN).

The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Sections 4.16 and 4.20 reflect the applicable charges and surcharges under these Sections.

Issued:
 Effective:

Docket No.
 Accepted:

RATE SCHEDULE FTS-2
 MATRIX OF BASE TARIFF TRANSMISSION RATES PER DTH BY ROUTE
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

		<u>DELIVERED</u>			
		<u>TO</u>			
<u>RECEIVED</u>	<u>FROM</u>	Market Zone	Supply Zone	Market Zone	Supply Zone
		South	East	North	West
		(MS)	(SE)	(MN)	(SW)
Market Zone South	- Res	\$2.6677	\$7.6464	\$11.2403	\$16.4046
(MS)	- Cmd	0.0485	0.1570	0.2300	0.3369
	- MIN	0.0028	0.0261	0.0376	0.0561
	- Ovrn	0.1362	0.4084	0.5996	0.8763
Supply Zone East	- Res	\$7.6464	\$7.1112	\$10.7051	15.8694
(SE)	- Cmd	0.1570	0.1450	0.2180	0.3249
	- MIN	0.0261	0.0233	0.0348	0.0533
	- Ovrn	0.4084	0.3789	0.5700	0.8468
Market Zone North	- Res	\$11.2403	\$10.7051	\$5.7264	\$10.8907
(MN)	- Cmd	0.2300	0.2180	0.1095	0.2164
	- MIN	0.0376	0.0348	0.0115	0.0300
	- Ovrn	0.5996	0.5700	0.2978	0.5745
Supply Zone West	- Res	\$16.4046	\$15.8694	\$10.8907	\$7.2968
(SW)	- Cmd	0.3369	0.3249	0.2164	0.1434
	- MIN	0.0561	0.0533	0.0300	0.0185
	- Ovrn	0.8763	0.8468	0.5745	0.3833

		<u>DELIVERED</u>		<u>SOUTHWEST</u>		<u>NORTHERN</u>	
		<u>TO</u>					
<u>RECEIVED</u>	<u>FROM</u>	S.E. Area	Southern Segment	Central Segment	S.W. Area	Southern Segment	Central Segment
		(SE)	(ML 2)	(ML 3)	(SW)	(ML 5)	(ML 6)
		(SE)	(ML 2)	(ML 3)	(SW)	(ML 5)	(ML 7)
SOUTHEAST AREA	- Res	\$2.6753	\$7.7596	\$9.5010	\$22.1926	\$20.1853	\$16.4217
(SE)	- Cmd	0.0486	0.1560	0.2005	0.4642	0.4230	0.3444
	- MIN	0.0028	0.0266	0.0379	0.0843	0.0775	0.0633
	- Ovrn	0.1366	0.4046	0.5129	1.1939	1.0868	0.8844
SE Southern	- Res	\$7.5596	\$7.0171	\$8.9585	\$21.6501	\$19.6428	\$15.8792
(ML 2)	- Cmd	0.1560	0.1439	0.1884	0.4521	0.4109	0.3323
	- MIN	0.0266	0.0238	0.0351	0.0815	0.0747	0.0605
	- Ovrn	0.4046	0.3747	0.4830	1.1640	1.0568	0.8545
SE Central	- Res	\$9.5010	\$8.9585	\$4.0742	\$16.7658	\$14.7585	\$10.9949
(ML 3)	- Cmd	0.2005	0.1884	0.0810	0.3447	0.3035	0.2249
	- MIN	0.0379	0.0351	0.0113	0.0577	0.0509	0.0367
	- Ovrn	0.5129	0.4830	0.2150	0.8960	0.7888	0.5864
SOUTHWEST AREA	- Res	\$22.1926	\$21.6501	\$16.7658	\$4.1401	\$7.9037	\$11.6744
(SW)	- Cmd	0.4642	0.4521	0.3447	0.0777	0.1563	0.2362

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	MIN	0.0843	0.0815	0.0577	0.0068	0.0210	0.0363	0.0464
	Ovrn	1.1939	1.1640	0.8960	0.2138	0.4162	0.6200	0.7876
SW Southern	Res	\$20.1853	\$19.6428	\$14.7585	\$7.9037	\$5.8964	\$9.6671	\$12.8171
(ML 5)	Cmd	0.4230	0.4109	0.3035	0.1563	0.1151	0.1950	0.2590
	MIN	0.0775	0.0747	0.0509	0.0210	0.0142	0.0295	0.0396
	Ovrn	1.0868	1.0568	0.7888	0.4162	0.3090	0.5129	0.6805
SW Central	Res	\$16.4217	\$15.8792	\$10.9949	\$11.6744	\$9.6671	\$5.9035	\$9.0535
(ML 6)	Cmd	0.3444	0.3323	0.2249	0.2362	0.1950	0.1164	0.1804
	MIN	0.0633	0.0605	0.0367	0.0363	0.0295	0.0153	0.0254
	Ovrn	0.8844	0.8545	0.5864	0.6200	0.5129	0.3105	0.4781
NORTHERN	Res	\$12.6510	\$12.1085	\$7.2242	\$14.8244	\$12.8171	\$9.0535	\$5.2828
(ML 7)	Cmd	0.2645	0.2524	0.1450	0.3002	0.2590	0.1804	0.1005
	MIN	0.0480	0.0452	0.0214	0.0464	0.0396	0.0254	0.0101
	Ovrn	0.6805	0.6506	0.3826	0.7876	0.6805	0.4781	0.2742

General Notes:

All rates shown combine area and segment rates for each route, utilizing the transmission rates set forth in Section 4.12 and represent maximum rates unless designated as minimum firm service rates (MIN).

The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Sections 4.16 and 4.20 reflect the applicable charges and surcharges under these Sections.

Issued:
 Effective:

Docket No.
 Accepted:

RATE SCHEDULE FTS-3
 MATRIX OF BASE TARIFF TRANSMISSION RATES PER DTH BY ROUTE
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

		<u>DELIVERED</u>			
		<u>TO</u>			
<u>RECEIVED</u>	<u>FROM</u>	<u>Market Zone</u>	<u>Supply Zone</u>	<u>Market Zone</u>	<u>Supply Zone</u>
		<u>South</u>	<u>East</u>	<u>North</u>	<u>West</u>
		<u>(MS)</u>	<u>(SE)</u>	<u>(MN)</u>	<u>(SW)</u>
<u>Market Zone South</u>	- Del	\$2.0286	\$5.8144	\$8.5473	\$12.4743
<u>(MS)</u>	- Cap	0.0667	0.1912	0.2810	0.4101
	- Cmd	0.0028	0.0261	0.0376	0.0561
	- Min	0.0028	0.0261	0.0376	0.0561
	- Ovrn	1/	1/	1/	1/
<u>Supply Zone East</u>	- Del	\$5.8144	\$5.4074	\$8.1403	\$12.0673
<u>(SE)</u>	- Cap	0.1912	0.1778	0.2676	0.3967
	- Cmd	0.0261	0.0233	0.0348	0.0533
	- Min	0.0261	0.0233	0.0348	0.0533
	- Ovrn	1/	1/	1/	1/
<u>Market Zone North</u>	- Del	\$8.5473	\$8.1403	\$4.3544	\$8.2814
<u>(MN)</u>	- Cap	0.2810	0.2676	0.1432	0.2723
	- Cmd	0.0376	0.0348	0.0115	0.0300
	- Min	0.0376	0.0348	0.0115	0.0300
	- Ovrn	1/	1/	1/	1/
<u>Supply Zone West</u>	- Del	\$12.4743	\$12.0673	\$8.2814	\$5.5486
<u>(SW)</u>	- Cap	0.4101	0.3967	0.2723	0.1824
	- Cmd	0.0561	0.0533	0.0300	0.0185
	- Min	0.0561	0.0533	0.0300	0.0185
	- Ovrn	1/	1/	1/	1/

		<u>DELIVERED</u>							
		<u>SOUTHEAST</u>				<u>SOUTHWEST</u>		<u>NORTHERN</u>	
		<u>TO</u>							
<u>RECEIVED</u>	<u>FROM</u>	<u>S.E.</u>	<u>Southern</u>	<u>Central</u>	<u>S.W.</u>	<u>Southern</u>	<u>Central</u>	<u>Segment</u>	<u>Segment</u>
		<u>Area</u>	<u>Segment</u>	<u>Segment</u>	<u>Area</u>	<u>Segment</u>	<u>Segment</u>	<u>Segment</u>	<u>Segment</u>
		<u>(SE)</u>	<u>(ML 2)</u>	<u>(ML 3)</u>	<u>(SW)</u>	<u>(ML 5)</u>	<u>(ML 6)</u>	<u>(ML 7)</u>	<u>(ML 7)</u>
<u>SOUTHEAST AREA</u>	- Del	\$2.0344	\$5.7485	\$7.2247	\$16.8756	\$15.3492	\$12.4873	\$9.6200	
<u>(SE)</u>	- Cap	0.0669	0.1890	0.2375	0.5548	0.5046	0.4105	0.3163	
	- Cmd	0.0028	0.0266	0.0379	0.0843	0.0775	0.0633	0.0480	
	- Min	0.0028	0.0266	0.0379	0.0843	0.0775	0.0633	0.0480	
	- Ovrn	1/	1/	1/	1/	1/	1/	1/	
<u>SE Southern</u>	- Del	\$5.7485	\$5.3359	\$6.8122	\$16.4630	\$14.9367	\$12.0748	\$9.2075	
<u>(ML 2)</u>	- Cap	0.1890	0.1754	0.2240	0.5412	0.4911	0.3970	0.3027	
	- Cmd	0.0266	0.0238	0.0351	0.0815	0.0747	0.0605	0.0452	
	- Min	0.0266	0.0238	0.0351	0.0815	0.0747	0.0605	0.0452	
	- Ovrn	1/	1/	1/	1/	1/	1/	1/	

Issued:
 Effective:

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SE Central	Del	\$7.2247	\$6.8122	\$3.0981	\$12.7489	\$11.2226	\$8.3607	\$5.4934
(ML 3)	Cap	0.2375	0.2240	0.1019	0.4191	0.3690	0.2749	0.1806
	Cmd	0.0379	0.0351	0.0113	0.0577	0.0509	0.0367	0.0214
	Min	0.0379	0.0351	0.0113	0.0577	0.0509	0.0367	0.0214
	Ovrn	1/	1/	1/	1/	1/	1/	1/
<hr/>								
SOUTHWEST AREA	Del	\$16.8756	\$16.4630	\$12.7489	\$3.1482	\$6.0101	\$8.8774	\$11.2727
(SW)	Cap	0.5548	0.5412	0.4191	0.1035	0.1976	0.2919	0.3706
	Cmd	0.0843	0.0815	0.0577	0.0068	0.0210	0.0363	0.0464
	Min	0.0843	0.0815	0.0577	0.0068	0.0210	0.0363	0.0464
	Ovrn	1/	1/	1/	1/	1/	1/	1/
<hr/>								
SW Southern	Del	\$15.3492	\$14.9367	\$11.2226	\$6.0101	\$4.4837	\$7.3510	\$9.7463
(ML 5)	Cap	0.5046	0.4911	0.3690	0.1976	0.1474	0.2417	0.3204
	Cmd	0.0775	0.0747	0.0509	0.0210	0.0142	0.0295	0.0396
	Min	0.0775	0.0747	0.0509	0.0210	0.0142	0.0295	0.0396
	Ovrn	1/	1/	1/	1/	1/	1/	1/
<hr/>								
SW Central	Del	\$12.4873	\$12.0748	\$8.3607	\$8.8774	\$7.3510	\$4.4891	\$6.8844
(ML 6)	Cap	0.4105	0.3970	0.2749	0.2919	0.2417	0.1476	0.2263
	Cmd	0.0633	0.0605	0.0367	0.0363	0.0295	0.0153	0.0254
	Min	0.0633	0.0605	0.0367	0.0363	0.0295	0.0153	0.0254
	Ovrn	1/	1/	1/	1/	1/	1/	1/
<hr/>								
NORTHERN	Del	\$9.6200	\$9.2075	\$5.4934	\$11.2727	\$9.7463	\$6.8844	\$4.0171
(ML 7)	Cap	0.3163	0.3027	0.1806	0.3706	0.3204	0.2263	0.1321
	Cmd	0.0480	0.0452	0.0214	0.0464	0.0396	0.0254	0.0101
	Min	0.0480	0.0452	0.0214	0.0464	0.0396	0.0254	0.0101
	Ovrn	1/	1/	1/	1/	1/	1/	1/

	<u>Deliverability Rate</u>	<u>Capacity Rate</u>	<u>Commodity Rate</u>	<u>Minimum Rate</u>
Enhancement Services Option 2/	\$2.5401 2.343	\$0.0835 0.0770	\$0.0115 0.0101	\$0.0115 0.0101
2 Hour Notice Service 2/	\$1.2638 1.2653	\$0.0415 0.0416	\$0.0210	\$0.0210
Balancing Service 2/	\$0.1004 0.1005	\$0.0033	\$0.0003 0.0002	\$0.0003 0.0002

General Notes:

All rates shown combine area and segment rates for each route, utilizing the transmission rates set forth in Section 4.13 and represent maximum rates unless designated as minimum firm service rates (Min).

The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.

Issued:
 Effective:

Docket No.
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- 1/ Overrun Rate. The 100% Load Factor rate, which is the sum of: (a) the product of (1) the sum of the applicable Deliverability Reservation Rates, (2) the applicable Maximum Hourly Flow Rate, (3) twenty-four, and (4) twelve, divided by (5) 365; (b) the sum of the Capacity Reservation Rates; and (c) the sum of the Commodity Rates.
- 2/ Shippers opting for one or both service enhancements must also pay the enhancement service rate.

RATE SCHEDULE ITS
 MATRIX OF BASE TARIFF TRANSMISSION RATES PER DTH BY ROUTE
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

		<u>DELIVERED</u>			
		<u>TO</u>			
<u>RECEIVED</u>	<u>FROM</u>	<u>Market Zone</u>	<u>Supply Zone</u>	<u>Market Zone</u>	<u>Supply Zone</u>
		<u>South</u>	<u>East</u>	<u>North</u>	<u>West</u>
		<u>(MS)</u>	<u>(SE)</u>	<u>(MN)</u>	<u>(SW)</u>
Market Zone South	- Cmd	\$0.1362	\$0.4084	\$0.5996	\$0.8763
(MS)	- MIN	0.0028	0.0261	0.0376	0.0561
—					
Supply Zone East	- Cmd	\$0.4084	\$0.3788	\$0.5700	\$0.8467
(SE)	- MIN	0.0261	0.0233	0.0348	0.0533
—					
Market Zone North	- Cmd	\$0.5996	\$0.5700	\$0.2978	\$0.5745
(MN)	- MIN	0.0376	0.0348	0.0115	0.0300
—					
Supply Zone West	- Cmd	\$0.8763	\$0.8467	\$0.5745	\$0.3833
(SW)	- MIN	0.0561	0.0533	0.0300	0.0185

		<u>DELIVERED</u>		<u>SOUTHEAST</u>		<u>SOUTHWEST</u>		<u>NORTHERN</u>	
		<u>TO</u>							
<u>RECEIVED</u>	<u>FROM</u>	<u>S.E.</u>	<u>Southern</u>	<u>Central</u>	<u>S.W.</u>	<u>Southern</u>	<u>Central</u>	<u>Segment</u>	<u>Segment</u>
		<u>Area</u>	<u>Segment</u>	<u>Segment</u>	<u>Area</u>	<u>Segment</u>	<u>Segment</u>	<u>Segment</u>	<u>Segment</u>
		<u>(SE)</u>	<u>(ML 2)</u>	<u>(ML 3)</u>	<u>(SW)</u>	<u>(ML 5)</u>	<u>(ML 6)</u>	<u>(ML 7)</u>	<u>(ML 7)</u>
SOUTHEAST AREA	Cmd	\$0.1365	\$0.4045	\$0.5129	\$1.1939	\$1.0867	\$0.8843	\$0.6805	
(SE)	MIN	0.0028	0.0266	0.0379	0.0843	0.0775	0.0633	0.0480	
SE Southern	Cmd	\$0.4045	\$0.3746	\$0.4830	\$1.1640	\$1.0568	\$0.8544	\$0.6506	
(ML 2)	MIN	0.0266	0.0238	0.0351	0.0815	0.0747	0.0605	0.0452	
SE Central	Cmd	\$0.5129	\$0.4830	\$0.2150	\$0.8960	\$0.7888	\$0.5864	\$0.3826	
(ML 3)	MIN	0.0379	0.0351	0.0113	0.0577	0.0509	0.0367	0.0214	
—									
SOUTHWEST AREA	Cmd	\$1.1939	\$1.1640	\$0.8960	\$0.2138	\$0.4162	\$0.6200	\$0.7876	
(SW)	MIN	0.0843	0.0815	0.0577	0.0068	0.0210	0.0363	0.0464	
SW Southern	Cmd	\$1.0867	\$1.0568	\$0.7888	\$0.4162	\$0.3090	\$0.5128	\$0.6804	
(ML 5)	MIN	0.0775	0.0747	0.0509	0.0210	0.0142	0.0295	0.0396	
SW Central	Cmd	\$0.8843	\$0.8544	\$0.5864	\$0.6200	\$0.5128	\$0.3104	\$0.4780	
(ML 6)	MIN	0.0633	0.0605	0.0367	0.0363	0.0295	0.0153	0.0254	

Issued:
 Effective:

Docket No.
 Accepted:

NORTHERN	Cmd	\$0.6805	\$0.6506	\$0.3826	\$0.7876	\$0.6804	\$0.4780	\$0.2742
(ML 7)	MIN	0.0480	0.0452	0.0214	0.0464	0.0396	0.0254	0.0101

General Notes:

All rates shown combine area and segment rates for each route, utilizing the transmission rates set forth in Section 4.14 and represent maximum rates unless designated as minimum interruptible service rates (MIN).

