

FERC NGA GAS TARIFF

FOURTH REVISED VOLUME NO. 1
(Supersedes Third Revised Volume No. 1)

of

TRUNKLINE GAS COMPANY, LLC

Filed With The

FEDERAL ENERGY REGULATORY COMMISSION

Communications Concerning this Tariff
Should be Addressed To:

Michael T. Langston
Vice President
Chief Regulatory Officer
Telephone: (713) 989-77610
Facsimile: (713) 989-1205
michael.langston@energytransfer.com

TRUNKLINE GAS COMPANY, LLC
P. O. Box 4967
Houston, Texas 77210-4967

1300 Main Street
Houston, Texas 77002

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Rate Schedule QNT	Form of Service Agreement
Rate Schedule LFT	Form of Service Agreement
Reserved	Form of Service Agreement
Rate Schedule FSS	Form of Service Agreement
Rate Schedule NNS-1	Form of Service Agreement

Rate Schedule NNS-2	Form of Service Agreement
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PRELIMINARY STATEMENT

TRUNKLINE GAS COMPANY, LLC (Trunkline) owns and operates a Natural Gas pipeline, together with related facilities, which extends from points near Premont, Jim Wells County, Texas and points near Patterson, Louisiana to Trunkline's Longville, Louisiana compressor station, and thence in a northerly direction from the Longville compressor station through the states of Arkansas, Mississippi, Tennessee, Kentucky, Illinois and Indiana to its terminus at the Michigan-Indiana border near Vistula, Indiana. Trunkline also owns and operates the Epps Storage Field which is an underground Gas storage reservoir located in East and West Carroll Parishes, Louisiana in the vicinity of its Epps, Louisiana compressor station.

The Transportation or Storage of Natural Gas is undertaken by Trunkline only under written Service Agreements acceptable to Trunkline after consideration of its commitments to others, delivery capacity, and other pertinent factors.

Part III Tariff Map

System Map
Field Zone Map
Zone 1A Map
Zone 1B Map
Zone 2 Map

System Map

The System Map may be viewed and downloaded at the Internet Web site below.

<https://tgcmessage.energytransfer.com/ipost/TGC/maps/system-map>

Field Zone Map

The Field Zone Map may be viewed and downloaded at the Internet Web site below.

<https://tgcmessage.energytransfer.com/ipost/TGC/maps/field-zone>

Zone 1A Map

The Zone 1A Map may be viewed and downloaded at the Internet Web site below.

<https://tgcmessage.energytransfer.com/ipost/TGC/maps/zone1a>

Zone 1B Map

The Zone 1B Map may be viewed and downloaded at the Internet Web site below.

<https://tgcmessage.energytransfer.com/ipost/TGC/maps/zone1b>

Zone 2 Map

The Zone 2 Map may be viewed and downloaded at the Internet Web site below.

<https://tgcmessage.energytransfer.com/ipost/TGC/maps/zone2>

Part IV
Currently Effective Rates

Rate Schedule FT	Currently Effective Rates
Rate Schedule SST	Currently Effective Rates
Rate Schedule EFT	Currently Effective Rates
Rate Schedule QNT	Currently Effective Rates
Rate Schedule LFT	Currently Effective Rates
Reserved	Currently Effective Rates
Rate Schedule FSS	Currently Effective Rates
Rate Schedule NNS-1	Currently Effective Rates
Rate Schedule NNS-2	Currently Effective Rates
Rate Schedule DVS	Currently Effective Rates
Rate Schedule IT	Currently Effective Rates
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Negotiated Rates	Currently Effective Rates

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE FT
 FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$ 9.7097	-	\$ 9.7097	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.68 % (4)
- Overrun Rate (3)	0.3192	-	0.3192	-	-
Zone 1A to Zone 2					
- Reservation Rate	\$ 6.0096	-	\$ 6.0096	-	-
- Usage Rate (1)	0.0117	-	0.0117	\$ 0.0117	0.96 %
- Overrun Rate (3)	0.1976	-	0.1976	-	-
Zone 1B to Zone 2					
- Reservation Rate	\$ 4.5557	-	\$ 4.5557	-	-
- Usage Rate (1)	0.0062	-	0.0062	\$ 0.0062	0.65 %
- Overrun Rate (3)	0.1498	-	0.1498	-	-
Zone 2 Only					
- Reservation Rate	\$ 3.4350	-	\$ 3.4350	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.34 %
- Overrun Rate (3)	0.1129	-	0.1129	-	-
Field Zone to Zone 1B					
- Reservation Rate	\$ 8.4890	-	\$ 8.4890	-	-
- Usage Rate (1)	0.0130	-	0.0130	\$ 0.0130	1.48 % (4)
- Overrun Rate (3)	0.2791	-	0.2791	-	-
Zone 1A to Zone 1B					
- Reservation Rate	\$ 4.7889	-	\$ 4.7889	-	-
- Usage Rate (1)	0.0106	-	0.0106	\$ 0.0106	0.76 %
- Overrun Rate (3)	0.1574	-	0.1574	-	-
Zone 1B Only					
- Reservation Rate	\$ 3.3350	-	\$ 3.3350	-	-
- Usage Rate (1)	0.0051	-	0.0051	\$ 0.0051	0.45 %
- Overrun Rate (3)	0.1096	-	0.1096	-	-
Field Zone to Zone 1A					
- Reservation Rate	\$ 7.3683	-	\$ 7.3683	-	-
- Usage Rate (1)	0.0079	-	0.0079	\$ 0.0079	1.17 % (4)
- Overrun Rate (3)	0.2422	-	0.2422	-	-
Zone 1A Only					
- Reservation Rate	\$ 3.6682	-	\$ 3.6682	-	-
- Usage Rate (1)	0.0055	-	0.0055	\$ 0.0055	0.45 %
- Overrun Rate (3)	0.1206	-	0.1206	-	-
Field Zone Only					
- Reservation Rate	\$ 3.7001	-	\$ 3.7001	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.86 % (4)
- Overrun Rate (3)	0.1216	-	0.1216	-	-
Gathering Charge (All Zones)					
- Reservation Rate	\$ 0.3257		\$ 0.3257		
- Overrun Rate (3)	0.0107		0.0107		

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21
- (2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02%. See the definition of Backhaul in GT&C Section 1.
- (3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year
- (4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE SST
 SMALL SHIPPER TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.5461	-	\$ 0.5461	\$ 0.0141	1.68 %
- Ovrerrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	0.96 %
- Ovrerrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.65 %
- Ovrerrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.34 %
- Ovrerrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	1.48 %
- Ovrerrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.76 %
- Ovrerrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.45 %
- Ovrerrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	1.17 %
- Ovrerrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.45 %
- Ovrerrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.86 %
- Ovrerrun Rate (1)	0.1240	-	0.1240	-	-
Gathering Charge (All Zones)					
- Usage Rate	\$ 0.0178		\$ 0.0178		
- Ovrerrun Rate	0.0107		0.0107		

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21
 (2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02%. See the definition of Backhaul in GT&C Section 1.

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE EFT
 ENHANCED FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$10.3159	-	\$10.3159	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.68 % (4)
- Overrun Rate (3)	0.3392	-	0.3392	-	-
Zone 1A to Zone 2					
- Reservation Rate	\$ 6.6158	-	\$ 6.6158	-	-
- Usage Rate (1)	0.0117	-	0.0117	\$ 0.0117	0.96 %
- Overrun Rate (3)	0.2175	-	0.2175	-	-
Zone 1B to Zone 2					
- Reservation Rate	\$ 5.1619	-	\$ 5.1619	-	-
- Usage Rate (1)	0.0062	-	0.0062	\$ 0.0062	0.65 %
- Overrun Rate (3)	0.1697	-	0.1697	-	-
Zone 2 Only					
- Reservation Rate	\$ 4.0412	-	\$ 4.0412	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.34 %
- Overrun Rate (3)	0.1329	-	0.1329	-	-
Field Zone to Zone 1B					
- Reservation Rate	\$ 9.0952	-	\$ 9.0952	-	-
- Usage Rate (1)	0.0130	-	0.0130	\$ 0.0130	1.48 % (4)
- Overrun Rate (3)	0.2990	-	0.2990	-	-
Zone 1A to Zone 1B					
- Reservation Rate	\$ 5.3951	-	\$ 5.3951	-	-
- Usage Rate (1)	0.0106	-	0.0106	\$ 0.0106	0.76 %
- Overrun Rate (3)	0.1774	-	0.1774	-	-
Zone 1B Only					
- Reservation Rate	\$ 3.9412	-	\$ 3.9412	-	-
- Usage Rate (1)	0.0051	-	0.0051	\$ 0.0051	0.45 %
- Overrun Rate (3)	0.1296	-	0.1296	-	-
Field Zone to Zone 1A					
- Reservation Rate	\$ 7.9745	-	\$ 7.9745	-	-
- Usage Rate (1)	0.0079	-	0.0079	\$ 0.0079	1.17 % (4)
- Overrun Rate (3)	0.2622	-	0.2622	-	-
Zone 1A Only					
- Reservation Rate	\$ 4.2744	-	\$ 4.2744	-	-
- Usage Rate (1)	0.0055	-	0.0055	\$ 0.0055	0.45 %
- Overrun Rate (3)	0.1405	-	0.1405	-	-
Field Zone Only					
- Reservation Rate	\$ 4.3063	-	\$ 4.3063	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.86 % (4)
- Overrun Rate (3)	0.1416	-	0.1416	-	-
Gathering Charge (All Zones)					
- Reservation Rate	\$ 0.3257	-	\$ 0.3257	-	-
- Overrun Rate (3)	0.0107	-	0.0107	-	-

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21
- (2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02%. See the definition of Backhaul in GT&C Section 1.
- (3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year
- (4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE QNT
 QUICK NOTICE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$10.7536	-	\$10.7536	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.68 % (4)
- Overrun Rate (3)	0.3535	-	0.3535	-	-
Zone 1A to Zone 2					
- Reservation Rate	\$ 7.0535	-	\$ 7.0535	-	-
- Usage Rate (1)	0.0117	-	0.0117	\$ 0.0117	0.96 %
- Overrun Rate (3)	0.2319	-	0.2319	-	-
Zone 1B to Zone 2					
- Reservation Rate	\$ 5.5996	-	\$ 5.5996	-	-
- Usage Rate (1)	0.0062	-	0.0062	\$ 0.0062	0.65 %
- Overrun Rate (3)	0.1841	-	0.1841	-	-
Zone 2 Only					
- Reservation Rate	\$ 4.4789	-	\$ 4.4789	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.34 %
- Overrun Rate (3)	0.1473	-	0.1473	-	-
Field Zone to Zone 1B					
- Reservation Rate	\$ 9.5329	-	\$ 9.5329	-	-
- Usage Rate (1)	0.0130	-	0.0130	\$ 0.0130	1.48 % (4)
- Overrun Rate (3)	0.3134	-	0.3134	-	-
Zone 1A to Zone 1B					
- Reservation Rate	\$ 5.8328	-	\$ 5.8328	-	-
- Usage Rate (1)	0.0106	-	0.0106	\$ 0.0106	0.76 %
- Overrun Rate (3)	0.1918	-	0.1918	-	-
Zone 1B Only					
- Reservation Rate	\$ 4.3789	-	\$ 4.3789	-	-
- Usage Rate (1)	0.0051	-	0.0051	\$ 0.0051	0.45 %
- Overrun Rate (3)	0.1440	-	0.1440	-	-
Field Zone to Zone 1A					
- Reservation Rate	\$ 8.4122	-	\$ 8.4122	-	-
- Usage Rate (1)	0.0079	-	0.0079	\$ 0.0079	1.17 % (4)
- Overrun Rate (3)	0.2766	-	0.2766	-	-
Zone 1A Only					
- Reservation Rate	\$ 4.7121	-	\$ 4.7121	-	-
- Usage Rate (1)	0.0055	-	0.0055	\$ 0.0055	0.45 %
- Overrun Rate (3)	0.1549	-	0.1549	-	-
Field Zone Only					
- Reservation Rate	\$ 4.7440	-	\$ 4.7440	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.86 % (4)
- Overrun Rate (3)	0.1560	-	0.1560	-	-
Gathering Charge (All Zones)					
- Reservation Rate	\$ 0.3257	-	\$ 0.3257	-	-
- Overrun Rate (3)	0.0107	-	0.0107	-	-

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02%. See the definition of Backhaul in GT&C Section 1.

(3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year

(4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE LFT
 LIMITED FIRM TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2					
- Reservation Rate	\$ 6.9240	-	\$ 6.9240	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.68 % (4)
- Overrun Rate (3)	0.2276	-	0.2276	-	-
Zone 1A to Zone 2					
- Reservation Rate	\$ 4.4405	-	\$ 4.4405	-	-
- Usage Rate (1)	0.0117	-	0.0117	\$ 0.0117	0.96 %
- Overrun Rate (3)	0.1460	-	0.1460	-	-
Zone 1B to Zone 2					
- Reservation Rate	\$ 3.4647	-	\$ 3.4647	-	-
- Usage Rate (1)	0.0062	-	0.0062	\$ 0.0062	0.65 %
- Overrun Rate (3)	0.1139	-	0.1139	-	-
Zone 2 Only					
- Reservation Rate	\$ 2.7125	-	\$ 2.7125	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.34 %
- Overrun Rate (3)	0.0892	-	0.0892	-	-
Field Zone to Zone 1B					
- Reservation Rate	\$ 6.1047	-	\$ 6.1047	-	-
- Usage Rate (1)	0.0130	-	0.0130	\$ 0.0130	1.48 % (4)
- Overrun Rate (3)	0.2007	-	0.2007	-	-
Zone 1A to Zone 1B					
- Reservation Rate	\$ 3.6212	-	\$ 3.6212	-	-
- Usage Rate (1)	0.0106	-	0.0106	\$ 0.0106	0.76 %
- Overrun Rate (3)	0.1191	-	0.1191	-	-
Zone 1B Only					
- Reservation Rate	\$ 2.6453	-	\$ 2.6453	-	-
- Usage Rate (1)	0.0051	-	0.0051	\$ 0.0051	0.45 %
- Overrun Rate (3)	0.0870	-	0.0870	-	-
Field Zone to Zone 1A					
- Reservation Rate	\$ 5.3525	-	\$ 5.3525	-	-
- Usage Rate (1)	0.0079	-	0.0079	\$ 0.0079	1.17 % (4)
- Overrun Rate (3)	0.1760	-	0.1760	-	-
Zone 1A Only					
- Reservation Rate	\$ 2.8690	-	\$ 2.8690	-	-
- Usage Rate (1)	0.0055	-	0.0055	\$ 0.0055	0.45 %
- Overrun Rate (3)	0.0943	-	0.0943	-	-
Field Zone Only					
- Reservation Rate	\$ 2.8904	-	\$ 2.8904	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.86 % (4)
- Overrun Rate (3)	0.0950	-	0.0950	-	-
Gathering Charge (All Zones)					
- Reservation Rate	\$ 0.2186		\$ 0.2186		
- Overrun Rate (3)	0.0107		0.0107		

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21
- (2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02%. See the definition of Backhaul in GT&C Section 1.
- (3) Maximum firm volumetric rate applicable for capacity release with a term of more than one year
- (4) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

RESERVED

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE FSS
FIRM STORAGE SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	<u>Maximum</u> <u>Rate Per Dt</u>	<u>Minimum</u> <u>Rate Per Dt</u>
	(1)	(2)
Capacity Reservation Rate	\$ 0.5767 (1)	\$ -
Deliverability Reservation Rate	3.5985 (1)	-
Injection Rate	0.0005	0.0005
Withdrawal Rate	0.0005	0.0005
Overrun Rate	0.1373	-

(1) Maximum rate applicable for capacity release with a term of more than one year

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE NNS-1
NO NOTICE SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
Reservation Rate	\$ 8.2429 (1)	\$ -
Injection Rate	0.0005	0.0005
Withdrawal Rate	0.0005	0.0005
Overrun Rate	0.2710	-

(1) Maximum rate applicable for capacity release with a term of more than one year

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE NNS-2
NO NOTICE SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
Usage Rate	\$ 0.4514	\$ -
Injection Rate	0.0005	0.0005
Withdrawal Rate	0.0005	0.0005
Overrun Rate	0.2710	-

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE DVS
DELIVERY VARIANCE SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate schedule.

<u>Description</u>	<u>Maximum Rate Per Dt.</u>	<u>Minimum Rate Per Dt.</u>
Reservation Rate	\$ 8.8172	-
Usage Rate	0.0010	\$ 0.0010

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE IT
 INTERRUPTIBLE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt	Adjustment ----- Sec. 24	Maximum Rate Per Dt	Minimum Rate Per Dt	Fuel Reimbursement (2)
	(1)	(2)	(3)	(4)	(5)
RATE SCHEDULE IT -- PEAK					

Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.3333	-	\$ 0.3333	\$ 0.0141	1.68 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	0.96 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.65 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.34 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	1.48 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1681	-	\$ 0.1681	\$ 0.0106	0.76 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.1147	-	\$ 0.1147	\$ 0.0051	0.45 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	1.17 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.45 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1240	-	\$ 0.1240	\$ 0.0024	0.86 % (3)
Gathering Charge (All Zones)					
- Usage Rate	\$ 0.0107		\$ 0.0107		
RATE SCHEDULE IT -- OFF-PEAK					

Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.2749	-	\$ 0.2749	\$ 0.0141	1.56 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.70 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.52 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.38 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	1.25 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.39 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.21 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	1.11 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.25 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.93 % (3)
Gathering Charge (All Zones)					
- Usage Rate	\$ 0.0086		\$ 0.0086		

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21

(2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02% Peak and 0.03% Off-Peak. See the definition of Backhaul in GT&C Section 1

(3) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES
 RATE SCHEDULE QNIT
 QUICK NOTICE INTERRUPTIBLE TRANSPORTATION

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Base Rate Per Dt ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
Field Zone to Zone 2 - Usage Rate (1)	\$ 0.3676	-	\$ 0.3676	\$ 0.0141	1.68 % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	0.96 %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.65 %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.34 %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	1.48 % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.76 %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.45 %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	1.17 % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.45 %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.86 % (3)
Gathering Charge (All Zones) - Usage Rate	\$ 0.0107		\$ 0.0107		

- (1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21
- (2) Fuel reimbursement for Backhauls, excluding Backhaul transactions in the South Texas Modified Transmission System, is 0.02%. See the definition of Backhaul in GT&C Section 1.
- (3) Excludes South Texas Modified Transmission System, which fuel reimbursement is calculated in accordance with GT&C Section 22.6

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE ISS
INTERRUPTIBLE STORAGE SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
Inventory Rate	\$ 0.0961	\$ -
Injection Rate	0.0005	0.0005
Withdrawal Rate	0.0005	0.0005
Overrun Rate	0.0010	0.0010

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE GPS
GAS PARKING SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
Daily Parking Rate	\$ 0.0833	\$ 0.0000

CURRENTLY EFFECTIVE RATES
RATE SCHEDULE TABS-1
TRANSPORTATION AGGREGATION BALANCING SERVICE

Each rate set forth in this Tariff is the currently effective rate pertaining to the particular rate schedule to which it is referenced, but each such rate is separate and independent and the change in any such rate shall not thereby effect a change in any other rate or rate schedule.

	Maximum Rate Per Dt ----- (1)	Minimum Rate Per Dt ----- (2)
Gathering Charge (All Zones)		
Usage Rate - Peak	\$ 0.0107	-
Usage Rate - Off-Peak	\$ 0.0086	-

CURRENTLY EFFECTIVE RATES
 NEGOTIATED RATES

<u>Shipper</u>	<u>Rate Schedule</u>	<u>Negotiated Rate</u>	<u>Quantity</u>	<u>Point(s) of Receipt</u>	<u>Point(s) of Delivery</u>	<u>Term</u>
Panhandle Eastern Pipe Line Company, LP Contract #34657	FT	(1)	(2)	(3)	(4)	(5)
BP Energy Company Contract #37169	EFT	(6)	(7)	(8)	(9)	(10)
Ford Motor Company Contract #38054	FT	(11)	(12)	(13)	(14)	(15)
NextEra Energy Marketing, LLC Contract #38089	FT	(16)	(17)	(18)	(19)	(20)
Tampa Electric Company Contract #38446	FT	(21)	(22)	(23)	(24)	(25)

The provisions of these negotiated rate agreements do not deviate in any material respect from the form of service agreement in the tariff.

- (1) Fixed negotiated rate equal to \$0.2843/Dth calculated on a 100%, Load Factor Basis (inclusive of Reservation and Usage Fees) for the Summer Contract Quantity (April-October) and Fixed negotiated rate equal to \$0.2153/Dth calculated on a 100% Load Factor Basis (inclusive of Reservation and Usage Fees) for the Winter Contract Quantity (November-March), plus all current and future applicable Surcharges, whether reservation or usage
- (2) 42,000 Dth/d - Summer Seasons (April-October)
72,000 Dth/d - Winter Seasons (November-March)
- (3) Primary Receipt Points: Panhandle Interconnect (80023) 42,000 Dth/d (April-October)
Katy - Houston Pipeline (81523) 72,000 Dth/d (November-March)
Secondary Receipt Point(s): All points in the Field Zone, Zone 1A, and Zone 1B
- (4) Primary Delivery Point(s): Katy-Houston Pipeline Delivery (80744) 42,000 MMBtu/d (April-October)
Panhandle Interconnect (80023) 72,000 MMBtu/d (November-March)
Secondary Deliver Point(s): All points in the Field Zone, Zone 1A, and Zone 1B
- (5) Term: Five (5) years beginning the later of July 1, 2019 or the in-service of the Facility Modifications [November 1, 2019]
- (6) Reservation Rate: \$0.2000/Dth/d

Usage Rate: Maximum

- (7) 25,000 Dth/d – August 1, 2022 – October 31, 2022
50,000 Dth/d – November 1, 2022 – March 31, 2023
46,000 Dth/d – April 1, 2023 – October 31, 2023
50,000 Dth/d – November 1, 2023 – March 31, 2024
46,000 Dth/d – April 1, 2024 – October 31, 2024
50,000 Dth/d – November 1, 2024 – March 31, 2025
- (8) Primary Receipt Point(s): Tiger Interconnect – ETC Tiger Pipeline (82752) – August 1, 2022 – March 31, 2025
Secondary Receipt Point(s): All existing and future interconnecting Trunkline Z1A, Z1A pool and Trunkline Field Zone receipt locations and bidirectional locations
- (9) Primary Delivery Point(s): Bridgeline @ Patterson – Bridgeline (80578) – August 1, 2022 – March 31, 2025
Secondary Delivery Point(s): All existing and future interconnecting Trunkline Field Zone delivery locations and bidirectional locations
- (10) Term: August 1, 2022 through March 31, 2025
- (11) Reservation Rate: \$3.6682/Dth with ROFR (equivalent to Fixed Daily Reservation Rate of \$0.1206 Dth/day)
Usage, Fuel and Surcharge Rate: Tariff
- (12) 25,000 Dth/d
- (13) Primary Receipt Point(s): Tiger Interconnect – ETC Tiger Pipeline (82752) – 25,000 Dth/d
Secondary Receipt Point(s): All Points in the Field Zone – Negotiated Rate
All Points in the Zone 1A – Negotiated Rate
All Points in the Zone 1B – Additional \$0.03 Dth/d
All Points in the Zone 2 – Additional \$0.05 Dth/d
- (14) Primary Delivery Point(s): Blue Oval City Interconnect (80755) Location to be constructed – 25,000 Dth/d
Secondary Delivery Point(s): All Points in the Field Zone – Additional \$0.10 Dth/d
All Points in the Zone 1A – Negotiated Rate
All Points in the Zone 1B – Additional \$0.05 Dth/d
All Points in the Zone 2 – Additional \$0.05 Dth/d
- (15) Term: November 1, 2023 through December 31, 2043
- (16) Reservation Rate: \$3.7001/Dth Fixed Monthly Reservation Rate
Usage Rate: Tariff Rate
- (17) 50,000 Dth/d
- (18) Primary Receipt Point(s): November 1, 2024 – March 31, 2028
Trunkline-Matterhorn Interconnect (80758)– 50,000 Dth/d
Secondary Receipt Point(s): All Points in the Field Zone
- (19) Primary Delivery Point(s): November 1, 2024 – March 31, 2028
Southern Natural @ Shadyside (81738) – 50,000 Dth/d
Secondary Delivery Point(s): All Points in the Field Zone

- (20) Term: November 1, 2024 through March 31, 2028
- (21) Reservation Rate: \$0.7950 Dth/d
Fuel: Fixed Intrastate fuel of 2.08% plus applicable ETC Tiger Pipeline, LLC ("Tiger") and Trunkline Z1A to Field Zone Tariff rates
Commodity: Applicable Tiger and Trunkline Tariff commodity rates
- (22) 25,000 Dth/d + Applicable Fuel
"Applicable Fuel" shall be the applicable effective Fuel Reimbursement as stated in Florida Gas Transmission Company, LLC's Tariff for Western Division to Western Division.
- (23) Primary Receipt Point(s): Rebel Tailgate to NTP (533510) – 6,250 Dth/d
Rebel II Residue to NTP (533511) – 6,250 Dth/d
Panther Tailgate to NTP (533515) – 6,250 Dth/d
ETC Panther II Receipt (533516) – 6,250 Dth/d
Secondary Receipt Point(s): Regency Waha (Meter No. 4663), RBX/Oasis Waha (Meter No. 485200 0), Oneok Waha (Meter No. 5896A), Atmos Oasis/Atmos PL Waha (Meter No. 1229A), Enterprise Texas Pipeline (Meter No. 1265A), Oasis GCX (Meter No. 5895A), Aqua Blanca/Oasis Pecos (Meter No. 5897A), Waha Hub (Meter No. 9019), El Paso Waha (Meter No. 6541 & 6541A), Northern Waha (Meter No. 8724A), Transwestern (Meter No. 6301A), Rebel Tailgate to NTP (Meter No. 533510), Rebel II Residue to NTP (Meter No. 533511), Panther Tailgate to NTP (Meter No. 533515), ETC Panther II Receipt (Meter No. 533516)
All Tiger secondary receipt points and Trunkline Field Zone secondary receipt points
- (24) Primary Delivery Point(s): April and October: FGT Manchester (82503 – 20,000 Dth/d
FGT Vermillion (82708) – 5,000 Dth/d
May – September: FGT Manchester (82503 – 15,000 Dth/d
FGT Vermillion (82708) – 10,000 Dth/d
November – March: FGT Manchester (82503) – 25,000 Dth/d
FGT Vermillion (82708) – 0 Dth/d
Secondary Delivery Point(s): HPL/Gulf South Carthage (Meter No. 980489), HPL/NGPL Carthage (delivery) (Meter No. 980488), HPL/Eastrans Carthage (Meter No. 980495A), HPL/Tiger Panola Group (Meter No. 980036), Maypearl (Meter No. 100400), HPL East Tx Hub Meter (Meter No. 988496)
All Tiger secondary delivery points and Trunkline Field Zone secondary delivery points
- (25) Term: September 1, 2024 through August 31, 2027

Part V
Rate Schedules

FIRM SERVICES

Rate Schedule FT	Firm Transportation
Rate Schedule SST	Small Shipper Transportation
Rate Schedule EFT	Enhanced Firm Transportation
Rate Schedule QNT	Quick Notice Transportation
Rate Schedule LFT	Limited Firm Transportation
Rate Schedule FFZ	Flexible Field Zone Transportation - Cancelled
Rate Schedule FSS	Firm Storage Service
Rate Schedule NNS-1	No Notice Service
Rate Schedule NNS-2	No Notice Service
Rate Schedule DVS	Delivery Variance Service

INTERRUPTIBLE SERVICES

Rate Schedule IT	Interruptible Transportation
Rate Schedule QNIT	Quick Notice Interruptible Transportation
Rate Schedule ISS	Interruptible Storage Service
Rate Schedule GPS	Gas Parking Service

OTHER SERVICES

Rate Schedule TABS-1	Transportation Aggregation Balancing Service
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RATE SCHEDULE FT
FIRM TRANSPORTATION

1. AVAILABILITY

This Rate Schedule FT is available to any party (hereinafter called Shipper) which has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule FT. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule FT is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Trunkline may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt. Points of Receipt on Trunkline's Master Receipt Point List (MRPL) or South Texas Master Receipt Point List (South Texas MRPL), as applicable, are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein. If the Gathering Charge is applicable in accordance with Section 3.3 herein, Points of Receipt identified as Gathering Points of Receipt on the MRPL or South Texas MRPL, as applicable, are also available as secondary Points of Receipt.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary Points of Delivery, each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ shall equal the sum of the MDDOs at Shipper's primary Points of Delivery. Points of

Delivery on Trunkline's Master Delivery Point List (MDPL) or South Texas Master Delivery Point List (South Texas MDPL), as applicable, are also available as secondary Points of Delivery if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

2.3 Service provided at the primary and secondary Points of Receipt and primary and secondary Points of Delivery shall be provided on a firm basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule FT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for firm service under this Rate Schedule FT shall be as follows:

3.1 Reservation Charge

- (A) If both the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located within the same Zone, the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the applicable reservation rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule FT; and
- (B) If the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located in different Zones, then the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the sum of the applicable reservation rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule FT.

The Reservation Charge shall be prorated for the first and last contract Months to adjust for the number of days during those Months for which service was contracted. In the event commencement of services contracted for is contingent upon the repair, upgrade, construction of facilities, financial considerations or third party contingencies, Trunkline may waive any or all

Reservation Charges until a mutually agreed upon date following the resolution of the applicable contingency.

3.2 Usage Charge

- (A) If both the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located within the same Zone, the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the applicable usage rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule FT; and
- (B) If the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the sum of the applicable usage rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule FT.

3.3 Gathering Charge

If Shipper designates a primary Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, then, in addition to the Reservation and Usage Charges established in Sections 3.1 and 3.2 of this Rate Schedule FT, Shipper shall pay a monthly Gathering Charge which shall be the product of the MDRO at such primary Point of Receipt and the applicable Gathering reservation rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FT.

3.4 Surcharges

Shipper shall pay all reservation and usage surcharges specified in Section 21 of the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule FT. In addition, the Reservation and Usage Charges shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule FT or which otherwise may be applicable to service under this Rate Schedule FT from time to time.

3.5 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FT, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable

Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.6 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule FT; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule FT.
- (C) In lieu of the fuel charges in Section 3.6(A) or (B) above, Trunkline shall assess a zero charge for fuel usage for transactions specified in Section 28.7 of the General Terms and Conditions that do not require the use of compression on Trunkline's system. The lost or unaccounted for Gas component, which is identified as the Backhaul fuel reimbursement percentage on the Currently Effective Rates for Rate Schedule FT, shall apply.
- (D) Fuel reimbursement for transactions in the South Texas Modified Transmission System shall be calculated separately pursuant to Section 22.6 of the General Terms and Conditions.

3.7 Overrun Charge

- (A) If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the sum of the applicable overrun rates for the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein, as set forth on the Currently Effective Rates for Rate Schedule FT.
- (B) If during the Month, Shipper takes Quantities in excess of the MDRO, as stated in the Service Agreement for the service provided hereunder, from a Point of

Receipt identified as a Gathering Point of Receipt on the MRPL, or the South Texas MRPL, as applicable, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule FT.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

3.8 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6 or 13 thereof, then such charges shall also be applicable.

3.9 [Reserved for Future Use]

3.10 Negotiated Rates

Shipper and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.3 herein which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate set forth in the Currently Effective Rates for Rate Schedule FT; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit C of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate shall be available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Trunkline is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Trunkline may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit C of the executed Service Agreement. Nothing in this Section 3.10 shall authorize Trunkline or Shipper to negotiate terms and conditions of service.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule FT.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule FT, the provisions of this Rate Schedule FT shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule FT and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE SST
SMALL SHIPPER TRANSPORTATION

1. AVAILABILITY

1.1 This Rate Schedule SST is available to any party (hereinafter called Shipper) that has Trunkline as its sole pipeline connection, has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule SST. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule SST is a part. Alternative fuel supplies such as fuel oil or local Gas production would not preclude the availability of this service.

1.2 Restrictions

- (A) Shipper is prohibited from using either interruptible Transportation or released capacity until its MDQ is fully utilized on any Gas Day.
- (B) Upon approval by Shipper, end users wishing to transport to an SST market using a Transportation Service Agreement other than the SST Service Agreement must have EGM equipment that is compatible with Trunkline's system at the end user's metering facilities or provide another allocation method acceptable to Trunkline to allow Trunkline to allocate end user Quantities separately from SST Quantities. Such EGM equipment or other acceptable allocation method must be approved by Trunkline prior to installation and implementation of service. The cost of such EGM equipment and any expense to install or maintain such EGM equipment or other acceptable allocation method shall be Shipper's responsibility. Trunkline shall not be responsible for imbalances on Shipper's system.
- (C) If any Shipper obtains unauthorized interruptible Transportation or released capacity to its SST Points of Delivery, all service shall be suspended. If service is suspended, Shipper may elect to continue service under any of Trunkline's available firm Transportation services while it exercises any rights it may have before the Commission.
- (D) In the event Shipper does not comply with the terms of this Rate Schedule by obtaining another pipeline connection, Shipper shall not be eligible for service under this Rate Schedule SST, and service to the Shipper shall be suspended. If service hereunder is suspended, Shipper may continue service under any of Trunkline's available firm Transportation services while it exercises any rights it may have before the Commission. If Shipper does not elect to continue service within ten (10) days after service is suspended in accordance with this Section

1.2(D), Trunkline may deem Shipper's MDQ to be zero and Shipper shall be deemed to have consented to the immediate termination of its Service Agreement hereunder.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis, as nearly as practicable, up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, which shall not exceed 10,350 Dt per Gas Day, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Trunkline may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt. Points of Receipt on Trunkline's Master Receipt Point List (MRPL) are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Usage Charge in accordance with Section 3.1 herein. If the Gathering Charge is applicable in accordance with Section 3.2 herein, Points of Receipt identified as Gathering Points of Receipt on the MRPL are also available as secondary Points of Receipt.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary Points of Delivery each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ, which cannot exceed 10,350 Dt per Gas Day, shall equal the sum of the MDDOs at Shipper's primary Points of Delivery. Points of Delivery are restricted to points where Trunkline is the sole pipeline connection to that service area. Secondary Points of Delivery are not available under this Rate Schedule SST.

2.3 Service provided at the primary and secondary Points of Receipt and primary Points of Delivery shall be provided on a firm basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule SST shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for firm service under this Rate Schedule SST shall be as follows:

3.1 Usage Charge

(A) If both the primary Points of Receipt and primary Points of Delivery, as set forth in the Rate Schedule SST Form of Service Agreement, excluding Epps Storage Field points, are located within the same Zone, the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered up to Shipper's MDQ during the Month and the usage rate per Dt, as determined by such primary points, for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule SST; and

(B) If the primary Points of Receipt and primary Points of Delivery, as set forth in the Rate Schedule SST Form of Service Agreement, excluding Epps Storage Field points, are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered up to Shipper's MDQ during the Month and the usage rates per Dt, as determined by such primary points, for service between such Zones, as set forth on the Currently Effective Rates for Rate Schedule SST.

3.2 Gathering Charge

If Shipper designates a Point of Receipt identified as a Gathering Point of Receipt on the MRPL then, in addition to the Usage Charge established in Section 3.1 of this Rate Schedule SST, Shipper shall pay a monthly Gathering Charge which shall be the product of the actual Quantity of Gas received up to the MDRO at such Point of Receipt and the applicable Gathering usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule SST.

3.3 Surcharges

Shipper shall pay all usage surcharges specified in Section 21 of the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule SST. In addition, the Usage Charge shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate

Schedule SST or which otherwise may be applicable to service under this Rate Schedule SST from time to time.

3.4 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule SST, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.5 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule SST; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule SST.

3.6 Overrun Charge

- (A) If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the sum of the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule SST, for the applicable Month and Zones of service as determined in accordance with Section 3 of the General Terms and Conditions.
- (B) If during the Month, Shipper takes Quantities in excess of the MDRO, as stated in the Service Agreement for the service provided hereunder, from a Point of Receipt identified as a Gathering Point of Receipt on the MRPL, the applicable

charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule SST.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

3.7 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6 or 13 thereof, then such charges shall also be applicable.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule SST.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule SST, the provisions of this Rate Schedule SST shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule SST and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE EFT
ENHANCED FIRM TRANSPORTATION

1. AVAILABILITY

This Rate Schedule EFT is available to any party (hereinafter called Shipper) which has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule EFT. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule EFT is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a basis consistent with Section 2.4 hereof, up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity and operating capabilities of Trunkline's system, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Trunkline may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt. Points of Receipt on Trunkline's Master Receipt Point List (MRPL) or South Texas Master Receipt Point List (South Texas MRPL), as applicable, are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein. If the Gathering Charge is applicable in accordance with Section 3.3 herein, Points of Receipt identified as Gathering Points of Receipt on the MRPL or South Texas MRPL, as applicable, are also available as secondary Points of Receipt.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary Points of Delivery, each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ

shall equal the sum of the MDDOs at Shipper's primary Points of Delivery. Points of Delivery on Trunkline's Master Delivery Point List (MDPL) or South Texas Master Delivery Point List (South Texas MDPL), as applicable, are also available as secondary Points of Delivery if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

2.3 Service provided at the primary and secondary Points of Receipt and primary and secondary Points of Delivery shall be provided on a firm basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Flow Rate of Delivered Quantities

Shipper is allowed to take at any Point of Delivery during any hour between fifty percent (50%) and one hundred fifty percent (150%) of the uniform hourly Quantities scheduled for Transportation to such Point of Delivery and will not incur a daily scheduling penalty if the total Quantities delivered for the Gas Day at such point are within the Tolerance Level specified in Section 2.5 herein.

2.5 Tolerance Level

The Tolerance Level under this Rate Schedule EFT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for firm service under this Rate Schedule EFT shall be as follows:

3.1 Reservation Charge

- (A) If both the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located within the same Zone, the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the applicable reservation rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule EFT; and
- (B) If the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located in different Zones, then the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the sum of the applicable reservation rates per Dt for service within the respective Zones and any Zones

located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule EFT.

The Reservation Charge shall be prorated for the first and last contract Months to adjust for the number of days during those Months for which service was contracted. In the event commencement of services contracted for is contingent upon the repair, upgrade, construction of facilities, financial considerations or third party contingencies, Trunkline may waive any or all Reservation Charges until a mutually agreed upon date following the resolution of the applicable contingency.

3.2 Usage Charge

- (A) If both the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located within the same Zone, the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the applicable usage rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule EFT; and
- (B) If the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the sum of the applicable usage rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule EFT.

3.3 Gathering Charge

If Shipper designates a primary Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, then, in addition to the Reservation and Usage Charges established in Sections 3.1 and 3.2 of this Rate Schedule EFT, Shipper shall pay a monthly Gathering Charge which shall be the product of the MDRO at such primary Point of Receipt and the applicable Gathering reservation rate per Dt as set forth on the Currently Effective Rates for Rate Schedule EFT.

3.4 Surcharges

Shipper shall pay all reservation and usage surcharges specified in Section 21 of the General Terms and Conditions, and as set forth on the Currently Effective Rates for Rate Schedule EFT. In addition, the Reservation and Usage Charges shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule EFT or which otherwise may be applicable to service under this Rate Schedule EFT from time to time.

3.5 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule EFT, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.6 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule EFT; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule EFT.
- (C) In lieu of the fuel charges in Section 3.6(A) or (B) above, Trunkline shall assess a zero charge for fuel usage for transactions specified in Section 28.7 of the General Terms and Conditions that do not require the use of compression on Trunkline's system. The lost or unaccounted for Gas component, which is identified as the Backhaul fuel reimbursement percentage on the Currently Effective Rates for Rate Schedule EFT, shall apply.
- (D) Fuel reimbursement for transactions in the South Texas Modified Transmission System shall be calculated separately pursuant to Section 22.6 of the General Terms and Conditions.

3.7 Overrun Charge

- (A) If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable

charge per Dt shall be the product of such excess Quantities and the sum of the applicable overrun rate for the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein, as set forth on the Currently Effective Rates for Rate Schedule EFT.

- (B) If during the Month, Shipper takes Quantities in excess of the MDRO, as stated in the Service Agreement for the service provided hereunder, from a Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule EFT.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

3.8 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6 or 13 thereof, then such charges shall also be applicable.

3.9 [Reserved for Future Use]

3.10 Negotiated Rates

Shipper and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.3 herein which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate set forth in the Currently Effective Rates for Rate Schedule EFT; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit C of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate is available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Trunkline is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Trunkline may agree on billing

adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit C of the executed Service Agreement. Nothing in this Section 3.10 shall authorize Trunkline or Shipper to negotiate terms and conditions of service.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule EFT; provided that, in addition to the intraday nominations under Section 3.1(C) of the General Terms and Conditions, Shipper may make one intraday nomination each day to be effective on a prospective basis on any hour of the Gas Day. The total nominations for one Gas Day shall not exceed Shipper's MDQ, unless authorized by Trunkline. Shipper's intraday nomination shall be implemented upon confirmation by the operators of the Points of Receipt and Delivery and if Trunkline's system operating conditions will allow such intraday nomination, except that an intraday nomination will not be implemented to the extent it would result in a change to any other Shipper's scheduled and flowing Quantities for that Gas Day. Quantities shall be deemed to be flowing if the operator at the Point of Receipt or Point of Delivery has confirmed Shipper's nomination.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule EFT, the provisions of this Rate Schedule EFT shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule EFT and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE QNT
QUICK NOTICE TRANSPORTATION

1. AVAILABILITY

This Rate Schedule QNT is available to any party (hereinafter called Shipper) which has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule QNT. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule QNT is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity and operating capabilities of Trunkline's system, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Trunkline may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt. Points of Receipt on Trunkline's Master Receipt Point List (MRPL) or South Texas Master Receipt Point List (South Texas MRPL), as applicable, are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein. If the Gathering Charge is applicable in accordance with Section 3.3 herein, Points of Receipt identified as Gathering Points of Receipt on the MRPL or South Texas MRPL, as applicable, are also available as secondary Points of Receipt.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary Points of Delivery, each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ shall equal the sum of the MDDOs at Shipper's primary Points of Delivery. Points of

Delivery on Trunkline's Master Delivery Point List (MDPL) or South Texas Master Delivery Point List (South Texas MDPL), as applicable, are also available as secondary Points of Delivery if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

2.3 Service provided at the primary and secondary Points of Receipt and primary and secondary Points of Delivery shall be provided on a firm basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule QNT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for firm service under this Rate Schedule QNT shall be as follows:

3.1 Reservation Charge

- (A) If both the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located within the same Zone, the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the applicable reservation rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule QNT; and
- (B) If the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located in different Zones, then the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the sum of the applicable reservation rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule QNT.

The Reservation Charge shall be prorated for the first and last contract Months to adjust for the number of days during those Months for which service was contracted. In the event commencement of services contracted for is contingent upon the repair, upgrade, construction of facilities, financial considerations or third party contingencies, Trunkline may waive any or all Reservation Charges until a mutually agreed upon date following the resolution of the applicable contingency.

3.2 Usage Charge

- (A) If both the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located within the same Zone, the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the applicable usage rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule QNT; and
- (B) If the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the sum of the applicable usage rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule QNT.

3.3 Gathering Charge

If Shipper designates a primary Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, then, in addition to the Reservation and Usage Charges established in Sections 3.1 and 3.2 of this Rate Schedule QNT, Shipper shall pay a monthly Gathering Charge which shall be the product of the MDRO at such primary Point of Receipt and the applicable Gathering reservation rate per Dt as set forth on the Currently Effective Rates for Rate Schedule QNT.

3.4 Surcharges

Shipper shall pay all reservation and usage surcharges specified in Section 21 of the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule QNT. In addition, the Reservation and Usage Charges shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule QNT or which otherwise may be applicable to service under this Rate Schedule QNT from time to time.

3.5 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule QNT, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline

shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.6 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule QNT; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantities of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule QNT.
- (C) In lieu of the fuel charges in Section 3.6(A) or (B) above, Trunkline shall assess a zero charge for fuel usage for transactions specified in Section 28.7 of the General Terms and Conditions that do not require the use of compression on Trunkline's system. The lost or unaccounted for Gas component, which is identified as the Backhaul fuel reimbursement percentage on the Currently Effective Rates for Rate Schedule QNT, shall apply.
- (D) Fuel reimbursement for transactions in the South Texas Modified Transmission System shall be calculated separately pursuant to Section 22.6 of the General Terms and Conditions.

3.7 Overrun Charge

- (A) If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the sum of the applicable overrun rate for the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein, as set forth on the Currently Effective Rates for Rate Schedule QNT.
- (B) If during the Month, Shipper takes Quantities in excess of the MDRO, as stated in the Service Agreement for the service provided hereunder, from a Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, the applicable charge per Dt shall be the product of such

excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule QNT.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

3.8 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6 or 13 thereof, then such charges shall also be applicable.

3.9 [Reserved for Future Use]

3.10 Negotiated Rates

Shipper and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.3 herein which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate set forth in the Currently Effective Rates for Rate Schedule QNT; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit C of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate is available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Trunkline is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Trunkline may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit C of the executed Service Agreement. Nothing in this Section 3.10 shall authorize Trunkline or Shipper to negotiate terms and conditions of service.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule QNT; provided that, in addition to the intraday nominations under Section 3.1(C) of the General Terms and Conditions, Shipper may make one intraday nomination per hour to be effective on a prospective basis on any hour of the Gas Day if such intraday nomination is submitted before 4 p.m. Central Time on any Business Day and before 11 a.m. Central Time on Federal Banking Holidays and weekends. The total nominations for one Gas Day shall not exceed Shipper's MDQ, unless authorized by Trunkline. Shipper's intraday nomination shall be implemented upon confirmation by the operators of the Points of Receipt and Delivery and if Trunkline's system operating conditions will allow such intraday nomination, except that an intraday nomination will not be implemented to the extent it would result in a change to any other Shipper's scheduled and flowing Quantities for that Gas Day. Quantities shall be deemed to be flowing if the operator at the Point of Receipt or Point of Delivery has confirmed Shipper's nomination.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule QNT, the provisions of this Rate Schedule QNT shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule QNT and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE LFT
LIMITED FIRM TRANSPORTATION

1. AVAILABILITY

This Rate Schedule LFT is available to any party (hereinafter called Shipper) which has requested firm Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule LFT. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule LFT is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The firm service provided hereunder is the Transportation of Natural Gas on a basis consistent with Section 2.4 hereof, up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity and operating capabilities of Trunkline's system, the General Terms and Conditions and the further provisions of the Service Agreement. Shipper's MDQ shall be a uniform Quantity throughout the term of the Service Agreement, except that Trunkline may, but shall not be obligated to, agree on a not unduly discriminatory basis to certain differing levels in Shipper's MDQ for specified periods during the term of the Service Agreement. The effective period of each MDQ level shall be specified in the executed Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement multiple primary Points of Receipt, each of which will have a Maximum Daily Receipt Obligation (MDRO). Shipper's MDQ shall equal the sum of the MDROs at Shipper's primary Points of Receipt. Points of Receipt on Trunkline's Master Receipt Point List (MRPL) or South Texas Master Receipt Point List (South Texas MRPL), as applicable, are available as secondary Points of Receipt if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein. If the Gathering Charge is applicable in accordance with Section 3.3 herein, Points of Receipt identified as Gathering Points of Receipt on the MRPL or South Texas MRPL, as applicable, are also available as secondary Points of Receipt.

2.2 Points of Delivery

Shipper may designate in the Service Agreement multiple primary Points of Delivery, each of which will have a Maximum Daily Delivery Obligation (MDDO). Shipper's MDQ

shall equal the sum of the MDDOs at Shipper's primary Points of Delivery. Points of Delivery on Trunkline's Master Delivery Point List (MDPL) or South Texas Master Delivery Point List (South Texas MDPL), as applicable, are also available as secondary Points of Delivery if the points are within or between the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein.

- 2.3 Service at the primary and secondary Points of Receipt and Points of Delivery shall be provided on a firm basis subject to Trunkline's right not to schedule service in whole or in part on any Gas Day, but not more than ten (10) Gas Days in each Month. Service that is scheduled under Rate Schedule LFT shall be considered firm service and thus shall be subject to the Nomination and Scheduling of Services, and Curtailment and Interruption procedures included in Sections 3 and 4 of the General Terms and Conditions. Shippers under Rate Schedule LFT may release all or a portion of their MDQ in accordance with the procedures established for Capacity Release under Section 9 of the General Terms and Conditions.

If Trunkline receives an acceptable request for firm Transportation service pursuant to Rate Schedule FT, EFT or QNT that can only be provided by reducing the MDQ of services under this Rate Schedule, Trunkline shall notify the Shipper(s) that has the lowest priority of service under this Rate Schedule of the reductions in its or their MDQ under this Rate Schedule which are necessary to furnish Transportation Service under Rate Schedule FT, EFT or QNT. Priority of service for purposes of the preceding sentence shall be determined as provided in Section 10.3 of the General Terms and Conditions. Such reduction shall be made on the date specified in such notification, which date shall be no less than thirty (30) days after the date of such notification. Such notified Shipper under this Rate Schedule may, within said thirty (30) days, convert that portion of service provided under this Rate Schedule which is equal to such reduction, to service under Rate Schedule FT, EFT or QNT by executing a Service Agreement under Rate Schedule FT, EFT or QNT which conversion shall have priority over the pending request for service under Rate Schedule FT, EFT or QNT which caused such notification, assuming such Rate Schedule LFT Shipper agrees to a service under Rate Schedule FT, EFT or QNT that will have a net present value that equals or exceeds the net present value of the Rate Schedule FT, EFT or QNT pending request, or such notified Shipper may convert that portion of service provided under this Rate Schedule which is equal to such reduction to service under Rate Schedule IT or QNIT by executing a Service Agreement for such service, or such notified Shipper may terminate any remaining portion of service provided under this Rate Schedule. Conversions to Rate Schedule IT or QNIT service shall maintain the original priority date under this Rate Schedule, for purposes of priority of service pursuant to Sections 3 and 4 of the General Terms and Conditions.

- 2.4 Flow Rate of Delivered Quantities

Shipper is allowed to take at any Point of Delivery during any hour between fifty percent (50%) and one hundred fifty percent (150%) of the uniform hourly Quantities scheduled

for Transportation to such Point of Delivery and will not incur a daily scheduling penalty if the total Quantities delivered for the Gas Day at such point are within the Tolerance Level specified in Section 2.5 herein.

2.5 Tolerance Level

The Tolerance Level under this Rate Schedule LFT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for firm service under this Rate Schedule LFT shall be as follows:

3.1 Reservation Charge

- (A) If both the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located within the same Zone, the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the applicable reservation rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule LFT; and
- (B) If the primary Points of Receipt and primary Points of Delivery as designated in the Service Agreement are located in different Zones, then the monthly Reservation Charge shall be the product of the MDQ, or applicable portion thereof, at such primary Points of Delivery and the sum of the applicable reservation rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule LFT.

The Reservation Charge shall be prorated for the first and last contract Months to adjust for the number of days during those Months for which service was contracted. In the event commencement of services contracted for is contingent upon the repair, upgrade, construction of facilities, financial considerations or third party contingencies, Trunkline may waive any or all Reservation Charges until a mutually agreed upon date following the resolution of the applicable contingency.

3.2 Usage Charge

- (A) If both the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located within the same Zone, the monthly Usage Charge shall be the

product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the applicable usage rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule LFT; and

- (B) If the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the sum of the applicable usage rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule LFT.

3.3 Gathering Charge

If Shipper designates a primary Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, then, in addition to the Reservation and Usage Charges established in Sections 3.1 and 3.2 of this Rate Schedule LFT, Shipper shall pay a monthly Gathering Charge which shall be the product of the MDRO at such primary Point of Receipt and the applicable Gathering reservation rate per Dt as set forth on the Currently Effective Rates for Rate Schedule LFT.

3.4 Surcharge

Shipper shall pay all reservation and usage surcharges specified in Section 21 of the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule LFT. In addition, the Reservation and Usage Charges shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule LFT or which otherwise may be applicable to service under this Rate Schedule LFT from time to time.

3.5 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule LFT, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.6 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule LFT; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule LFT.
- (C) In lieu of the fuel charges in Section 3.6(A) or (B) above, Trunkline shall assess a zero charge for fuel usage for transactions specified in Section 28.7 of the General Terms and Conditions that do not require the use of compression on Trunkline's system. The lost or unaccounted for Gas component, which is identified as the Backhaul fuel reimbursement percentage on the Currently Effective Rates for Rate Schedule LFT, shall apply.
- (D) Fuel reimbursement for transactions in the South Texas Modified Transmission System shall be calculated separately pursuant to Section 22.6 of the General Terms and Conditions.

3.7 Overrun Charges

- (A) Overrun Charge for Takes in Excess of MDQ and MDRO
 - (1) If during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the sum of the applicable overrun rates for the Zones used to calculate the Reservation Charge in accordance with Section 3.1 herein, as set forth on the Currently Effective Rates for Rate Schedule LFT.
 - (2) If during the Month, Shipper takes Quantities in excess of the MDRO, as stated in the Service Agreement for the service provided hereunder, from a Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, the applicable charge per Dt shall be the product of such excess Quantities and the applicable

overrun rate as set forth on the Currently Effective Rates for Rate Schedule LFT.

In addition, Shipper may be subject to the unauthorized overrun penalty as set forth in Section 5.3 of the General Terms and Conditions.

(B) Overrun Charges for Takes in Excess of Monthly Allowable Quantities

If during the Month, Shipper takes Quantities in excess of the Monthly Allowable Quantity of Gas, Shipper shall be subject to an overrun charge for such excess Quantities in addition to the applicable reservation and commodity charges, and any balancing or other charges that may be applicable pursuant to Section 5, 6 or 13 of the General Terms and Conditions. The Monthly Allowable Quantity of Gas shall be determined by multiplying the Maximum Daily Quantity set forth in the Service Agreement under this Rate Schedule times the number of days of firm service allowed for such Month. The number of days of firm service allowed for each Month shall be the result of the number of days in the Month minus ten. The applicable charge per Dt for any Quantity of Gas taken during the Month in excess of the Monthly Allowable Quantity shall be the product of such excess Quantities and the sum of the applicable overrun rates for the zones used to calculate the Reservation Charge in accordance with Section 3.1 herein, as set forth on the Currently Effective Rates for Rate Schedule LFT.

(C) Overrun Charge for Takes During a Period in Which Service is not Scheduled

If, pursuant to Section 2.3 hereof, Shipper has been notified that its service is not being scheduled, either completely or partially, Shipper must limit its takes to the level permitted in the notification for scheduled service. If Shipper's takes exceed the level permitted during such period service is not scheduled, the applicable charge per Dt for volumes in excess of those permitted shall be \$15 or two times the Spot Index Price calculated in accordance with Section 5.2(F) of the General Terms and Conditions, whichever is greater.

3.8 Transportation Balancing and Other Charges

If balancing or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6 or 13 thereof, then such charges shall also be applicable.