The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Sections 4.16 and 4.20 reflect the applicable charges and surcharges under these Sections.

Issued:
Effective:

Docket No.
Accepted:

RATE SCHEDULES ITS-3, IPLS & IWS
 STATEMENT OF RATES PER DTH FOR SERVICES RENDERED

	Maximum Rate -----	Minimum Rate -----
ITS-3 1/	\$ <u>1.8617</u> 2.0408	\$ <u>0.0592</u> 0.0662
IPLS 1/	\$ <u>0.4906</u> 0.5808	\$0.0000
IWS 1/- Joliet Hub	\$ <u>0.2978</u> 0.2742	\$0.0000
IWS 1/ - Lebanon Hub	\$ <u>0.3788</u> 0.2150	\$0.0000

1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.

Issued:
 Effective:

Docket No.
 Accepted:

RATE SCHEDULES FSS & DDS
 STATEMENT OF RATES FOR STORAGE OF NATURAL GAS

	Maximum Rate per Dth -----	Minimum Rate per Dth -----
RATE SCHEDULE FSS 1/ For a service term under 4 years -----		
With Ratchets and Seasonal Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ <u>0.9703</u> 0.9710	\$ 0
b. Capacity Rate	\$ <u>0.7680</u> 0.7683	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210
With Ratchets and Flexible Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ <u>1.8541</u> 1.8556	\$ 0
b. Capacity Rate	\$ <u>0.7680</u> 0.7683	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210
Without Ratchets and Seasonal Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ <u>1.2129</u> 1.2138	\$ 0
b. Capacity Rate	\$ <u>0.7680</u> 0.7683	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210
Without Ratchets and Flexible Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ <u>2.0968</u> 2.0984	\$ 0
b. Capacity Rate	\$ <u>0.7680</u> 0.7863	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$0.0210
3. Overrun Service Rate	2/	\$0.0210

RATE SCHEDULE FSS 1/

Issued:
 Effective:

Docket No.
 Accepted:

For a service term under 10 years to and including 4 years

 With Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>0.7762</u> 0.7768	\$ 0
b. Capacity Rate	\$ <u>0.6144</u> 0.6146	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 With Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>1.4833</u> 1.4845	\$ 0
b. Capacity Rate	\$ <u>0.6144</u> 0.6146	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 Without Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>0.9703</u> 0.9710	\$ 0
b. Capacity Rate	\$ <u>0.6144</u> 0.6146	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 Without Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>1.6774</u> 1.6787	\$ 0
b. Capacity Rate	\$ <u>0.6144</u> 0.6146	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

RATE SCHEDULE FSS 1/

Issued:
 Effective:

Docket No.
 Accepted:

For a service term of 10 years or greater

 With Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>0.6795</u> 0.6801	\$0
b. Capacity Rate	\$ <u>0.5379</u> 0.5381	\$0
2. Commodity Rate		
Injection/Withdrawal	\$0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 With Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>1.2985</u> 1.2997	\$ 0
b. Capacity Rate	\$ <u>0.5379</u> 0.5381	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 Without Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>0.8494</u> 0.8501	\$0
b. Capacity Rate	\$ <u>0.5379</u> 0.5381	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 Without Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ <u>1.4685</u> 1.4697	\$ 0
b. Capacity Rate	\$ <u>0.5379</u> 0.5381	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

 RATE SCHEDULE DDS 3/

1. Storage Commodity Rate	\$ <u>0.1367</u> 0.1368	\$ 0.0036
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Issued:
 Effective:

Docket No.
 Accepted:

- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ The rates shown are subject to all applicable volumetric charges or surcharges, under Sections 6.24 and 6.26 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.

RATE SCHEDULES FSS & DDS
 RESERVATION AND COMMODITY CHARGES
 FIRM STORAGE SERVICE 1/ 3/

COLD SPRINGS 1 STORAGE PROJECT
 DOCKET NO. CP06-464

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY
 PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

	Maximum Rate per Dth -----	Minimum Rate per Dth -----
RATE SCHEDULE FSS		
For a service term under 4 years		

With Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 7.0931	\$ 0
b. Capacity Rate	\$ 3.1743	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483
With Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 13.2201	\$ 0
b. Capacity Rate	\$ 3.1743	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$0.0483
Without Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 8.8664	\$ 0
b. Capacity Rate	\$ 3.1743	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$0.0483
3. Overrun Service Rate	2/	\$ 0.0483
Without Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 14.9934	\$ 0
b. Capacity Rate	\$ 3.1743	\$ 0

Issued:
 Effective:

Docket No.
 Accepted:

2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

RATE SCHEDULE FSS

For a service term under 10 years to and including 4 years

 With Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ 5.6745	\$ 0
b. Capacity Rate	\$ 2.5394	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

With Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ 10.5761	\$ 0
b. Capacity Rate	\$ 2.5394	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

Without Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ 7.0931	\$ 0
b. Capacity Rate	\$ 2.5394	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

Without Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	\$ 11.9947	\$ 0
b. Capacity Rate	\$ 2.5394	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$0.0483	\$0.0483
3. Overrun Service Rate	2/	\$ 0.0483

Issued:
 Effective:

Docket No.
 Accepted:

RATE SCHEDULE FSS

For a service term of 10 years or greater

 With Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	<u>\$ 4.9677</u> 4.9680	\$ 0
b. Capacity Rate	<u>\$ 2.2231</u> 2.2232	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

 With Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	<u>\$ 9.2588</u> 9.2594	\$ 0
b. Capacity Rate	<u>\$ 2.2231</u> 2.2232	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

 Without Ratchets and Seasonal Entitlements

1. Reservation Rate		
a. Deliverability Rate	<u>\$ 6.2096</u> 6.2100	\$ 0
b. Capacity Rate	<u>\$ 2.2231</u> 2.2232	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

 Without Ratchets and Flexible Entitlements

1. Reservation Rate		
a. Deliverability Rate	<u>\$ 10.5007</u> 10.5014	\$ 0
b. Capacity Rate	<u>\$ 2.2231</u> 2.2232	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0483	\$ 0.0483
3. Overrun Service Rate	2/	\$ 0.0483

RATE SCHEDULE DDS 1/

1. Storage Commodity Rate	\$ <u>0.1367</u> 0.1368	\$ 0.0036
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1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under this Section.

- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ Applicable Transporter's Use (%) and EPC Charge for Rate Schedule FSS are stated in Sections 4.18 and 4.19.

RATE SCHEDULES NNS & MBS
 STATEMENT OF RATES PER DTH FOR SERVICE RENDERED

RATE SCHEDULE NNS 1/

1. Reservation Rate	\$ 7.60777 <u>2.172</u>
2. Commodity Rate	0.0325 <u>0.0311</u>
3. Overrun Service Rate	0.40770 <u>0.3870</u>

RATE SCHEDULE MBS 1/

1. Daily Delivery Rate	
a. Northern Segment <u>Market Zone North</u>	\$ 0.29390 <u>0.1926</u>
b. Southeast Mainline <u>Supply Zone East</u>	0.55440 <u>0.6299</u>
c. Southwest Mainline <u>Supply Zone West</u>	0.56130 <u>0.6625</u>
2. Capacity Rate	\$0.0512
3. Commodity Rate 2/	
a. Northern Segment <u>Market Zone North</u> Delivery	\$ 0.02680 <u>0.0261</u>
b. Southeast Mainline <u>Supply Zone East</u> Delivery	0.03840 <u>0.0436</u>
c. Southwest Mainline <u>Supply Zone West</u> Delivery	0.03600 <u>0.0408</u>
4. Overrun Service Rate	\$ 0.40770 <u>0.3870</u>

- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.
- 2/ The minimum rate(s) for Rate Schedule MBS shall be equal to the applicable Commodity Rate.

BASE RATE COMPONENTS: FTS-1, FTS-4, FTS-4L, ETS, PTS-2 & FTS-2
 STATEMENT OF BASE TARIFF TRANSMISSION RATES
 FOR TRANSPORTATION OF NATURAL GAS
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

Rate Schedule and Type of Service ----- (Col. 1)	Maximum Rate Per Dth		
	Reservation Rate ----- (Col. 2)	Commodity Rate ----- (Col. 3)	Minimum Rate Per Dth ----- (Col. 4)

RATE SCHEDULES FTS-1, FTS-4, FTS-4L,
 ETS (1) AND PTS-2

1. Rate			
a. Mainline - Access	\$3.2431	\$0.0000	\$0.0000
b. Market Zone North	5.4657	0.0115	0.0115
f. Supply Zone East	7.5717	0.0233	0.0233
g. Market Zone South - Transmission (2)	0.8140	0.0028	0.0028
h. Supply Zone West - Transmission (2)	7.8540	0.0185	0.0185
a. Mainline Access	\$3.2436	\$0.0000	\$0.0000
b. Mainline Southwest Southern Segment	5.7238	0.0142	0.0142
e. Mainline Southwest Central Segment	5.7346	0.0153	0.0153
d. Mainline Southeast Southern Segment	7.4282	0.0238	0.0238
e. Mainline Southeast Central Segment	2.9525	0.0113	0.0113
f. Mainline Northern Segment	4.7906	0.0101	0.0101
g. Southeast Area Transmission (2)	0.8251	0.0028	0.0028
h. Southwest Area Transmission (2)	3.0527	0.0068	0.0068
2. ETS Mainline Rate Increment	(1)	(1)	(1)
3. Overrun Service Rate	(3)	(3)	(3)

RATE SCHEDULE FTS-2

1. Rate			
a. Mainline - Access	\$2.1325	\$0.0365	\$0.0000
b. Market Zone North	3.5939	0.0730	0.0115
f. Supply Zone East	4.9787	0.1085	0.0233
g. Market Zone South - Transmission (2)	0.5352	0.0120	0.0028
h. Supply Zone West - Transmission (2)	5.1643	0.1069	0.0185
a. Mainline Access	\$2.1328	\$0.0365	\$0.0000
b. Mainline Southwest Southern Segment	3.7636	0.0786	0.0142
e. Mainline Southwest Central Segment	3.7707	0.0799	0.0153
d. Mainline Southeast Southern Segment	4.8843	0.1074	0.0238
e. Mainline Southeast Central Segment	1.9414	0.0445	0.0113
f. Mainline Northern Segment	3.1500	0.0640	0.0101
g. Southeast Area Transmission	0.5425	0.0121	0.0028
h. Southwest Area Transmission	2.0073	0.0412	0.0068
2. Overrun Service Rate	(3)	(3)	(3)

Issued:
 Effective:

Docket No.
 Accepted:

- (1) The ETS Mainline Access Rates (reservation and commodity) are equal to the FTS-1 mainline access rates. The ETS Mainline Mileage reservation rate for the delivery segment is equal to one and one-half times the FTS-1 Mainline Mileage rate. For all other segments, the ETS Mainline Mileage reservation rate is equal to the FTS-1 Mainline Mileage rate. The ETS Mainline Mileage commodity rates for each segment are equal to the FTS-1 Mainline Mileage Commodity Rates. The ETS Rate Schedule is not available in ~~the Southeast~~ [Market Zone South](#) and ~~Southwest Areas~~ [Supply Zone West](#).
- (2) Rates applicable for service under Rate Schedule PTS-2.
- (3) The Overrun Service Rate is a commodity charge for each Dekatherm of Authorized Daily Overrun Quantity equal to (a) the applicable maximum Reservation Charges times 12 then dividing the result by 365, plus (b) the applicable Commodity Charges, plus (c) in the case of utilization of any Secondary Receipt or Delivery Points outside of the Rate Segment(s) or portions thereof for which capacity is reserved and paid for, the applicable incremental maximum Reservation Rate(s) times 12 then dividing the result by 365 plus the applicable incremental commodity charges, as stated in Sections 4.1, 4.3 or 4.5 (whichever is applicable) and/or Section 5.19, that Transporter would otherwise charge for transportation to or from those additional Rate Segments, or portions thereof.

BASE RATE COMPONENTS: RATE SCHEDULE FTS-3
 STATEMENT OF RATES PER DTH FOR SERVICES RENDERED

Description	Reservation Rate				
	Deliverability Rate	Capacity Rate	Commodity Rate	Minimum Rate	Overrun Rate
Base Rate 1/					
Mainline - Access	\$1.6216	\$0.0533	\$0.0000	\$0.0000	2/
Market Zone North	\$2.7329	\$0.0898	\$0.0115	\$0.0115	2/
Supply Zone East	\$3.7859	\$0.1245	\$0.0233	\$0.0233	2/
Market Zone South	\$0.4070	\$0.0134	\$0.0028	\$0.0028	2/
Supply Zone West	\$3.9270	\$0.1291	\$0.0185	\$0.0185	2/
Mainline - Access	\$1.6218	\$0.0533	\$0.0000	\$0.0000	2/
Mainline - SW - Southern	\$2.8619	\$0.0941	\$0.0142	\$0.0142	2/
Mainline - SW - Central	\$2.8673	\$0.0943	\$0.0153	\$0.0153	2/
Mainline - SE - Southern	\$3.7141	\$0.1221	\$0.0238	\$0.0238	2/
Mainline - SE - Central	\$1.4763	\$0.0485	\$0.0113	\$0.0113	2/
Mainline - Northern	\$2.3953	\$0.0787	\$0.0101	\$0.0101	2/
Southeast Area	\$0.4126	\$0.0136	\$0.0028	\$0.0028	2/
Southwest Area	\$1.5264	\$0.0502	\$0.0068	\$0.0068	2/
Enhancement Services Option 3/	\$2.5401 2.3433	\$0.0835 0.0770	\$0.0115 0.0101	\$0.0115 0.0101	
2 Hour Notice Service 3/	\$1.2638 1.2653	\$0.0415 0.0416	\$0.0210	\$0.0210	
Balancing Service 3/	\$0.1004 0.1005	\$0.0033	\$0.0003 0.0002	\$0.0003 0.0002	

- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.
- 2/ Overrun Rate. The 100% Load Factor rate, which is the sum of: (a) the product of (1) the sum of the applicable Deliverability Reservation Rates, (2) the applicable Maximum Hourly Flow Rate, (3) twenty-four, and (4) twelve, divided by (5) 365; and (b) the sum of the Capacity Reservation Rates; and (c) the sum of the Commodity Rates.
- 3/ Shippers opting for one or both service enhancements must also pay the Enhancement Services Rate.

STATEMENT OF BASE TARIFF TRANSMISSION RATES
 FOR TRANSPORTATION OF NATURAL GAS
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

RATE SCHEDULE AND TYPE OF SERVICE ----- (Col. 1)	MAXIMUM RATE PER DTH ----- (Col. 2)	MINIMUM RATE PER DTH ----- (Col. 3)
RATE SCHEDULE ITS AND PTS-3 -----		
1. Commodity Rate		
a. <u>Mainline - Access</u>	<u>\$0.1066</u>	<u>\$0.0000</u>
b. <u>Market Zone North</u>	<u>0.1912</u>	<u>0.0115</u>
c. <u>Supply Zone East</u>	<u>0.2722</u>	<u>0.0233</u>
d. <u>Market Zone South</u>	<u>0.0296</u>	<u>0.0028</u>
e. <u>Supply Zone West</u>	<u>0.2767</u>	<u>0.0185</u>
a. Mainline - Access	\$0.1066	\$0.0000
b. Mainline - Southwest Southern Segment	0.2024	0.0142
c. Mainline - Southwest Central Segment	0.2038	0.0153
d. Mainline - Southeast Southern Segment	0.2680	0.0238
e. Mainline - Southeast Central Segment	0.1084	0.0113
f. Mainline - Northern Segment	0.1676	0.0101
g. Southwest Area (1)	0.1072	0.0068
h. Southeast Area (1)	0.0299	0.0028

(1) Rates applicable for service under Rate Schedule PTS-3.