3.9 [Reserved for Future Use]

3.10 Negotiated Rates

Shipper and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.3 herein which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate set forth in the Currently Effective Rates for Rate Schedule LFT; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit C of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate is available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Trunkline is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Trunkline may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit C of the executed Service Agreement. Nothing in this Section 3.10 shall authorize Trunkline or Shipper to negotiate terms and conditions of service.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule LFT; provided that, in lieu of the nomination adjustment under Section 3.1(D) of the General Terms and Conditions, Shipper may make one nomination adjustment each day to be effective on a prospective basis on any hour of the Gas Day if such nomination adjustment is submitted before 4 p.m. on any Business Day and before 11 a.m. on Trunkline holidays and weekends. The change in Quantity shall not exceed twenty-five percent (25%) of the previously nominated and confirmed receipt or delivery Quantities for such Gas Day and shall be included in the calculation of the total nomination applicable to such Gas Day. The total nominations for one Gas Day shall not exceed Shipper's MDQ, unless authorized by Trunkline. Shipper's nomination adjustment shall be implemented upon confirmation by the operator of the Point of Receipt and if Trunkline's system operating conditions will allow such adjustment, except that a nomination adjustment will not be implemented to the extent it would result in a change to any other Shipper's scheduled and flowing Quantities for that Gas

Day. Quantities shall be deemed to be flowing if the operator at the Point of Receipt or Point of Delivery has confirmed Shipper's nomination.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule LFT, the provisions of this Rate Schedule LFT shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule LFT and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE FFZ - CANCELLED

Effective September 1, 2012, Rate Schedule FFZ constituting Version 0.0.0, Rate Schedule FFZ, Flexible Field Zone Transportation of the FERC Gas Tariff of Trunkline Gas Company, LLC is cancelled.

RATE SCHEDULE FSS
FIRM STORAGE SERVICE

1. AVAILABILITY

This Rate Schedule FSS is available to any party (hereinafter called Shipper) that has requested firm Storage service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule FSS. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule FSS is a part.

Shipper shall arrange separately with Trunkline or others as necessary for any Transportation attendant to the Storage service provided hereunder and Shipper shall pay separately for such Transportation services.

2. APPLICABILITY AND CHARACTER OF SERVICE

2.1 The firm service provided hereunder is the Storage of Natural Gas up to the Maximum Contract Storage Capacity (MCSC) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Trunkline is not obligated to provide any Storage service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.2 The service provided hereunder consists of the injection of Shipper's Gas into storage during the Summer Period, storage in Trunkline's Epps Storage Field, and the subsequent withdrawal from storage of Shipper's Gas during the Winter Period, all on a firm basis. Winter Period injections and Summer Period withdrawals will be permitted on an interruptible basis, subject to Trunkline's management of storage to preserve deliverability. Maximum Daily Withdrawal Quantities (MDWQ) and Maximum Daily Injection Quantities (MDIQ) shall be as stated in the Service Agreement. The MDWQ shall not be less than 1/120 of MCSC for the Winter Period, and the MDIQ shall not be less than 1/200 of MCSC for the Summer Period.

Available withdrawal Quantities will vary according to the percentage of Shipper's Stored Volume to the MCSC as follows:

Percentage of Stored Volume to the Maximum Contract <u>Storage Capacity</u>	Available Withdrawal <u>Quantities</u>
100% - 70%	100% of MDWQ
<70% - 50%	75% of MDWQ
<50% - 0%	60% of MDWQ

2.3 The available Stored Volume shall be increased, up to the MCSC, by the Quantity of Gas Shipper transfers into storage in accordance with Section 2.4 herein. The available Stored Volume shall be reduced by the Quantity of Gas Shipper transfers out of storage in accordance with Section 2.4 herein.

2.4 In-Field Transfers of Storage Inventory

(A) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule FSS, NNS-1 or NNS-2, if:

- (1) Both the transferee and transferor of the Stored Volume provide Trunkline with verification of the transfer in writing; and
- (2) The transfer does not cause the Stored Volume to exceed the MCSC specified in the applicable Service Agreement.

(B) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule ISS, if:

- (1) Shipper receives prior approval from Trunkline for such transfer; and
- (2) All of the requirements of Section 2.4(A) above are met.

(C) Trunkline will recognize the transfer for purposes of computing available Stored Volume on a prospective basis within one Business Day after receiving the verification required by Section 2.4(A)(1).

2.5 Cycling Requirement

If the Stored Volume of Shipper is not reduced to ten percent (10%) of MCSC or less prior to April 1 of any Contract Year, then Trunkline shall retain any Stored Volume in excess of ten percent (10%) of the MCSC.

3. RATES

The rates and charges for firm service under this Rate Schedule FSS shall be as follows:

3.1 Capacity Charge

The monthly Capacity Charge shall be the product of 1/12th the MCSC and the capacity rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FSS.

3.2 Deliverability Charge

The monthly Deliverability Charge shall be the product of the MDWQ and the deliverability rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FSS.

3.3 Injection Charge

The Injection Charge shall be the product of the Quantity of Gas actually received from Shipper and injected into storage during the Month and the injection rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FSS.

3.4 Withdrawal Charge

The Withdrawal Charge shall be the product of the Quantity of Gas actually withdrawn from storage and delivered to Shipper during the Month and the withdrawal rate per Dt as set forth on the Currently Effective Rates for Rate Schedule FSS.

3.5 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to Shipper for service hereunder shall be the applicable Maximum Rate set forth on the Currently Effective Rates for Rate Schedule FSS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Storage service at a rate less than the Maximum Rate per Dt.

3.6 Overrun Charge

If during the Month, Shipper injects into storage or withdraws from storage Quantities in excess of the MDIQ or MDWQ, as applicable, stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective

Rates for Rate Schedule FSS. The Overrun Charge will not apply to Winter Period injections and Summer Period withdrawals if the Quantities injected or withdrawn are within the MDIQ or MDWQ, as applicable.

3.7 Negotiated Rates

Shipper and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2, 3.3 and 3.4 herein which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate set forth in the Currently Effective Rates for Rate Schedule FSS; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit B of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate is available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Trunkline is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Trunkline may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit A of the executed Service Agreement. Nothing in this Section 3.7 shall authorize Trunkline or Shipper to negotiate terms and conditions of service.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule FSS.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule FSS, the provisions of this Rate Schedule FSS shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule FSS and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE NNS-1
NO NOTICE SERVICE

1. AVAILABILITY

1.1 This Rate Schedule NNS-1 is available to any party (hereinafter called Shipper) that has requested No Notice Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has:

- (A) Executed a Transportation Service Agreement with Trunkline and
- (B) Executed a Service Agreement with Trunkline for service under this Rate Schedule NNS-1. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule NNS-1 is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

2.1 This Rate Schedule NNS-1 shall apply to No Notice Service. Shipper may also use the service hereunder for nominated Storage service.

The service provided hereunder consists of the injection by Trunkline of Shipper's Gas into storage, storage in Trunkline's Epps Storage Field, and the subsequent withdrawal from storage, all on a firm basis. Injections may be made at any time, subject to available Maximum Contract Storage Capacity (MCSC) set forth in the Service Agreement. The Maximum Daily Injection Quantity (MDIQ) shall be 1/120th of the MCSC. Withdrawals may be made at any time, subject to available Stored Volumes. The Maximum Daily Withdrawal Quantity (MDWQ) shall be 1/75th of the MCSC. The available Stored Volumes shall be increased, up to the MCSC, by the Quantity of Gas Shipper transfers into storage under this Rate Schedule NNS-1 in accordance with Section 2.6 hereof. The available Stored Volumes shall be reduced by the Quantity of Gas Shipper transfers out of storage under this Rate Schedule NNS-1 in accordance with Section 2.6 hereof.

Service under this Rate Schedule NNS-1 is subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Trunkline is not obligated to provide any service under this Rate Schedule NNS-1 for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.2 No Notice Service

- (A) The No Notice Service provided hereunder allows Shipper to increase, up to MDQ, or decrease Transportation deliveries at Eligible Points of Delivery under its Designated Transportation Service Agreement on any Gas Day without nominating such increase or decrease and without incurring daily scheduling penalties to the extent such increases or decreases are in accordance with the provisions of this Rate Schedule NNS-1.
- (B) To provide the No Notice Service hereunder, when the Quantity of Gas delivered at Eligible Points of Delivery on Shipper's Designated Transportation Service Agreement is less than the Quantity of Gas scheduled for delivery at such points, Trunkline will automatically inject the difference into storage on Shipper's behalf up to Shipper's MDIQ, subject to Shipper's available MCSC; when the Quantity of Gas delivered at Eligible Points of Delivery on Shipper's Designated Transportation Service Agreement is greater than the Quantity of Gas scheduled for delivery at such points, Trunkline will automatically withdraw the difference from storage on Shipper's behalf up to Shipper's MDWQ, subject to the available Stored Volume.

2.3 Shipper may nominate injections up to its MDIQ into storage along with a corresponding nomination on Shipper's Designated Transportation Service Agreement subject to available MCSC. Shipper may nominate withdrawals up to its MDWQ and available Stored Volumes from storage along with a corresponding nomination on Shipper's Designated Transportation Service Agreement. Any such nomination will reduce the MDWQ or MDIQ that Trunkline has available to balance Shipper's deliveries in accordance with the No Notice feature described in Section 2.2 hereof.

2.4 For purposes of this Rate Schedule NNS-1, a Designated Transportation Service Agreement may be any Service Agreement with a Shipper under Rate Schedule FT, SST, EFT, QNT or LFT that specifies as a primary Point of Receipt Trunkline's Epps Storage Field with an MDRO equal to the MDWQ under the Shipper's NNS-1 Service Agreement and specifies as a primary Point of Delivery Trunkline's Epps Storage Field with an MDDO equal to the MDIQ under the Shipper's NNS-1 Service Agreement. The MDRO and MDDO specified at the Epps Storage Field will not serve to reduce the MDRO and MDDO the Shipper may assign to other primary Points of Receipt and Delivery.

2.5 Eligible Points of Delivery

Eligible Points of Delivery for the No Notice Service provided under this Rate Schedule NNS-1 shall be as specified in the Rate Schedule NNS-1 Service Agreement.

2.6 In-Field Transfers of Storage Inventory

- (A) For any transfer by sale or otherwise of all or a portion of Shipper's Stored Volume, the following are required:
 - (1) Both the transferee and transferor of the Stored Volume shall provide Trunkline with verification of the transfer in writing; and
 - (2) The transfer shall not cause the Stored Volume to exceed the MCSC specified in the applicable Service Agreement.
- (B) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule FSS, if:
 - (1) Rate Schedule NNS-1 Shipper agrees to pay the Field Zone transportation charge under its Designated Transportation Service Agreement for the Quantity of Gas transferred when its furthest upstream primary Point of Receipt is located in the Field Zone at the time of injection and Shipper has not already paid such Field Zone transportation charge; and
 - (2) All of the requirements of Section 2.6(A) above are met.
- (C) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule NNS-1 or NNS-2, if:
 - (1) Shipper agrees to pay the Field Zone transportation charge under its Designated Transportation Service Agreement for the Quantity of Gas transferred when its furthest upstream primary Point of Receipt is located in the Field Zone at the time of injection and Shipper has not already paid such Field Zone transportation charge; and
 - (2) All of the requirements of Section 2.6(A) above are met.
- (D) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule ISS, if:
 - (1) Shipper receives prior approval from Trunkline for such transfer; and
 - (2) All of the requirements of Sections 2.6(A) and 2.6(B) above are met.
- (E) Trunkline will recognize the transfer for purposes of computing the available Stored Volume on a prospective basis within one Business Day after receiving the verification required by Section 2.6(A)(1).

3. RATE

The rates and charges for firm service under this Rate Schedule NNS-1 shall be as follows:

3.1 Reservation Charge

The monthly Reservation Charge shall be the product of the MDWQ and the reservation rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-1.

3.2 Injection Charge

The Injection Charge shall be the product of the Quantity of Gas injected into storage, whether in accordance with a nomination by Shipper or in accordance with Section 2.2 of this Rate Schedule NNS-1, during the Month, and the injection rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-1.

3.3 Withdrawal Charge

The Withdrawal Charge shall be the product of the Quantity of Gas withdrawn from storage, whether in accordance with a nomination by Shipper or in accordance with Section 2.2 of this Rate Schedule NNS-1, during the Month, and the withdrawal rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-1.

3.4 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-1, plus all applicable surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon in writing, such amount shall be applied prospectively. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for No Notice Service at a rate less than the Maximum Rate per Dt.

3.5 Overrun Charge

If during the Month, Shipper injects into storage or withdraws from storage Quantities in excess of the MDIQ or MDWQ, as applicable, stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule NNS-1.

3.6 Negotiated Rates

Shipper and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to the charges identified in Sections 3.1, 3.2 and 3.3 herein which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate set forth in the Currently Effective Rates for Rate Schedule NNS-1; may be based on a rate design other than straight fixed variable; and may include a minimum quantity. Such Negotiated Rate shall be set forth on Exhibit B of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate is available to any Shipper that does not choose a Negotiated Rate.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of scheduling, curtailment and interruption, calculating the economic value of a request for unsubscribed firm capacity, and matching competing bids for the right of first refusal. Replacement Shippers are not eligible for Negotiated Rates. Replacement Shippers may bid or pay a rate greater than Maximum Rate if the release of capacity is for a period of one year or less and the release is to take effect on or before one year from the date on which Trunkline is notified of the release.

In the event that capacity subject to a Negotiated Rate which is based on a rate design other than straight fixed variable is released, Shipper and Trunkline may agree on billing adjustments to the Releasing Shipper that may vary from or are in addition to those set forth in Section 9.9 of the General Terms and Conditions in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. Such payment obligation and crediting mechanism for capacity release shall be set forth on Exhibit A of the executed Service Agreement. Nothing in this Section 3.6 shall authorize Trunkline or Shipper to negotiate terms and conditions of service.

4. Coordination with Rate Schedules FT, SST, EFT, QNT and LFT

- 4.1 The inclusion of the Epps Storage Field as a primary Point of Receipt and primary Point of Delivery for firm Transportation service under Shipper's Designated Transportation Service Agreement shall not affect the calculation of the Reservation Charge thereunder.
- 4.2 When Trunkline injects Gas to provide No Notice Service pursuant to Section 2.2 under this Rate Schedule NNS-1, the Usage Charge for Transportation service under Shipper's Designated Transportation Service Agreement shall not apply to the Quantity of Gas transported thereunder and injected into storage; and when Trunkline withdraws Gas to provide No Notice Service pursuant to Section 2.2 under this Rate Schedule NNS-1, the Usage Charge for Transportation service under Shipper's Designated Transportation Agreement shall apply to the Quantity of Gas withdrawn and subsequently transported

thereunder and shall be computed using Shipper's farthest upstream primary Point of Receipt at the time of injection under its Designated Transportation Service Agreement.

- 4.3 For the Quantity of Gas injected into or withdrawn from Storage in accordance with Shipper's nomination, the Usage Charge for Transportation service under Shipper's Designated Transportation Service Agreement shall be computed in accordance with the terms of the applicable Rate Schedule.
- 4.4 For purposes of determining whether Shipper has exceeded the Tolerance Level specified in Section 2 of Rate Schedule FT, SST, EFT, QNT, or LFT, the Quantity of Gas scheduled for delivery at Eligible Points of Delivery shall be increased by the Quantity of Gas withdrawn from storage pursuant to Section 2.2 herein and decreased by the Quantity of Gas injected into storage pursuant to Section 2.2 herein.

5. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule NNS-1.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule NNS-1, the provisions of this Rate Schedule NNS-1 shall govern.

6. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule NNS-1 and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE NNS-2
NO NOTICE SERVICE

1. AVAILABILITY

1.1 This Rate Schedule NNS-2 is available to any party (hereinafter called Shipper) that has requested No Notice Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has:

- (A) Executed a Service Agreement with Trunkline for service under Rate Schedule SST; and
- (B) Executed a Service Agreement with Trunkline for service under this Rate Schedule NNS-2. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule NNS-2 is a part.

1.2 In the event service to Shipper is suspended in accordance with Section 1.2 of Rate Schedule SST, Shipper will no longer be eligible for service under this Rate Schedule and service hereunder shall be suspended for so long as service under Rate Schedule SST is suspended. If Shipper elects to continue firm Transportation service under one of Trunkline's available firm Transportation Rate Schedules, Shipper may elect to continue service under Rate Schedule NNS-1. If Shipper's service under Rate Schedule SST is terminated, service under this Rate Schedule shall be simultaneously terminated.

2. APPLICABILITY AND CHARACTER OF SERVICE

2.1 This Rate Schedule NNS-2 shall apply to No Notice Service. Shipper may also use the service hereunder for nominated Storage service.

The service provided hereunder consists of the injection by Trunkline of Shipper's Gas into storage, storage in Trunkline's Epps Storage Field, and the subsequent withdrawal from storage, all on a firm basis. Injections may be made at any time, subject to available Maximum Contract Storage Capacity (MCSC) set forth in the Service Agreement. The Maximum Daily Injection Quantity (MDIQ) shall be 1/120th of the MCSC. Withdrawals may be made at any time, subject to available Stored Volumes. The Maximum Daily Withdrawal Quantity (MDWQ) shall be 1/75th of the MCSC set forth in the Service Agreement. The available Stored Volumes shall be increased, up to the MCSC, by the Quantity of Gas Shipper transfers into storage under this Rate Schedule NNS-2 in accordance with Section 2.6 hereof. The available Stored Volumes shall be reduced by the Quantity of Gas Shipper transfers out of storage under this Rate Schedule NNS-2 in accordance with Section 2.6 hereof.

Service under this Rate Schedule NNS-2 is subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Trunkline is not obligated to provide any service under this Rate Schedule NNS-2 for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.2 No Notice Service

- (A) The No Notice Service provided hereunder allows Shipper to increase, up to MDQ, or decrease Transportation deliveries at Eligible Points of Delivery under its Designated Transportation Service Agreement on any Gas Day without nominating such increase or decrease and without incurring daily scheduling penalties to the extent such increases or decreases are in accordance with the provisions of this Rate Schedule NNS-2.
- (B) To provide the No Notice Service hereunder, when the Quantity of Gas delivered at Eligible Points of Delivery on Shipper's Designated Transportation Service Agreement is less than the Quantity of Gas scheduled for delivery at such points, Trunkline will automatically inject the difference into storage on Shipper's behalf up to Shipper's MDIQ, subject to Shipper's available MCSC; when the Quantity of Gas delivered at Eligible Points of Delivery on Shipper's Designated Transportation Service Agreement is greater than the Quantity of Gas scheduled for delivery at such points, Trunkline will automatically withdraw the difference from storage on Shipper's behalf up to Shipper's MDWQ, subject to the available Stored Volume.

2.3 Shipper may nominate injections up to its MDIQ into storage along with a corresponding nomination on Shipper's Designated Transportation Service Agreement subject to available MCSC.

Shipper may nominate withdrawals up to its MDWQ and available Stored Volumes from storage along with a corresponding nomination on Shipper's Designated Transportation Service Agreement. Any such nomination will reduce the MDWQ or MDIQ that Trunkline has available to balance Shipper's deliveries in accordance with the No Notice feature described in Section 2.2 hereof.

2.4 For purposes of this Rate Schedule NNS-2, a Designated Transportation Service Agreement may be any Service Agreement with Shipper under Rate Schedule SST that:

- (A) Specifies as a primary Point of Receipt Trunkline's Epps Storage Field with an MDRO equal to the MDWQ under the Shipper's NNS-2 Service Agreement and specifies as a primary Point of Delivery Trunkline's Epps Storage Field with an MDDO equal to the MDIQ under the Shipper's NNS-2 Service Agreement. The

MDRO and MDDO specified at the Epps Storage Field will not serve to reduce the MDRO and MDDO the Shipper may assign to other primary Points of Receipt and Delivery; and

- (B) Has a term equal to or greater than the term of Shipper's NNS-2 Service Agreement.

2.5 Eligible Points of Delivery

Eligible Points of Delivery for the No Notice Service provided under this Rate Schedule NNS-2 shall be the Points of Delivery at which Trunkline provides service to Shipper under Rate Schedule SST.

2.6 In-Field Transfers of Storage Inventory

- (A) For any transfer by sale or otherwise of all or a portion of Shipper's Stored Volume, the following are required:
 - (1) Both the transferee and transferor of the Stored Volume shall provide Trunkline with verification of the transfer in writing; and
 - (2) The transfer shall not cause the Stored Volume to exceed the MCSC specified in any Service Agreement.
- (B) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule FSS, if:
 - (1) Rate Schedule NNS-2 Shipper agrees to pay the Field Zone transportation charge under its Designated Transportation Service Agreement for the Quantity of Gas transferred when its furthest upstream primary Point of Receipt is located in the Field Zone at the time of injection and Shipper has not already paid such Field Zone transportation charge; and
 - (2) All of the requirements of Section 2.6(A) above are met.
- (C) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule NNS-1 or NNS-2, if:
 - (1) Shipper agrees to pay the Field Zone transportation charge under its Designated Transportation Service Agreement for the Quantity of Gas transferred when its furthest upstream primary Point of Receipt is located in the Field Zone at the time of injection and Shipper has not already paid such Field Zone transportation charge; and

- (2) All of the requirements of Section 2.6(A) above are met.
- (D) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule ISS, if:
 - (1) Shipper receives prior approval from Trunkline for such transfer; and
 - (2) All of the requirements of Sections 2.6(A) and 2.6(B) above are met.
- (E) Trunkline will recognize the transfer for purposes of computing the available Stored Volume on a prospective basis within one Business Day after receiving the verification required by Section 2.6(A)(1).

3. RATE

The rates and charges for firm service under this Rate Schedule NNS-2 shall be as follows:

3.1 Usage Charge

The Usage Charge shall be the product of the Quantity of Gas delivered to Shipper under its corresponding Designated Transportation Service Agreement, and the usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-2.

3.2 Injection Charge

The Injection Charge shall be the product of the Quantity of Gas injected into storage, whether in accordance with a nomination by Shipper or in accordance with Section 2.2 of this Rate Schedule NNS-2, during the Month, and the injection rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-2.

3.3 Withdrawal Charge

The Withdrawal Charge shall be the product of the Quantity of Gas withdrawn from storage, whether in accordance with a nomination by Shipper or in accordance with Section 2.2 of this Rate Schedule NNS-2, during the Month, and the withdrawal rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-2.

3.4 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule NNS-2, plus all applicable surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and

not less than the applicable Minimum Rate is agreed upon in writing, such amount shall be applied prospectively. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for No Notice Service at a rate less than the Maximum Rate per Dt.

3.5 Overrun Charge

If during the Month, Shipper injects into storage or withdraws from storage Quantities in excess of the MDIQ or MDWQ, as applicable, stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule NNS-2.

4. Coordination with Rate Schedule SST

4.1 When Trunkline injects Gas to provide No Notice Service pursuant to Section 2.2 under this Rate Schedule NNS-2, the Usage Charge for Transportation service under Shipper's Designated Transportation Service Agreement shall not apply to the Quantity of Gas transported thereunder and injected into storage; and when Trunkline withdraws Gas to provide No Notice Service pursuant to Section 2.2 under this Rate Schedule NNS-2, the Usage Charge for Transportation service under Shipper's Designated Transportation Service Agreement shall apply to the Quantity of Gas withdrawn and subsequently transported thereunder and shall be computed using Shipper's farthest upstream primary Point of Receipt at the time of injection under its Designated Transportation Service Agreement.

4.2 For the Quantity of Gas injected into or withdrawn from storage in accordance with Shipper's nomination, the Usage Charge for Transportation service under Shipper's Designated Transportation Service Agreement shall be computed in accordance with the terms of Rate Schedule SST.

4.3 For purposes of determining whether Shipper has exceeded the Tolerance Level specified in Section 2 of Rate Schedule SST, the Quantity of Gas scheduled for delivery at Eligible Points of Delivery shall be increased by the Quantity of Gas withdrawn from storage pursuant to Section 2.2 herein and decreased by the Quantity of Gas injected into storage pursuant to Section 2.2 herein.

5. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule NNS-2.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule NNS-2, the provisions of this Rate Schedule NNS-2 shall govern.

6. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule NNS-2 and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE DVS
DELIVERY VARIANCE SERVICE

1. AVAILABILITY

This Rate Schedule DVS is available to any party (hereinafter called DVS Party) that has requested Delivery Variance Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, for service under this Rate Schedule DVS and

1.1 has executed a Transportation Service Agreement; or

1.2 operates a Point of Delivery.

2. APPLICABILITY AND CHARACTER OF SERVICE

2.1 This Rate Schedule shall apply to the firm Delivery Variance Service provided by Trunkline subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. The service provided hereunder is available only to the DVS Party at a single Point of Delivery as designated in the Service Agreement.

2.2 Under this Rate Schedule, Trunkline shall manage delivery point daily scheduling variances up to the Maximum Daily Variance Quantity (MDVQ) as set forth in the Service Agreement; provided, however, the MDVQ shall not entitle the Shipper to take Quantities of Gas in excess of the MDQ of the underlying Transportation Service Agreement(s). The maximum MDVQ under a DVS Service Agreement shall be determined on a case-by-case basis after evaluating Trunkline's existing firm obligations and system requirements.

2.3 If the DVS Party is a Shipper and the daily scheduling variance at the Point of Delivery exceeds the tolerance level, the MDVQ shall be added to the absolute value of the Shipper's calculated tolerance Quantity for the underlying Transportation Service Agreement as provided under Section 5.1 of the General Terms and Conditions. Any variance then remaining shall be subject to the daily scheduling penalty

2.4 If the DVS Party is a delivery point operator, the MDVQ shall be added to the absolute value of the calculated tolerance Quantity for the delivery meter as provided in Section 5.1 of the General Terms and Conditions. Any variance then remaining shall be allocated back to the applicable Transportation Service Agreement(s) based on the predetermined allocation methodology for the designated Point of Delivery and shall be subject to the daily scheduling penalty.

- 2.5 The service provided hereunder shall not affect the scheduling priorities of the underlying Transportation Service Agreement(s), as set forth in Section 3 of the General Terms and Conditions. Also, the service provided hereunder shall not affect the calculation of any overrun charge or overrun penalty applicable to the underlying Transportation Service Agreement(s).
- 2.6 In no event shall Trunkline be obligated to provide any Delivery Variance Service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

3. RATES

The rates and charges for service under Rate Schedule DVS shall be as follows:

3.1 Reservation Charge

The Reservation Charge shall be the product of the MDVQ and the reservation rate per Dt. as set forth on the Currently Effective Rates for Rate Schedule DVS. The Reservation Charge shall be pro-rated for the first and last contract Months to adjust for the number of Days during those Months for which service was contracted.

3.2 Usage Charge

The Usage Charge shall be the product of the actual Quantity of Gas applicable to the Delivery Variance Service each Day and the usage rate per Dt. as set forth on the Currently Effective Rates for Rate Schedule DVS.

3.3 Surcharge

The Reservation and Usage Charges shall include all applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule DVS or which otherwise may be applicable to service under this Rate Schedule DVS from time to time.

3.4 Range of Rates

Unless otherwise agreed to in writing between the DVS Party and Trunkline, any rate applicable to a DVS Party for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule DVS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applicable prospectively. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter

into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.5 Negotiated Rates

The DVS Party and Trunkline may agree, on a prospective basis, to a Negotiated Rate with respect to charges identified in Sections 3.1 and 3.2 herein which may be less than, equal to or greater than the Maximum Rate; shall not be less than zero; and may be based on a rate design other than straight fixed variable. Such Negotiated Rate shall be set forth on Exhibit B of the executed Service Agreement and on the Currently Effective Rates for Negotiated Rates. The Maximum Rate shall be available to any DVS Party that does not choose a Negotiated Rate. Nothing in this Section 3.5 shall authorize Trunkline or DVS Party to negotiate terms and conditions of service.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule DVS.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule DVS, the provisions of this Rate Schedule DVS shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule DVS and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE IT
INTERRUPTIBLE TRANSPORTATION

1. AVAILABILITY

This Rate Schedule IT is available to any party (hereinafter called Shipper) which has requested interruptible Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule IT. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule IT is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The interruptible service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. In the event Shipper requests an increase in its MDQ, the original service request date will be replaced with the date of the request for the increase upon approval by Trunkline of the amendment to the Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement specific Points of Receipt or all Points of Receipt on Trunkline's Master Receipt Point List (MRPL) or South Texas Master Receipt Point List (South Texas MRPL), as applicable.

2.2 Points of Delivery

Shipper may designate in the Service Agreement specific Points of Delivery or all Points of Delivery on Trunkline's Master Delivery Point List (MDPL) or South Texas Master Delivery Point List (South Texas MDPL), as applicable.

2.3 Service provided at the Points of Receipt and Points of Delivery shall be provided on an interruptible basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule IT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for interruptible service under this Rate Schedule IT shall be as follows:

3.1 Usage Charge

- (A) If both the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located within the same Zone, the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the applicable usage rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule IT; and
- (B) If the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the sum of the applicable usage rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule IT.

3.2 Gathering Charge

If Shipper designates a Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, then in addition to the Usage Charge established in Section 3.1 of this Rate Schedule IT, Shipper shall pay a monthly Gathering Charge which shall be the product of the actual Quantity of Gas received at such Point of Receipt and the applicable Gathering usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule IT.

3.3 Surcharges

Shipper shall pay all usage surcharges specified in Section 21 of the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule IT. In addition, the Usage Charge shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate

Schedule IT or which otherwise may be applicable to service under this Rate Schedule IT from time to time.

3.4 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule IT, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.5 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the applicable Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule IT; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule IT.
- (C) In lieu of the fuel charges in Section 3.5(A) or (B) above, Trunkline shall assess a zero charge for fuel usage for transactions specified in Section 28.7 of the General Terms and Conditions that do not require the use of compression on Trunkline's system. The lost or unaccounted for Gas component, which is identified as the Backhaul fuel reimbursement percentage on the Currently Effective Rates for Rate Schedule IT, shall apply.
- (D) Fuel reimbursement for transactions in the South Texas Modified Transmission System shall be calculated separately pursuant to Section 22.6 of the General Terms and Conditions.

3.6 Transportation Balancing and Other Charges

If balancing charges, overrun penalties or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6 or 13 thereof, then such charges shall also be applicable.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule IT. In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule IT, the provisions of this Rate Schedule IT shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule IT and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE QNIT
QUICK NOTICE INTERRUPTIBLE TRANSPORTATION

1. AVAILABILITY

This Rate Schedule QNIT is available to any party (hereinafter called Shipper) which has requested interruptible Transportation service pursuant to Section 2 of the General Terms and Conditions of this Tariff; and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule QNIT. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule QNIT is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The interruptible service provided hereunder is the Transportation of Natural Gas on a uniform hourly basis up to the Maximum Daily Quantity (MDQ) set forth in the Service Agreement, subject to the availability of capacity and operating capabilities of Trunkline's system, the General Terms and Conditions and the further provisions of the Service Agreement. If Shipper requests to increase its MDQ, the original service request date will be replaced with the date of the request for the increase upon approval by Trunkline of the amendment to the Service Agreement. Trunkline is not obligated to provide any Transportation service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Points of Receipt

Shipper may designate in the Service Agreement specific Points of Receipt or all Points of Receipt on Trunkline's Master Receipt Point List (MRPL) or South Texas Master Receipt Point List (South Texas MRPL), as applicable.

2.2 Points of Delivery

Shipper may designate in the Service Agreement specific Points of Delivery or all Points of Delivery on Trunkline's Master Delivery Point List (MDPL) or South Texas Master Delivery Point List (South Texas MDPL), as applicable.

2.3 Scheduling, Curtailment and Interruption

Service provided at the Points of Receipt and Points of Delivery shall be provided on an interruptible basis subject to the scheduling, curtailment and interruption provisions of Sections 3 and 4 of the General Terms and Conditions.

2.4 Tolerance Level

The Tolerance Level under this Rate Schedule QNIT shall be ten percent (10%) at Points of Delivery and the greater of ten percent (10%) or 1,000 Dt at Points of Receipt. Daily scheduling variances in excess of the Tolerance Level shall be subject to a daily scheduling penalty calculated in accordance with Section 5 of the General Terms and Conditions.

3. RATE

The rates and charges for interruptible service under this Rate Schedule QNIT shall be as follows:

3.1 Usage Charge

- (A) If both the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located within the same Zone, the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the applicable usage rate per Dt for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule QNIT; and
- (B) If the applicable Points of Receipt and applicable Points of Delivery as determined in accordance with Section 3 of the General Terms and Conditions are located in different Zones, then the monthly Usage Charge shall be the product of the actual Quantity of Gas delivered, or applicable portion thereof, during the Month and the sum of the applicable usage rates per Dt for service within the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule QNIT.

3.2 Gathering Charge

If Shipper designates a Point of Receipt identified as a Gathering Point of Receipt on the MRPL or South Texas MRPL, as applicable, then in addition to the Usage Charge established in Section 3.1 of this Rate Schedule QNIT, Shipper shall pay a monthly Gathering Charge which shall be the product of the actual Quantity of Gas received at such Point of Receipt and the applicable Gathering usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule QNIT.

3.3 Surcharges

Shipper shall pay all usage surcharges specified in Section 21 of the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate Schedule QNIT. In addition, the Usage Charge shall include all other applicable surcharges specified in the General Terms and Conditions and as set forth on the Currently Effective Rates for Rate

Schedule QNIT or which otherwise may be applicable to service under this Rate Schedule QNIT from time to time.

3.4 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate per Dt as set forth on the Currently Effective Rates for Rate Schedule QNIT, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively and only to those Points of Receipt and Points of Delivery identified in writing. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Transportation service at a rate less than the Maximum Rate per Dt.

3.5 Fuel Reimbursement

Shipper shall reimburse Trunkline in kind for fuel usage and lost or unaccounted for Gas:

- (A) If Shipper's Points of Receipt and Points of Delivery are located within the same Zone, the monthly Fuel Reimbursement shall be the product of the applicable Quantity of Gas received, or applicable portion thereof, during the Month and the applicable Fuel Reimbursement percentage for service within the Zone, as set forth on the Currently Effective Rates for Rate Schedule QNIT; and
- (B) If the Points of Receipt and Points of Delivery are located in different Zones, then the monthly Fuel Reimbursement shall be the product of the actual Quantity of Gas received, or applicable portion thereof, during the Month and the sum of the applicable Fuel Reimbursement percentages for service within each of the respective Zones and any Zones located between such Zones, as set forth on the Currently Effective Rates for Rate Schedule QNIT.
- (C) In lieu of the fuel charges in Section 3.5(A) or (B) above, Trunkline shall assess a zero charge for fuel usage for transactions specified in Section 28.7 of the General Terms and Conditions that do not require the use of compression on Trunkline's system. The lost or unaccounted for Gas component, which is identified as the Backhaul fuel reimbursement percentage on the Currently Effective Rates for Rate Schedule QNIT, shall apply.
- (D) Fuel reimbursement for transactions in the South Texas Modified Transmission System shall be calculated separately pursuant to Section 22.6 of the General Terms and Conditions.

3.6 Transportation Balancing and Other Charges

If balancing charges, overrun penalties or other charges are incurred in accordance with the General Terms and Conditions, including Sections 5, 6, or 13 thereof, then such charges shall also be applicable.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule QNIT; provided that in addition to the intraday nominations under Section 3.1(C) of the General Terms and Conditions, Shipper may make one intraday nomination per hour to be effective on a prospective basis on any hour of the Gas Day if such intraday nomination is submitted before 4:00 p.m. Central Time on any Business Day and before 11:00 a.m. Central Time on Federal Banking Holidays and weekends. The total nominations for one Gas Day shall not exceed Shipper's MDQ, unless authorized by Trunkline. Shipper's intraday nomination shall be implemented upon confirmation by the operators of the Points of Receipt and Delivery and if Trunkline's system operating conditions will allow such intraday nomination, except that an intraday nomination will not be implemented to the extent it would result in a change to any other Shipper's scheduled and flowing Quantities for that Gas Day. Quantities shall be deemed to be flowing if the operator at the Point of Receipt or Point of Delivery has confirmed Shipper's nomination. The flow of gas pursuant to an hourly intraday nomination under this Rate Schedule QNIT is subject to interruption upon an intraday nomination of service by a firm shipper under Section 3.1 of the General Terms and Conditions of Trunkline's FERC Gas Tariff.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule QNIT, the provisions of this Rate Schedule QNIT shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule QNIT and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE ISS
INTERRUPTIBLE STORAGE SERVICE

1. AVAILABILITY

This Rate Schedule ISS is available to any party (hereinafter called Shipper) that has requested interruptible Storage service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule ISS. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule ISS is a part.

Shipper shall arrange separately with Trunkline or others as necessary for any Transportation attendant to the Storage service provided hereunder and Shipper shall pay separately for such Transportation services.

2. APPLICABILITY AND CHARACTER OF SERVICE

2.1 The interruptible service provided hereunder is the Storage of Natural Gas up to the Maximum Contract Storage Capacity (MCSC) set forth in the Service Agreement, subject to the availability of capacity, the General Terms and Conditions and the further provisions of the Service Agreement. Trunkline is not obligated to provide any Storage service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.2 The service provided hereunder consists of the injection of Shipper's Gas into storage, Storage in Trunkline's Epps Storage Field, and the subsequent withdrawal from storage of Shipper's Gas, all on an interruptible basis throughout the year. Maximum Daily Withdrawal Quantities (MDWQ) and Maximum Daily Injection Quantities (MDIQ) shall be as stated in the Service Agreement.

2.3 Shipper may be required, upon notification from Trunkline, to withdraw all, or any part, of its Stored Volume under this Rate Schedule ISS as rapidly as is consistent with Shipper's MDWQ and any overrun Quantities permitted by Trunkline. Any Stored Volume not withdrawn in accordance with Trunkline's notice within ten (10) days of Trunkline giving Shipper such notice shall become the property of Trunkline at no cost to Trunkline, free and clear of any adverse claims.

2.4 The available Stored Volume shall be increased, up to the MCSC, by the Quantity of Gas Shipper transfers into Storage in accordance with Section 2.5 herein. The available Stored Volume shall be reduced by the Quantity of Gas Shipper transfers out of Storage in accordance with Section 2.5 herein.

2.5 In-Field Transfers of Storage Inventory

- (A) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under Rate Schedule FSS, NNS-1 or NNS-2, if:
 - (1) Both the transferee and transferor of the Stored Volume provide Trunkline with verification of the transfer in writing; and
 - (2) The transfer does not cause the Stored Volume to exceed the MCSC specified in the applicable Service Agreement.
- (B) Shipper may transfer by sale or otherwise all or a portion of its Stored Volume to any Shipper that receives Storage service under this Rate Schedule ISS, if:
 - (1) Shipper receives prior approval from Trunkline for such transfer; and
 - (2) All of the requirements of Section 2.5(A) above are met.
- (C) Trunkline will recognize the transfer for purposes of computing available Stored Volume on a prospective basis within one Business Day after receiving the verification required by Section 2.5(A)(1).

3. RATES

The rates and charges for interruptible service under this Rate Schedule ISS shall be as follows:

3.1 Monthly Inventory Charge

The monthly Inventory Charge shall be the product of the average daily ISS Stored Volume for the Month and the inventory rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ISS.

3.2 Injection Charge

The Injection Charge shall be the product of the Quantity of Gas actually received from Shipper and injected into storage during the Month and the injection rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ISS.

3.3 Withdrawal Charge

The Withdrawal Charge shall be the product of the Quantity of Gas actually withdrawn from storage and delivered to Shipper during the Month and the withdrawal rate per Dt as set forth on the Currently Effective Rates for Rate Schedule ISS.

3.4 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to Shipper for service hereunder shall be the applicable Maximum Rate set forth on the Currently Effective Rates for Rate Schedule ISS, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon, such amount shall be applied prospectively. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Storage service at a rate less than the Maximum Rate per Dt.

3.5 Overrun Charge

If during the Month, Shipper injects into storage or withdraws from storage Quantities in excess of the MDIQ or MDWQ, as applicable, stated in the Service Agreement for the service provided hereunder, the applicable charge per Dt shall be the product of such excess Quantities and the applicable overrun rate as set forth on the Currently Effective Rates for Rate Schedule ISS.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule ISS.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule ISS, the provisions of this Rate Schedule ISS shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule ISS and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE GPS
GAS PARKING SERVICE

1. AVAILABILITY

This Rate Schedule GPS is available to any party (hereinafter called Shipper) which has requested Gas Parking Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under this Rate Schedule GPS. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule GPS is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The interruptible service provided hereunder permits Shipper to nominate Gas, made available to Trunkline by Shipper in connection with a Transportation Service Agreement or a TABS-1 Service Agreement for Parking service under this Rate Schedule GPS, up to the Maximum Parked Quantity set forth in the Service Agreement, subject to the General Terms and Conditions and the further provisions of the Service Agreement. The service provided hereunder is an interruptible service and shall be provided only after all other services offered by Trunkline are scheduled and to the extent permitted by Trunkline's system. Parking service shall not impede Trunkline's ability to meet its firm and interruptible service obligations, including Trunkline's system requirements. Trunkline is not obligated to provide any Parking service for which capacity is not available or which would require the construction or acquisition of new facilities or the modification or expansion of existing facilities.

2.1 Shipper may utilize any point on the Master Parking Point List, subject to Shipper's election in Section 2.3 below.

2.2 Shipper may nominate delivery of Gas to a specific Parking Point or receipt of Gas from a specific Parking Point, subject to the nomination and confirmation procedures in Section 3 of the General Terms and Conditions. Gas that is delivered to a specific Parking Point for parking must be redelivered from the same Parking Point. A negative Parked Quantity received at a specific Parking Point must be redelivered to the same Parking Point. Parking Points shall be maintained separately and may not be combined for nomination or billing purposes. Except as provided in Section 2.9 herein, Gas may be parked for a minimum of one day and a maximum term as established by the mutual agreement of Shipper and Trunkline.

2.3 A TABS-1 Party may elect to have Trunkline utilize the TABS-1 Party's Gas Parking account to balance nominated receipts and deliveries under its TABS-1 Service Agreement at the TABS-1 Service Point on a daily basis. Such election requires a

separate Rate Schedule GPS Service Agreement. The TABS-1 Party shall make such election and specify the TABS-1 Service Agreement and TABS-1 Service Point at the time the Parking Service Agreement is executed.

- 2.4 Negative Parked Quantity shall mean the Quantity of Gas that Shipper has received from parking in excess of the sum of the Parked Quantity at any point in time. Nominations to receive such excess Quantity of Gas shall be confirmed at Trunkline's sole discretion.
- 2.5 Shipper may be required, upon notification from Trunkline, to cease or reduce deliveries to or receipts from its Parking service within the Gas Day or to receive from Parking all, or any part, of its Parked Quantity under this Rate Schedule GPS as rapidly as is consistent with Trunkline's operating capabilities. Any Parked Quantity not removed in accordance with Trunkline's notice within five (5) days of Trunkline giving Shipper such notice shall become the property of Trunkline at no cost to Trunkline, free and clear of any adverse claims; provided, however, that Trunkline shall extend the time available for Shipper to remove its Parked Quantity by one day for every day that Shipper has been unable to remove gas due to operational conditions on Trunkline's system.
- 2.6 Shipper may be required, upon notification from Trunkline to deliver all, or any part, of its Negative Parked Quantity as rapidly as is consistent with Trunkline's operating capabilities. Any Quantity of Gas not delivered into Parking in accordance with Trunkline's notice within three (3) days of Trunkline giving Shipper such notice shall be subject to an OFO and the OFO penalty in accordance with Section 6 of Trunkline's General Terms and Conditions.
- 2.7 In the event that Shipper has a Negative Parked Quantity at the end of any month, in addition to all other applicable rates, charges and fees, such Shipper shall purchase from Trunkline such Quantity of Gas at 120% of the Spot Index Price as defined in Section 5.2(F) of Trunkline's General Terms and Conditions, unless otherwise mutually agreed.
- 2.8 Trunkline shall not be required to receive or deliver Quantities of Gas on any day for which there is insufficient available capacity under Shipper's Transportation Service Agreements to deliver Gas or to receive Gas from the Parking Point.
- 2.9 Intraday Parking Option
- Shipper shall have the option to nominate the delivery of Gas to a specific Parking Point and the receipt of an equivalent Quantity of Gas from the same Parking Point, all within the same Gas Day. The Parking Point shall be any Point of Delivery on Trunkline's system that has been designated as the Parking Point in Shipper's Rate Schedule GPS Service Agreement. Shipper may submit a nomination at any of the nomination cycles, or as otherwise provided in this Tariff, and shall provide Trunkline a schedule of the Quantity of Gas to be delivered to and received from the specific Parking Point for each

hour during the Gas Day. At no time during the Gas Day shall the Parked Quantity or the Negative Parked Quantity exceed the Maximum Parked Quantity in Shipper's Rate Schedule GPS Service Agreement, unless otherwise agreed.

3. RATES

The rates and charges for interruptible Parking service under this Rate Schedule GPS shall be as follows:

3.1 Daily Parking Charge

The Daily Parking Charge shall be the absolute value of the product of the Parked Quantity for each day of the Month and the daily Parking rate per Dt as set forth on the Currently Effective Rates for Rate Schedule GPS.

3.2 Intraday Parking Charge

The Intraday Parking Charge for service provided under Section 2.9 herein shall be the product of the Intraday Quantity and the daily Parking rate per Dt as set forth on the Currently Effective Rates for Rate Schedule GPS for each day that Shipper has utilized the Intraday Parking Option. The Intraday Quantity shall be determined by multiplying the Parked Quantity or Negative Parked Quantity by a fraction, the numerator of which is 24 hours and the denominator is the lower of the number of hours that the Parked Quantity or Negative Parked Quantity was utilized within the Gas Day.

3.3 Range of Rates

Unless otherwise agreed to in writing between Shipper and Trunkline, any rate applicable to a Shipper for service hereunder shall be the applicable Maximum Rate as set forth on the Currently Effective Rates for Rate Schedule GPS, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon in writing, such amount shall be applied prospectively in accordance with such agreement. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to enter into any Service Agreement for Gas Parking Service at a rate less than the Maximum Rate.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule GPS.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule GPS, the provisions of this Rate Schedule GPS shall govern.

5. RESERVATIONS

Trunkline reserves the right from time to time to unilaterally make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule GPS and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

RATE SCHEDULE TABS-1
TRANSPORTATION AGGREGATION BALANCING SERVICE

1. AVAILABILITY

This Rate Schedule TABS-1 is available to any party (hereinafter called the TABS-1 Party) that has requested Transportation Aggregation Balancing Service pursuant to Section 2 of the General Terms and Conditions of this Tariff and, after review and acceptance of such request by Trunkline, has executed a Service Agreement with Trunkline for service under Rate Schedule TABS-1. Such Service Agreement shall be in the form contained in Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, of which this Rate Schedule TABS-1 is a part.

2. APPLICABILITY AND CHARACTER OF SERVICE

The service provided hereunder permits the TABS-1 Party to assume the primary responsibility for matching the actual receipt of Gas by Trunkline at Points of Receipt under Transportation Service Agreements with Quantities nominated and scheduled at those points. The TABS-1 Party may then aggregate such receipts as further receipts nominated and scheduled at the TABS-1 Service Point under Transportation Service Agreements. Daily scheduling variances between aggregated actual receipts and aggregated scheduled receipts at the Points of Receipt nominated by the TABS-1 Party shall be the primary responsibility of the TABS-1 Party and shall be resolved pursuant to this Rate Schedule TABS-1. Shipper under the applicable Transportation Service Agreements shall have no cost responsibility to Trunkline under this Rate Schedule TABS-1, absent default of the TABS-1 Party, for such daily scheduling variance. The TABS-1 Party may also utilize the transfer feature, as more fully described in Section 2.5 below.

2.1 TABS-1 Service Areas

Trunkline shall permit the TABS-1 Party to aggregate supply pursuant to this Rate Schedule TABS-1 from any or all of the Points of Receipt within each service area corresponding to the following TABS-1 Service Areas listed below. The TABS-1 Service Agreement shall specify TABS-1 Service Points in one of the following areas:

(A) South Texas Service Area:

Points of Receipt on the suction side of Edna, Texas compressor station.

(B) North Texas Service Area:

Points of Receipt from the discharge side of Edna, Texas compressor station and to the suction side of Longville, Louisiana compressor station.

(C) West Louisiana Service Area:

Points of Receipt from the discharge side of Kaplan, Louisiana compressor station to the suction side of Longville, Louisiana compressor station.

(D) East Louisiana Service Area:

Points of Receipt on the suction side of Kaplan, Louisiana compressor station, including all plants and pipeline interconnects.

(E) Zone 1A Service Area:

Points of Receipt from the discharge side of Longville, Louisiana compressor station and to the suction side of Dyersburg, Tennessee compressor station.

(F) Zone 1B Service Area:

Points of Receipt from the discharge side of Dyersburg, Tennessee compressor station and to the suction side of Tuscola, Illinois compressor station.

(G) Zone 2 Service Area:

Points of Receipt from the discharge side of Tuscola, Illinois compressor station and to the terminus of Trunkline's system.

- 2.2 For any Month in which a Shipper under a Transportation Service Agreement and a TABS-1 Party agree that such TABS-1 Party shall provide service hereunder, Shipper shall provide a nomination, in accordance with Section 3 of the General Terms and Conditions, containing the name of the TABS-1 Party, the TABS-1 contract number and Shipper's Transportation Service Agreements for which the TABS-1 Party will assume the responsibility for variances between the actual and scheduled Quantities at the Points of Receipt under Shipper's Transportation Service Agreement. The TABS-1 Party shall nominate an Equivalent Quantity on behalf of Shipper from physical Points of Receipt contained in Shipper's Transportation Service Agreement into the relevant TABS-1 Service Area.

Shipper shall nominate its Specific Quantity out of the relevant TABS-1 Service Point to its specific Points of Delivery. Nomination procedures contained in Section 3.1 of the General Terms and Conditions apply to the TABS-1 Party. For scheduling purposes, Trunkline shall accept from the TABS-1 Party a prescribed methodology for ranking of Specific Quantities and TABS-1 transfers utilizing the TABS-1 Service Point. Such

methodology shall be provided by the TABS-1 Party to Trunkline by the nomination deadline for the applicable nomination cycle. In the absence of such methodology, scheduling will be pro rata.

- 2.3 If the TABS-1 Party has executed a Gas Parking Service Agreement and if the TABS-1 Party has so elected in accordance with the terms of Rate Schedule GPS, Trunkline shall utilize the TABS-1 Party's Gas Parking account to balance the Equivalent Quantity of Gas nominated by the TABS-1 Party to be delivered at the TABS-1 Service Point with the total Specific Quantity of Gas nominated by Shippers to be received at the TABS-1 Service Point.
- 2.4 Trunkline shall provide each TABS-1 Party with a current list of Points of Receipt which are subject to a separate Gathering Charge. If a Shipper under a Transportation Service Agreement nominates a TABS-1 point as a Point of Receipt and designates the TABS-1 Party as being responsible for Gathering Charges and the TABS-1 Party confirms such nomination, then the TABS-1 Party shall be responsible for Gathering Charges as set forth in Section 3 of this Rate Schedule TABS-1.
- 2.5 Transfer Feature
- (A) A TABS-1 Party may nominate a transfer of Gas from any other TABS-1 Party with a TABS-1 Service Agreement in the same TABS-1 Service Area, subject to the nomination and confirmation procedures in Section 3 of the General Terms and Conditions. Such transfer from another TABS-1 Party shall be aggregated with nominations from physical Points of Receipt. Applicable Gathering charges will be incurred by the TABS-1 Party receiving the transferred Gas, unless such Gathering charges previously have been paid by the TABS-1 Party delivering the transferred Gas or Gathering charges are not incurred at the TABS-1 point.
- (B) A transfer fee of \$10.50 will be billed to the TABS-1 Party receiving the transferred Gas for each transfer from another TABS-1 Party on any Gas Day.
- 2.6 Trunkline shall not have any liability to a TABS-1 Party or any Shipper as a result of Trunkline's reliance on the performance by a TABS-1 Party of its obligations hereunder, and each TABS-1 Party shall indemnify Trunkline from and against any and all losses, damages, expenses, claims, actions or proceedings threatened, incurred or initiated as a result of Trunkline's reliance on such performance.

3. RATES

The rates and charges for TABS-1 service features under this Rate Schedule TABS-1 shall be as follows:

3.1 Gathering Charge

If a Shipper under a Transportation Service Agreement nominates a TABS-1 point as a Point of Receipt and designates the TABS-1 Party as being responsible for Gathering charges and the TABS-1 Party confirms such nomination, then the TABS-1 Party shall be responsible for the monthly Gathering Charge. The monthly Gathering Charge shall be the product of the actual Quantity of Gas received pursuant to such nomination and the applicable Gathering usage rate per Dt as set forth on the Currently Effective Rates for Rate Schedule TABS-1.

3.2 Transfer Charge

The TABS-1 Party receiving Gas transferred from another TABS-1 Party shall pay a Transfer Charge which shall be \$10.50 multiplied by the number of transfers received during the Month.

3.3 Transportation Balancing and Other Charges

The TABS-1 Party is subject to balancing and other charges in accordance with this Rate Schedule TABS-1 and the General Terms and Conditions, including Sections 5, 6 and 13 thereof.

3.4 Range of Rates

Unless otherwise agreed to in writing between the TABS-1 Party and Trunkline, any rate applicable to the TABS-1 Party for service hereunder shall be the applicable Maximum Rate as set forth on the Currently Effective Rates for Rate Schedule TABS-1, as may be applicable from time to time. If an amount less than the applicable Maximum Rate and not less than the applicable Minimum Rate is agreed upon in writing, such amount shall be applied prospectively in accordance with such agreement. Trunkline shall be responsible for compliance with any reporting requirements prescribed by the Commission. Trunkline shall not be required to provide TABS-1 service at a rate less than the Maximum Rate.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of Trunkline's FERC Gas Tariff are hereby incorporated by reference in this Rate Schedule TABS-1.

In the event of a conflict between the General Terms and Conditions and the provisions of this Rate Schedule TABS-1, the provisions of this Rate Schedule TABS-1 shall govern. For purposes of the applicable General Terms and Conditions of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, references to Shipper shall also apply to the TABS-1 Party, as applicable.

5. RESERVATIONS

Trunkline reserves the right from time to time unilaterally to make any changes to, or to supersede, the rates and charges and other terms in this Rate Schedule TABS-1 and the other provisions of Trunkline's FERC Gas Tariff, and the applicability thereof, including the Form of Service Agreement hereunder, subject to the provisions of the Natural Gas Act and the Commission's Regulations thereunder.

Part VI
General Terms and Conditions

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GT&C Section 30.	Creditworthiness

GENERAL TERMS AND CONDITIONS

The following General Terms and Conditions are applicable to all services provided herein:

1. DEFINITIONS

"Backhaul" shall mean transportation nominated, confirmed and scheduled by Trunkline for Shipper which entails the receipt of gas at a point(s) resulting in the transportation of gas in a direction opposite of the physical flow of gas for the entire transportation path.