NEGOTIATED RATE AGREEMENTS - PTS-3

SHIPPER - The Apache Corporation

Contract 1/ Schedule	Winter MDQ	Summer MDQ	Receipt Point	Delivery Point	Commodity Rate	Contract Number	Begin Date	End Date
PTS-3	-	-	EL 346 Receipt Point	Eunice Headstation	2/ 3/	104806	10/01/00	Life of Reserve

1/ This agreement does not deviate in any material aspect from the Tariff.

2/ Apache shall pay ANR a monthly charge calculated in accordance with the following formula:

$$(a \times b) - x = d$$

where: a = \$.05

b = Tanzanite Field quantities measured in dekatherms by ANR at the EL 346 Receipt Point.

X = the lesser of:

(i) the sum of the Revenue(s) paid by Shipper under ITS Service Agreement (Contract No. 104805) for Tanzanite Field Gas transported from ANR's Eunice Headstation to Points located within ANR's ~~Southeast Area Facilities~~ Market Zone South, and ITS Service Agreement (Liquefiable) (Contract No. 104809) for Tanzanite Field Gas transported from ANR's Eunice Head station to a processing plant located within ANR's ~~Southeast Area~~ Market Zone South. (Such revenues shall be the product of the transportation rate of \$.05 and the transported dekatherms of gas.); or

(ii) \$.05 x b

d = Apache's Monthly charge.

The Apache Corporation shall also be charged, and required to pay, Transporter's Use.

3/ Apache shall be eligible for a credit equal to the product of \$.005 and the actual volumes transported to the extent that production from the Tanzanite Field averages 100 Mcf/d, 100 MMcf/d, 150 MMcf/d, and 175 MMcf/d in years 1, 2, 3 and 4 respectively. The credit shall be applied on a monthly basis to offset amounts due by Apache.

Issued:
 Effective:

Docket No.
 Accepted:

ANR Pipeline Company
FERC Gas Tariff
Third Revised Volume No. 1

PART 4.15
4.15 - Statement of Rates
Negotiated Rate Agreements - PTS-3
v.0.0.0

Issued:
Effective:

Docket No.
Accepted:

TRANSPORTER'S USE (%)

1. Transporter's Use (%) for all transmission Transportation Services in Volume Nos. 1 and 2:

(PERCENTAGE)

FROM	TO			
	Market Zone South (MS)	Supply Zone East (SE)	Market Zone North (MN)	Supply Zone West (SW)
Market Zone South (MS)	TBD	TBD	TBD	TBD
Supply Zone East (SE)	TBD	TBD	TBD	TBD
Market Zone North (MN)	TBD	TBD	TBD	TBD
Supply Zone West (SW)	TBD	TBD	TBD	TBD

~~(PERCENTAGE)~~

FROM:	TO:						
	SOUTHEAST			SOUTHWEST		NORTHERN	
	S.E. Area (SE)	Southern Segment (ML 2)	Central Segment (ML 3)	S.W. Area (SW)	Southern Segment (ML 5)	Central Segment (ML 6)	Segment (ML 7)
SOUTHEAST AREA (SE)	0.50	1.06	1.52	0.29	1.05	2.32	2.32
S.E. SOUTHERN SEGMENT (ML 2)		0.89	1.35	0.12	0.88	2.15	2.15
S.E. CENTRAL SEGMENT (ML 3)			0.79	0.00	0.32	1.59	1.59
SOUTHWEST AREA (SW)	3.11	3.67	4.13	1.30	2.06	3.33	4.13
S.W. SOUTHERN SEGMENT (ML 5)	2.14	2.70	3.16		1.09	2.36	3.16
S.W. CENTRAL SEGMENT (ML 6)		1.94	2.40			1.60	2.40
NORTHERN SEGMENT (ML 7)			1.13			1.13	1.13

NOTES:

Issued:
 Effective:

Docket No.
 Accepted:

1. (a) There will be no charge for Transporter's Use on Backhauls, services performed within any Hub, or services under Rate Schedule IPLS.
- (b) The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.
2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, Transporter's Use (%): ~~0.85~~TBD%.
3. In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.
4. For services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan, Shippers will not be charged a Transporter's Use % but will be charged a lost and unaccounted (%) of: ~~0.33~~TBD%.

2. Incremental Transporter's Use (%) for the Sulphur Springs Compression Station:

(PERCENTAGE)

RECEIVED FROM	DELIVERED TO					
	Market Zone South (MS)	Supply Zone East (SE)	Market Zone North (MN)	Supply Zone West (SW)		
SULPHUR SPRINGS (SE)	TBD	TBD	TBD	TBD	TBD	TBD
	SOUTHEAST		SOUTHWEST NORTHERN			
	S.E. Southern Area		Central Segment	S.W. Area	Southern Segment	Central Segment
	(SE)		(ML 2)	(ML 3)	(SW)	(ML 5) (ML 6) (ML 7)
FROM:						
SULPHUR SPRINGS (ML 3)	1.30	1.30	1.30	1.30	1.30	2.10 2.10

NOTES:

1. Pursuant to Commission Orders issued in Docket No. CP14-514, Shippers subscribing to capacity created by the Sulphur Springs Compression Station Project ("Project Shippers") shall be charged an incremental Transporter's Use (%).
2. (a) For forward haul service outside of ~~ML-3~~Supply Zone East, Project Shippers shall pay a Transporter's Use (%) inclusive of fuel charges for all segments traversed.

Issued:
 Effective:

Docket No.
 Accepted:

- (b) Project Shippers shall pay no additional fuel charge for backhaul service to ~~ML-2~~Supply Zone East or ~~the Southeast Area,~~Market Zone South, or for services performed within any Hub.
3. The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on ANR's system map in Section 3.

EPC CHARGE

1. For all transmission Transportation Services in Volume Nos. 1 and 2:

(DOLLARS PER DTH)

TO	Market Zone	Supply Zone	Market Zone	Supply Zone			
FROM	South	East	North	West			
	(MS)	(SE)	(MN)	(SW)			
Market Zone South (MS)	TBD	TBD	TBD	TBD			
Supply Zone East (SE)	TBD	TBD	TBD	TBD			
Market Zone North (MN)	TBD	TBD	TBD	TBD			
Supply Zone West (SW)	TBD	TBD	TBD	TBD			
	SOUTHEAST		SOUTHWEST		NORTHERN		
	S.E.	Southern	Central	S.W.	Southern	Central	Segment
	Area	Segment	Segment	Area	Segment	Segment	Segment
FROM:	(SE)	(ML 2)	(ML 3)	(SW)	(ML 5)	(ML 6)	(ML 7)
SOUTHEAST AREA (SE)	\$0.0000	\$0.0000	\$0.0000	\$0.0010	\$0.0010	\$0.0010	\$0.0010
S.E. SOUTHERN SEGMENT (ML 2)	\$0.0000	\$0.0000	\$0.0010	\$0.0010	\$0.0010	\$0.0010	\$0.0010
S.E. CENTRAL SEGMENT (ML 3)	\$0.0000	\$0.0000	\$0.0010	\$0.0010	\$0.0010	\$0.0010	\$0.0010
SOUTHWEST AREA (SW)	\$0.0010	\$0.0010	\$0.0010	\$0.0000	\$0.0000	\$0.0000	\$0.0010
S.W. SOUTHERN SEGMENT (ML 5)	\$0.0010	\$0.0010	\$0.0010	\$0.0000	\$0.0000	\$0.0000	\$0.0010
S.W. CENTRAL SEGMENT (ML 6)	\$0.0010	\$0.0010	\$0.0010	\$0.0000	\$0.0000	\$0.0000	\$0.0010
NORTHERN SEGMENT (ML 7)	\$0.0010	\$0.0010	\$0.0010	\$0.0010	\$0.0010	\$0.0010	\$0.0010

2. For Rate Schedules FSS, STS, MBS and DDS storage services, and variance quantities pursuant to Rate Schedules FTS-3 and ITS-3, the applicable storage EPC Charge is \$0.0019.

NOTES:

1. There will be no charge for Transporter's EPC on Backhauls, services performed within any Hub, services under Rate Schedule IPLS, or services provided on the 12-mile lateral located between the Link Meter Station and the Corunna Interconnect Point in St. Clair, Michigan.

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2. The areas and segments listed above are defined in Section 6.1 of the General Terms and Conditions of this Tariff, and are illustrated on the system map in Section 3.1.
3. In the case of any Shipper that purchases Gas from a Pooler, the provisions of Rate Schedules PTS-1, PTS-2 and PTS-3 shall be applicable.

RATE SCHEDULES

ETS (Enhanced Transportation Service)
STS (Small Transportation Service)
FTS-1 (Firm Transportation Service)
FTS-2 (Firm Transportation Service)
FTS-3 (Firm Transportation Service)
FTS-4 (Firm Transportation Service)
FTS-4L (Firm Transportation Service)
ITS (Interruptible Transportation Service)
IPLS (Interruptible Park and Lend Service)
IWS (Interruptible Wheeling Service)
ITS-3 (Interruptible Transportation Service)
FSS (Firm Storage Service)
DDS (Deferred Delivery Service)
MBS (Market Balancing Service)
NNS (No-Notice Service)
PTS-1 (Pooling Transportation Service - Derivative)
PTS-2 (Pooling Transportation Service - Firm)
PTS-3 (Pooling Transportation Service - Interruptible)
~~Southeast Area~~[Market Zone South](#) Gathering Service

5.9.7 POINTS OF SERVICE

Transporter currently offers this service at the points listed below:

- (a) The Headstations as defined in Section 6.1 paragraph 37 of the General Terms and Conditions of this Tariff.
- (b) The ANR Joliet Hub as defined in Section 6.1 paragraph 38 of the General Terms and Conditions of this Tariff.
- (c) The Brownsville Power Haywood Delivery Point located downstream of the Brownsville compressor station located on Transporter's ~~Southeast-Southern~~Supply Zone East~~Segment~~ at Brownsville, Tennessee.
- (d) The Bedison Delivery Point located downstream of the Maitland compressor station located on Transporter's ~~Southwest-Central~~Market Zone North ~~Segment~~ at Maitland, Missouri.
- (e) The Glen Karn Meter Station located on Transporter's ~~Southeast-Central~~Supply Zone East ~~Segment~~ near Glen Karn, Ohio.
- (f) The Michigan Consolidated Gas Company Delivery Point located on Transporter's ~~Northern~~Market Zone North ~~Segment~~ at Willow Run, Michigan.
- (g) The Wauseon Delivery Point located on Transporter's ~~Northern~~Market Zone North ~~Segment~~ at Wauseon, Ohio.
- (h) The Panola County Interconnection located on Transporter's ~~Southeast-Southern~~Supply Zone East ~~Segment~~ at Batesville, Mississippi.
- (i) The Weakley County Interconnection located in Transporter's ~~Southeast-Southern~~Supply Zone East~~Segment~~ near Gleason, Tennessee.
- (j) The Napoleon Interconnect located on Transporter's ~~Northern~~Market Zone North ~~Segment~~ in Henry County, Ohio.
- (k) The Holland BPW Interconnect located on Transporter's ~~Northern~~Market Zone North ~~Segment~~ in Allegan County, Michigan.
- (l) The South Craig Interconnect located on Transporter's ~~Southwest~~Market Zone North~~Central~~ ~~Segment~~ in Holt County, Missouri.
- (m) The Mone Plant Interconnect located on Transporter's ~~Southeast-Central~~Supply Zone East ~~Segment~~ in Convoy, Ohio.

- (n) The Monee Plant Interconnect located on Transporter's ~~Southwest~~ Market Zone North~~Central Segment~~ in Will County, Illinois.
- (o) The Covert Power Plant located on Transporter's ~~Northern~~ Market Zone North ~~Segment~~ in Covert Township, Michigan.

5.15.3 CHARGES

Each Month Shipper shall pay to Transporter the following charges:

1. Reservation Charge. The Reservation Rate shown in Section 4.11 for each Dekatherm of NNE of Shipper under this Rate Schedule.
2. Commodity Charge. The Commodity Rate which is shown in Section 4.11, for each Dekatherm of Gas allocated under this Rate Schedule.
3. Other Applicable Charges or Surcharges. All applicable reservation and volumetric charges or surcharges, including but not limited to those charges under Section 6.24 of the General Terms and Conditions of this Tariff, for each Dekatherm of Gas allocated under this Rate Schedule. Such charges or surcharges are shown in Section 4.16. Such surcharges shall not be applicable if paid on related Transportation Service.
4. Overrun Service. "No-Notice Overrun Quantity" shall be defined as the quantities allocated at Delivery Point(s) that exceed the aggregate NNE, after first netting allocated quantities between Delivery Point(s) if the NNS Storage Transportation is rendered pursuant to Rate Schedule ETS. Shipper shall pay, for each Dekatherm of No-Notice Overrun Quantity that exceeds the Swing Percentage, a commodity rate equal to the maximum Reservation Rate which is shown in Section 4.11, times 12 then dividing the result by 365, times one-hundred and fifty percent (150%).
5. Cashout of Monthly Imbalances. Transporter or Shipper, as the case may be, shall be responsible for payment of the Cashout amount(s) provided for in Section 6.15 of the General Terms and Conditions of this Tariff.
6. Fuel. Fuel associated with activity pursuant to this Rate Schedule shall be assessed on the NNS Storage Transportation Agreement(s) subject to the following limitations: (a) fuel shall not be assessed to the extent that ~~Northern Segment~~Market Zone North fuel has been assessed on the NNS Supply Transportation Agreement(s); and (b) injection and withdrawal activity on each Day pursuant to all NNS Storage Transportation Agreements shall first be netted prior to the assessment of fuel.

RATE SCHEDULE PTS-1
Pooling Transportation Service (Derivative)

1. AVAILABILITY

This Rate Schedule is available to any person, corporation, partnership or any other party (hereinafter referred to as "Pooler") for the Transportation of Gas by Transporter, provided that Pooler and Transporter have executed an Agreement under this Rate Schedule.

2. APPLICABILITY AND CHARACTER OF SERVICE

- (a) This Rate Schedule shall apply to all Transportation Service rendered by Transporter for Pooler within a Pooling Area, pursuant to the executed Agreement under this Rate Schedule PTS-1.
- (b) Transportation Service under this Rate Schedule shall permit the Pooler to nominate and aggregate receipt(s) of Gas in a Pooling Area for redelivery into the designated Agreements of Shipper ("Downstream Shippers") that deliver gas ~~in the Mainline Area Facilities~~ downstream on Transporter's Pipeline System. Pooler shall obtain its capacity derivatively from the applicable Downstream Shippers. If the Downstream Shipper(s) has purchased only transmission service in the Pooling Area, the Pooler shall nominate only from Catalog Receipt Points. If the Downstream Shipper(s) has also purchased gathering service, the Pooler may nominate from any Receipt Point(s) in the Pooling Area.
- (c) Downstream Shippers shall receive nominated quantities of Gas pooled hereunder at the applicable Headstation according to the priorities provided by the Pooler under this Rate Schedule pursuant to Section 6.6 of the General Terms and Conditions of this Tariff.
- (d) For purposes of determining imbalances for service to Pooler under this Rate Schedule, overdeliveries at one Receipt Point within a Pooling Area may be offset by underdeliveries at another Receipt Point within the same Pooling Area consistent with the provisions of Section 6.5.1 of the General Terms and Conditions of this Tariff. The applicable downstream Shipper shall not be responsible for the payment of any Cashout associated with resolving such imbalances.
- (e) Transportation Service rendered under this Rate Schedule shall be firm, up to the quantities of firm transportation nominated by Downstream Shippers in the Pooling Area; and all other quantities shall be interruptible.
- (f) For scheduling and curtailment purposes, Transporter shall utilize the Receipt Point rankings provided for in Section 6.6 of the General Terms and Conditions of this Tariff. The lowest priority Receipt Point(s) shall be deemed to be the supply sources

for downstream interruptible Transportation Services. A curtailment of quantities, pursuant to Section 6.10 of the General Terms and Conditions of this Tariff, will correspondingly reduce the respective quantities of firm or interruptible downstream Transportation.