"British Thermal Unit (Btu)" shall mean the amount of heat required to raise the temperature of one avoirdupois pound of pure water from 58.5°F to 59.5°F under standard conditions as described in Section 14.2.

"Business Day" shall mean Monday through Friday from 8:00 a.m. to 5:00 p.m. Central Clock Time, excluding Federal Banking Holidays.

"Central Time (CT)" or "Central Clock Time (CCT)" shall mean the time in the Central Time Zone, as adjusted for Daylight Savings Time and Standard Time.

"Commission" or "FERC" shall mean the Federal Energy Regulatory Commission or any successor regulatory agency.

"Dekatherm (Dt)" shall mean one thousand cubic feet of Gas (Mcf) with a heat content of 1,000 Btu per cubic foot on a measurement basis specified under Section 14 herein and based on the same pressure base as the volumes.

"DVS Party" shall mean the entity that has executed a Service Agreement under Rate Schedule DVS with Trunkline.

"Electronic Funds Transfer" shall mean payments made or effected by wire transfer (Fedwire, CHIPS, or Bank Book Entry) or Automated Clearing House (ACH) or any other recognized electronic or automated payment mechanism that is agreed upon by Shipper and Trunkline in the future.

"Electronic Gas Measurement (EGM)" shall mean that form of measurement equipment which may consist of a computerized remote terminal unit, transducers and other associated power, radio and sensing and other electronic devices to record Gas measurement and the transfer of data, without the use of charts.

"Equivalent Quantity" shall mean an aggregate Quantity of Gas nominated by a TABS-1 Party equal to the aggregate of the Specific Quantities nominated by each Shipper utilizing the TABS-1 Service Point, adjusted for transfer nominations in accordance with Sections 2.4 of Rate Schedule TABS-1.

"Field Zone" shall mean the portion of Trunkline's system located on the suction side of its Longville, Louisiana compressor station.

"Former Tariff" shall mean Trunkline's FERC Gas Tariff, Original Volume No. 1.

"Forwardhaul" shall mean transportation nominated, confirmed and scheduled by Trunkline for Shipper which entails the receipt of gas at a point(s) resulting in the transportation of gas in the same direction of the physical flow of gas for any part of the transportation path.

"Fuel Reimbursement" shall mean the reimbursement in kind to Trunkline by Shipper for fuel usage and lost or unaccounted for Gas.

"Gas" or "Natural Gas" shall mean either Natural Gas unmixed, or a mixture of natural and artificial Gas.

"Gas Day" shall mean a period of twenty-four (24) consecutive hours beginning and ending at 9:00 a.m. Central Clock Time. The reference date for any Gas Day shall be the date of the beginning of such Gas Day.

"Gathering" shall mean the receipt by Trunkline of Natural Gas from a facility connected to Trunkline's Gathering facilities and its Transportation to the outlet side of Trunkline's facilities at the terminus of any portion of Trunkline's Gathering facilities or such other mutually agreeable points on Trunkline's Gathering facilities as set forth in the Transportation Service Agreement.

"Long-Term Agreement" shall mean a Service Agreement with a primary term of one year or more.

"Master Delivery Point List (MDPL)" shall mean the current list of meter stations and points, excluding meter stations and points on the South Texas Modified Transmission System, available to Shippers as Points of Delivery as posted on the Messenger® system at any time.

"Master Parking Point List (MPPL)" shall mean the current list of points available to Shippers as Parking Points as posted on the Messenger® system at any time.

"Master Receipt Point List (MRPL)" shall mean the current list of meter stations and points, excluding meter stations and points on the South Texas Modified Transmission System, available to Shippers as Points of Receipt as posted on the Messenger® system at any time.

"Maximum Contract Storage Capacity (MCSC)" shall mean the maximum Quantity of Gas which Shipper is permitted to have in storage at any time as stated in the Service Agreement.

"Maximum Daily Delivery Obligation (MDDO)" shall mean the maximum Quantity of Gas assigned to a specific primary Point of Delivery, as stated in the Service Agreement, that Trunkline is obligated to deliver to Shipper at that point on any Gas Day.

"Maximum Daily Injection Quantity (MDIQ)" shall mean the maximum Quantity of Gas, as stated in the Service Agreement, that Trunkline is obligated to inject into storage for Shipper on any Gas Day.

"Maximum Daily Quantity (MDQ)" shall mean the maximum Quantity of Natural Gas, as stated in the Service Agreement, that Trunkline is obligated to deliver on any Gas Day to Shipper.

"Maximum Daily Receipt Obligation (MDRO)" shall mean the maximum Quantity of Gas assigned to a specific primary Point of Receipt, as stated in the Service Agreement, that Trunkline is obligated to receive from Shipper at that point on any Gas Day.

"Maximum Daily Variance Quantity (MDVQ)" shall mean the maximum Quantity of Gas that Trunkline is obligated to manage under Rate Schedule DVS.

"Maximum Daily Withdrawal Quantity (MDWQ)" shall mean the maximum Quantity of Gas, as stated in the Service Agreement, that Trunkline is obligated to withdraw from storage for Shipper on any Gas Day.

"Maximum Rate" shall mean the applicable maximum rate as set forth on the Currently Effective Rates for the applicable Rate Schedule, plus all surcharges specified in the General Terms and Conditions, as may be applicable from time to time.

"Messenger®" shall mean the electronic communication system offered by Trunkline on a nondiscriminatory basis to any person that has compatible equipment for electronic transmission of data; provided that such person has executed a Messenger® Agreement, has been assigned a USERID and password and agrees to comply with the procedures for access to and use of the Messenger® system.

"Minimum Rate" shall mean the applicable minimum rate as set forth on the Currently Effective Rates for the applicable Rate Schedule.

"Month" shall mean the period beginning at 9:00 a.m. Central Clock Time on the first Gas Day of the calendar month and continuing through the last Gas Day of the calendar month.

"Mcf" shall mean 1,000 cubic feet of Gas at 14.73 psia (dry).

"MMcf" shall mean 1,000,000 cubic feet of Gas at 14.73 psia (dry).

"Negative Parked Quantity" shall mean the Quantity of Gas that Shipper has received from Parking in excess of the sum of the Parked Quantity at any point in time.

"Negotiated Rate" shall mean the rate agreed to by Shipper and Trunkline which may be less than, equal to or greater than the Maximum Rate and/or the Minimum Rate. The Negotiated Rate may be based on a rate design other than straight fixed variable and may include a minimum quantity.

"OBA Party" shall mean the entity that has executed an Operational Balancing Agreement with Trunkline.

"Off-Peak" shall mean April, May, June, July, August, September and October.

"Operational Balancing Agreement (OBA)" shall mean a contract between two parties which specifies the procedures to manage operating variances at an interconnect pursuant to Section 7 herein.

"Operational Flow Order (OFO)" shall mean an order issued by Trunkline to any Shipper, OBA Party or TABS-1 Party pursuant to Section 6 herein.

"Parked Quantity" shall mean the Quantity of Gas, expressed in dekatherms, held for the account of Shipper at a specific Parking Point at any point in time.

"Parking" shall mean the receipt by Trunkline of Gas from or for the account of Shipper, the holding of such Gas for a period of time and the subsequent redelivery to Shipper.

"Peak" shall mean November, December, January, February and March.

"Point of Delivery" shall mean a point at the outlet side of Trunkline's facilities at a point of interconnection between the facilities of Trunkline and the facilities of Shipper or Shipper's designee, or such other mutually agreeable point as set forth in the Service Agreement. Multiple meters delivering to the same integrated service area of a Shipper may be considered to be a single Point of Delivery, subject to Trunkline's agreement.

"Point of Receipt" shall mean a point at the inlet side of Trunkline's facilities at a point of interconnection between the facilities of Trunkline and facilities of Shipper or Shipper's designee, or such other mutually agreeable point as set forth in the Service Agreement.

"Pre-arranged Replacement Shipper (PRS)" shall mean the entity designated by Releasing Shipper prior to the released capacity being posted on the Messenger[®] system. The PRS must be on the approved bidders list in accordance with Section 9.4(A) of the General Terms and Conditions and will become a Replacement Shipper upon selection of its bid as the best bid.

"Primary Path" shall mean a physical transportation path, which includes Trunkline's facilities or facilities available under contract to Trunkline, used to effectuate Shipper's transaction most directly for Quantities associated with the primary Points of Receipt and the primary Points of Delivery as stated in the Service Agreement.

"Quantity of Gas" or "Quantities" shall mean the number of units of Gas expressed in Dekatherms (Dt).

"Releasing Shipper" shall mean a firm Shipper that releases capacity pursuant to Section 9 herein.

"Replacement Shipper" shall mean any entity that obtains capacity from a Releasing Shipper pursuant to Section 9 herein.

"Service Agreement" shall mean the written executed agreement, in the form prescribed in this Tariff, applicable to the particular Rate Schedule under which service is being provided, including a Capacity Release Service Agreement.

"Shipper" shall mean the entity that has executed a Service Agreement with Trunkline for any capacity release or any Transportation or Storage service.

"South Texas Master Delivery Point List" or "South Texas MDPL" shall mean the current list of meter stations and points available to Shippers with Primary Points of Delivery on the South Texas Modified Transmission System as posted on the Messenger® system at any time.

"South Texas Master Receipt Point List" or "South Texas MRPL" shall mean the current list of meter stations and points available to Shippers with Primary Points of Receipt on the South Texas Modified Transmission System as posted on the Messenger® system at any time.

"South Texas Modified Transmission System" shall mean that portion of Trunkline's Field Zone located upstream of the inlet connection of the DCP Eagle Plant, Jackson County, Texas.

"Specific Quantity" shall mean a Quantity of Gas equal to the receipt nomination of each Shipper utilizing a TABS-1 Service Point.

"Storage" shall mean the injection by Trunkline of Gas for the account of Shipper into Trunkline's Epps Storage Field, the retention by Trunkline of that Gas for a period of time in Trunkline's Epps Storage Field, and the withdrawal of that Gas from Trunkline's Epps Storage Field, all pursuant to Rate Schedule NNS-1, NNS-2, FSS or ISS.

"Stored Volume" shall mean the Quantity of Gas, expressed in dekatherms, held by Trunkline in storage for Shipper's account at any point in time.

"Summer Period" shall mean the period from April 1 through October 31.

"TABS-1 Party" shall mean the entity that has executed a TABS-1 Service Agreement with Trunkline.

"TABS-1 Service Area" shall mean a specific geographic location where aggregated receipts are nominated and scheduled as more fully described in Rate Schedule TABS-1.

"Transportation" shall mean Forwardhaul, Backhaul, exchange or any other method of transport of Gas as defined in the FERC's Regulations, except Storage.

"Transportation Service Agreement" shall mean a Service Agreement for Transportation service provided under Rate Schedule FT, SST, EFT, QNT, LFT, IT or QNIT.

"Trunkline" shall mean Trunkline Gas Company, LLC.

"Unauthorized Gas" shall mean any Quantity of Gas either received or delivered at a meter without any Shipper nomination.

"Web Site" shall mean Trunkline's HTML page accessible via the Internet's World Wide Web located at <https://tgcmessenger.energytransfer.com>.

"Winter Period" shall mean the period from November 1 through March 31 of the next year.

"Zone 1A" shall mean the portion of Trunkline's system located on the discharge side of its Longville, Louisiana compressor station and extending north to the suction side of its Dyersburg, Tennessee compressor station.

"Zone 1B" shall mean the portion of Trunkline's system located on the discharge side of its Dyersburg, Tennessee compressor station and extending north to the suction side of its Tuscola, Illinois compressor station.

"Zone 2" shall mean the portion of Trunkline's system located on the discharge side of its Tuscola, Illinois compressor station and extending north to the terminus of its system.

"Zone" or "Zones" shall mean the portion of Trunkline's system located in the Field Zone, Zone 1A, Zone 1B or Zone 2 as defined in this Section 1.

GENERAL TERMS AND CONDITIONS

2. REQUESTS FOR SERVICE

- 2.1 Persons desiring Transportation or Storage must deliver a written, properly executed request for service to Trunkline at the following address:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

2.2 Information Required

The specific information required from a party requesting service (Shipper) for a valid request for Transportation or Storage service, whether by using unsubscribed capacity, capacity released pursuant to Section 9 herein, or interruptible capacity, shall include in writing the information specified in Trunkline's current new service request form, as such may be revised from time to time.

- 2.3 Acceptance of a request for service (including capacity release pursuant to Section 9) and the continuation of service is contingent upon Shipper satisfying the creditworthiness requirements in GT&C Section 30.

- 2.4 A request for service shall not be valid and no service request date shall be assigned until Trunkline has received in writing the information required or requested under Sections 2.2, 2.3, 2.5 and 2.6 herein. Upon notification by Trunkline to Shipper that any part of a request is deficient, Shipper must provide such information or deposit within seven days of such request. In such event Shipper's request for service will be deemed to have been received when the information set forth in Sections 2.2, 2.3, 2.5 and 2.6 is received. Otherwise, Shipper's request for service will be deemed to have been received when such additional information, assurances or deposit actually was received by Trunkline. In any event, a request for service that is still deficient thirty (30) days after Trunkline's notice of such deficiency to Shipper will be considered to have been withdrawn.

Additionally, if Shipper fails to execute a Service Agreement within thirty (30) days of the date on which it was tendered by Trunkline, Shipper's request for service may be considered withdrawn. The service request date for Shippers under Trunkline's Former Tariff which convert to services offered under this Tariff will be the request date of the corresponding Transportation Agreement under the Former Tariff. Shippers that combine

more than one Transportation Agreement under the Former Tariff into one Service Agreement under this Tariff shall retain the most recent service request date of the Transportation Agreements of the Former Tariff.

- 2.5 For Transportation to be provided under Subpart B of 18 C.F.R. Part 284, Trunkline must receive in writing certification from the intrastate pipeline or local distribution company on whose behalf the service will be provided which states that the requested service qualifies for Transportation under Subpart B of Part 284.

Trunkline may require such other information as is required to comply with regulatory reporting or filing requirements.

- 2.6 To be considered valid, a request for firm service, other than capacity release pursuant to Section 9, must be accompanied by payment of the lesser of (1) the applicable Reservation Charge or Deliverability and Capacity Charges for one Month or (2) \$10,000. Such payment must be made by Shipper to Trunkline. This payment plus the interest accrued from the date payment is received until the date service commences shall be used to offset Shipper's monthly bill. If Shipper's request expires, is withdrawn, or Trunkline declines to tender a Service Agreement, Trunkline shall refund Shipper's payment plus the accrued interest from the date payment is received until the refund is sent to Shipper. For purposes of this section, accrued interest shall be computed in a manner consistent with Section 154.501(d) of the Commission's Regulations.
- 2.7 In the event that any information provided by Shipper in this Section 2 or Section 30 changes or is expected to change, Shipper shall provide prompt written notice of such changes to Trunkline.
- 2.8 In the event that Shipper requests firm transportation and the Gas to be transported is to be physically received into Trunkline's system at a Point of Receipt identified as Gathering on the MRPL or South Texas MRPL, as applicable, Shipper may designate the Point of Receipt as a primary Point of Receipt under its firm Transportation Service Agreement, in which case the firm Gathering charge shall apply and secondary Points of Receipt located on Trunkline's Gathering facilities may be designated up to the total MDRO of such primary Points of Receipt. If Shipper does not designate the point as a primary Point of Receipt, Shipper must separately arrange for the transportation of the Gas from the Gathering Point of Receipt to Trunkline's transmission system under a separate Transportation Service Agreement which may include an Agreement under Trunkline's Rate Schedule IT.
- 2.9 Shipper may submit a request to change primary Points of Receipt or primary Points of Delivery or to modify the MDRO or MDDO at any primary Point of Receipt or Delivery upon prior notice using the Messenger[®] system or written notice unless otherwise precluded from doing so in accordance with the terms and conditions of a capacity release. Trunkline shall respond to the request as soon as possible but in no event later than two (2) Business Days following receipt of the notice. If the request is denied, Shipper may request in writing an explanation for the denial and Trunkline will provide a written explanation within

two (2) Business Days following receipt of the request. Such change or modification shall not reduce the economic value of the Service Agreement without Trunkline's written consent in accordance with Section 10.6 herein.

2.10 In the event that a Shipper or potential Shipper may have any complaints, Shipper or potential Shipper shall:

(A) Provide Trunkline a written description of the complaint, including the identification of Shipper's contract number or request for service, whichever is applicable, by contacting Trunkline at the following:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375

(B) Trunkline shall respond initially within forty-eight (48) hours and in writing within thirty (30) days advising Shipper or potential Shipper of the disposition of the complaint.

GENERAL TERMS AND CONDITIONS

3. NOMINATION AND SCHEDULING OF SERVICES

3.1 Nomination Procedures

- (A) Shipper shall furnish or cause to be furnished to Trunkline written nominations showing the Quantity of Gas to be received and delivered or stored by Trunkline, by individual Point of Receipt and individual Point of Delivery, as required below:
- (1) Such nomination shall reflect Shipper's contract number, the Quantity of Gas to be received, including Fuel Reimbursement Quantity, and the Quantity of Gas to be delivered for each Point of Receipt and each Point of Delivery. For nominations on the South Texas Modified Transmission System, Trunkline shall post on the Web Site an estimated Fuel Reimbursement percentage for the Month. Additionally, Shipper shall identify the last seller of the Gas to be received at each Point of Receipt. Disclosure of the identities of downstream parties at Points of Delivery shall be required. Shipper shall establish the point to point relationship between the Quantity of Gas to be received at the Points of Receipt and the Quantity of Gas to be delivered at the Points of Delivery.
 - (2) In addition to, or in lieu of, nominating from a specific Point of Receipt, upon Shipper's agreement with a TABS-1 Party, Shipper may submit a nomination of its Specific Quantity out of the relevant TABS-1 Service Point to specific Points of Delivery. Such nomination must contain Shipper's contract number, the TABS-1 contract number and the name of the TABS-1 Party. By nominating at a TABS-1 Service Point, Shipper shall be responsible for any and all applicable Gathering Charges resulting from notification of Shipper's responsibility by the TABS-1 Party to Trunkline. Upon receipt of such nomination and after Trunkline's confirmation with the TABS-1 Party, the TABS-1 Party shall nominate an Equivalent Quantity on behalf of such Shippers from specific Points of Receipt contained in such Shippers' Transportation Service Agreements into the relevant TABS-1 Service Point.
 - (3) For Shippers with Service Agreements under Rate Schedules FT, SST, EFT, QNT, LFT, IT, QNIT and TABS-1, the sum of the Quantities nominated at Points of Receipt, less applicable Fuel Reimbursement Quantities, shall equal the sum of the Quantities of Gas nominated at Points of Delivery during the Month. In addition, the Quantity of Gas nominated at each primary Point of Receipt shall not exceed the MDRO, plus applicable Fuel Reimbursement Quantity, and the Quantity of Gas nominated at each primary Point of Delivery shall not exceed the MDDO.

- (4) In the event a firm Shipper nominates Quantities for Transportation at Shipper's secondary Points of Receipt or Points of Delivery, Shipper shall retain its original priority at Shipper's primary Points of Receipt or Points of Delivery.

(B) Next Day Service

Shipper shall have the right to submit in writing a new nomination for any Gas Day by submitting notice by 1:00 p.m. Central Time the preceding Gas Day or such later time acceptable to Trunkline. Such new or revised nomination shall conform to the requirements of Section 3.1(A) herein, except that the nomination may reflect any agreed upon imbalance make up Quantities. Overrun Quantities may be requested either in Shipper's regular nomination or in a separate nomination.

Trunkline shall support the following standard nomination cycle (all times are CCT pursuant to NAESB WGQ Standard No. 0.3.17):

The Timely Nomination Cycle

On the Day prior to gas flow:

- 1:00 p.m. Nominations leave control of the Shipper;
- 1:15 p.m. Nominations are received by Trunkline (including from Title Transfer Tracking Service Providers (TTTSPs));
- 1:30 p.m. Trunkline sends the quick response to the Shipper;
- 4:30 p.m. Trunkline receives completed confirmations from confirming parties;
- 5:00 p.m. Shipper and point operator receive scheduled quantities from Trunkline.

Scheduled quantities resulting from Timely Nominations should be effective at the start of the next Gas Day.

The Evening Nomination Cycle

On the day prior to gas flow:

- 6:00 p.m. Nominations leave control of the Shipper;
- 6:15 p.m. Nominations are received by Trunkline (including from TTTSPs);
- 6:30 p.m. Trunkline sends the quick response to the Shipper;
- 8:30 p.m. Trunkline receives completed confirmations from confirming parties;
- 9:00 p.m. Trunkline provides scheduled quantities to the affected Shippers and point operator, including bumped parties (notice to bumped parties).

Scheduled quantities resulting from Evening Nominations should be effective at the start of the next Gas Day.

In addition, at the end of each Gas Day Trunkline shall make available to Shippers information containing scheduled Quantities, including scheduled intraday nominations and any other scheduling changes.

Shipper shall specify a begin date and an end date for each nomination. Such begin date and end date shall be within the term of Shipper's Service Agreement. To the extent that Shipper desires to change its nomination for any Gas Day Shipper must submit a new nomination for such day. When a nomination for a date range is received, each day within that range is considered an original nomination. When a subsequent nomination is received for one or more days within that range, the previous nomination is superseded by the subsequent nomination only to the extent of the days specified. The days of the previous nomination outside the range of the subsequent nomination are unaffected. Nominations have a prospective effect only. Should Shipper fail to provide this nomination on or before the nomination deadline, Trunkline may deem Shipper's nomination to be zero.

Trunkline shall have the right to refuse to receive or deliver any Gas not timely and properly nominated and confirmed. Trunkline shall not be liable to Shipper or any other person as a direct or indirect consequence of such refusal and Shipper shall indemnify Trunkline from and against any and all losses, damages, expenses, claims, suits, actions and proceedings whatsoever threatened, incurred or initiated as a result of such refusal, except to the extent such loss, damage, expense, claim, suit, action or proceeding is the result of Trunkline's negligence, bad faith or willful misconduct.

(C) Intraday Nominations

Any nomination submitted after the deadline set forth in Section 3.1(B) above shall be an intraday nomination. An intraday nomination shall be effective for one Gas Day only. An intraday nomination shall specify an effective date, time and the daily Quantity. The interconnected parties shall agree on the hourly flows for such Gas Day.

Trunkline shall support the following standard nomination cycles (all times are CCT pursuant to NAESB WGQ Standard No. 0.3.17):

The Intraday 1 Nomination Cycle

On the current Gas Day:

- 10:00 a.m. Nominations leave control of the Shipper;
- 10:15 a.m. Nominations are received by Trunkline (including from TTTSPs);
- 10:30 a.m. Trunkline sends the quick response to the Shipper;

- 12:30 p.m. Trunkline receives completed confirmations from confirming parties;
- 1:00 p.m. Trunkline provides scheduled quantities to the affected Shipper and point operator, including bumped parties (notice to bumped parties).

Scheduled quantities resulting from Intraday 1 Nominations should be effective at 2:00 p.m. on the current Gas Day.

The Intraday 2 Nomination Cycle
On the current Gas Day:

- 2:30 p.m. Nominations leave control of the Shipper;
- 2:45 p.m. Nominations are received by Trunkline (including from TTTSPs);
- 3:00 p.m. Trunkline sends the quick response to the Shipper;
- 5:00 p.m. Trunkline receives completed confirmations from confirming parties;
- 5:30 p.m. Trunkline provides scheduled quantities to the affected Shipper and point operator, including bumped parties (notice to bumped parties).

Scheduled quantities resulting from Intraday 2 Nominations should be effective at 6:00 p.m. on the current Gas Day.

The Intraday 3 Nomination Cycle
On the current Gas Day:

- 7:00 p.m. Nominations leave control of the Shipper;
- 7:15 p.m. Nominations are received by Trunkline (including from TTTSPs);
- 7:30 p.m. Trunkline sends the quick response to the Shipper;
- 9:30 p.m. Trunkline receives completed confirmations from confirming parties;
- 10:00 p.m. Trunkline provides scheduled quantities to the affected Shipper and point operator.

Scheduled quantities resulting from Intraday 3 Nominations should be effective at 10:00 p.m. on the current Gas Day. Bumping is not allowed during the Intraday 3 Nomination Cycle.

Any Shipper shall have the right for any Gas Day to submit in writing intraday nominations for any Transportation service, subject to operator confirmation and verification and Trunkline's operating conditions. Such intraday nomination shall conform to the requirements of Section 3.1(A) herein, except that the nomination may reflect any agreed upon imbalance make up Quantities. Additionally, a Shipper receiving Transportation service under Rate Schedule EFT, QNT, LFT or

QNIT may submit nomination adjustments as set forth in Section 4 of its respective Rate Schedule.

For purposes of NAESB WGQ Standard No. 1.3.2 (ii), (iii), (iv), and (v), the word "provides" shall mean, for transmittals pursuant to NAESB WGQ Standards 1.4.x, receipt at the designated site, and for purposes of other forms of transmittal, it shall mean send or post.

- (D) Shipper shall cause the operator of each Point of Receipt, the first seller of the Gas nominated at the Points of Receipt and the operator of each Point of Delivery designated in any nomination or change to a nomination to confirm all such nominations or changes to nominations in writing prior to implementation by Trunkline.
- (E) Shipper shall notify Trunkline immediately of any unexpected changes in Quantities tendered for receipt or delivery, whether or not such notice conforms to the times set out herein.
- (F) At any time, Shipper may give written notice to change the designation of the person under Section 2.2 herein to provide the nomination information set forth in this Section to Trunkline. If Shipper designates another person to provide this information, Trunkline shall be entitled to rely on the nominations previously provided by Shipper's designee.
- (G) Nominations shall also specify such information necessary to permit Trunkline to accept Commission approved or permitted standard data elements to perform service.

3.2 Scheduling Procedure for Transportation

- (A) The Quantities nominated for Transportation by Shippers shall be scheduled by Trunkline for receipt and delivery in the following order:
 - (1) Scheduling at a Point of Receipt
 - (a) Firm service from the primary Point of Receipt to primary Points of Delivery.
 - (b) Firm service from the primary Point of Receipt to secondary Points of Delivery.
 - (c) Firm service from a secondary Point of Receipt within the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.

- (d) Firm service from a secondary Point of Receipt outside the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.
 - (e) Interruptible service in sequence starting with the highest rate.
- (2) Scheduling at a Point of Delivery
- (a) Firm service to the primary Point of Delivery from primary Points of Receipt.
 - (b) Firm service to the primary Point of Delivery from secondary Points of Receipt.
 - (c) Firm service to a secondary Point of Delivery within the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.
 - (d) Firm service to a secondary Point of Delivery outside the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.
 - (e) Interruptible service in sequence starting with the highest rate.
- (3) If Trunkline is unable to schedule all Quantities nominated because of a constraint other than at a Point of Receipt or Point of Delivery, Trunkline shall schedule Gas through such constraint in the following order:
- (a) Firm service utilizing primary Points of Receipt and primary Points of Delivery.
 - (b) Firm service utilizing a secondary Point of Receipt and a primary Point of Delivery within the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.
 - (c) Firm service utilizing a primary Point of Receipt and a secondary Point of Delivery within the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.

- (d) Firm service utilizing a secondary Point of Receipt and a secondary Point of Delivery within the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.
- (e) Firm service utilizing a secondary Point of Receipt and/or a secondary Point of Delivery outside the Primary Path beginning with service charged the applicable Maximum Rate followed by firm service in sequence starting with the highest rate other than a Maximum Rate.
- (f) Interruptible service in sequence starting with the highest rate.