3. CHARGES

- (a) Cashout of Monthly Imbalances. Transporter or Pooler, as the case may be, shall be responsible for payment of the Cashout amount(s) provided for in Section 6.15 of the General Terms and Conditions of this tariff.
- (b) (i) No ACA or other surcharges shall be assessed against any quantities transported pursuant to this Rate Schedule.
 - (ii) In the case of any Shipper that purchases Gas from a Pooler under this Rate Schedule, service to such Shipper shall be subject to an adjustment for Transporter's Use and Transporter's EPC that includes Transportation Service in the applicable Pooling Area, and in that event the Pooler hereunder shall not be subject to an adjustment for Transporter's Use and Transporter's EPC.

4. TRANSPORTATION OF GAS FROM CONTIGUOUS FACILITIES OWNED OR OPERATED BY TRANSPORTER

Pooler shall have the option (a) to contract directly with any intermediate pipeline or (b) to have Transporter contract with any intermediate pipeline. In either case, Transporter shall consider any quantities of gas delivered to Transporter as deliveries into the pool. If Pooler elects option (b), above, Pooler shall reimburse Transporter, including transportation charges and fuel reimbursements.

5. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of this Tariff are hereby specifically incorporated herein and made a part of this Rate Schedule.

5.17.2 APPLICABILITY AND CHARACTER OF SERVICE

- (a) This Rate Schedule shall apply to all Transportation Service rendered by Transporter for Pooler within a Pooling Area to any Headstation, pursuant to the executed Agreement under this Rate Schedule.
- (b) For purposes of this Rate Schedule, the Eunice and Greensburg Headstations shall be considered, respectively, a Delivery Point in ~~the Southeast Area~~ Market Zone South Facilities or ~~the Southwest Area~~ Supply Zone West Facilities, as applicable. For Transportation Services receiving Gas at such Headstations from a Pooler under this Rate Schedule, the Headstation shall be considered a Receipt Point in either ~~the Southeast Southern Segment~~ Supply Zone East or ~~the Southwest Southern Segment~~ Market Zone North, as applicable. Nothing in this Section 5.17.2(b) is intended to limit pooling to the Eunice or Greensburg Headstations.

A Pooler utilizing service at the Greensburg Headstation pursuant to an Agreement executed under this Rate Schedule, along with service provided that same shipper on a downstream Transportation Service Agreement, shall be assessed one Supply Zone West Reservation and Commodity Charge between the two Agreements.

- (c) Transportation Service under this Rate Schedule shall consist of the Transportation from Catalog Receipt Point(s) (Primary and Secondary Receipt Point(s)) in a Pooling Area to the applicable Headstation.
- (d) The Pooler shall make nominations for Transportation Service in accordance with the provisions of Section 6.6 of the General Terms and Conditions of this Tariff. Such nominated quantities shall be aggregated at the Headstation and treated as quantities received at a single Receipt Point for Shippers nominating quantities of Gas from the Headstation for downstream Transportation.
- (e) Downstream Shippers shall receive nominated quantities of Gas at a Headstation according to the priorities provided by the Pooler under this Rate Schedule in accordance with Section 6.6 of the General Terms and Conditions of this Tariff.
- (f) Allocation of Gas for Poolers under this Rate Schedule shall be determined according to the provisions of Section 6.14 of the General Terms and Conditions of this Tariff.
- (g) For purposes of determining imbalances under this Rate Schedule, overdeliveries at one Receipt Point within a Pooling Area may be offset by underdeliveries at another Receipt Point within the same Pooling Area. Nothing contained in this

provision shall eliminate Pooler's obligations under Section 6.5 of the General Terms and Conditions of this Tariff.

- (h) Transportation Service rendered under this Rate Schedule shall be firm, up to the Delivery Point MDQ(s) specified in the executed Agreement.

5.17.3 CHARGES

Each Month Pooler shall pay to Transporter the following charges:

1. Reservation Charges.

- (a) For each Dekatherm of MDQ, the Reservation Rate, as stated in Section 4.12 for ~~the Southwest Area~~ Supply Zone West, if the Agreement provides for Transportation that reserves Transporter's ~~Southwest Area~~ Supply Zone West Facilities.
- (b) (i) For each Dekatherm of MDQ, the Reservation Rate, as stated in Section 4.12 for ~~the Southeast Area~~ Market Zone South, if the Agreement provides for Transportation that reserves Transporter's ~~Southeast Area~~ Market Zone South Facilities.

(ii) If, in any month, Shipper nominates Secondary Receipt Point(s) or Secondary Delivery Point(s) in ~~the Southeast Area~~ Market Zone South where such points are not Transmission Receipt Points or Transmission Delivery Points, respectively, Shipper shall pay the applicable Reservation Rate as stated in Section 5.19.
- (c) If at the commencement or termination of the Agreement, service is provided for only a portion of a Service Month, any applicable Reservation Charges shall be prorated for the number of Days that service is provided.

2. Commodity Charges.

- (a) A ~~Southwest Area~~ Supply Zone West Commodity Rate, as stated in Section 4.12, shall be paid for each Dekatherm of Gas Delivered Hereunder to or on behalf of Pooler at the Delivery Point(s) during the Month pursuant to an Agreement that utilizes Transporter's ~~Southwest Area~~ Supply Zone West Facilities.
- (b) A ~~Southeast Area~~ Market Zone South Commodity Rate, as stated in Section 4.12 and, if applicable, Section 5.19, shall be paid for each Dekatherm of Gas Delivered Hereunder to or on behalf of Pooler at the Delivery Point(s) during the Month pursuant to an Agreement that utilizes Transporter's ~~Southeast Area~~ Market Zone South Facilities.
- (c) (i) No ACA or other surcharges shall be assessed against any quantities transported pursuant to this Rate Schedule, provided, however, that if quantities hereunder are delivered off-system from Transporter's Pipeline System, then such charges shall be applicable.

- (ii) In the case of any Shipper that purchases Gas from a Pooler, service to such Shipper shall be subject to an adjustment for Transporter's Use and Transporter's EPC that includes Transportation Service in the applicable Pooling Area, and in that event the Pooler hereunder shall not be subject to an adjustment for Transporter's Use and Transporter's EPC, provided, however, that if quantities hereunder are delivered off-system from Transporter's Pipeline System, then service hereunder shall be subject to the adjustment for Transporter's Use and Transporter's EPC.
3. **Authorized Overrun Service.** Transporter may authorize Pooler to take hereunder daily overrun quantities of Gas to the extent that, in the sole judgment of Transporter, the delivery capacity of Transporter's Pipeline System will permit such delivery without jeopardizing the ability of Transporter to meet all of its other firm service delivery obligations. The term "Authorized Daily Overrun Quantity" shall mean the quantity of Gas which is authorized and delivered by Transporter during any one Day in excess of Pooler's MDQ. Any request for service under this Section 5.17.3 paragraph 3 must be made by Pooler pursuant to a separate nomination for Authorized Daily Overrun Quantity Gas in accordance with Section 6.6.1(a) or 6.6.2(a) of the General Terms and Conditions of this Tariff. Pooler shall pay a commodity charge for each Dekatherm of Authorized Daily Overrun Quantity equal to the sum of the applicable maximum Reservation Rates times 12 then dividing the result by 365.
4. **Unauthorized Overrun Service.**
- (a) Each Dekatherm of Gas Delivered Hereunder to Pooler pursuant to Section 6.14 of this Tariff on any Day, which is in excess of Pooler's MDQ, which has not been authorized under Section 5.17.3 paragraph 3 of this Rate Schedule, shall be considered as "Unauthorized Daily Overrun Quantity" and shall be subject to a penalty rate equal to the greater of ten dollars (\$10.00) or two times the Spot Price Index for the Service Month, as defined in Section 6.16 of the General Terms and Conditions of this Tariff, in addition to all the charges set forth in Section 5.17.3 paragraph 3 above.
- (b) Each Dekatherm of Gas Delivered Hereunder to Pooler as an Unauthorized Daily Overrun Quantity at any time after Transporter has issued an express order to Pooler to cease and desist shall be subject to a penalty rate equal to twelve (12) times the sum of the applicable maximum Reservation Rates under this Rate Schedule, in addition to all of the charges set forth in Section 5.17.3 paragraphs 3 and 4(a), above.
5. **Third Party Charges.** Pooler shall be responsible for delivering all Gas to Transporter's system, and shall be free to contract with third party(ies) to achieve

such result. If Pooler requests, and Transporter agrees, that Transporter shall, for service to Pooler, use transportation service which Transporter has contracted for with third party(ies) for Pooler on or after November 1, 1989, Pooler shall pay Transporter an amount equal to the charges Transporter is obligated to pay to third party(ies) for transportation or other services attributable to performance of service on behalf of Pooler under this Rate Schedule. Such charges include, but are not limited to, compression fuel charges, compression fees, Gas handling fees, measurement fees, processing fees, facility rents, or charges that Transporter pays to a third party for transportation of Pooler's Gas, including third party's filing and regulatory fees. Such charges, as they may be from time to time, shall be set forth as separate items on billings rendered to Pooler.

6. Rate Changes. Subject to any limitations agreed to by Pooler and Transporter, Transporter may from time to time and at any time selectively adjust any or all of the rates charged to any individual Pooler for any and all of the transportation routes for which a Maximum Rate and Minimum Rate are stated in Section 4.12 of this Tariff or a superseding tariff; provided, however, that such adjusted rate(s) shall not exceed the applicable Maximum Rate(s), nor shall they be less than the Minimum Rate(s), set forth in such sections. Transporter shall have the right to charge the Maximum Rate at any time as a condition for new service or for continuation of service under an existing Agreement. Transporter shall make all information filings required by the Commission's regulations with respect to any charges at less than the Maximum Rate.
7. Cashout of Monthly Imbalances. Transporter or Pooler, as the case may be, shall be responsible for payment of the Cashout amount(s) provided for in Section 6.15 of the General Terms and Conditions of this Tariff.

5.18.2 APPLICABILITY AND CHARACTER OF SERVICE

- (a) This Rate Schedule shall apply to all Transportation Service rendered by Transporter for Pooler within a Pooling Area to any Headstation, pursuant to the executed Agreement under this Rate Schedule.
- (b) For purposes of this Rate Schedule, the Eunice and Greensburg Headstations shall be considered, respectively, a Delivery Point in ~~the Southeast Area~~Market Zone South Facilities or the ~~Southwest Area~~Supply Zone West Facilities, as applicable. For Transportation Services receiving Gas at such Headstations from a Pooler under this Rate Schedule, the Headstation shall be considered a Receipt Point in either the ~~Southeast Southern Segment~~Supply Zone East or the ~~Southwest Southern Segment~~Market Zone North, as applicable. Nothing in this Section 5.18.2(b) is intended to limit pooling to the Eunice or Greensburg Headstations.
- (c) Transportation Service under this Rate Schedule shall consist of the Transportation from Catalog Receipt Point(s) in a Pooling Area to the applicable Headstation.
- (d) The Pooler shall make nominations for Transportation Service in accordance with the provisions of Section 6.6 of the General Terms and Conditions of this Tariff. Such nominated quantities shall be aggregated at the Headstation and treated as quantities received at a single Receipt Point for Shippers nominating quantities of Gas from the Headstation for downstream Transportation.
- (e) Downstream Shippers shall receive nominated quantities of Gas at a Headstation according to the priorities provided by the Pooler under this Rate Schedule in accordance with Section 6.6 of the General Terms and Conditions of this Tariff.
- (f) Allocation of Gas for Poolers under this Rate Schedule shall be determined according to the provisions of Section 6.14 of the General Terms and Conditions of this Tariff.
- (g) For purposes of determining imbalances under this Rate Schedule, overdeliveries at one Receipt Point within a Pooling Area may be offset by underdeliveries at another Receipt Point within the same Pooling Area. Nothing contained in this provision shall eliminate Pooler's obligations under Section 6.5 of the General Terms and Conditions of this Tariff.
- (h) Transportation Service rendered under this Rate Schedule shall be interruptible.

5.18.3 CHARGES

Each Month Pooler shall pay to Transporter the following charges:

1. Commodity Charges.

- (a) A ~~Southwest Area~~Supply Zone West Commodity Rate, as stated in Section 4.14, shall be paid for each Dekatherm of Gas Delivered Hereunder to or on behalf of Pooler at the Delivery Point(s) during the Month pursuant to an Agreement that utilizes Transporter's ~~Southwest Area~~Supply Zone West ~~Facilities~~.
- (b) A ~~Southeast Area~~Market Zone South Commodity Rate, as stated in Section 4.14 and, if applicable, Section 5.19, shall be paid for each Dekatherm of Gas Delivered Hereunder to or on behalf of Pooler at the Delivery Point(s) during the Month pursuant to an Agreement that utilizes Transporter's ~~Southeast Area~~Market Zone South ~~Facilities~~.
- (c) (i) No ACA or other surcharges shall be assessed against any quantities transported pursuant to this Rate Schedule, provided, however, that if quantities hereunder are delivered off-system from Transporter's Pipeline System, then such charges shall be applicable.

(ii) In the case of any Shipper that purchases Gas from a Shipper under this Rate Schedule, service to such Shipper shall be subject to an adjustment for Transporter's Use and Transporter's EPC that includes Transportation Service in the applicable Pooling Area, and in that event the Shipper hereunder shall not be subject to an adjustment for Transporter's Use and Transporter's EPC, provided, however, that if quantities hereunder are delivered off-system from Transporter's Pipeline System, then service hereunder shall be subject to the adjustment for Transporter's Use and Transporter's EPC.

2. Third Party Charges. Pooler shall be responsible for delivering all Gas to Transporter's system, and shall be free to contract with third party(ies) to achieve such result. If Pooler requests, and Transporter agrees, that Transporter shall, for service to Pooler, use transportation service which Transporter has contracted for with third party(ies) for Pooler on or after November 1, 1989, Pooler shall pay Transporter an amount equal to the charges Transporter is obligated to pay to third party(ies) for transportation or other services attributable to performance of service on behalf of Pooler under this Rate Schedule. Such charges include, but are not limited to, compression fuel charges, compression fees, Gas handling fees, measurement fees, processing fees, facility rents, or charges that Transporter pays to a third party for transportation of Pooler's Gas, including third party's filing and

regulatory fees. Such charges, as they may be from time to time, shall be set forth as separate items on billings rendered to Pooler.

3. **Rate Changes.** Subject to any limitations agreed to by Pooler and Transporter, Transporter may from time to time and at any time selectively adjust any or all of the rates charged to any individual Pooler for any and all of the transportation routes for which a Maximum Rate and Minimum Rate is stated in Section 4.14 of this Tariff or a superseding tariff; provided, however, that such adjusted rate(s) shall not exceed the applicable Maximum Rate(s), nor shall they be less than the Minimum Rate(s), set forth in such sections. Transporter shall have the right to charge the Maximum Rate at any time as a condition for new service or for continuation of service under an existing Agreement. Transporter shall make all information filings required by the Commission's regulations with respect to any charges at less than the Maximum Rate.
4. **Cashout of Monthly Imbalances.** Transporter or Pooler, as the case may be, shall be responsible for payment of the Cashout amount(s) provided for in Section 6.15 of the General Terms and Conditions of this Tariff.

~~SOUTHEAST AREA~~ MARKET ZONE SOUTH GATHERING SERVICE

1. AVAILABILITY

This ~~Southeast Area~~ Market Zone South gathering service is available to any person, corporation, partnership or any other party (hereinafter referred to as "Shipper"). Terms and conditions applicable to this service will be individually negotiated between Shipper and Transporter, on a not unduly discriminatory basis, consistent with the terms and conditions applicable to Transporter's Part 284 transportation.

2. FIRM SERVICE CHARGES

Each Month Shipper shall pay to Transporter a charge not to exceed the following:

(1) Reservation Charge:

~~\$1.2500~~ 0.5256 for each Dekatherm of MDQ.

(2) Commodity Charge:

~~\$0.0002~~ 0.0000 for each Dekatherm of Gas Delivered Hereunder.

3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed ~~\$0.0413~~ 0.0173 for each Dekatherm of Gas Delivered Hereunder.

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain ~~0.33~~ TBD% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in ~~the Southeast Area~~ Market Zone South. This percentage is comprised of 0.00% fuel and ~~0.33~~ TBD% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

6.1 DEFINITIONS

1. The term "Agreement" shall mean the Service Agreement executed by the Shipper and Transporter and any exhibits, attachments and/or amendments thereto. Effective May 1, 1994, Shippers shall be required to execute a separate gathering service agreement in order to obtain service on any facilities in a Pooling Area not functionalized as transmission.
2. The term "Associated Liquefiabiles" shall mean that portion of Transporter's Gas stream that is extracted as liquid hydrocarbons at a processing plant.
3. The term "Associated Liquids" shall mean condensate (liquid hydrocarbons without free water) produced in conjunction with the production of Gas to be transported hereunder (the quantity shall not exceed 10 bbls per MMcf).
4. The term "Backhaul" shall mean the receipt and delivery of Gas which is accomplished by the Transporter's delivery of Gas at Delivery Point(s) which are upstream from the Receipt Point(s) of such Gas.
5. Unless otherwise agreed, the term "Base Maximum Daily Injection Quantity" ("Base MDIQ") shall mean the maximum quantity of Gas that Transporter is required to inject into Storage for the account of Shipper on a firm basis, and shall be equal to the MSQ divided by two hundred (200) for Rate Schedule FSS without ratchets and the MSQ divided by one hundred seventy-five (175) for Rate Schedule FSS with ratchets. Provided, further, that for Rate Schedule FSS with Flexible Entitlements and a Base MDWQ between 1/10 and 1/49 of its MSQ, the Base MDIQ shall be a mutually agreeable amount.
6. The term "Base Maximum Daily Withdrawal Quantity" ("Base MDWQ") shall mean the maximum quantity of Gas that Transporter is required to withdraw from Storage for a Shipper, and shall be at least one-two hundred and thirteenth (1/213) but not more than one tenth (1/10) of the MSQ.
7. The term "Burner Tip Actual" ("BTA") shall mean quantities of Gas that have been electronically measured at the point of actual consumption for Rate Schedule FTS-3, ITS-3 and MBS Shippers and submitted via electronic measurement system to Transporter; provided, however, that if deliveries at the point of actual consumption include commingled deliveries from another supply source, the Shipper or Shipper's designee must identify the quantity attributable to each supply source, subject to verification of same by the intervening downstream transporter, including Transporter's deliveries within four (4) hours after the close of the applicable Day.

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8. The term "Business Day" shall mean Monday through Friday, excluding Federal Banking Holidays for transactions in the United States, and similar holidays for transactions in Canada and Mexico.
9. The term "BTA Stand-Alone Option" shall mean service to a Notice Service Shipper that has elected and qualified to have deliveries allocated on a BTA basis and agreed to the installation of flow control facilities at the point of consumption.
10. The term "BTU" shall mean one (1) British thermal unit, the amount of heat required to raise the temperature of one (1) pound of water one (1) degree Fahrenheit at sixty (60) degrees Fahrenheit, and is the International Btu. The reporting basis for BTU is 14.73 psia and 60 degrees F (101.325 kPa and 15 degrees C, and dry); and for gigacalorie it is 1.035646 Kg/cm² and 15.6 degrees C, and dry.
11. The term "Cashout" shall mean the monetary settlement of quantities of Gas owed to or by Transporter or third parties, as further described in Section 6.15 of these General Terms and Conditions.
12. The term "Cashout Price" shall mean the price determined pursuant to Section 6.15 of these General Terms and Conditions.
13. The term "Catalog Receipt Point(s)" shall mean any eligible Transmission Receipt Point(s) located in a Pooling Area.
14. The term "Central Clock Time" or "CCT" shall mean Central Standard Time ("CST") except when Daylight Savings Time is in effect, when it shall mean one hour in advance of CST. All times referenced in this Tariff shall be in CCT.
15. The term "Commission" shall mean the Federal Energy Regulatory Commission or any successor regulatory authority.
16. The term "Confirmed Price" shall mean the Transportation rate inclusive of all applicable fees and surcharges agreed upon by Transporter and Shipper.
17. The term "Cycling Fuel" shall mean the quantity of Gas equal to Transporter's Use (%) for Rate Schedule FSS times the quantity of Working Storage Gas in excess of twenty percent (20%) of Shipper's MSQ at the end of the Winter Period.
18. The term "Day" shall mean a period of consecutive hours, beginning at 9:00 a.m., and ending on the following 9:00 a.m.
19. The term "DDS Maximum Daily Injection Quantity" shall mean one thirtieth (1/30) of the Maximum Storage Quantity.

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20. The term "DDS Maximum Daily Withdrawal Quantity" shall mean (a) the Working Storage Gas as of the last Day of the prior Service Month divided by the number of Days in the current Service Month or, if applicable, (b) the Working Storage Gas divided by the number of remaining Days in the Service Month as of the date that Transporter notifies Shipper that it must withdraw all of its Working Storage Gas within forty-five (45) Days.
21. The term "Dekatherm" (or "Dth") shall mean the quantity of heat energy which is equivalent to one (1) million (1,000,000) BTU; thus the term MDth shall mean one (1) thousand (1,000) Dth. The conversion factor between Dth and gigajoule, the standard measure of heat energy in Canada, is 1.055056 gigajoules per Dth. The conversion factor between Dth and gigacalorie, the standard measure of heat energy in Mexico, is 0.251996 gigacalories per Dth.
22. The term "Delivery Point" shall mean either (a) a Headstation, (b) the Point of Injection/Withdrawal, or (c) a point on Transporter's Pipeline System that Shipper and Transporter shall agree upon, where Gas exits facilities owned by Transporter, and is metered.
23. The term "Delivery Point MDQ" shall mean the greatest number of Dekatherms that Transporter is obligated to deliver to or on behalf of Shipper on any Day at the applicable Primary Delivery Point.
24. The term "Delivery Point Operator" shall mean the party that is responsible for operating the facilities that are immediately downstream of the applicable Delivery Point.
25. The term "Designated Storage Account" shall mean any Agreement pursuant to Rate Schedule FSS that is designated by the Shipper pursuant to Rate Schedule NNS, for which quantities are to be allocated under Rate Schedule NNS for debiting and crediting.
26. The term "Hydrocarbon Dewpoint" shall mean cricondentherm, the highest temperature at which the hydrocarbon vapor-liquid equilibrium may be present. The Hydrocarbon Dewpoint (cricondentherm) calculations are performed using the Peng-Robinson equation of state.
27. The term "HDP Segment(s)" shall have the meaning as defined in Section 6.13 paragraph 3.
28. The term "HDP Problem(s)" shall mean actual or anticipated operational problems on Transporter's system specifically related to actual or anticipated hydrocarbon liquid fallout.

29. The term "Extreme Condition Situation" shall mean that (a) on any portion of Transporter's Pipeline System throughput approaches capacity, or (b) weather conditions exist, or (c) operating pressures on an affected portion of Transporter's Pipeline System are significantly less than or greater than normal operating pressures, such that Transporter's ability to receive or deliver quantities of Gas in accordance with its service obligations is impaired.
30. The term "Electronic Communication" shall mean the transmission of information via Transporter's Internet site, electronic delivery mechanism prescribed by NAESB or other mutually agreed communication methodologies used to transmit and receive information, including communication by telephone.
31. The term "Electronic Delivery Mechanism" or "EDM" shall mean the Electronic Communication methodology used to transmit and receive data related to gas transactions. Transporter and Shipper shall designate an electronic "site" at which Shippers and Transporter may exchange data electronically. All data provided at such site shall be considered as being delivered to the appropriate party. Transporter's use and implementation of EDM shall conform to all appropriate NAESB standards.
32. The term "Equivalent Quantities" shall mean a quantity of Gas containing an amount of Dekatherms equal to the amount of Dekatherms received by Transporter for the account of Shipper at the Receipt Point(s) reduced, where applicable, by the Dekatherms removed for Transporter's Use, third party use, and treatment and processing of Shipper's Gas, all as attributable to Transportation of Shipper's Gas.
33. The term "Flash Gas" shall mean gaseous hydrocarbons that either vaporize or are vaporized (including flare and vent gas) from liquefied hydrocarbons within facilities located onshore.
34. The term "Gas" shall mean natural gas, including gas cap gas, casinghead gas produced with crude oil, gas from gas wells, gas from condensate wells, Associated Liquefiabiles and synthetic natural gas, or any mixture of these gases meeting the quality standards under Section 6.13 of these General Terms and Conditions.
35. The term "Gas Delivered Hereunder" shall mean the quantities of Gas allocated to Shipper by Transporter, as determined in accordance with the provisions of Section 6.14 of these General Terms and Conditions.
36. The term "GEMS[™]" shall mean Transporter's electronic communication system which shall be available to any Shipper.
37. The term "Headstation" shall mean (a) Transporter's compressor station located at Eunice, Louisiana; (b) Transporter's compressor station located at Greensburg,

Kansas; or (c) subject to operational feasibility, any single Delivery Point in a Pooling Area.

38. The term "Hub" shall mean (a) all interconnections with other transporters or storage service providers and Transporter, located between Transporter's compressor station at Sandwich, Illinois and the Crown Point, Indiana interconnect point (the ANR Joliet Hub), (b) all interconnections with other transporters or storage service providers and Transporter, located between Transporter's meter station at Glen Karn, Ohio and the terminus of the Lebanon Lateral in Ohio (the ANR Lebanon Hub), or (c) subject to operational or administrative feasibility, any other geographic region encompassing Transporter's facilities.

39. ~~Reserved for Future Use. The term "Mainline Area Facilities" shall mean those facilities of Transporter which are not Southwest Area Facilities or Southeast Area Facilities of Transporter, and shall comprise Mainline Segments. Set forth below are the Mainline Segment location definitions:~~

~~(a) SOUTHEAST SOUTHERN SEGMENT: all points downstream of the Eunice, LA compressor station site and upstream of the Madisonville, KY compressor station site.~~

~~(b) SOUTHEAST CENTRAL SEGMENT: all points downstream of and including the Madisonville, KY compressor station site and upstream of and including the Defiance, OH compressor station site.~~

~~(c) SOUTHWEST SOUTHERN SEGMENT: all points downstream of the Greensburg, KS compressor station site and upstream of the Maitland, MO compressor station site.~~

~~(d) SOUTHWEST CENTRAL SEGMENT: all points downstream of and including the Maitland, MO compressor station site and upstream of and including the Sandwich, IL compressor station site.~~

~~(e) NORTHERN SEGMENT: all points downstream of the Sandwich, IL and the Defiance, OH compressor station sites.~~

~~Any Transportation from a Point of Injection/Withdrawal to a Delivery Point in the Northern Segment shall not involve the use of any other Mainline Area Facilities.~~

40. The term "Maximum Daily Injection Quantity" shall mean:

(a) The Base Maximum Daily Injection Quantity if the Working Storage Gas is less than or equal to ninety percent (90%) of the MSQ; or

- (b) Eighty percent (80%) of the Base Maximum Daily Injection Quantity if the Working Storage Gas is greater than ninety percent (90%) and less than one hundred percent (100%) of the MSQ; or
 - (c) The lesser of (1) the otherwise applicable Maximum Daily Injection Quantity or (2) the difference between the Maximum Storage Quantity and the Working Storage Gas.
41. The term "Maximum Daily Quantity" ("MDQ") shall mean the greatest number of Dekatherms that Transporter is obligated to deliver to or on behalf of Shipper on any Day.
42. The term "Maximum Daily Withdrawal Quantity" shall mean:
- (a) One hundred percent (100%) of the Base MDWQ if the Working Storage Gas is greater than twenty percent (20%) of the Maximum Storage Quantity; or
 - (b) Ninety percent (90%) of the Base MDWQ if the Working Storage Gas is greater than fifteen (15%) and less than or equal to twenty percent (20%) of the Maximum Storage Quantity; or
 - (c) Eighty percent (80%) of the Base MDWQ if the Working Storage Gas is greater than ten percent (10%) and less than or equal to fifteen percent (15%) of the Maximum Storage Quantity; or
 - (d) Seventy percent (70%) of the Base MDWQ if the Working Storage Gas is greater than five percent (5%) and less than or equal to ten percent (10%) of the Maximum Storage Quantity; or
 - (e) Sixty percent (60%) of the Base MDWQ if the Working Storage Gas is less than or equal to five percent (5%) of the Maximum Storage Quantity; or
 - (f) The lesser of the otherwise applicable Maximum Daily Withdrawal Quantity and the remaining Working Storage Gas.
43. The term "Maximum Storage Quantity" ("MSQ") shall mean the greatest number of Dekatherms that Transporter is obligated to store on behalf of Shipper.
44. The term "Maximum Transportation Quantity" shall mean the maximum quantity of Gas that Transporter is obligated to transport on any Day on behalf of Shipper from the applicable supply area.
45. The term "Mcf" shall mean one (1) thousand (1,000) cubic feet of Gas; the term MMcf shall mean one (1) million (1,000,000) cubic feet of Gas. The reporting basis

for gas volumes measured in cubic feet is (at standard conditions) 14.73 psia, 60 degrees F, and dry. For cubic meters, the reporting basis is 101.325 kPa, 15 degrees C and dry.

46. The term "Month" shall mean the period beginning on the first Day of a calendar Month and ending at the same hour on the first Day of the next succeeding calendar Month.
47. The term "Negotiated Rate" shall mean a rate or rate formula for computing a rate for service under a single rate schedule under which, for some portion of the contract term, one or more of the individual rate components may exceed the maximum charge, or be less than the minimum charge, for such component of the applicable tariff rate as set forth in Transporter's Schedule of Rates in Sections 4.1 through 4.17, 4.20 and in Section 5.19. A Negotiated Rate must be mutually agreed upon by Transporter and Shipper, and may be based on a rate design other than straight fixed-variable.
48. The term "Net Present Value" ("NPV") shall mean the discounted cash flow of expected revenues per Dekatherm of the applicable service for a term of up to twenty (20) years, using the interest rate set forth in Section 154.67(c)(2) of the Commission's Regulations.
49. The term "Nomination Route" shall mean the route used to transport Gas from the nominated Receipt Point to the nominated Delivery Point.
50. The term "No-Notice Service" shall mean service available under Rate Schedules NNS, STS and MBS.
51. The term "North American Energy Standards Board" or "NAESB" shall mean the private, consensus standards developer whose wholesale natural gas standards are developed by representatives from all segments of the natural gas industry.
52. The term "Notice Service" shall mean all Transportation Services provided by Transporter other than No-Notice Services.
53. The term "Pipeline Condensate" shall mean the hydrocarbons in a liquid state which condense out of the Transporter's facilities (Pipeline Condensate Reduction ("PCR") shall be measured in Dekatherms.)
54. The term "Plant Thermal Reduction" or "PTR" shall mean the quantity of Dekatherms removed at a processing plant and allocated in accordance with the procedures set forth in Section 6.5.2(b) of these General Terms and Conditions.
55. The term "Point of Injection/Withdrawal" shall mean Transporter's storage facilities.

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Effective:

56. The term "Pooler" shall mean a Shipper under Rate Schedules PTS-1, PTS-2 and PTS-3 that delivers Gas only at the Headstation to other Shippers utilizing Transporter's ~~Mainline Area Facilities~~ Pipeline System.
57. The term "Pooling Agreement" shall mean an Agreement entered into by a Pooler with Transporter.
58. The term "Pooling Area" shall mean, as to any Headstation, Transporter's facilities located upstream of that Headstation.
59. The term "Primary Delivery Point(s)" shall mean the Delivery Point(s) as specified in the Agreement.
60. The term "Primary Receipt Point(s)" shall mean the Receipt Point(s) as specified in the Agreement.
61. The term "Primary Point(s)" shall mean the Primary Delivery Point(s) and/or Primary Receipt Point(s).
62. The term "Primary Route" shall mean the shortest distance along contiguous ANR-owned transmission facilities deemed to transport Gas from the Primary Receipt Point to the Primary Delivery Point, and shall be deemed to include points of interconnection with the facilities of third parties, but shall not include transmission laterals unless the affected Shipper's Primary Receipt or Delivery Points are along any such laterals.
63. The term "Receipt Point" shall mean either (a) a Headstation, (b) the Point of Injection/Withdrawal, or (c) a point on Transporter's Pipeline System that Transporter and Shipper shall agree upon, where Gas enters facilities owned by Transporter, and is metered.
64. The term "Receipt Point MDQ" shall mean the greatest number of Dekatherms that Transporter is obligated to receive for or on behalf of Shipper on any Day at the applicable Primary Receipt Point.
65. The term "Reput" shall mean the reinstatement of a capacity release transaction that was recalled.
66. The term "Residue Gas" shall mean Transporter's Gas stream that has been reduced by PTR.
67. The term "Secondary Delivery Point" shall mean a Delivery Point that is not specified as a Primary Delivery Point.