For multiple nominations at the same rate, other than a Maximum Rate, Gas shall be scheduled on a pro rata basis.

Shippers paying a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of this Section 3.2(A).

Within each service category provided in (1) through (3) above, Shipper or TABS-1 Party may provide a ranking of individual Points of Receipt and Points of Delivery within the Service Agreement in the event the entirety of the nomination cannot be scheduled.

To accommodate the multiple categories of priority that may occur under a Transportation Service Agreement and to establish usage billing rates, Shipper shall establish a point to point relationship through specified nominations. These categories will be ranked first on the priority of the Point of Receipt and then on the priority of the Point of Delivery. Authorized Quantities in excess of MDQ shall be scheduled as interruptible. Firm Transportation Service Agreements with nominations from a TABS-1 service point will be scheduled based upon the priority of the Points of Receipt nominated by the TABS-1 Party and contained in the firm Transportation Service Agreements.

A Shipper under Rate Schedule FT, EFT, QNT or LFT may segment its Primary Path into two (2) or more discrete segments for its own use or in connection with a capacity release pursuant to Section 9 of the General Terms and Conditions to the extent such segmentation is operationally feasible. In connection with such segmentation, the Shipper may utilize secondary Point(s) of Receipt or Delivery, including secondary Point(s) upstream and downstream of the Primary Path, so long as the secondary Point(s) are within the Zone(s) for which the Shipper has paid. Operational feasibility is defined by various factors including, but not limited to, availability of capacity at a Point of Receipt or Delivery and direction of flow. If

the Shipper's Primary Path is segmented, the sum of the Quantities of Gas nominated at each Point of Receipt or at each Point of Delivery by the Shipper and, if applicable, the Releasing Shipper may exceed the MDQ specified in the Service Agreement so long as the Quantities nominated for transportation in a pipeline segment do not exceed the MDQ applicable to the segment. The Shipper may segment its Primary Path to Forwardhaul and Backhaul Quantities of Gas to the same Point of Receipt or to the same Point of Delivery. In such a segmented transaction, the Shipper may exceed its MDQ at that Point of Receipt or Point of Delivery and may nominate Quantities of Gas in each segment up to Shipper's MDQ assigned to such segment; provided, however, the Quantities nominated to flow in the opposite direction of the flow of the Primary Path shall be considered to be outside the Shipper's Primary Path.

If the Releasing Shipper and the Replacement Shipper nominate Quantities of Gas in segments that overlap, the Quantities shall be scheduled in accordance with this Section 3.2. If the Quantities have equal priority and the sum of the Quantities cannot be scheduled, the Quantities shall be scheduled pro rata unless the Releasing Shipper specifies otherwise in the Shipper Notice.

- (B) If the actual Quantities of Gas received or delivered vary from scheduled Quantities on any particular Gas Day, such daily scheduling variance shall be subject to daily scheduling penalties pursuant to Section 5.1 herein.
- (C) Should Shipper be unable to accept the Quantities of Gas tendered at the Points of Delivery on any Gas Day, then Trunkline may refuse to receive Gas at the Points of Receipt on such Gas Day.
- (D) Trunkline shall have the unqualified right to commingle Gas transported hereunder with Gas from other sources, and to treat and handle all such Gas as its own. It is recognized that Gas delivered by Trunkline will not be the same molecules as those received at the Points of Receipt.

3.3 Scheduling Procedure for Storage

(A) Daily Injection Quantities

The maximum Quantity of Gas which Trunkline can inject into storage on any one Gas Day shall be subject to operating conditions at the particular time and shall be limited to the MDIQ stated in the Rate Schedule NNS-1, NNS-2, FSS or ISS Service Agreement.

(B) Authorized Injection Overrun Quantities

Upon request of Shipper, Trunkline may, but is not obligated to, inject on any Gas Day Quantities of Natural Gas in excess of Shipper's MDIQ under the Rate Schedule NNS-1, NNS-2, FSS or ISS Service Agreement when, in Trunkline's sole judgment, the capacity of its system will permit such injection, without impairing the ability of Trunkline to meet its other obligations.

(C) Daily Withdrawal Quantities

The Quantity of Gas which Trunkline may withdraw from storage on any Gas Day shall be subject to operating conditions at the particular time and shall be limited to the MDWQ as stated in the Rate Schedule NNS-1, NNS-2, FSS or ISS Service Agreement.

(D) Authorized Withdrawal Overrun Quantities

Upon request of Shipper, Trunkline may, but is not obligated to, withdraw on any Gas Day Quantities of Natural Gas in excess of Shipper's MDWQ under the Rate Schedule NNS-1, NNS-2, FSS or ISS Service Agreement when, in Trunkline's sole judgment, the capacity of its system will permit such withdrawal, without impairing the ability of Trunkline to meet its other obligations.

(E) The Quantities nominated by Shipper for injection into or withdrawal from storage and Quantities injected into or withdrawn from storage by Trunkline on behalf of Shipper under Rate Schedule NNS-1 or NNS-2 shall be scheduled in the following order:

- (1) Firm service under Rate Schedule FSS, NNS-1 or NNS-2;
- (2) Interruptible service in sequence starting with the highest rate;
- (3) Authorized Overrun Withdrawal and Injection Quantities shall be scheduled as interruptible.

In the event a tie for capacity exists among Shippers, Shipper's Storage Service Agreement request date will determine the scheduling priority. For Shippers with the same request date, Quantities shall be scheduled on a pro rata basis.

3.4 Scheduling Procedure for Parking Service

The Quantities nominated into interruptible parking service under Rate Schedule GPS shall be scheduled in sequence starting with the highest daily Parking rate. In the event of a tie, Quantities will be scheduled on a pro rata basis.

3.5 Predetermined Allocations

- (A) Parties may agree upon one of the following allocation methodologies: ranked, pro rata, percentage, swing and operator provided value. In the event the parties cannot agree on an allocation methodology, pro rata based on confirmed nominations will be used as the default method. The party responsible for custody transfer (the party performing the measurement function) must provide the allocation. Trunkline will accept such allocation if operationally and administratively feasible.
- (B) In addition, for all Natural Gas to be delivered to Shipper, Shipper shall cause the operating party of facilities immediately downstream of Trunkline's Points of Delivery to provide a predetermined allocation methodology to be used in allocating said Gas through the Points of Delivery. In the event Shipper provides optional end user information with its nomination, Shipper shall provide a predetermined allocation methodology acceptable to Trunkline to be used in allocating said Gas through the Points of Delivery.
- (C) The allocation methodology shall be provided to Trunkline in writing before the start of the Gas Day that Gas is to be tendered to Trunkline and shall prescribe the methodology for all Service Agreements for which Quantities have been scheduled at such Points of Receipt and Points of Delivery.
- (D) In the event no methodology acceptable to Trunkline is provided, Trunkline shall allocate the actual Quantities received or delivered by Trunkline among Shippers based on the ratio of each scheduled Quantity to the total scheduled Quantities of Gas at such Points of Receipt or Points of Delivery applied to the total Quantity actually received or delivered by Trunkline.
- (E) Changes to the daily allocation methodology must be submitted in writing and confirmed before the start of the Gas Day and shall be effective prospectively. No retroactive reallocation of any transaction shall be permitted.
- (F) Trunkline shall not have any liability to any Shipper as a result of Trunkline's reliance on any allocation methodology described herein, and Shipper shall indemnify Trunkline from and against any and all losses, damages, expenses, claims, suits, actions and proceedings whatsoever threatened, incurred or initiated as a result of Trunkline's reliance on such allocation methodology, except to the extent such loss, damage, expense, claim, suit, action or proceeding is the result of Trunkline's negligence, bad faith or willful misconduct.

GENERAL TERMS AND CONDITIONS

4. CURTAILMENT AND INTERRUPTION

Trunkline shall have the right to curtail, interrupt or discontinue Transportation or Storage service or both, in whole or in part, on all or a portion of its system at any time for reasons of force majeure or when, in Trunkline's sole judgment, capacity, supply, or operating conditions so require or it is desirable or necessary to make modifications, repairs or operating changes to its system. Trunkline shall use reasonable efforts to provide Shipper such notice of the curtailment as is reasonable under the circumstances.

Nothing contained in this Section shall be deemed to limit Trunkline's ability to issue OFOs in accordance with Section 6 of these General Terms and Condition.

4.1 Main Line

When the curtailment or interruption is caused by an event that is not at a specific Point of Receipt, Point of Delivery or lateral, Quantities will be curtailed in the following order:

- (A) First, Interruptible service shall be curtailed, commencing with service that at the time notice was given was being charged a rate that is less than Trunkline's Maximum Rate then in effect under this Tariff in sequence in sequence starting with the lowest rate.

For multiple nominations at the same rate, other than a Maximum Rate, Gas shall be scheduled on a pro rata basis.

- (B) Last, firm Transportation service utilizing primary or secondary points shall be curtailed, pro rata based on scheduled Quantities, regardless of rate.

4.2 Point of Receipt or Point of Delivery

In the event the curtailment or interruption is caused by an event occurring at a specific Point of Receipt or Point of Delivery, Quantities will be curtailed based upon the utilization of such specific Point of Receipt or Point of Delivery for primary, secondary or interruptible service.

- (A) First, Interruptible service at such specific Point of Receipt or Point of Delivery shall be curtailed, commencing with service that at the time notice was given was being charged a rate that is less than Trunkline's Maximum Rate then in effect under this Tariff in sequence in sequence starting with the lowest rate.

- (B) Last, firm Transportation service utilizing such specific Point of Receipt or Point of Delivery on a primary or secondary basis shall be curtailed, pro rata based on scheduled Quantities, regardless of rate.

4.3 South Texas Modified Transmission System

The South Texas Modified Transmission System shall be curtailed separately from the rest of the Field Zone.

4.4 Transportation Supply

Curtailment related to insufficient receipts will occur when Trunkline is actually experiencing a related threat to the operational integrity of its system.

Trunkline will isolate the smallest area of its system possible and make a diligent effort to determine the cause of insufficient receipts. If Trunkline is unsuccessful in identifying delinquent Shippers, then Trunkline will curtail all Shippers that do not have confirmed receipts within that isolated area in the order specified in Section 4.2 above.

Trunkline will continue the interruption with respect to others only as long as the identity of the offending Shipper is unknown or until its system has stabilized. Shippers with actual receipts that are confirmed by Trunkline will not be subject to supply curtailment for those receipts.

4.5 Storage

Storage curtailment, if necessary, would occur in the following sequence:

- (A) First, interruptible Storage service shall be curtailed, commencing with service that at the time notice was given was being charged a rate that is less than Trunkline's Maximum Rate then in effect under this Tariff in sequence starting with the lowest rate.
- (B) Last, firm Storage service under Rate Schedules NNS-1, NNS-2 and FSS shall be curtailed pro rata, based on scheduled Quantities, regardless of rate.

4.6 Curtailment Reports and Notices

- (A) Trunkline shall use reasonable efforts to provide Shipper, OBA Party, or TABS-1 Party with notice of curtailment at a time and in a manner that is reasonable under then existing conditions, and shall in any event confirm in writing or by facsimile transmission the notice given. Each Shipper, OBA Party, TABS-1 Party and point operator shall designate one or more persons for Trunkline to contact on operational matters on a 24-hour a day, 365 days a year basis. Telephone and facsimile numbers as well as e-mail address must be provided for such person or

persons. If Trunkline is unable to contact any Shipper, OBA Party, TABS-1 Party or point operator because the designated contact person(s) is unavailable, such Shipper, OBA Party, TABS-1 Party or point operator shall be responsible for any consequences arising from such failure of communications.

- (B) Trunkline shall have no responsibility to inform Shipper's, OBA Party's, or TABS-1 Party's end users, suppliers, other transporters and any others involved in the transaction, as to any notice of curtailment.

4.7 Curtailment Compliance

- (A) When a curtailment notice has been issued, the affected Shipper, OBA Party or TABS-1 Party shall undertake the required action set forth in the curtailment notice. Failure to comply with a curtailment notice shall subject Shipper to the penalty provisions of Section 6 herein as if such curtailment notice were an OFO.
- (B) Shipper, OBA Party or TABS-1 Party shall indemnify Trunkline from and against any and all losses, damages, expenses, claims, suits, actions, and proceedings whatsoever threatened, incurred, or initiated as a result of Trunkline's performance hereunder, except to the extent such loss, damage, expense, claim, suit, action or proceeding is the result of Trunkline's negligence, bad faith or willful misconduct.
- (C) Without regard to any other remedy provided by law or by the provisions hereof, Trunkline shall be entitled to seek an order from the Commission or any other appropriate tribunal requiring compliance with curtailment or interruption ordered by Trunkline in compliance with this Section 4 or any directive from any governmental authority having jurisdiction.

GENERAL TERMS AND CONDITIONS

5. TRANSPORTATION BALANCING

5.1 Daily Scheduling

- (A) Except as provided in Section 5.1(E), each Transportation Service Agreement, TABS-1 Service Agreement and Operational Balancing Agreement (OBA) with a daily scheduling variance exceeding the Tolerance Level as stated in the applicable Rate Schedule or OBA, plus the available MDVQ at a Point of Delivery if the Shipper, TABS-1 Party or OBA Party, as applicable, is a DVS Party at such point, shall be subject to a daily scheduling penalty in accordance with this Section 5.1; provided, however, that no individual Service Agreement receiving or delivering Gas at a Point of Receipt or Point of Delivery shall be assessed a daily scheduling penalty if: (1) the aggregate receipts or deliveries for all Service Agreements at such Point, as applicable, do not exceed the aggregate Quantity scheduled at such point by the Tolerance Level plus the available MDVQ if the delivery point operator is a DVS Party or (2) an interruptible Shipper's scheduled Quantity for a Gas Day has been reduced as a result of a nomination by a firm Shipper during the Evening Nomination Cycle, the Intraday 1 Nomination Cycle or the Intraday 2 Nomination Cycle in Section 3.1(C) herein.
- (1) Except as set forth below, daily scheduling variance shall be the absolute value of the percentage of: (a) the difference between the scheduled Quantities at each Point of Receipt and each Point of Delivery each Gas Day and the Quantity of Gas allocated to such point divided by (b) Quantities scheduled for receipt or delivery, as applicable.
 - (2) When Shipper is utilizing a Point of Receipt or Point of Delivery with service provided by a TABS-1 Party or an OBA Party, as applicable, Shipper's confirmed nomination Quantity at such point will be the actual Quantity for purposes of calculating the daily scheduling variance.
 - (3) The daily scheduling variance for a TABS-1 Party or an OBA Party will be the difference between the total actual Quantity and the total confirmed nomination Quantity for that OBA's Point of Receipt or Point of Delivery or TABS-1 service point each Gas Day.
 - (4) For Designated Transportation Service Agreements used in conjunction with service under Rate Schedule NNS-1 or NNS-2, the scheduled Quantities at Eligible Points of Delivery shall be increased by the Quantity of Gas Trunkline withdraws from storage pursuant to Section 2.2 of Rate Schedule NNS-1 or NNS-2, and the scheduled Quantities at such points shall

be decreased by the Quantity of Gas Trunkline injects into storage pursuant to Section 2.2 of Rate Schedule NNS-1 or NNS-2.

- (B) To enable Shippers to minimize daily scheduling variances, Trunkline will make available to Shippers continuous monitoring of EGM points and will make applicable receipt or delivery information for a meter available to the operator of that meter by:
 - (1) Allowing operators access to real time, unverified receipt or delivery data through direct communications with remote EGM terminals.
 - (2) Posting on the Messenger® system unverified receipt or delivery data for receipts and deliveries obtained from remote EGM terminals on a timely basis.
 - (3) Posting on the Messenger® system verified data within twenty-four (24) hours after the end of the Gas Day.
- (C) To avoid issuance of an OFO pursuant to Section 6, Trunkline shall notify Shipper of a daily scheduling variance, and Shipper shall, within a reasonable time, adjust nominated or actual receipts or deliveries of Gas in order to maintain a daily balance between actual receipts and scheduled receipts and between actual deliveries and scheduled deliveries.
- (D) The daily scheduling penalty for the applicable Rate Schedule shall be equal to one half of the Field Zone to Zone 2 rate for Rate Schedule FT, stated on a one hundred percent (100%) load factor basis. The daily scheduling penalty shall be billed in accordance with Section 16 herein.
- (E) The daily scheduling penalty shall not apply to a Transportation Service Agreement, TABS-1 Service Agreement or an OBA receiving Gas at a Point of Receipt unless Trunkline has provided each Shipper, TABS-1 Party and OBA Party utilizing the Point of Receipt with at least twenty-four (24) hours prior notice that daily scheduling variances at the Point of Receipt are causing capacity constraints or are creating operating conditions which threaten or could threaten system integrity or safety or which impair Trunkline's ability to provide efficient and reliable service to any other party. Trunkline will provide notice of the applicability of the daily scheduling penalty through the Messenger® system and the Web Site and by telephone and by facsimile or via e-mail communication. Trunkline may provide such notice with respect to a specific Point of Receipt or with respect to all Points of Receipt on all or a portion of the system. The notice will provide the date and time the daily scheduling penalty will begin to apply, the Points of Receipt to which the daily scheduling penalty will apply and how long the daily scheduling penalty is expected to apply, together with operating variables providing the basis for applying the

daily scheduling penalty, and any other information which may be required in the circumstances.

5.2 Monthly Balancing

Shipper shall have the responsibility to maintain a concurrent balance between Quantities of Gas received, adjusted for appropriate Fuel Reimbursement, and Quantities of Gas delivered each Month under each Transportation Service Agreement. If Shipper does not maintain a concurrent balance between Quantities of Gas received, adjusted for appropriate Fuel Reimbursement, and Quantities of Gas delivered, the resulting contract imbalance will be cashed out in accordance with this Section 5.2 to eliminate contract imbalances accumulated during the Month and to provide added incentives to Shippers to comply with their monthly balancing responsibilities. Monthly balancing shall be applicable to TABS-1 Parties and OBA Parties on a primary liability basis, with affected Shippers secondarily liable for any penalties assessed.

(A) Contract Imbalance

(1) Transportation Service Agreements

A contract imbalance for a Transportation Service Agreement shall be the difference between actual Quantities of Gas received, less appropriate Fuel Reimbursement, and actual Quantities of Gas delivered during the Month under the Transportation Service Agreement. To the extent Shipper is utilizing service provided by a TABS-1 Party at a TABS-1 Service Point or a meter with an OBA Party, Shipper's confirmed nomination Quantities at that TABS-1 Service Point or meter will be used as the actual Quantity for purposes of calculating the imbalance level in accordance with Section 5.2(C) below.

(2) TABS-1 Service Agreements

For purposes of Section 5.2(C) below, the contract imbalance for a TABS-1 Party shall be based on the sum of the actual Quantity of Gas received compared with the sum of the actual Quantity of Gas delivered utilizing the following components:

- (a) The actual Quantity of Gas received shall include: (1) the sum of the actual aggregated Quantities of Gas received during the Month for all TABS-1 Service Agreements between that TABS-1 Party and Trunkline; and (2) the sum of the Quantities of Gas transferred from another TABS-1 Party during the Month.
- (b) The actual Quantity of Gas delivered shall include: (1) the sum of the Quantities nominated and confirmed for receipt from that

TABS-1 Party by Shippers under Transportation Service Agreements for the Month; and (2) the sum of the Quantities of Gas transferred to another TABS-1 Party during the month.

(3) Operational Balancing Agreements

The contract imbalance for an OBA Party shall be based on the difference between total actual Quantities of Gas received or delivered through the affected meter and the total aggregated confirmed nomination Quantities for that meter, which shall be used as the actual Quantities of Gas received or delivered for purposes of Section 5.2(C) below.

(B) Minimization of Contract Imbalances for Transportation Service Agreements

(1) Contract Imbalance Netting

In order to minimize the monthly Quantity of excess receipts and deliveries pursuant to this Section 5.2, all of Shipper's Transportation Service Agreements within the same Operational Impact Area, as described in Section 5.2(B)(3) below, shall be matched by Points of Receipt and Points of Delivery. The total Quantity of Gas received and delivered under Shipper's Transportation Service Agreements within the same Operational Impact Area shall be netted and excess receipts or excess deliveries shall be determined only after such netting. Such netting of contract imbalances does not relieve Shipper of the obligation to pay all applicable transportation charges for the Quantity of Gas actually delivered to Shipper during the Month.

(2) Contract Imbalance Trading

(a) Shipper may authorize contract imbalances under Shipper's Transportation Service Agreements within the same Operational Impact Area, as described in Section 5.2(B)(3) to be posted for trading after the Shipper has minimized excess receipts and deliveries by netting pursuant to Section 5.2(B)(1) above.

(b) An authorization to post imbalances (pursuant to NAESB WGQ Standard No. 2.4.9) that is received by Trunkline by 11:45 a.m. should be effective by 8:00 a.m. the next Business Day. An imbalance that is previously authorized for posting should be posted on or before the ninth Business Day of the month.

(c) Trunkline shall provide the ability to post and trade imbalances until at least the close of the seventeenth (17th) Business Day of the Month.

- (d) Shippers may trade contract imbalances with other Shippers having Transportation Service Agreements within the same Operational Impact Area, as described in Section 5.2(B)(3) below. Contract imbalances must be traded with contract imbalances in the opposite direction and such trade must move Shipper's imbalance closer to zero. When trading imbalances, a Quantity must be specified.
- (e) An imbalance trade can only be withdrawn by the Initiating Shipper and only prior to the confirming Shipper's confirmation of the trade. An Imbalance trade is considered final when confirmed by the confirming Shipper and effectuated by Trunkline.

(3) Operational Impact Area

For purposes of this Section 5.2(B), two or more Transportation Service Agreements shall be deemed to be within the same Operational Impact Area only if the Gas transported under the Transportation Service Agreement during the Month was: (1) delivered within the Field Zone; or (2) delivered within the market zones (Zone 1A, Zone 1B, or Zone 2). Under a Transportation Service Agreement where Gas is delivered in both the Field Zone and one or more of the market zones during the Month, the Transportation Service Agreement shall be deemed to be within the Operational Impact Area in which the greatest Quantity of Gas was delivered during the Month.

Nothing contained in this Section 5.2(B) shall require Trunkline to incur a financial loss as a result of netting and trading excess receipts and excess deliveries or to continue such netting and trading if doing so would be inconsistent with the prudent operation of Trunkline's pipeline system.

(C) Imbalance Level

The imbalance level for any Transportation Service Agreement shall be the absolute value of the contract imbalance after minimizing the imbalance in accordance with Section 5.2(B) herein divided by actual monthly deliveries. The imbalance level for a TABS-1 Party or an OBA Party shall be the absolute value of the monthly contract imbalance divided by actual monthly deliveries.

(D) Imbalance Due Trunkline

For contract imbalances, after minimization in accordance with Section 5.2(B) herein, where actual deliveries exceed actual receipts, less Fuel Reimbursement,

Shipper or party shall pay Trunkline based on the accumulated sum of the results of the formulas listed below:

<u>Imbalance Level</u>	<u>Factor</u>	<u>Results</u>
0% - ≤ 5%	1.00	(price x Quantity ≤ 5%)
> 5% - ≤10%	1.10	(price x Quantity > 5% and ≤10%)
>10% - ≤15%	1.20	(price x Quantity >10% and ≤15%)
>15% - ≤20%	1.30	(price x Quantity >15% and ≤20%)
>20% - ≤25%	1.40	(price x Quantity >20% and ≤25%)
>25%	1.50	(price x Quantity >25%)

The amount due Trunkline for each imbalance level shall be determined by multiplying the corresponding imbalance level factor by the highest weekly Spot Index Price, as determined in Section 5.2(F) herein, for the Month in which the contract imbalance was incurred, times the Quantity within each imbalance level.

Shipper shall pay Trunkline as provided herein and in accordance with Section 16 herein. If payment is not received within ten (10) days of the date of the bill, Shipper shall then have thirty (30) days to either pay the bill with accrued interest or provide evidence of intent to pay satisfactory to Trunkline. If payment, surety bond, or other good and sufficient security is not received, Trunkline shall give notice to Shipper, and Trunkline may suspend service to Shipper effective immediately upon notice to Shipper and the Commission. Trunkline shall not suspend service in the case of a bona fide billing dispute; however, in the event of default by a TABS-1 Party or OBA Party, Shipper is responsible for the payment provisions contained in this Section 5.2(D); provided, however, that in the event that more than one Shipper is receiving service from the TABS-1 or OBA Party, such Shipper shall be cashed out according to the predetermined allocation methodology given to Trunkline. In the absence of a PDA, each Shipper's pro rata share of actual Quantities received shall be used to determine cash out bills.

(E) Imbalance Due Shipper or Party

For contract imbalances, after minimization in accordance with Section 5.2(B) herein, where actual receipts exceed actual deliveries, less Fuel Reimbursement, Trunkline shall purchase from Shipper or party such excess receipts. Trunkline shall pay Shipper based on the accumulated sum of the results of the formulas listed below:

<u>Imbalance Level</u>	<u>Factor</u>	<u>Results</u>
0% - ≤ 5%	1.00	(price x Quantity ≤ 5%)
> 5% - ≤10%	.90	(price x Quantity > 5% and ≤10%)
>10% - ≤15%	.80	(price x Quantity >10% and ≤15%)
>15% - ≤20%	.70	(price x Quantity >15% and ≤20%)
>20% - ≤25%	.60	(price x Quantity >20% and ≤25%)
>25%	.50	(price x Quantity >25%)

The amount due Shipper for each imbalance level shall be determined by multiplying the corresponding imbalance level factor by the lowest weekly Spot Index Price, as determined in Section 5.2(F) herein, for the Month in which the contract imbalance was incurred times the Quantity within each imbalance level.

(F) Spot Index Price

Each week a Spot Index Price will be derived from the average of the following posted spot prices as published each week in Natural Gas Week's "Gas Price Report":

- (1) Louisiana, Gulf Coast, Onshore, Spot Delivered to Pipeline;
- (2) Texas, Central, Onshore, Spot Delivered to Pipeline; and
- (3) Louisiana, Gulf Coast, Offshore, Spot Delivered to Pipeline.

In the event that these prices are no longer available or valid, Trunkline will file to change the Tariff and may, at its discretion, select a representative price in the interim period, subject to adjustment.

- (G) Upon termination of service under Rate Schedule FSS, NNS-1 or NNS-2, Shipper shall withdraw, or otherwise dispose of, all of its Stored Volume by the date the Service Agreement terminates. If Shipper fails to withdraw, or otherwise dispose of, all of its Stored Volume prior to the termination of the Service Agreement, Trunkline may retain any remaining Quantities of Stored Volume free and clear of any adverse claims; provided, however, that Trunkline will notify Shipper in writing 60 days prior to termination of its Service Agreement of the Quantity of Stored Volume being held by Trunkline for Shipper's account. If Shipper in good faith disagrees with the Quantity of Stored Volume set forth in the notification required above, then within 15 days of such notification, Shipper shall notify Trunkline in writing of such dispute and request a reconciliation. If, as of the date of termination of Shipper's Service Agreement, the Quantity of Stored Volume contained in Trunkline's notice has not been finally reconciled and such failure to reconcile results in a retention hereunder by Trunkline, then title to the difference

between the Quantity subject to retention according to Trunkline's records and that reflected on Shipper's records shall not finally pass to Trunkline until such reconciliation has been completed. Trunkline shall extend the time available for Shipper to remove its Gas from storage by one day for every day that Shipper has been unable to withdraw properly nominated gas due to operational or force majeure conditions on Trunkline's system.