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68. The term "Secondary Receipt Point" shall mean a Receipt Point that is not specified as a Primary Receipt Point.
69. The term "Secondary Point(s)" shall mean the Secondary Delivery Point and/or the Secondary Receipt Point.
70. The term "Service Day" shall mean the Day during which Shipper receives Transportation Service pursuant to a nomination in accordance with Section 6.6 of these General Terms and Conditions.
71. The term "Service Month" shall mean the Month during which Shipper receives Transportation Services under this Tariff.
72. ~~The term "Southeast Area Facilities" shall mean those facilities of Transporter which are located upstream or south of the Eunice, LA compressor station site property, including such site property of Transporter at Eunice, and Transporter's other facilities which are not directly connected~~Reserved for Future Use.
73. ~~The term "Southwest Area Facilities" shall mean those facilities of Transporter which are located upstream of the Greensburg, KS compressor station site property, including such site property of Transporter at Greensburg~~Reserved for Future Use.
74. Unless otherwise agreed, the term "Storage Contract Year" shall mean a period of consecutive Months ending on March 31 for services of at least twelve (12) consecutive Months, and shall commence and end on the Days provided in the Service Agreement for services of less than twelve (12) consecutive Months.
75. The term "Summer Period" shall mean the period from April 1 of each calendar year through October 31 of such year.
76. The term "Swing Percentage" shall mean the percentage of quantities allocated at Delivery Points to each Shipper that will be excused from overrun charges or daily scheduling penalties, as applicable. The Swing Percentage shall be equal to ten percent (10%) of the Delivery Point nomination for such Shipper, unless Transporter shall have posted on GEMStm a notification that an Extreme Condition Situation exists. In such case, the Swing Percentage shall be equal to five percent (5%) of the Delivery Point nomination for such Shipper.
77. The terms "Tender Gas" and "Tender of Gas" shall mean that the delivering party is able and willing, and offers, to deliver Gas to the receiving party at the appropriate Receipt Point or Delivery Point.

Issued:
Effective:

78. The term "Term of Agreement" shall mean the period set forth in the applicable Agreement during which Shipper may take service under the Agreement and shall be any period of one Day or longer. A period must be for consecutive Days except that Transporter may agree to non-continuous periods for multiple year contracts on a not-unduly discriminatory basis.
79. The term "Transmission Delivery Point(s)" shall mean any Delivery Point which does not include any facilities functionalized as gathering.
80. The term "Transmission Receipt Point(s)" shall mean any Receipt Point which does not include any facilities functionalized as gathering.
81. The terms "Transportation" and "Transportation Service(s)" shall mean (a) storage or (b) transportation of Gas by either forward haul, exchange or Backhaul or any combination thereof which includes the use of facilities functionalized on Transporter's books as transmission and/or storage.
82. The term "Transporter" shall mean ANR Pipeline Company.
83. The term "Transporter's Pipeline System" shall mean those facilities of Transporter which are ~~Mainline Area Facilities, Southwest Area Facilities or Southeast Area Facilities~~ encompassed by Transporter's 4 zones:
- (a) MARKET ZONE SOUTH: all points upstream of the Eunice, LA compressor station site property, including such site property of Transporter at Eunice, and Transporter's other facilities which are not directly connected;
 - (b) SUPPLY ZONE EAST: all points downstream of the Eunice, LA compressor station site and upstream of and including the Defiance, OH compressor station site;
 - (c) MARKET ZONE NORTH: all points downstream of the Defiance, OH compressor station site and downstream of and including the Maitland, MO compressor station site. Any Transportation from a Point of Injection/Withdrawal to a Delivery Point in Market Zone North shall not involve the use of any other zone; and
 - (d) SUPPLY ZONE WEST: all points upstream of the Maitland, MO compressor station site property, including such site property of Transporter at Greensburg, KS.
84. The term "Transporter's Use" shall mean the quantity of Gas required by Transporter for (1) compressor fuel and (2) lost-and-unaccounted for ("L&U") Gas for service

under each Agreement, and shall be equal to the Transporter's Use (%) under each such Agreement times Receipt Point quantities tendered to Transporter.

85. The term "Transporter's EPC" shall mean the dollar amount required by Transporter to recover the cost of electric power purchased, including surcharges, by or for Transporter for use in the operation of electric powered compressor units, and shall be equal to the EPC Charge times Delivery Point quantities.
86. The term "Transporter's Use (%)" shall mean the applicable percentage of Transporter's Use, as specified in the Agreement, which shall be an allocable amount of Transporter's Use. The term "EPC Charge" shall mean the rates in \$ per Dth applicable to Transporter's rate schedules, and shall be equal to an allocable amount of Transporter's EPC. The Transporter's Use (%) and the EPC Charge shall be calculated by Transporter by appropriate engineering principles and shall include consideration of the distance of Transportation, provided, however, that no Transporter's Use (%) or EPC Charge shall be assessed on Backhaul Transportation. Except as otherwise noted herein and in Section 6.34 of these General Terms and Conditions, the determination of Transporter's Use (%) and EPC Charge in each of Transporter's annual redetermination filings, shall be based upon the transactional throughput methodology set forth in Transporter's December 4, 1997 filing in Docket No. TM97-2-48-001 as accepted by Order of the Commission dated December 31, 1997, as further amended in the December 26, 2001 Stipulation and Agreement in Docket No. RP01-259-000.
87. The term "Winter Period" shall mean the period from November 1 of each calendar year through March 31 of the following calendar year.
88. The term "Wire Transfer" shall mean payments made/effected by wire transfer (Fedwire, CHIPS, or Book Entry), or Automated Clearinghouse, or any other recognized electronic or automated payment mechanism that is agreed upon by Transporter in the future.
89. The term "Working Storage Gas" shall mean the quantity of Gas held in storage by Transporter for Shipper.
90. Capitalized terms not defined herein are defined pursuant to NAESB.

6.6.1 Submission of Nominations.

- (a) All new or revised nominations must be communicated via GEMStm or EDM unless otherwise mutually agreed, and must be submitted in accordance with the standard nomination timelines set forth below. A revised nomination supersedes the previous nomination in effect, but only for the Days specified in such revised nomination, after which the previous nomination once again takes effect until its end date or until superseded by another new or revised nomination, whichever is earlier. For the purpose of Section 6.6.1(a)(2)-(4), below, "provide" shall mean, for transmittals pursuant to NAESB Standard 1.3.2, receipt at the designated site, and for purposes of other forms of transmittal, it shall mean send or post.

The standard nomination timelines are as follows:

- (1) The Morning Nomination Cycle:
(All times are CCT on the Day prior to the Service Day.)

- 7:00 a.m. Latest time that nominations may leave control of the nominating party;
- 7:00 a.m. Receipt of nominations by Transporter (including from Title Transfer Tracking Service Providers (TTTSPs));
- 7:10 a.m. Transporter sends quick response;
- 8:30 a.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;
- 9:00 a.m. Receipt of scheduled quantities by Shipper and point operator.

Scheduled quantities resulting from the Morning Nomination Cycle shall be effective at 9:00 a.m. CCT on the next Service Day.

- (2) The Timely Nomination Cycle:
(All times are CCT on the Day prior to the Service Day.)

- 11:30 a.m. Latest time that nominations may leave control of the nominating party;
- 11:45 a.m. Receipt of nominations by Transporter (including from TTTSPs);
- 12:00 p.m. Transporter sends quick response;
- 3:30 p.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;

4:30 p.m. Receipt of scheduled quantities by Shipper and point operator.

Scheduled quantities resulting from the Timely Nomination Cycle shall be effective at 9:00 a.m. CCT on the next Service Day.

(3) The Evening Nomination Cycle:
(All times are CCT on the Day prior to the Service Day.)

6:00 p.m. Latest time that nominations may leave control of the nominating party;

6:15 p.m. Receipt of nominations by Transporter (including from TTTSPs);

6:30 p.m. Transporter sends quick response;

9:00 p.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;

10:00 p.m. Transporter to provide scheduled quantities to affected Shippers and point operators, and to provide scheduled quantities to bumped parties.

Scheduled quantities resulting from the Evening Nomination Cycle shall be effective at 9:00 a.m. CCT on the next Service Day.

(4) The Intra-day 1 Nomination Cycle:
(All times are CCT on the Service Day.)

10:00 a.m. Latest time that nominations may leave control of the nominating party;

10:15 a.m. Receipt of nominations by Transporter (including from TTTSPs);

10:30 a.m. Transporter sends quick response;

1:00 p.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;

2:00 p.m. Transporter to provide scheduled quantities to affected Shippers and point operators, and to provide scheduled quantities to bumped parties.

Scheduled quantities resulting from the Intra-day 1 Nomination Cycle shall be effective at 5:00 p.m. CCT on the same Service Day.

(5) The Late Intra-day 1 Nomination Cycle:
(All times are CCT on the Service Day.)

- 3:00 p.m. Latest time that nominations may leave control of the nominating party;
- 3:00 p.m. Receipt of nominations by Transporter (including from TTTSPs);
- 3:10 p.m. Transporter sends quick response;
- 4:30 p.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;
- 5:00 p.m. Transporter to provide scheduled quantities to affected Shippers and point operators, and to provide scheduled quantities to bumped parties.

Scheduled quantities resulting from the Late Intra-day 1 Nomination Cycle shall be effective at 5:00 p.m. CCT on the same Service Day.

- (6) The Intra-day 2 Nomination Cycle:
(All times are CCT on the Service Day.)

- 5:00 p.m. Latest time that nominations may leave control of the nominating party;
- 5:15 p.m. Receipt of nominations by Transporter (including from TTTSPs);
- 5:30 p.m. Transporter sends quick response;
- 8:00 p.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;
- 9:00 p.m. Transporter to provide scheduled quantities to affected Shippers and point operators.

Scheduled quantities resulting from the Intra-day 2 Nomination Cycle shall be effective at 9:00 p.m. CCT on the same Service Day. Bumping is not allowed during the Intra-day 2 Nomination Cycle except as provided for under Section 6.6.2(d) of these General Terms & Conditions.

- (7) The Last Intra-day Nomination Cycle:
(All times are CCT on the Service Day.)

- 3:00 a.m. Latest time that nominations may leave control of the nominating party;
- 3:00 a.m. Receipt of nominations by Transporter (including from TTTSPs);
- 3:10 a.m. Transporter sends quick response;

- 4:30 a.m. Receipt of completed confirmations by Transporter from upstream and downstream connected parties;
- 5:00 a.m. Transporter to provide scheduled quantities to affected Shippers and point operators.

Scheduled quantities resulting from the Last Intra-day Nomination Cycle shall be effective at 5:00 a.m. CCT on the same Service Day. Bumping is not allowed during the Last Intra-day Nomination Cycle except as provided for under Section 6.6.2(d) of these General Terms & Conditions. The intra-day nominations set forth in Section 6.6.1 paragraphs (a)1, 5 and 7 above, shall be limited to Receipt and Delivery Points located in Transporter's ~~Northern Segment~~ Market Zone North.

- (b) If the Shipper is a Pooler, or is withdrawing quantities of Gas from storage, Shipper shall be required to include in its nomination the quantity it intends to deliver to each downstream Shipper at the Headstation or Point of Injection/Withdrawal, identifying each Shipper by name, by contract number, and the order of priority in the event that Transporter is required to make adjustments pursuant to Section 6.5.1 of these General Terms and Conditions. Gas which is nominated for delivery to a Headstation may be transferred to another party at the same Headstation, provided that both the transferor and transferee are Shippers, the transfer is made from similar pools, i.e., transmission to transmission or gathering to gathering, and the transfer is effectuated pursuant to a valid nomination in accordance with this Section 6.6, where the applicable Headstation is designated as both the Receipt Point and the Delivery Point. Finally, Rate Schedule MBS Shippers shall include with their nominations a nomination for the MBS withdrawal quantity and the MBS injection quantity for each Delivery Point, and the MBS maximum storage quantity for the Month. In the event that a Rate Schedule MBS Shipper's confirmed nomination differs from the nomination submitted pursuant to paragraph (a) or (d) of this Section 6.6.1, and the quantity allocated to such Rate Schedule MBS Shipper pursuant to Section 6.14.1 of these General Terms and Conditions exceeds the confirmed nomination, then Transporter shall charge such Rate Schedule MBS Shipper ten dollars (\$10) for each Dth of allocated deliveries in excess of the confirmed nomination.
- (c) Shipper shall also include in its nomination the desired order of priority of receipts and deliveries under each Agreement and Transporter may rely thereon (or in the absence of such information, upon Transporter's judgment) if Transporter takes action to change receipts and/or deliveries according to Section 6.5.1 of these General Terms and Conditions. The order of priority shall indicate that a priority of one (1) shall be the last to be affected by changes, provided, however, if receipts must be reduced and a shipper has nominated a pool-to-pool transfer(s), such pool-to-pool transfer(s) will be the last quantity to be affected by such reduction. Nominations with the same priority will be adjusted pro rata.

- (d) If a Shipper completes and resubmits an otherwise incomplete nomination, the first nomination cycle that occurs where the Shipper's complete nomination meets the deadline for nominations to leave a Shipper's control will apply to the Shipper's nomination.
- (e) Variations by Shipper of actual deliveries to Transporter from the nominated deliveries at the Receipt Point(s) shall be kept to a minimum. In addition, variations by Shipper of actual receipts from Transporter from the nominated receipts at the Delivery Point(s) shall be kept to a minimum. If the nominated quantity cannot be delivered or received at uniform daily rates, provisions to deliver the Gas at a non-uniform rate must be made with Transporter's Gas Control Department prior to Gas flowing.
- (f) Any nomination that is submitted and validated by GEMStm or EDM shall be considered valid. If the nomination of Transporter's Use is inaccurate by five (5) Dths or more, the nomination will not be considered valid.
- (g) Any shipper may designate an agent, which may be Transporter, to nominate and schedule Transportation Service on Shipper's behalf. Shipper shall notify Transporter, in writing or via GEMStm, of the designated agent. An agent who has been designated to nominate and schedule Transportation Service for more than one Shipper may provide aggregate nomination(s) for multiple Shippers. Transporter is authorized to rely on nominations and scheduling information provided by Shipper's agent. By designating an agent, Shipper agrees to indemnify and save Transporter harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising in any way from Shipper's agent's actions on behalf of Shipper, Shipper's agent's failure to act on behalf of Shipper, or Transporter's reliance upon the information provided to Transporter by Shipper's agent; provided, however that such indemnification will not excuse Transporter from liability for actions taken when Transporter is acting as agent.

6.11 PRESSURE AT RECEIPT POINT(S) AND DELIVERY POINT(S)

1. Pressure at Receipt Point(s). Shipper shall cause the Gas to be delivered at the Receipt Point(s) at a pressure sufficient to allow the Gas to enter Transporter's existing pipeline system; provided, however, that such pressure of the Gas delivered or caused to be delivered by Shipper shall not exceed Transporter's Maximum Allowable Operating Pressure; provided, further, that in the case of Receipt Points located in ~~the Mainline Area Facilities~~ Supply Zone East, Market Zone North and downstream of Greensburg, KS in Supply Zone West, Shipper shall be obligated to maintain a minimum pressure of five hundred (500) pounds per square inch, gauge pressure, unless otherwise mutually agreed to between Shipper and Transporter.
2. Pressure at Delivery Point(s). Unless otherwise agreed to by the parties as set forth in the Agreement, Transporter shall redeliver the Gas to Shipper at the Delivery Point(s) hereunder at Transporter's prevailing line pressure as such may vary from time to time, provided, however, that the minimum pressure which Transporter shall be obligated to maintain shall be not less than two hundred-fifty (250) pounds per square inch, gauge pressure, unless otherwise mutually agreed to between Shipper and Transporter. Subject to the limitations specified in Section 6.4 paragraph 2(d) of these General Terms and Conditions, if Shipper requests a minimum pressure that is greater than the pressure that Transporter's existing facilities and/or operations can accommodate, Transporter will perform a study, within four (4) Months of such request, in order to determine the facilities that would be required to accommodate Shipper's request and the estimated costs of such facilities.
3. Pressure Commitments. If mutually agreed in the Agreement, Transporter may make minimum receipt or delivery pressure commitments to Shippers on a non-discriminatory basis, and where necessary, upon specified conditions to ensure that such commitments do not have any adverse effect on Transporter's system. Transporter will not agree to a minimum or maximum receipt or delivery pressure that will render it unable to meet its existing firm obligations and, upon request, will provide a written explanation to the Shipper explaining the operational basis for rejecting any request for a minimum delivery pressure.

6.13 QUALITY

Gas delivered to, and received by, Transporter, shall meet the following specifications:

1. Heat Content. Heat content shall mean the gross heating value per cubic foot of Gas delivered at each Receipt Point and Delivery Point. The Gas at each Receipt Point shall have a heat content not greater than 1200 BTUs per cubic foot nor less than 967 BTUs per cubic foot when determined on a dry basis. Transporter shall have the right to waive such BTU content limits if, in Transporter's sole opinion, Transporter is able to accept Gas with a BTU content outside such limits without affecting Transporter's operations. The total heating value per cubic foot of Gas shall be determined at each Receipt Point and each Delivery Point by one of the following methods:
 - (a) by means of an instrument of standard manufacture installed to measure the heating value of the Gas being delivered at the Receipt Point or the Delivery Point;
 - (b) at intervals of not more than six (6) Months by means of an instrument of standard manufacture and a sample of Gas from the Gas stream from which Gas is being delivered at the Receipt Point or the Delivery Point; or
 - (c) other methods mutually agreed upon by both parties.