5.3 Unauthorized Overrun Penalty

If on any Gas Day during the Month, Shipper takes Quantities in excess of the MDQ as stated in the Service Agreement and such Quantities have not been scheduled by Trunkline, then, in addition to the overrun charge set forth in the applicable Rate Schedule, Shipper shall be subject to a penalty for each Dt taken in excess of the greater of the MDQ or the scheduled Quantity. For purposes of determining the Quantities of Gas subject to the unauthorized overrun penalty provided for in this Section 5.3, Trunkline will allow a daily tolerance of two (2) percent of the MDQ and on a monthly basis there will be a two (2) percent tolerance. The Quantities of Gas subject to an unauthorized overrun penalty each month shall be the greater of (1) the sum of the daily unauthorized overrun Quantities after the two (2) percent daily tolerance; or (2) the monthly unauthorized overrun Quantities determined after the two (2) percent monthly tolerance. The unauthorized overrun penalty rate shall be equal to two (2) times the Field Zone to Zone 2 rate for Rate Schedule IT.

5.4 Third-Party Imbalance Management Services

Subject to the conditions set forth in this Section, a Shipper may obtain services from a third-party provider to manage imbalances between actual receipts and deliveries; to manage variances between scheduled and actual deliveries; and to supply gas for overruns.

- (A) Trunkline and the third-party provider shall have entered into an agreement which defines how such provider will accommodate Shipper's imbalances, scheduling variances, or overruns, how the provider is to make the corresponding operational changes, the limitations on the level of imbalances, scheduling variances and overruns to be accommodated and the consequences if such levels are exceeded or operational changes are not made. The agreement must provide Trunkline with the ability to call on the third-party provider on a basis consistent with service offered by the third-party provider to the Shipper. The agreement must also specify a predetermined allocation methodology and shall specify the extent to which and the conditions under which the Shipper shall be kept whole because the third-party provider is agreeing to take the imbalance, scheduling variance or overrun. If there is an OBA at the point at which the imbalance management service is to be provided, the agreement must also provide that Trunkline shall not be responsible for balancing within the agreed limits of the management service.

- (B) Trunkline and the Shipper shall have entered into an agreement designating the Service Agreements for which the third-party provider will take the imbalance, scheduling variance, or overrun and designating the point(s) at which the third-party provider will provide the imbalance management service. The point(s) designated must have electronic real-time metering or must be otherwise agreeable to Trunkline.

The conditions set forth in this Section are minimum conditions that all third-party providers and Shippers utilizing such services must satisfy. When a specific third-party management service is proposed, Trunkline may require the third-party provider and Shipper to satisfy additional conditions, including, without limitation, performance or credit and payment assurances, communication protocols, including the availability of operating personnel during non-business hours, and normal and customary contractual terms and conditions. Trunkline shall not be obligated to enter into any agreement to accept third-party imbalance management services which would, in Trunkline's reasonable judgment, impair its ability to meet its existing system requirements or which would not relieve Trunkline of the need to manage (to the extent of the third-party service) the Shipper's imbalances, scheduling variances and overruns.

GENERAL TERMS AND CONDITIONS

6. OPERATIONAL FLOW ORDERS (OFOs)

6.1 Trunkline will have the right to issue an OFO to any Shipper, OBA Party or TABS-1 Party when, in Trunkline's reasonable judgment, such OFO is required to alleviate conditions which threaten system integrity, safety or reliability of service or to ensure compliance with the provisions contained in this Tariff. An OFO may be issued on a contract basis or on all or a portion of the system. An OFO may be issued to a particular Shipper, OBA Party or TABS-1 Party creating the need for the OFO or to Shippers, OBA Parties or TABS-1 Parties on all or part of the system when in the absence of such Shipper's, OBA Party's or TABS-1 Party's action an OFO would not be required. When an OFO is issued, Trunkline will endeavor to minimize the Shippers, OBA Parties and TABS-1 Parties and Quantities affected. An OFO will not be issued to protect interruptible service.

Examples of conditions which may cause OFOs to be issued include, but are not limited to:

- (A) Actual receipts exceeding scheduled receipts causing high pressure to back off scheduled receipts;
- (B) Unscheduled pipeline maintenance and repairs affecting capacity;
- (C) Non-compliance with the balancing requirements of any service where such non-compliance threatens Trunkline's system integrity; and
- (D) When the applicable Tolerance Level has not been exceeded by an individual Shipper, OBA Party or TABS-1 Party, but pipeline operations require tighter Tolerance Levels.

6.2 Prior to issuing an OFO, Trunkline will take all reasonable actions to minimize the issuance and adverse consequences of the OFO. These actions may include, but are not limited to, requiring firm Shippers to utilize primary Points of Receipt and Delivery, limiting Shippers, OBA Parties or TABS-1 Parties to the hourly flow rate and limitations in accordance with the provisions of this Tariff and the Service Agreement, and imposing daily scheduling charges on Points of Receipt upon twenty-four (24) hours notice in accordance with Section 5.1(E) herein.

6.3 (A) The OFO shall specify the action(s) necessary to alleviate the conditions set forth in Section 6.1. These actions may include, but are not limited to, the elimination of Unauthorized Overruns and the reduction of scheduling variances. If the Shipper, OBA Party or TABS-1 Party subject to the OFO does not comply with the OFO, then the Shipper, OBA Party or TABS-1 Party shall pay, for all Quantities delivered or received in non-compliance with the OFO, the greatest of (a) \$25 per Dt or (b) two

(2) times the highest daily price published in Gas Daily, Final Daily Price Survey – Platts Locations, Upper Midwest: Chicago city-gates, Upper Midwest: Mich Con city-gate, East Texas: Houston Ship Channel, Louisiana/Southeast: Trunkline zone 1A or Louisiana/Southeast: Henry Hub, whichever is greater, for the Day per Dt (Saturday and Sunday shall be the preceding Friday price); provided, however, in no event will this penalty apply until Shipper, OBA Party, or TABS-1 Party has had at least three (3) hours to take the actions required to comply with the OFO or Shipper, OBA Party or TABS-1 Party is unable to comply due to force majeure, as defined in Section 19 herein. For purposes of this Section 6.3(A), if the OFO requires the reduction of scheduling variances, the Shipper, OBA Party or TABS-1 Party subject to the OFO shall be deemed in compliance with the OFO if the actual Quantities do not vary from the Quantities specified in the OFO by more than the tolerance level stated in the OFO, which shall not be less than two percent (2%).

(B) When an OFO is issued, daily scheduling penalties applicable to the affected Shipper, OBA Party or TABS-1 Party and affected Quantities will be replaced by the penalty provisions of the OFO.

6.4 Nothing shall limit Trunkline's right to take action as may be required to physically adjust actual receipts and actual deliveries of Gas in order to alleviate conditions which threaten the integrity of its system.

6.5 If Shipper, OBA Party or TABS-1 Party has no daily scheduling variance on receipts and no contract imbalances, Trunkline will not issue an OFO requiring that Shipper, OBA Party or TABS-1 Party to increase receipts. Additionally, Shipper will not be required to increase deliveries to Trunkline in excess of Shipper's MDQ.

6.6 Situation Reports, Notices and Indemnity

(A) Trunkline shall provide Shipper, OBA Party or TABS-1 Party with as much advance notice of OFOs as is reasonable under then existing conditions through the Messenger® system, the Web Site, by telephone, and by facsimile or via e-mail communication. Each Shipper, OBA Party, TABS-1 Party and point operator shall designate one or more persons for Trunkline to contact on operational matters on a 24-hour a day, 365 days a year basis. Telephone and facsimile numbers as well as e-mail address must be provided for such person or persons. If Trunkline is unable to contact any Shipper, OBA Party, TABS-1 Party or point operator because the designated contact person(s) is unavailable, such Shipper, OBA Party, TABS-1 Party or point operator shall be responsible for any consequences arising from such failure of communications. The notice will provide the time and date of issuance of the OFO, the time and date the OFO is to become effective, the time the OFO is expected to remain in effect, the action required of the Shipper, OBA Party or TABS-1 Party, the reason for issuing the OFO, together with operating variables providing the basis for issuing the order, and any other information which may be required in the circumstances. Ordinarily, the notice will be issued by 10:00 a.m.

CT on the Gas Day before the OFO is to be effective. The OFO will ordinarily become effective at 9:00 a.m. CT on the following Gas Day. When operating conditions so require, three (3) hours notice, or lesser notice if necessary, may be given and may provide that the OFO will become effective before the commencement of the next Gas Day. When an OFO becomes effective, Shipper, OBA Party or TABS-1 Party shall use its best efforts to comply with the OFO as soon as possible but in no event later than three (3) hours, after which the penalty provided for in this Section shall apply. An OFO may be issued for a specific period of time or until further notice is given. Such notice shall be provided to the person, including any agent, designated by the Shipper, OBA Party or TABS-1 Party to submit or confirm nominations. Trunkline will post notification and provide updated information concerning the need for the OFO on the Messenger® system and the Web Site at the commencement of the Gas Day until Trunkline notifies the Shipper, OBA Party or TABS-1 Party that the order is no longer effective. Within sixty (60) days following the end of the OFO, Trunkline will post on the Web Site a report detailing the conditions that required the issuance and termination of the OFO.

- (B) Trunkline shall have no responsibility to inform Shipper's, OBA Party's or TABS-1 Party's end users, suppliers, other transporters or any others involved in the transaction, as to any OFO.
- (C) Compliance with an OFO and the other terms and conditions of Trunkline's FERC Gas Tariff is essential to Trunkline's ability to provide deliveries and services under all rate schedules. A failure by one or more Shippers, OBA Parties or TABS-1 Parties to comply with an OFO may affect Trunkline's ability to provide such deliveries and services. In such event and in addition to other provisions hereof and not in lieu of any other remedies or defenses available in law or at equity with respect to any person, Trunkline will have no liability or responsibility for its inability to provide deliveries and services to any Shipper, OBA Party or TABS-1 Party failing to comply with an OFO and will be indemnified and held harmless by the Shipper(s), OBA Party(s) or TABS-1 Party(s) failing to comply with Trunkline's FERC Gas Tariff and in particular the provisions of this Section 6 against any claims related to the failure to provide deliveries and services, except to the extent such claims are the result of Trunkline's negligence, bad faith or willful misconduct.

GENERAL TERMS AND CONDITIONS

7. OPERATIONAL BALANCING AGREEMENTS (OBA)

- 7.1 For the purpose of minimizing operational conflicts between various pipeline facilities with respect to the delivery of Gas to and from Trunkline's facilities, Trunkline may execute an OBA in the form set forth on Trunkline's Web Site (under Informational Postings, Forms, General Forms) with an operator of a Point of Receipt or a Point of Delivery on Trunkline's system (herein called OBA Party). Such OBA shall specify the Gas custody transfer procedures to be followed by Trunkline and OBA Party for the confirmation of scheduled Quantities to be received by Trunkline at the Point of Receipt or delivered by Trunkline at the Point of Delivery. Such OBA will provide that any variance between actual Quantities and confirmed nomination Quantities at the point where the OBA is in place for any Gas Day shall be subject to daily scheduling and monthly balancing provisions as set forth in Sections 5.1 and 5.2 herein and that such daily scheduling and monthly balancing variances are the responsibility of the OBA Party. The Tolerance Level for an OBA shall be ten percent (10%).

To facilitate such determination of variances on a timely basis, Trunkline and the OBA Party will agree in the OBA on necessary measurement and accounting procedures. Trunkline shall post on the Messenger[®] system those Points of Receipt and Points of Delivery at which an OBA is in effect.

- 7.2 On any Gas Day, at any Point of Receipt or Point of Delivery at which an OBA is in effect, any daily scheduling variance arising under any Service Agreement between Shipper or TABS-1 Party and Trunkline that is attributable to variances between actual and scheduled Quantities at such point shall be resolved pursuant to the terms of the applicable OBA, and Shipper or TABS-1 Party shall not be subject to a daily scheduling penalty. Confirmed nomination Quantities will be allocated to Shipper's or TABS-1 Party's Service Agreement for purposes of monthly balancing as described in Section 5.2 herein. When Trunkline enters into an OBA with a regulated interstate or intrastate pipeline, Trunkline may waive the daily scheduling provisions in Section 5.1 herein and the monthly balancing provisions in Section 5.2 herein to maintain operational flexibility.
- 7.3 Except as required under Section 284.12(b)(2)(i) of the Commission's regulations, Trunkline shall have no obligation to negotiate and execute an OBA with any party.

GENERAL TERMS AND CONDITIONS

8. MISCELLANEOUS PURCHASES AND SALES

Nothing contained in this Tariff shall preclude Trunkline from buying and selling Gas to the extent necessary to maintain system pressure, to manage system storage, to maintain line pack or to perform other functions in connection with Transportation and Storage. Such sales shall be made pursuant to Trunkline's blanket sales certificate.

GENERAL TERMS AND CONDITIONS

9. CAPACITY RELEASE

9.1 Capacity Eligible for Release

- (A) Shippers under Rate Schedules FT, EFT, QNT, LFT, FSS and NNS-1 shall be permitted to release their capacity on a temporary or permanent basis, in accordance with this Section 9. Capacity which may be assigned to the Replacement Shipper hereunder shall be limited to the firm capacity reserved by the Releasing Shipper, as defined by the primary Points of Receipt and the primary Points of Delivery contained in the released capacity. Releases may be made on an interruptible (i.e., subject to recall) or firm basis and may be billed by Trunkline based on usage.
- (B) Trunkline shall continue to sell its unsubscribed firm capacity by providing notice of the availability of such capacity on the Messenger® system or by using any other marketing services at its disposal.

9.2 Shipper Release Notice

- (A) A Shipper that desires to release any or all of its firm capacity under this Section 9 must notify Trunkline electronically on the Messenger® system or through electronic data interchange of its intent to release capacity and the terms of the release (hereinafter referred to as "Shipper Notice"). A Shipper Notice shall be posted on the Messenger® system upon receipt by Trunkline or such later time which must comply with the timeline set forth in Section 9.4(B) herein, as requested by Releasing Shipper. This Shipper Notice shall include:
 - (1) Releasing Shipper's contract number;
 - (2) The specific quantity of capacity to be released;
 - (3) If the request for release is on a permanent basis;
 - (4) The Points of Receipt and Points of Delivery at which Releasing Shipper will release capacity and the quantity of capacity to be released at each point;
 - (5) The period of time or term of the release;
 - (6) The conditions of Releasing Shipper's right of recall as well as methods and rights associated with returning the previously recalled capacity to the Replacement Shipper, if applicable;

- (7) Whether contingent bids will be accepted and when the contingency must be removed;
- (8) The identity of a Pre-arranged Replacement Shipper (PRS), if applicable;
- (9) The minimum rate expressed in dollars and cents, percentage of Maximum Rate or the index-based formula as detailed in the capacity release offer, term, and quantity of capacity Releasing Shipper shall accept, if any, and whether bids using a volumetric rate for the collection of Reservation or Capacity and Deliverability Charges will be accepted and whether Releasing Shipper requires a volumetric commitment. The maximum volumetric rate that may be bid shall not exceed the one hundred percent (100%) load factor equivalent of the maximum Reservation or Capacity and Deliverability reservation rates. The one hundred percent (100%) load factor equivalent for such rates equals the overrun rate for the applicable service being released as set forth on the Currently Effective Rates for the applicable Rate Schedule. Trunkline shall support volumetric releases with volumetric commitments by fully accounting for volumetric and reservation components, consistent with the rules and regulations enunciated by the Commission. The maximum reservation rate that may be bid shall not exceed the Maximum Rate for the applicable service being released as set forth on the Currently Effective Rates for the applicable Rate Schedule. Notwithstanding the above, no rate limitation shall apply to a capacity release for a period of one year or less if the release is to take effect on or before one year from the date on which Trunkline is notified of the release;
- (10) The duration of the posting which may not be less than the minimum bid period specified in Section 9.4(B) herein;
- (11) The best bid criterion, the method by which volumetric or contingent bids will be evaluated, and any alternate, objective and nondiscriminatory method for breaking ties. The best bid evaluation method established by Releasing Shipper must be objectively stated, applicable to all PRS or Replacement Shippers and not unduly discriminatory and shall enable Trunkline to rank the bids received by utilizing the weight assigned by Releasing Shipper to each element of the Shipper Notice;
- (12) If the release is for any period of thirty-one (31) days or less and is exempt from bidding in accordance with Section 9.3(A), the Releasing Shipper may designate in the Shipper Notice the winning bid criterion to be the first acceptable bid received;
- (13) Restrictions, if any, on the PRS or Replacement Shipper's ability to request changes in primary Points of Receipt or primary Points of Delivery;

- (14) Whether the Shipper Notice may be rejected in part in the event Trunkline rejects such Shipper Notice pursuant to Section 9.7; and
 - (15) Whether the Replacement Shipper is (a) an asset manager as defined in Section 284.8(h)(3) of the Commission's Regulations and, if so, include the volumetric level of the asset manager's delivery or purchase obligation and the time period during which that obligation is in effect or (b) a marketer participating in a state-regulated retail access program as defined in Section 284.8(h)(4) of the Commission's Regulations.
- (B) Releasing Shipper shall post the Shipper Notice on the Messenger® system. Releasing Shipper may withdraw its Shipper Notice at any time prior to the close of the bid period specified in the Shipper Notice herein when unanticipated circumstances justify and no minimum bid has been made.
 - (C) When a Releasing Shipper presents a PRS that is on the approved bidders list, such PRS shall acknowledge the Shipper Release Notice electronically.
 - (D) The terms Releasing Shipper imposes may not conflict with any provision of the Service Agreement, Rate Schedule or General Terms and Conditions. In the event of such conflict, Trunkline may withdraw the Shipper Notice from posting.

9.3 Exceptions to Bidding

- (A) The following capacity releases are exempt from the bidding process set forth in Section 9.4 herein:
 - (1) A capacity release for any period of thirty-one (31) days or less. A firm shipper shall not roll over, extend or in any way continue such capacity release to the same Replacement Shipper until 28 days after the first release period has ended. This 28-day period does not apply to any release to the same Replacement Shipper that is posted for bidding or that qualifies for any of the other exemptions from bidding set forth in Sections 9.3(A)(2), (3) or (4) below.
 - (2) A capacity release for more than one year at the maximum tariff rate.
 - (3) A capacity release to an asset manager as defined in Section 284.8(h)(3) of the Commission's Regulations.
 - (4) A capacity release to a marketer participating in a state-regulated retail access program as defined in Section 284.8(h)(4) of the Commission's Regulations.

(B) In the event a capacity release is exempt from bidding in accordance with Section 9.3(A) herein, the Releasing Shipper presents a PRS that is on the approved bidders list, and such PRS agrees to all conditions of the release prior to the submission of the Shipper Notice to Trunkline, the released capacity will be assigned to the PRS and such Shipper Notice shall be exempt from the bidding process in accordance with Section 9.4 herein. The PRS will be posted as the winning bidder in accordance with Section 9.4(I) herein.

(C) Timing of Capacity Releases Exempt from Bidding

For non-biddable releases:

- The posting of prearranged deals that are not subject to bid are due no later than one hour prior to the nomination deadline for the applicable cycle, pursuant to NAESB WGQ Standard No. 1.3.2. The posting deadlines are:
 - Timely Cycle 12:00 Noon
 - Evening Cycle 5:00 p.m.
 - Intraday 1 Cycle 9:00 a.m.
 - Intraday 2 Cycle 1:30 p.m.
 - Intraday 3 Cycle 6:00 p.m.
- The capacity release addendum is issued within one hour of the award posting (with a new capacity release addendum number, when applicable).
- Nomination is possible beginning at the next available nomination cycle for the effective date of the capacity release addendum.

9.4 Bidding Process

- (A) In order to submit a valid bid under this capacity release program, any party, including a PRS, must be on the approved bidders list. To be on the approved bidders list, a party must meet the provisions of Section 2 herein and have executed a capacity release service agreement with Trunkline in the form as set forth in this Tariff (Capacity Release Service Agreement). A party shall remain on the approved bidders list until such party notifies Trunkline to the contrary, no longer meets the credit qualifications in Section 30 herein, or is suspended from the approved bidders list in the event and for such time as such party fails to pay part or all of the amount of any bill for service in accordance with Section 16 herein.
- (B) The capacity release timeline in Central Clock Time applies to all parties involved in the capacity release process provided that: 1) all information provided by the parties to the transaction is valid and the Replacement Shipper has been

determined to be creditworthy before the capacity release bid is tendered, 2) for index-based capacity release transactions, the Releasing Shipper has provided Trunkline with sufficient instructions to evaluate the corresponding bid(s) according to the timeline, and (3) there are no special terms or conditions of the release.

Further, Trunkline may complete the capacity release process on a different timeline if the offer includes unfamiliar or unclear terms and conditions (e.g. designation of an index not supported by Trunkline).

- (1) For biddable releases (1 year or less)
 - Offers should be tendered such that they can be posted by 9:00 a.m. on a Business Day.
 - Open season ends at 10:00 a.m. on the same or a subsequent Business Day.
 - Evaluation period begins at 10:00 a.m. during which any contingencies are eliminated, determination of best bid is made, and ties are broken.
 - If no match is required, the evaluation period ends and the award is posted by 11:00 a.m.
 - Where match is required, the match is communicated by 11:00 a.m., the match response occurs by 11:30 a.m., and the award is posted by 12:00 Noon.
 - The capacity release addendum is issued within one hour of the award posting (with a new capacity release addendum number, when applicable).
 - Nomination is possible beginning at the next available nomination cycle for the effective date of the capacity release addendum.
- (2) For biddable releases (more than 1 year)
 - Offers should be tendered such that they can be posted by 9:00 a.m. on a Business Day.
 - Open season shall include no less than three 9:00 a.m. to 10:00 a.m. time periods on consecutive Business Days.

- Evaluation period begins at 10:00 a.m. during which any contingencies are eliminated, determination of best bid is made, and ties are broken.
- If no match is required, the evaluation period ends and the award is posted by 11:00 a.m.
- Where match is required, the match is communicated by 11:00 a.m., the match response occurs by 11:30 a.m., and the award is posted by 12:00 Noon.
- The capacity release addendum is issued within one hour of the award posting (with a new capacity release addendum number, when applicable).
- Nomination is possible beginning at the next available nomination cycle for the effective date of the capacity release addendum.

(3) Timeline for Releases with Special Conditions

For index-based capacity release transactions, the Releasing Shipper shall provide the necessary information and instructions to support the chosen methodology. If the Releasing Shipper specifies a bid evaluation methodology other than highest rate, net revenue or present value, or a permanent release or any other special conditions, the above timelines shall apply; provided, however, one additional Business Day will be added to the evaluation period. Such extended evaluation period shall cause Gas flow to be at least one day later than Gas could flow under the timeline set forth in Section 9.4(B)(1) or Section 9.4(B)(2).

- (C) All bids must be expressed in dollars and cents, percentage of Maximum Rate or the index-based formula as detailed in the capacity release offer, whichever is stated in the Shipper Notice, include the required bid information and must be received and posted electronically through the Messenger® system. Bids shall be posted on the Messenger® system with any contingencies identified and with the bidder's identity deleted.
- (D) A bidder may submit only one bid at a time in response to a Shipper Notice. A bidder may withdraw its bid through the Messenger® system at any time prior to the close of the posting period specified in the Shipper Notice without prejudice to its submitting another bid with an economic value equal to or greater than the economic value of the withdrawn bid.
- (E) Where there is a PRS and a bid which is better than the bid submitted by the PRS, Trunkline will notify the PRS by 2:00 p.m. Central Clock Time on the day capacity is

awarded and the PRS will have until 2:30 p.m. to match the better bid and obtain the right to the released capacity. Trunkline shall issue an Addendum to the PRS unless a better bid, as defined in Section 9.2(A)(11) herein, is received within the time period specified in the posting. In the event the PRS does not match the better bid, Trunkline shall issue an Addendum to the party who made the best bid.

- (F) All bids not withdrawn prior to the close of the posting period specified in the Shipper Notice shall be binding.
- (G) In the event that a winning bid has a contingency, and Trunkline is not notified through the Messenger® system that such contingency has been removed within the time period specified in the Shipper Notice, such contingent bid will be rejected by Trunkline.
- (H) The Releasing Shipper may define in the Shipper Notice the criteria for determining the best bid. If the Releasing Shipper does not specify the criteria, Trunkline shall use the Net Present Value calculation as set forth in Section 10.3 herein to determine the best bid. If there are multiple bids meeting the minimum conditions, Trunkline shall rank the bids and Trunkline shall award the bids, best bid first, until all offered capacity is awarded. Trunkline will notify, through the Messenger® system by 2:00 p.m. Central Clock Time following the end of the posting period, or by 3:00 p.m. Central Clock Time if a matching period is applicable, the PRS or Replacement Shipper that capacity has been awarded.
- (I) Trunkline will post the winning bids and Replacement Shippers' identity on the Messenger® system for at least five Business Days.

9.5 Rights and Obligations of Releasing Shipper

- (A) Regardless of the amount of capacity Releasing Shipper releases under this Section 9, Releasing Shipper shall remain liable for the Reservation Charges or Capacity and Deliverability Charges attributable to the released capacity unless otherwise agreed to in writing and in advance by Trunkline. In the event of a permanent release, Trunkline may, and will not unreasonably refuse to, waive liability of Releasing Shipper for the Reservation Charges, Capacity and Deliverability Charges or Conditional Reservation Charges. Such permanent release shall provide the same economic value as the original underlying agreement, or such difference shall be funded by the Releasing Shipper, unless Trunkline agrees otherwise.
- (B) When capacity is awarded to Replacement Shipper, Releasing Shipper must adjust or reconfirm its nominations to reflect the capacity released. Trunkline will automatically change Releasing Shipper's nominations to zero for the Service Agreement under which capacity was released unless such nominations are adjusted or reconfirmed by the Releasing Shipper.

- (C) If Releasing Shipper releases its MDQ for a geographic portion of the capacity reserved under its Service Agreement, Releasing Shipper may use its full MDQ for its unreleased geographic portion of capacity.
- (D) When Releasing Shipper partially releases its capacity under a Service Agreement by releasing capacity between specific Points of Receipt and Points of Delivery or by releasing only a portion of its MDQ or MCSC, Releasing Shipper's Service Agreement shall be deemed to be modified in accordance with the release and Releasing Shipper may not utilize the capacity released during the term of the release.
- (E) Releasing Shipper shall retain all Rights of First Refusal with respect to the released capacity, unless such release is a permanent release.
- (F) In the event of termination of a Replacement Shipper's Addendum pursuant to Section 9.6(C) herein, the released capacity related to such Addendum will revert to the Releasing Shipper.
- (G) Releasing Shippers may, to the extent permitted as a condition of the capacity release, recall released capacity. For the recall notification provided to Trunkline, Trunkline's tariff should specify whether the quantity should be expressed in terms of a) total released capacity entitlements or b) adjusted total released capacity entitlements based upon the elapsed prorata capacity. The capacity entitlements resulting from the use of either a) or b) should be the same. The recall notification to Trunkline shall specify the Quantity in terms of total released capacity entitlements.

9.6 Rights and Obligations of Replacement Shipper

- (A) Any bid submitted will bind Replacement Shipper or PRS to the terms of the bid if Trunkline selects such bid as the best bid. If all the information provided by the Releasing Shipper and the bidder/PRS is valid, the Replacement Shipper is creditworthy, and there are no special terms and conditions, Trunkline will issue and execute the Addendum to the Capacity Release Service Agreement within one hour of awarding the winning bid. The capacity release addendum number also will be issued within one hour of the award posting.
- (B) Replacement Shipper may submit nominations pursuant to Section 3 herein beginning at the next available nomination cycle for the effective date of the capacity release addendum; however, in no event will Gas flow on Replacement Shipper's Service Agreement prior to the effective date of the release as posted in the Shipper Notice.