For the purpose of calculating receipts and deliveries, the heat content of the Gas so determined at each such point shall be deemed to remain constant at such point until the next determination. The unit of quantity for the purpose of determining total heating value shall be one (1) cubic foot of anhydrous Gas at a temperature of sixty (60) degrees Fahrenheit and an absolute pressure of 14.73 psia.

2. Freedom from Objectionable Matter. The Gas received and delivered hereunder:
 - (a) shall be commercially free from objectionable odors, dust, water and any other solid or liquid matter which might interfere with its merchantability or cause injury to or interference with proper operation of the equipment through which it flows and any substance that might become separated from the gas in Transporter's facilities.
 - (b) shall not contain more than sixteen (16) parts per million (one (1) grain per one hundred (100) cubic feet of Gas) of hydrogen sulfide in ~~the Southeast Area Market Zone South Facilities~~ and ~~Southwest Area~~ upstream of Greensburg, KS in Supply Zone West Facilities and shall not contain more than four (4) parts per million (one quarter grain per one hundred (100) cubic feet of Gas) of hydrogen sulfide in the ~~Mainline Area Facilities~~ Transporter's Pipeline System,

as determined by the method prescribed in the Gas Processors Association Standard 2377, entitled "Test for Hydrogen Sulfide and Carbon Dioxide in Natural Gas Using Length of Stain Tubes";

- (c) shall not contain more than twenty (20) grains of total sulfur (including the sulfur in any hydrogen sulfide and mercaptans) per one hundred (100) cubic feet of Gas;
 - (d) shall not at any time have an oxygen content in excess of one percent (1%) by volume and the parties hereto shall make every reasonable effort to keep the Gas free of oxygen;
 - (e) shall be free of water and hydrocarbons in liquid form and shall in no event contain water vapor in excess of seven (7) pounds per million cubic feet of Gas;
 - (f) shall not contain more than two percent (2%) by volume of carbon dioxide;
 - (g) shall be delivered at a temperature not in excess of one hundred twenty (120) degrees Fahrenheit or less than forty (40) degrees Fahrenheit; and
 - (h) shall not contain more than three percent (3%) by volume of nitrogen.
 - (i) shall not contain any toxic, hazardous materials or substances, or any deleterious material potentially harmful to persons or to the environment, including but not limited to, polychlorinated biphenyls and substances requiring investigation, remediation or removal under any law, regulation, rule or order in effect from time to time.
3. Hydrocarbon Dewpoint. Transporter may not refuse to accept delivery of Gas with a Hydrocarbon Dewpoint equal to or less than 15 degrees Fahrenheit ("F"), provided that such Gas satisfies all other applicable provisions of Transporter's FERC Gas Tariff. This Standard shall be referred to as Transporter's Hydrocarbon Dewpoint Safe Harbor. Transporter may, from time to time, as operationally necessary, establish and post on its Internet site a limit on Hydrocarbon Dewpoint (no lower than the Hydrocarbon Dewpoint Safe Harbor) for receipts on specified HDP Segments to cure or prevent hydrocarbon liquid fallout. Transporter may post on its Internet site such limits when operational and engineering considerations on Transporter's System upstream of designated Monitoring Points demonstrate the need for such limits in order to prevent anticipated hydrocarbon liquid fallout, to correct problems from actual hydrocarbon liquid fallout, or to assure that gas would be accepted for delivery into interconnects, including with interstate or intrastate pipelines, end users, and local distribution companies.

- (a) Procedures for Postings. Transporter shall establish Monitoring Points on its system for the purpose of posting Hydrocarbon Dewpoint limits pursuant to Section 6.13 paragraph 3. For purposes of this section, "HDP Segment(s)" shall be that portion of Transporter's System between Monitoring Points or, for the furthestmost upstream Monitoring Points of Transporter's System, the applicable HDP Segment shall be the remaining portion of Transporter's upstream system.
- (i) HDP Problem(s) - Actual Hydrocarbon Liquid Fallout - If Transporter experiences hydrocarbon liquid fallout on Transporter's system, Transporter may post on its Internet site Hydrocarbon Dewpoint limits (no lower than 15 degrees F) at the point where the liquid fallout occurs and then to the receipt points upstream of that location within the HDP Segment where the fallout is occurring. If that will not correct the Hydrocarbon Dewpoint problem, Transporter shall apply Hydrocarbon Dewpoint limits for each HDP Segment immediately upstream of the HDP Segment where the liquid fallout occurs up to the nearest Monitoring Point that satisfies the Hydrocarbon Dewpoint limit. Any such Hydrocarbon Dewpoint limit shall be applied uniformly to all receipt points in such HDP Segments. Transporter's analysis and posting of HDP limits shall not skip over any HDP Segment between the HDP Problem and the furthestmost upstream HDP Segment to which an HDP limit is posted.
- (ii) HDP Problem(s) - Anticipated Hydrocarbon Liquid Fallout - When Transporter anticipates hydrocarbon liquid fallout under foreseeable operating conditions on Transporter's System, Transporter may post on its Internet site, pursuant to the procedures established in this section below, Hydrocarbon Dewpoint limits (no lower than 15 degrees F) for the HDP Segment(s) of Transporter's System required to prevent the anticipated liquid fallout. Transporter may make a posting when Transporter's analysis of system operating factors indicates a need for a limitation. Such factors may include, but are not limited to, anticipated processing plant operation, pressure reduction, flow patterns, flowing gas temperatures, and Hydrocarbon Dewpoint temperatures. Hydrocarbon Dewpoint limitations posted pursuant to this section shall be applied to all HDP Segment(s) where potential for liquid fallout is anticipated absent such Hydrocarbon Dewpoint limitation and to all HDP Segments required to prevent the anticipated liquid fallout under foreseeable operating conditions, provided such posting shall not skip over any HDP Segment between the HDP Problem and the furthestmost upstream HDP Segment to which an HDP limit is posted. Transporter shall post on its Internet site an explanation of the basis for the HDP limit. Upon Shipper's request, Transporter shall provide, within three Business Days, a written detailed explanation of the nature and level of

the anticipated hydrocarbon liquid fallout problem, the reasons for its choices of the posted HDP limit and the affected HDP Segments.

- (iii) Transporter shall post HDP limits in a given HDP Segment only to the extent necessary to prevent liquid fallout from occurring in order to manage and operate Transporter's system in a safe and reliable manner. Such posted Hydrocarbon Dewpoint limits shall remain in effect no longer than necessary.
- (iv) To the extent that it is operationally feasible, Transporter will not apply the Hydrocarbon Dewpoint limits of this section to meters that are not upstream of a processing plant with available capacity and that flow 500 Dth or less per day.
- (v) Transporter will provide as much notice of such limitation as reasonably practicable and will attempt to provide such notice at least ten (10) days prior to the effective date of the limitation.
- (vi) Posted Hydrocarbon Dewpoint limitations shall not exceed the limits needed to correct the specifically identified or anticipated HDP Problem on specific HDP Segments of Transporter's system.
- (vii) Where the Transporter can not fully correct an HDP Problem by posting a Hydrocarbon Dewpoint limit in the most downstream HDP Segment experiencing or anticipating to experience a HDP Problem, it may post a Hydrocarbon Dewpoint limit in subsequent upstream HDP Segment(s) but the Hydrocarbon Dewpoint limit in the subsequent HDP Segment(s) may be no stricter than the limit in the first HDP Segment. Where the Hydrocarbon Dewpoint of an upstream Monitoring Point complies with the posted Hydrocarbon Dewpoint limit, Transporter shall not apply any Hydrocarbon Dewpoint limit to that point or any other upstream receipt point in the sequential HDP Segment.
- (viii) When Transporter posts a Hydrocarbon Dewpoint limit on the Sandwich - Georgetown - Defiance HDP Segment (the SGD HDP Segment) then the gas receipts into the SGD HDP Segment either from interconnects or from any adjacent HDP Segment feeding gas directly into the SGD HDP Segment must meet the posted HDP limit for the SGD HDP Segment.
- (ix) Transporter will not require processing of gas at receipt points upstream of the tailgate of a straddle plant that meets the posted Hydrocarbon Dewpoint limit without processing.

- (x) To the extent operationally practicable, Transporter may allow gas that does not meet a posted Hydrocarbon Dewpoint limitation at receipt points to continue to flow provided that Transporter approves a "pairing" proposal as set forth in Section 6.13 paragraph 3(c).
 - (xi) Transporter shall allow gas that does not meet a posted Hydrocarbon Dewpoint limitation at receipt points to continue to flow provided that the Shipper or a third party provides to Transporter proof of processing at a plant within the HDP Segment where the gas at the tailgate of that plant satisfies the Hydrocarbon Dewpoint limitation for the applicable HDP Segment.
- (b) Monitoring Points. Transporter shall utilize the following Monitoring Points to establish HDP Segments on Transporter's System for purposes of posting Hydrocarbon Dewpoint limits per this Section 6.13 paragraph 3.
- 1. Eunice Headstation East
 - 2. Eunice Headstation West
 - 3. Greensburg Headstation East
 - 4. Greensburg Headstation West
 - 5. Defiance Station East
 - 6. Defiance Station South
 - 7. Defiance Station North
 - 8. Sandwich Station North
 - 9. Sandwich Station South
 - 10. Sandwich Station East
 - 11. Georgetown Station
- (c) Pairing. To the extent operationally feasible, and subject to the conditions below, Transporter may allow a shipper whose Gas does not meet a posted Hydrocarbon Dewpoint limit to pair its Gas with a shipper whose Gas satisfies the posted specification.
- (i) A shipper wishing to pair must provide ANR with a written proposal for the pairing of its volumes (including but not limited to E-Mail or facsimile).
 - (ii) Upon receipt of a pairing proposal, Transporter will determine whether the proposal can physically occur on Transporter's system without causing undue risk to Transporter's operations.

- (iii) If Transporter determines that shipper's proposal is physically possible, then Transporter will evaluate whether the commingled stream that would result from the proposal satisfies the Hydrocarbon Dewpoint limitation.
 - (iv) To the extent that Transporter determines that the pairing proposal does not meet one or more of the above listed conditions, Transporter will provide shipper a written denial specifying the basis for the determination.
 - (v) Transporter shall permit all shippers interested in pairing to post relevant data, including contact information, on its Internet site.
- (d) Transporter shall post on its Internet site each Receipt Point Hydrocarbon Dewpoint value Transporter calculates, within 24 hours after making the calculations, and the method by which the Hydrocarbon Dewpoint value was calculated.
- (e) Transporter shall post on its Internet site each blended Hydrocarbon Dewpoint and blended BTU values Transporter calculates for a line segment of its system within 24 hours of such calculation.
- (f) HDP Measurement - Transporter shall perform the Hydrocarbon Dewpoint (cricondentherm) calculations for Section 6.13 paragraph 3 using the Peng-Robinson equation of state and C6+ assumptions consistent with industry practices. Upon a shipper's request, Transporter shall conduct a C9+ analysis; provided that in no event shall Transporter be required to conduct such C9+ analysis at any one receipt point more frequently than once every twelve months, except if a new source of supply has been added at that point.
4. Failure to Meet Specifications. Should any Gas tendered for delivery hereunder fail at any time to conform to any of the specifications of this Section 6.13 ("Non-Conforming Gas"), the affected Party shall notify the party tendering such Gas of any such failure and the affected party may at its option suspend all or a portion of the receipt of any such Non-Conforming Gas, and shall be relieved of obligations hereunder for the duration of such time as the Non-Conforming Gas does not meet such specifications. Nothing in this Section 6.13 shall prevent Transporter from waiving any quality specifications where the acceptance of Non-Conforming Gas will not in the reasonable judgment of Transporter adversely impair its operation. The exclusive remedy of the Affected Party shall be liquidated damages not to exceed the greater of (a) ten dollars (\$10.00), or (b) two times the Spot Price Index (as defined in Section 6.16 of these General Terms and Conditions, for each Dekatherm of such Non-Conforming Gas.

5. Commingling. It is recognized that Gas delivered by Shipper will be commingled with other Gas transported hereunder by Transporter. Accordingly, the Gas of Shipper shall be subject to such changes in heat content as may result from such commingling and Transporter shall, notwithstanding any other provision herein, be under no obligation to redeliver for Shipper's account, Gas of a heat content identical to that caused to be delivered by Shipper to Transporter.

6.15.1 Cashout of Imbalances.

- (a) For the purposes of this Section 6.15, "Receipts" shall mean quantities of Gas allocated pursuant to Section 6.14 of these General Terms and Conditions, net of Transporter's Use, and "Deliveries" shall mean quantities of Gas allocated pursuant to Section 6.14 of these General Terms and Conditions. Transporter and Shipper shall Cashout any remaining imbalance between Monthly Receipts and Monthly Deliveries under all of Shippers' Transportation Agreements, subject to Transporter's Billing and Payment provisions contained in Section 6.17 of these General Terms and Conditions.
- (b) If Monthly Receipts are greater than Monthly Deliveries, the difference shall be "Excess Quantities". If Monthly Deliveries are greater than Monthly Receipts, the difference shall be "Deficient Quantities". Such Excess Quantities and/or Deficient Quantities shall be individually determined by Receipts in each Operational Impact Area which shall be either the ~~Southeast~~Market Zone South, ~~Southwest~~Supply Zone West, ~~Canadian~~Supply Zone East or ~~Mainline~~Market Zone North Receipts, as defined below in Section 6.15.1(d), respectively, and will be divided by the Monthly Delivery Point nominations applicable to such Receipts, using such information as was available to Shipper on the last Day of the Service Month on GEMStm, for the purpose of determining the applicable imbalance percentage. Transporter shall be authorized to purchase and sell Gas at Receipt Points to manage imbalance quantities and shall endeavor to make any such purchases or sales of Gas necessary to balance its system by the end of the month following the Service Month in which the imbalance is determined, to the extent such purchases or sales are operationally practicable.
- (c) The Cashout Price will be equal to the ~~Louisiana~~Market Zone South Spot Price Index, the ~~Oklahoma~~Supply Zone West Spot Price Index, the ~~Canadian~~Supply Zone East Spot Price Index, or the ~~Mainline~~Market Zone North Spot Price Index, as applicable, as such spot price indices are defined in Section 6.16 of these General Terms and Conditions, and shall be applicable to imbalances associated with ~~Southeast~~Market Zone South Receipts, ~~Southwest~~Supply Zone West Receipts, ~~Canadian~~Supply Zone East Receipts and ~~Mainline~~Market Zone North Receipts, respectively. The indicated percentage(s) of the Cashout Price (as defined below) will be paid for the Excess/Deficient Quantities that fall within each respective bracket of the total imbalances (1) by Transporter to Shipper (as full consideration, inclusive of taxes and any other amounts) for Excess Quantities or (2) by Shipper to Transporter for Deficient Quantities, based on the scale set forth below:

Transporter Pays Shipper the following % of Imbalance:

% of Imbalance	Percentage of the Cashout Price for the Excess Quantities
-----	-----
> 0% Up to 5%	100%
> 5% Up to 10%	85%
> 10% Up to 15%	70%
> 15% Up to 20%	60%
> 20%	50%

Shipper Pays Transporter the following % of Imbalance:

% of Imbalance	Percentage of the Cashout Price for the Deficient Quantities
-----	-----
> 0% Up to 5%	100%
> 5% Up to 10%	115%
> 10% Up to 15%	130%
> 15% Up to 20%	140%
> 20%	150%

- (d) The Cashout Payment applicable to all Agreements of a Shipper during a Service Month shall equal (1) the sum of the Excess Quantities (if applicable) by ~~Southeast~~Market Zone South, ~~Southwest~~Supply Zone West, ~~Canadian~~Supply Zone East and/or ~~Mainline~~Market Zone North Receipts multiplied by the applicable Cashout Price less the Cashout Price Surcharge, if any, pursuant to Section 6.15.5(b), below, minus (2) the sum of the Deficient Quantities (if applicable) by ~~Southeast~~Market Zone South, ~~Southwest~~Supply Zone West, ~~Supply Zone East~~Canadian and/or ~~Mainline~~Market Zone North Receipts multiplied by the applicable Cashout Price plus the Cashout Price Surcharge, if any, pursuant to Section 6.15.5(b), below. If the difference is positive, such amount will be paid by Transporter to Shipper. If the difference is negative, such amount will be paid by Shipper to Transporter.

The Receipt Quantities under each Agreement will be determined as follows:

Issued:
 Effective:

Docket No.
 Accepted:

- (1) ~~Southwest~~ Market Zone South Receipts will equal the quantity of Monthly receipts under such Agreement that entered Transporter's System through Receipt Point(s) in ~~the Southwest Area~~ Market Zone South Facilities;
 - (2) ~~Southwest~~ Supply Zone West Receipts will equal the quantity of Monthly receipts under such Agreement that entered Transporter's System through Receipt Point(s) in the ~~Southwest Area~~ Supply Zone West Facilities;
 - (3) ~~Canadian Receipts will equal the quantity of Monthly receipts under such Agreement that entered Transporter's System through the Marshfield, Wisconsin Receipt Point; and~~ Supply Zone East Receipts will equal the quantity of Monthly receipts under such Agreement that entered Transporter's System through Receipt Point(s) in Supply Zone East; and
 - (4) ~~Mainline Receipts will equal the total quantity of Monthly receipts that are not included in the calculation of the Southeast Receipts, Southwest Receipts or Canadian Receipts.~~ Market Zone North Receipts will equal the quantity of Monthly receipts under such Agreement that entered Transporter's System through Receipt Point(s) in Market Zone North.
- (e) A Cashout of imbalances at prices above or below one hundred percent (100%) of the Cashout Price shall not occur if it has been determined that such imbalances are due to Transporter's negligence. Additionally, a Cashout of imbalances due to Excess Quantities or Deficient Quantities shall be limited to one hundred percent (100%) of the Cashout Price if such imbalances occurred during circumstances of force majeure that directly affect the Transporter's or upstream or downstream facilities over which Gas is transported under the applicable Agreement, or during circumstances of force majeure that directly affect Shipper's facilities for the period until Shipper has an opportunity to adjust its nominations, or were the direct result of an OFO issued to the Shipper or its supplier. Transporter shall be required to provide accumulated imbalance data to Shipper requesting such data by electronic or other available means of communication within forty-eight (48) hours of such request during the Service Month.

6.16 SPOT PRICE INDEX

Spot Price Index. The Spot Price Index shall be determined in accordance with the provisions of this Section 6.16:

- (a) ~~Weighting of Spot Prices. The Spot Price Index shall be the weighted average of the Louisiana Spot Price Index, the Oklahoma Spot Price Index and the Canadian Spot Price Index (as determined below), for the Service Month. The weighting will be based on the capacity available per Transporter's §260.8 System Flow Diagrams: Format No. FERC 567 at the following points: Jena Compressor Station, Alden Compressor Station and Marshfield Compressor Station.~~ Supply Zone East Spot Price Index. The spot price index for Supply Zone East Receipts shall be the Supply Zone East Spot Price Index and will be determined for a week by use of the published weekly spot prices contained in Natural Gas Intelligence's Weekly Gas Price Index for deliveries to Transporter. The Supply Zone East Spot Price Index for Deficient Quantities will be the highest of the simple weekly averages of the "REX into ANR – Shelby" prices reported in the publication. The Supply Zone East Spot Price Index for Excess Quantities will be the lowest of the simple weekly averages of the "REX into ANR – Shelby" prices reported in the publication.
- (b) ~~Spot Price Indices – Louisiana and Oklahoma.~~
- (1) ~~Louisiana Spot Price~~ Market Zone South Index. The spot price index for ~~Southeast Market Zone South~~ Receipts shall be the ~~Louisiana Market Zone South~~ Spot Price Index and will be determined for a week by use of the published weekly spot prices contained in the following two publications: (i) Energy Intelligence's Natural Gas Week prices for onshore deliveries to Transporter of 5,000 MMBtu or more, and (ii) Natural Gas Intelligence's Weekly Gas Price Index for the onshore deliveries to Transporter. The ~~Louisiana Market Zone South~~ Spot Price Index for Deficient Quantities will be the highest of the simple weekly averages of the "ANR spot" prices in the two publications. The ~~Louisiana Market Zone South~~ Spot Price Index for Excess Quantities will be the lowest of the simple weekly averages of the "ANR spot" prices in the two publications.
- (2c) ~~Oklahoma~~ Supply Zone West Spot Price Index. The spot price index for ~~Southwest Supply Zone West~~ Receipts shall be the ~~Oklahoma Supply Zone West~~ Spot Price Index and will be determined for a week by use of the published weekly spot prices contained in the following two publications: (i) Energy Intelligence's Natural Gas Week prices for deliveries to Transporter of 5,000 MMBtu or more, and (ii) Natural Gas Intelligence's Weekly Gas Price Index for deliveries to Transporter. The ~~Oklahoma Supply Zone West~~ Spot Price Index for Deficient Quantities will be the highest of the simple weekly averages of the "ANR spot" prices in the two publications. The ~~Oklahoma Supply Zone West~~ Spot Price Index for Excess

Quantities will be the lowest of the simple weekly averages of the "ANR spot" prices in the two publications.

~~(3d) Price Reporting and Material Changes~~Market Zone North Spot Price Index. ~~The published spot prices used in determining the Louisiana Spot Price Index and the Oklahoma Spot Price Index shall be prices for short term contracts, preferably thirty to thirty one Day contracts, on a delivered to interstate pipeline basis. The published spot prices used shall be the Index prices (volume weighted average prices), or, if such a volume weighted average price is not available, an average of the high and low prices reported. If there is a material change by any of the publications to be used in determining the Louisiana Spot Price Index or the Oklahoma Spot Price Index in the definition of how prices are reported for deliveries to Transporter, then the prices for such deliveries in such publication will no longer be used in calculating the Index Price.~~The spot price index for Market Zone North Receipts shall be the Market Zone North Spot Price Index and will be determined for a week by calculating a simple average of the "Alliance" and "Michigan Consolidated" weekly average prices published in Natural Gas Intelligence's Weekly Gas Price Index for deliveries to Transporter. The Market Zone North Spot Price Index for Deficient Quantities will be the highest of the simple weekly averages calculated for the "Alliance" and "Michigan Consolidated" average prices reported in the publication. The Market Zone North Spot Price Index for Excess will be the lowest of the simple weekly averages calculated for the "Alliance" and "Michigan Consolidated" average prices reported in the publication.

(4e) Cessation of Publications. To the extent the reported prices referenced above are not published for the Month required, Transporter shall determine the Louisiana-Supply Zone East Spot Price Index, Market Zone South Spot Price Index, Supply Zone West Spot Price Index, or ~~Oklahoma-Market Zone North~~ Spot Price Index using another similar publication selected by Transporter in its reasonable judgment that is broadly published and widely accepted within the gas industry as a reliable source for the quotation of gas prices.

~~(e) Spot Price Index - Canada:~~

~~(1) Canadian Spot Price Index. The Spot Price Index for Canadian Receipts shall be the Canadian Spot Price Index and will be determined for a week by use of the published weekly spot prices stated in U.S. Dollars in the following two publications: (i) Btu Weekly under the heading "Btu's Natural Gas Spot Diary, Canadian Export, Emerson, Weekly WACOG;" and (ii) Natural Gas Week under the heading "Canadian Price Report, Delivered to Pipe U.S.\$, Manitoba, Emerson Border." The Canadian Spot Price Index for Deficient Quantities will be the highest of the simple weekly averages of the Emerson spot prices in the two publications plus the variable costs on Viking Gas Transmission Company ("Viking Variable Costs"). The Canadian Spot Price Index for Excess~~

~~Quantities will be the lowest of the simple weekly averages of the Emerson spot prices in the two publications plus the Viking Variable Costs. The Viking Variable Costs shall be the sum of Viking's firm transportation commodity rate, plus Viking's fuel at the average of the published prices reported in the two publications, plus any Viking surcharge(s) applicable to a five hundred (500) mile haul.~~

~~(2) Material Changes or Cessation of Publication. If there is a material change in the publication to be used in determining the Canadian Spot Price Index or in the definition of how prices are reported for deliveries to the interstate pipelines, then the prices for such pipelines in such publication will no longer be used in calculating the Index Price.~~

~~If, at any time, Btu Weekly or Natural Gas Week ceases publication, then the Bloomberg Natural Gas Report shall be substituted. If Bloomberg Natural Gas Report is used, the average of the high and low quote stated in U.S. Dollars in the map titled "Bloomberg Natural Gas/Petroleum Product Prices," under the heading "Emerson, Manitoba," plus the Viking Variable Costs, shall be utilized. To the extent the reported prices referenced above are not published for the Month required, Transporter shall determine the Canadian Spot Price Index using another similar publication selected by Transporter in its reasonable judgment that is broadly published and widely accepted within the gas industry as a reliable source for the quotation of gas prices.~~

~~(d) Spot Price Index - Mainline. The Mainline Spot Price Index for the Service Month shall equal the Spot Price Index as determined in Section 6.16(a), above.~~

6.20 CAPACITY TRADING

This Section 6.20 sets forth the terms and conditions pursuant to which certain Shippers may trade part or all of their rights to have Gas transported by Transporter to and from Receipt Point(s) and Delivery Point(s) specified in its Agreement, to and with other Shippers. The rights to trade under this Section 6.20, shall be limited to trades among those Shippers that have effective Agreements for service under Rate Schedules FTS-1 or ETS of this Tariff.

- (a) All of the traded transportation entitlements of both parties must relate to transportation to Primary Delivery Point(s) located within the same pipeline segment of Transporter, that is, ~~Mainline Area Facilities~~ Market Zone South, ~~Southeast Area Facilities~~ Supply Zone East, Market Zone North, or ~~Southwest Area~~ Supply Zone West ~~Facilities~~, as the case may be. In addition, each Shipper involved in the trade shall be entitled to have Gas transported only to the Primary Delivery Point(s) specified in that Shipper's Agreement, but such Shipper shall have the right to Tender Gas to Transporter at the Receipt Point(s) specified in the other Shipper's Agreement, even if such Receipt Point(s) utilize different Mainline Segments. The level of firm service capacity entitlements traded shall be equal for each Shipper.
- (b) No trade hereunder shall be for a period of less than one (1) year, and the term of the trade shall be the same for each Shipper. Any trades shall be for a maximum period expiring on the shorter term of the two Agreements that are traded when the trade is for the entire length of such shorter term. If the period of any trade is less than the remaining term of any Agreement that is traded, the capacity entitlements traded shall revert to the original Shipper(s), and each of such Shipper(s) shall remain bound under the terms of its original Agreement at the conclusion of the trade.
- (c) Requests to trade service entitlements hereunder shall be submitted in writing to Transporter, including particulars of the transaction and transportation capacity to be traded in reasonable detail, by February 1 of each year, and shall become effective, if approved, on April 1 of such year. Transporter, as a condition of review and approval of any such request, may require that the parties to the proposed trade furnish such additional information to Transporter as Transporter may reasonably deem necessary. Transporter shall approve or disapprove each proposed trade by March 1 of the year in which the request is submitted. Further, Transporter shall approve requested trades unless it can demonstrate, on a reasonable, good faith basis, that one or more of the following conditions would occur if the trade were effectuated:
- (1) The trade would violate any provision of Transporter's Tariff; or
 - (2) The trade would impair Transporter's ability to honor any commitments then in effect to any firm service customer; or

- (3) At an assumed one hundred percent (100%) load factor utilization for the next succeeding twelve (12) Months relative to the traded capacity entitlements, and the rates that parties to the trade have agreed shall be utilized, the reservation or commodity revenues payable to Transporter would be less than if the trade did not occur.

- (d) Transporter's approval of a trade hereunder shall be shown by execution of Agreement amendments providing for such trade, and the requests for trade hereunder shall be deemed to constitute the consent of the trading parties to such amendment.

- (e) Eligible Shippers shall be entitled to participate in one or more trades hereunder, subject to the terms and conditions set forth herein. Information concerning capacity trades will be posted on GEMStm in accordance with Section 6.21.1.9 of these General Terms and Conditions as if the trades were pre-arranged releases at maximum rates.

6.21.1.1 Eligibility.

Any Shipper ("Releasing Shipper") under Rate Schedule FTS-1, FTS-2, FTS-3, FTS-4, FTS-4L, ETS, FSS, PTS-2 or NNS of this Tariff, except Shippers electing service under the small customer option of Rate Schedules FTS-1 or ETS, shall be entitled, subject to the terms and conditions of this Section 6.21.1, to release any or all of its firm Transportation entitlements held under an Agreement but only to the extent that the capacity so released is acquired by another Shipper ("Replacement Shipper") pursuant to the provisions of this Section 6.21.1. Any such release shall result in a temporary suspension of the Releasing Shipper's right to use the released firm entitlements. In the case of segmented capacity releases, all segmentation nominations shall be subject to the limitations set forth in Section 6.10.3 of these General Terms and Conditions. In addition, the following conditions shall apply:

- (1) During the Winter Period, to the extent a Shipper under Rate Schedules ETS, FTS-1, FTS-2, FTS-4, FTS-4L, FSS, or FTS-3 releases capacity, its NNE, if any, at Primary Delivery Point(s) will not be diminished; provided, however, that if the MDQ under such Rate Schedules is released below the Shipper's NNE at any Delivery Point, then the otherwise applicable NNE at such Delivery Point shall be reduced to the level of the remaining MDQ at such Delivery Point.
- (2) Any release under Rate Schedule FSS shall be subject to the limitation that, under any affected Agreement, the ratio of the Maximum Storage Quantity to the Base Maximum Daily Withdrawal Quantity, and the ratio of the Maximum Storage Quantity to the Base Maximum Daily Injection Quantity for Rate Schedule FSS Shippers with Flexible Entitlements and a Base MDWQ between 1/10 and 1/49 of its MSQ, shall remain constant for both the Releasing Shipper's and Replacement Shipper's Agreements. Nothing contained herein is intended to restrict a Shipper from releasing its Rate Schedule FSS capacity separate from any associated transportation entitlement.
- (3) Any release under Rate Schedule NNS shall be subject to all of the limitations of Rate Schedule NNS and shall only be releasable at the Primary Delivery Point(s) specified in the underlying Rate Schedule NNS Agreement.
- (4) Any release under Rate Schedule FTS-2 shall be subject to the same interruption(s) of service thereunder as set forth in such Rate Schedule FTS-2.

- (5) Any Replacement Shipper that acquires capacity pursuant to a segmented release shall acquire Secondary Receipt and Delivery Points unless the Releasing Shipper has agreed to release all or part of the capacity at the Primary Receipt and/or Delivery Points. With the prior consent of the Releasing Shipper, as expressed in the capacity release notice, a Replacement Shipper that acquires Primary Receipt and/or Delivery Points may request a change in such point(s) from Transporter pursuant to Section 6.2.4 of these General Terms and Conditions. In addition, a Replacement Shipper that acquires Secondary Receipt and/or Delivery Points shall have the right to request that Transporter elevate such point(s) to Primary Points subject to the conditions set forth below and in accordance with Sections 6.2.4 and 6.10.3, as applicable, of these General Terms and Conditions. In addition, the following provisions will apply.
- (i) For any contractual path traversing ~~the Northern Segment~~Market Zone North, only Secondary Points included in the released segment within the Primary Route of the Releasing Shipper's Agreement shall be eligible for elevation by the Replacement Shipper as Primary Points.
 - (ii) No point may be elevated to a Primary Point if such point is not eligible for treatment as a Primary Point under these General Terms and Conditions and Shipper's Rate Schedule.
 - (iii) For any contractual path traversing ~~the Northern Segment~~Market Zone North, a request to elevate a Secondary Point to a Primary Point may not change the contractual direction of flow of the original Releasing Shipper's Agreement.
 - (iv) A Replacement Shipper may not hold Primary Receipt or Delivery Point capacity in excess of the MDQ specified in the Replacement Shipper's Agreement. The sum of the MDQ at all Primary Receipt Points must be less than or equal to the MDQ specified in the Replacement Shipper's Agreement. Likewise, the sum of the MDQ at all Primary Delivery Points must be less than or equal to the MDQ specified in the Replacement Shipper's Agreement.

A Replacement Shipper shall be permitted to elevate a Secondary Point to a Primary Point, if sufficient path and point capacity is available. Once a Secondary Point is elevated to a Primary Point, the Replacement Shipper may change the Primary Point in accordance with the provisions of Section 6.2.4 of these General Terms and Conditions and subject to the conditions specified in this Section 6.21.1.1(5). Furthermore, at the end of the release, the Replacement Shipper's Primary Point(s) that were

elevated from Secondary Points during the release shall revert to
Secondary Point(s).