- (C) Replacement Shipper is responsible for payment of the applicable Reservation Charge or Capacity and Deliverability Charges, and any surcharges thereon, in the amount of its winning bid. Replacement Shipper is also responsible for all other billings, e.g., usage rate and applicable usage surcharges. In the event of payment default, subject to Section 16 herein, Trunkline may elect to terminate that Replacement Shipper's Capacity Release Service Agreement which shall terminate all service thereunder utilized by the Replacement Shipper.
- (D) Once Replacement Shipper or PRS is notified of a winning bid, such Replacement Shipper or PRS shall have all the rights and obligations specified under the Releasing Shipper's Rate Schedule, the Releasing Shipper's Service Agreement and the General Terms and Conditions of this Tariff including the right to release firm capacity pursuant to this Section unless the conditions prescribed by the Shipper Notice require otherwise.
- (E) A Replacement Shipper shall have the right to reserve primary point capacity up to its MDQ, subject to available capacity.
- (F) Replacement Shipper shall have no Right of First Refusal with respect to the released capacity, unless such release is permanent.
- (G) Replacement Shippers for a capacity release with a term of one year or less that are paying a rate which exceeds the Maximum Rate shall be considered to be paying the Maximum Rate for purposes of scheduling.

9.7 Rights and Obligations of Trunkline

Trunkline shall determine, in its sole discretion, the best bid based upon the best bid criteria established pursuant to Section 9.2(A)(11) or Section 9.4(H) herein. Trunkline shall have the right, but not the obligation, to reject, in whole or in part, the terms of any Shipper Notice or bid which is discriminatory or conflicts with any order or regulation issued by the FERC, or provision of the Service Agreement, Rate Schedule or General Terms and Conditions. Such Shipper Notice shall be rejected in its entirety unless Shipper, pursuant to Section 9.2(A)(14), permits a partial rejection. Trunkline shall provide simultaneous notification to Shipper, through the Messenger[®] system, of the reason(s) for rejecting a release notice with the notice of rejection. Trunkline shall not have any liability to any Shipper, Releasing Shipper, Replacement Shipper, bidder or any other party as a result of Trunkline's performance of its obligations under its capacity release program, and such Shippers, Releasing Shippers, Replacement Shippers, and bidders shall indemnify Trunkline from and against any and all losses, damages, expenses, claims, suits, actions and proceedings whatsoever threatened, incurred or initiated as a result of Trunkline's performance hereunder, except to the extent such loss, damage, expense, claim, suit, action or proceeding is the result of Trunkline's negligence, bad faith or willful misconduct.

9.8 Term

- (A) Any release under this Section 9 shall be for a minimum term of at least one Gas Day.
- (B) Any release under this Section 9 shall be for a maximum term expiring on the earlier of:
 - (1) The last date this Tariff provision shall be effective;
 - (2) The expiration date of Releasing Shipper's Service Agreement when the release is for the full term of such agreement; or
 - (3) The expiration date specified by the Releasing Shipper in the Shipper Notice.

9.9 Billing Adjustments to Releasing Shipper

- (A) Trunkline shall credit Releasing Shipper's monthly bill to reflect the Reservation Charge or Capacity and Deliverability Charges (including surcharges, if any) invoiced to Replacement Shipper excluding any reservation charge credit that Replacement Shipper may have received pursuant to Section 29; provided, however, that Trunkline and Releasing Shipper may, in connection with a Negotiated Rate based on a rate design other than straight fixed variable, agree upon a payment obligation and crediting mechanism that varies from or is in addition to the provisions of this Section 9.9 in order to establish the basis of accounting for revenues from a Replacement Shipper as a means of preserving the economic bases of the Negotiated Rate. In the event of a release with a volumetric rate, the volumetric rate shall be no greater than the 100% load factor equivalent of the Maximum Rate currently applicable to the service released and shall be credited to the Releasing Shipper's monthly bill. Replacement Shipper's payment of the Usage Charge and applicable usage surcharges, if any, will be retained by Trunkline. Notwithstanding the above, no 100% load factor equivalent limitation shall apply to a capacity release for a period of one year or less if the release is to take effect on or before one year from the date on which Trunkline is notified of the release.
- (B) If Replacement Shipper fails to pay all or any part of the Reservation Charge or Capacity and Deliverability Charges so credited within thirty (30) days of its due date, then such unpaid amount plus interest will be charged to Releasing Shipper's next monthly bill and will be due and payable by Releasing Shipper in accordance with Section 16 herein.

- (C) Trunkline and Releasing Shipper may enter into a marketing agreement. In the event Trunkline issues an Addendum to a Replacement Shipper found by Trunkline pursuant to such marketing agreement, any negotiated marketing fee will be debited to Releasing Shipper's invoice.

9.10 Requests to Purchase Releasable Capacity

Any party may initiate a request to purchase releasable firm capacity by following the instructions posted on Trunkline's Informational Postings Web Site located at <https://tgcmessage.energytransfer.com> under "Notices, Request to Purchase Releasable Capacity." The form shall specify the terms and conditions of the request and the location of the posting on Trunkline's Informational Postings Web Site. Such offer to purchase released capacity shall be posted on Trunkline's Web Site for 30 days.

9.11 Bankruptcy

In the event a Releasing Shipper subject to proceedings under any chapter of the bankruptcy laws rejects its Service Agreement, Trunkline may send a written notification of Trunkline's intent to terminate the Replacement Shipper's Service Agreement effective thirty (30) calendar days from the date of the notice (Termination Notice Period) unless Replacement Shipper(s) agrees to retain its capacity for the remainder of the term of the respective Replacement Shipper's Service Agreement at a rate that is no lower than the lesser of the Releasing Shipper's rate or the Maximum Rate. Replacement Shipper shall have ten (10) Business Days from the date of the written notice to advise Trunkline in writing of its decision. If Replacement Shipper does not exercise its option to retain the capacity, then the Replacement Shipper's Service Agreement shall terminate at the end of the Termination Notice Period.

If Replacement Shipper(s) timely exercises its option to retain the capacity, the Replacement Shipper(s), prior to the end of the Termination Notice Period, will execute a new Service Agreement pursuant to the terms and conditions of the applicable Rate Schedule reflecting the revised rate to be effective beginning on the first day after the end of the Termination Notice Period.

GENERAL TERMS AND CONDITIONS

10. CONTRACTING FOR UNSUBSCRIBED CAPACITY

This Section 10 governs the order in which requests for Transportation service shall be accommodated when unsubscribed firm capacity, other than released capacity, becomes available. It does not govern scheduling, which is governed by Section 3 herein. Requests for firm capacity shall be accommodated in the following manner and subject to the following conditions and limitations:

- 10.1 In order to be eligible for firm capacity, a party requesting service (requestor) must submit a valid request in accordance with the provisions of Section 2 herein.
- 10.2 Trunkline will post available capacity on the Web Site. A requestor that submits a valid request may submit in writing a bid for the available capacity at any time. In the event of multiple bids, Trunkline will evaluate the bids and determine the bid having the greatest economic value as determined in Section 10.3.
- 10.3 Trunkline shall tender a Service Agreement for execution to the requestor submitting the bid having the greatest economic value for the capacity available, subject to the provisions of Section 10.5. The criteria for determining which requestor has submitted the bid with the greatest economic value shall be the Net Present Value (NPV) of the reservation charge that requestor would pay at the rates requestor has bid, which shall not be less than the Minimum Rate nor greater than the Maximum Rate, as stated on the Currently Effective Rates for the applicable Rate Schedule, over the term of service specified in the request, utilizing as the annual discount factor the prime interest rate in accordance with Section 154.501(d) of the Commission's Regulations as posted on the Commission's website. The prime interest rate utilized for an open season posting shall be the rate in effect on the date the open season notice is posted. The net present value for capacity awarded in an open season pursuant to Section 10.9 or 10.10 below, may be calculated on a per Dt. basis or on an aggregate basis as stated in the open season notice. Only revenues generated from the reservation charge component will be used to calculate the NPV. For purposes of determining the economic value of request(s) for service rights under Rate Schedule SST, the net present value will be determined using the applicable reservation rate per Dt. under Rate Schedule EFT at a load factor of 100%. Shippers requesting service at a Negotiated Rate which exceeds the Maximum Rate will be considered to be paying the Maximum Rate for purposes of determining the bid with the greatest economic value. If the economic values of separate service requests are equal, then service shall be offered in sequence starting with the request with the earliest date. If separate service requests have equal economic values and the same date of request, service shall be offered to such requestors on a pro rata basis.

- 10.4 If Trunkline accepts a requestor's bid and tenders a Service Agreement, requestor shall complete and return the Service Agreement within fifteen (15) days; provided, however, Trunkline and Shipper may mutually agree to extend the foregoing deadline.
- 10.5 Trunkline shall not be obligated to tender or execute a Service Agreement for service at any rate less than the Maximum Rate set forth in the Currently Effective Rates for the applicable Rate Schedule. It shall be in Trunkline's sole discretion to tender or execute a Service Agreement at any rate less than the applicable Maximum Rate for the service requested. Trunkline and requestor both shall agree to any rate requested at less than the applicable Maximum Rate before Trunkline becomes obligated to tender or execute a Service Agreement for firm service at any rate less than the applicable Maximum Rate.
- 10.6 Once a Service Agreement for firm Transportation or Storage is executed, the economic value of the Service Agreement shall be determined in accordance with Section 10.3. During the term of the Service Agreement, any change Shipper may make in the terms of the Service Agreement shall not reduce such economic value of the Service Agreement to Trunkline, or Shipper's Reservation Charge or Capacity and Deliverability Charges, without Trunkline's written consent to such reduction.
- 10.7 Request for Future Service

A request for future service may be received and processed if the request is: associated with an open season; new supply being attached to Trunkline's system; termination of an existing contract on another pipeline; a direct-served customer, defined below, who now desires to contract for firm service directly with Trunkline at the direct-served primary delivery point; construction of new facilities required to serve a new receipt or delivery point; or the construction and/or modification of facilities that will result in a material increase in gas usage or production. A direct-served customer shall mean an end-use entity that is directly connected to Trunkline's system at the time of shipper's applicable request for service and is served on a firm basis under a Service Agreement on Trunkline held by a third-party, non-affiliated Trunkline Shipper other than the direct-served customer. A prospective shipper requesting future service must submit written evidence that one of these conditions applies.

10.8 Posting

From time to time, Trunkline may post capacity prior to an open season for current or future unsubscribed capacity or capacity that becomes available due to expiration of a Service Agreement(s) in which any right of first refusal, rollover or other extension rights are expired. The specified future capacity shall be posted on the Web Site for a minimum of five (5) Business Days prior to commencement of an open season.

10.9 Open Season Procedures

Trunkline shall have the right to conduct an open season for particular segments of capacity, whether currently available capacity or future capacity pursuant to GT&C Sections 10.7 and 10.8. The open season will be conducted for a minimum of five (5) Business Days. The description of the capacity and instructions for bidding will be included in the open season posting.

Any party who desires to participate in the open season must meet the requirements of GT&C Section 2 prior to participation in the open season. All bids must be submitted on the binding bid form attached to the open season posting and must indicate whether a bidder is willing to accept a partial award. A bid may be withdrawn or changed during the bidding period; however, any changed bid cannot have a lesser net present value than the bidder's previous bid. All bids shall be binding on the bidder upon the conclusion of the bidding period. Trunkline reserves the right to reject any and all bids, including bids that detrimentally impact the operational integrity of Trunkline's system, bids that do not satisfy the terms of the open season posting and bids that are incomplete or contain terms and conditions other than those set forth in Trunkline's Tariff. Trunkline may, but shall not be required to, accept bids that are not for continuous service at a constant MDQ for the entire term of the service. Trunkline's discretion to accept or reject a bid shall be exercised on a not unduly discriminatory basis. Trunkline will promptly notify bidder via electronic communication of its reason(s) for such rejection.

Bids will be evaluated based on the net present value of Shipper's bid calculated pursuant to GT&C Section 10.3 above. For the purposes of determining the best bid and allocating capacity, Shippers willing to pay more than the maximum tariff rate will be considered to be paying maximum tariff rate. Bids will be awarded, subject to Section 10.10, in order based on the highest net present value calculated pursuant to GT&C Section 10.3 above. Bids with an equal net present value will be awarded on a pro rata basis. Following the completion of the open season, if capacity is awarded, Trunkline will post the winning bidder(s) and the methodology used to determine the winning bid(s).

Awards of capacity will be subject to Trunkline's receipt of necessary regulatory approvals. Regulatory approvals pertaining to potential system modifications must be acceptable to Trunkline, at its sole discretion.

10.10 Procedures for Prearranged Deals

Trunkline may individually negotiate a Service Agreement with a prospective shipper for service to commence at some time in the future. Trunkline shall post such prearranged deal for open season bidding to allow other parties an opportunity to purchase the capacity, whether for service to commence immediately or in the future. Trunkline shall include the terms of the prearranged transaction, if any, in the open season posting. In the event a competing bid for service to commence immediately or in the future provides a greater net present value than a prearranged deal, Trunkline shall give the prearranged shipper a one-

time right to match the higher bid. If matched, the prearranged shipper will obtain the capacity. Otherwise, Trunkline will award the capacity in order based on the highest net present value calculated pursuant to GT&C Section 10.3 above. Bids with an equal net present value will be awarded on a pro rata basis.

10.11 Reserved Capacity

Trunkline may reserve capacity for a future expansion project for which an open season has been held or will be held. Capacity may be reserved for up to twelve (12) months prior to Trunkline filing for certificate approval for construction of proposed expansion project and thereafter until all expansion facilities are placed into service.

10.12 Interim Capacity

Capacity that is awarded pursuant to GT&C Sections 10.9 and 10.10, as well as capacity that is reserved pursuant to GT&C Section 10.11, will be made available for transportation service on an interim basis up to the commencement date of the Service Agreement for such capacity. For such interim Service Agreements, Trunkline reserves the right to limit Shipper's extension rights, including the right of first refusal, within the interim Service Agreement.

GENERAL TERMS AND CONDITIONS

11. CONTRACT EXTENSION, REDUCTION AND CONSOLIDATION

- 11.1 Trunkline shall continue to provide firm service pursuant to a Long-Term Agreement beyond the term specified in such Agreement if:
- (A) The Long-Term Agreement is extended pursuant to Section 11.8 herein;
 - (B) Shipper elects to rollover the Long-Term Agreement pursuant to Section 11.2 herein; or
 - (C) Shipper exercises its Right of First Refusal pursuant to Section 11.3.
- 11.2 Shipper may rollover all or a portion of the MDQ stated in its Long-Term Agreement in effect on September 1, 1993 and extend the term thereof once if:
- (A) The term of the extension is at least one year;
 - (B) Shipper is currently paying the Maximum Rate or a Negotiated Rate which equals or exceeds the Maximum Rate applicable to the service provided under the Long-Term Agreement and agrees to pay such Maximum Rate or a Negotiated Rate which equals or exceeds the Maximum Rate during the term of the extension;
 - (C) Shipper provides Trunkline notice of its election to rollover all or a portion of the MDQ stated in its Long-Term Agreement by certified mail at least six months prior to the end of the primary term of the Long-Term Agreement; and
 - (D) Shipper executes the amendment to extend the term of the Long-Term Agreement for all or a portion of the MDQ and returns the amendment to Trunkline within thirty (30) days of Trunkline tendering the amendment to Shipper.
- 11.3 The Right of First Refusal process shall apply to a Long-Term Agreement for firm service that (1) is in effect prior to August 1, 2000 or (2) commences on or after August 1, 2000 and Shipper has agreed to pay the Maximum Rate applicable for the service, or, if the service is not available for twelve (12) consecutive months, the Long-Term Agreement is for more than one year and provides for service at the Maximum Rate applicable to the service unless such right has been limited pursuant to GT&C Section 10.12. If a Shipper's Service Agreement does not qualify for the right of first refusal under this Section 11.3, then Trunkline in a not unduly discriminatory manner may agree otherwise with any such Shipper.

- (A) Shipper must give timely notice that it wants to continue service beyond the term of the Long-Term Agreement. For the notice to be timely, Shipper must notify Trunkline within the following periods:

<u>Stated Contract Term</u>	<u>Months Prior To Contract Expiration</u>
2 years or longer	Not earlier than 18 Months and not later than 12 Months
Less than 2 years	Not earlier than 9 Months and not later than 6 Months

- (B) Shipper shall be permitted to designate a Quantity of Gas less than its existing MDQ which Shipper wishes to retain under the Right of First Refusal.
- (C) Upon receipt of the Shipper's notice, Trunkline shall post on the Web Site for a period of 45 days ("Posting Period") the Maximum Daily Quantity under the Shipper's Long-Term Agreement and the primary Point(s) of Receipt and Point(s) of Delivery thereunder.
- (D) During the Posting Period Trunkline shall accept requests for all or a portion of the Shipper's service rights under the Long-Term Agreement from any prospective Shipper that has submitted a valid request for service rights in accordance with the provisions of Section 2 hereof.
- (E) If, during the Posting Period, Trunkline receives an acceptable offer for all or a portion of the service rights under Shipper's Long-Term Agreement, Trunkline shall notify Shipper in writing of the offer having the greatest economic value, as defined in Section 10.3 herein; provided, that for purposes of value comparisons under this section the rate utilized shall be limited to the Maximum Rate that can be charged to the existing Shipper. If Shipper elects to match the offer, Shipper shall notify Trunkline of such election in writing within 30 days after receiving notice from Trunkline and shall execute a new Service Agreement matching the offer within 30 days after Trunkline has tendered the Service Agreement. If Shipper elects not to match the offer or does not execute the Service Agreement within 30 days, Trunkline will tender a Service Agreement to the prospective Shipper submitting the offer having the greatest economic value. If the Service Agreement is not executed within 30 days, the request for service rights shall expire without prejudice to the prospective Shipper's right to submit a new request for service rights. Trunkline shall then notify the Shipper in writing of the acceptable offer, if any, having the next greatest economic

value. If there is no other acceptable offer, the Shipper may continue service in accordance with the following section.

(F) If no acceptable offers are received, Trunkline shall so notify Shipper within 15 days after the close of the Posting Period. In such event, Shipper may continue to receive service under a new Long-Term Agreement with any term Shipper chooses, at the applicable Maximum Rate or at a rate agreed to by Trunkline and Shipper. Shipper must notify Trunkline of its intent and indicate the term of the new Long-Term Agreement within 15 days of having been notified in writing by Trunkline that no acceptable offer was received. Trunkline will then be obligated to tender the new Long-Term Agreement to Shipper within 15 days of Shipper's notification. If Shipper (1) fails to provide Trunkline the term of the requested new Long-Term Agreement within the required 15 day period, or (2) does not return an executed Service Agreement reflecting such term to Trunkline within 30 days of the date such contract is tendered, then Shipper shall be deemed to have elected not to continue service under a Long-Term Agreement.

(G) Trunkline shall post the winning bid and bidder on the Web Site for ninety (90) days whether or not the bidder executes a Service Agreement.

11.4 Trunkline shall not be obligated to tender, execute or extend a Service Agreement for service at any rate less than the Maximum Rate set forth on the Currently Effective Rates for the applicable Rate Schedule. It shall be within Trunkline's sole discretion to tender, execute or extend a Service Agreement at any rate and economic value less than the applicable Maximum Rate and economic value for the service requested.

11.5 A party desiring to bid on capacity that is subject to a right of first refusal must first meet all of the requirements for a request for service set forth in Section 2 herein, including submission of the applicable payment under Section 2.6 herein.

11.6 The provisions of this Section 11 shall not apply to firm Transportation service initiated pursuant to the exercise of conversion rights under Title 18 of the Code of Federal Regulations, Section 284.10, and which took effect between February 13, 1991 and May 18, 1992.

11.7 Contract Reduction Rights

Shipper may elect one or more of the following options to reduce its contract Quantity (Maximum Daily Quantity, MCSC, MDIQ, MDWQ or MDVQ, as applicable) during the term of its Service Agreement. Shipper's eligibility for a contract Quantity reduction option and Shipper's ability to exercise such option is subject to the terms, conditions and procedures specified below including those in Section 11.7(E).

(A) Regulatory Unbundling

(1) Eligibility

Shipper is a local distribution company or its agent under the direct regulation of a state regulatory or legislative body and Shipper is required by a final order of that state body to unbundle its merchant and transportation functions. Such state body does not approve a mechanism to provide Shipper the opportunity to recover fully all costs incurred by Shipper under Shipper's Service Agreement(s).

(2) Notice and Certification

Shipper shall give Trunkline sixty (60) days prior written notice of the anticipated effective date of the requested contract Quantity reduction. The notice shall state the reduction sought, the date or anticipated date of a final order requiring unbundling, and the anticipated effective date of the unbundling order. At the time of such notice, Shipper must certify with supporting data that:

- (a) The contract Quantity reduction requested is equal to the level of stranded capacity on Trunkline resulting from (1) Shipper unbundling its distribution/transportation functions from its merchant functions and (2) a net decrease in Shipper's system sales requirements.
- (b) Shipper has used reasonable efforts to seek state body approval of a mechanism that allows Shipper to recover the costs incurred under Shipper's Service Agreements and that such recovery efforts were unsuccessful prior to requesting its contract Quantity reduction.
- (c) Shipper has used reasonable efforts to release its capacity to Replacement Shippers, by posting the capacity on the Messenger[®] system for thirty (30) days at the rate provided for under the relevant Service Agreement(s). Additionally, Shipper has used reasonable efforts to assign its capacity to the new merchants of retail service in its service territory and to request that its state body require new merchants to accept assignment of such capacity for the remaining term of the Service Agreement.

(3) Level of Reduction

Shipper may reduce its aggregate contract quantity under all of its Service Agreements with Trunkline by an amount that qualifies under the above

specifications. If Shipper is served by other natural gas pipelines in addition to Trunkline, Shipper may only reduce its contract quantity on Trunkline by an amount that is prorated based on the respective levels of firm transportation service that Shipper holds on Trunkline and such other natural gas pipelines. Unless otherwise agreed, if more than one Service Agreement with Trunkline is used to serve the system sales requirements no longer served by Shipper as a result of unbundling, Shipper shall reduce its contract quantity on the Trunkline Service Agreements pro rata based on the contract quantity of each Service Agreement. Unless otherwise agreed, any reduction in contract quantity shall result in a pro rata reduction in Shipper's Quantities at primary Points of Receipt and primary Points of Delivery.

(4) Effective Date

The reduction shall take effect on the later of (i) the effective date of unbundling or the date of a final order requiring unbundling; and (2) the first calendar day of the month following the sixtieth (60th) day after Shipper's written notice of the anticipated effective date of the reduction.

(B) Loss of Load

(1) Eligibility

Shipper is a local distribution company or its agent or a municipality that experiences a loss of load. Loss of load occurs when any of Shipper's firm customers with daily requirements on facilities owned or operated by Shipper exceeding 100 Dth/day either permanently cease gas consuming operations or reduce such operations to plant protection levels, or by-pass Shipper by directly connecting to Trunkline. Shipper may elect to take the contract Quantity reduction described in this paragraph or Shipper may elect to reduce its contract Quantity pursuant to FERC's bypass policies in effect at the time the bypass occurs, but not both.

(2) Notice and Certification

Shipper must give Trunkline written notice no more than thirty (30) days after Shipper receives notice from its customer of a loss of load, which notice shall state the contract Quantity reduction sought and the date that Shipper anticipates it will lose the load. At the time of such notice, Shipper must certify with supporting data that:

- (a) The load lost was actually served by the Shipper with gas transported by Trunkline on a firm basis as of the date that Shipper's Service Agreement with Trunkline became effective.

- (b) The reduction requested is equal to or less than the actual load lost.
- (c) Shipper has used reasonable efforts to release and assign its capacity to Replacement Shippers, by posting the capacity on the Messenger® system for thirty (30) days at the rate provided for under the relevant Service Agreement(s).

(3) Level of Reduction

Shipper may reduce its aggregate contract quantity under all of its Service Agreements with Trunkline by an amount up to the firm daily contract quantity that was used to serve the lost load. If the lost load is served by other natural gas pipelines in addition to Trunkline, Shipper may only reduce its contract quantity on Trunkline by an amount that is prorated based on the respective levels of firm transportation service used to serve the lost load that Shipper holds on Trunkline and such other natural gas pipelines. If more than one Service Agreement on Trunkline serves the lost load, any contract Quantity reduction shall be applied first to the Service Agreement with the lowest rate, unless otherwise agreed. Any reduction in contract quantity shall result in a pro-rata reduction in Shipper's Quantities at primary Points of Receipt and primary Points of Delivery, unless otherwise agreed.

(4) Effective Date

The reduction shall take effect on the later of the effective date of the lost load or the first calendar day of the month following the sixtieth (60th) day after Shipper's written notice.

(C) Plant Outage

(1) Eligibility

Shipper, an industrial customer of Trunkline, closes its plant or implements a permanent and material reduction in its production output.

(2) Notice and Certification

Shipper must give Trunkline written notice no more than thirty (30) days following a public announcement that its plant will be closed or will permanently and materially reduce its production output. The notice shall state the contract Quantity reduction sought and the date that Shipper anticipates that the plant will be closed or permanently and materially

reduce plant output. At the time of such notice, Shipper must certify with supporting data that:

- (a) The plant was actually served by the Shipper with gas transported by Trunkline on a firm basis as of the date that Shipper's Service Agreement with Trunkline became effective.
- (b) The plant closing or reduction of operations has been publicly announced and the Quantity of any such permanent reduction in plant output.
- (c) The delivery point at which Trunkline makes deliveries to the plant is listed as a primary Point of Delivery on Shipper's Service Agreement.
- (d) Shipper has used reasonable efforts to release and assign its capacity to Replacement Shippers, by posting the capacity on the Messenger[®] system for thirty (30) days at the rate provided for under the relevant Service Agreement(s).

(3) Level of Reduction

In the event of a permanent and material reduction in the plant's output, Shipper may only reduce its contract quantity by a percentage equal to the percentage that the production decrease represents to the total plant output. In the event of a plant closing, Shipper may reduce its aggregate contract quantity under all of its Service Agreements that serve the plant by an amount up to the daily contract quantity delivered to the plant. If Shipper's plant is served by other natural gas pipelines in addition to Trunkline, Shipper may only reduce its contract quantity on Trunkline by an amount that is prorated based on the respective levels of firm transportation service used to serve the plant that Shipper holds on Trunkline and such other natural gas pipelines. If more than one Service Agreement on Trunkline serves such plant, any contract Quantity reduction shall be applied first to the Service Agreement with the lowest rate, unless otherwise agreed. Any reduction in contract quantity shall result in a pro rata reduction in Shipper's Quantities at primary Points of Receipt and primary Points of Delivery, unless otherwise agreed.

(4) Effective Date

The reduction shall take effect on the later of the first calendar day of the month following the sixtieth (60th) day after Shipper's written notice or the effective date of the plant's permanent and material output reduction or closing.

(D) Buyouts

(1) Eligibility

Shipper may elect to reduce some or all of the contract quantity on its firm Service Agreement by making one or more of the following cash payments to Trunkline.

The total amount of the cash payment that Shipper must pay Trunkline shall be 100 percent of the net present value of the reservation charge payments applicable to the reduced quantities that Trunkline would have otherwise received had Shipper continued to pay Trunkline under the remaining term of the Service Agreement. The economic value shall be calculated in accordance with Section 10.3 hereof.

(2) Notice

Shipper shall give Trunkline sixty (60) days prior written notice of the date it elects to exercise this contract Quantity reduction option.

(3) Level of Reduction

Unless otherwise agreed, any reduction in contract quantity shall result in a pro rata reduction in Shipper's Quantities at primary Points of Receipt and primary Points of Delivery.

(4) Effective Date

The reduction shall take effect on the requested date following the sixty (60) days notice period. The payment required under Section 11.7(D)(1) must be received by Trunkline prior to the effective date of the reduction.

(E) To be eligible for any contract Quantity reduction option under this Section 11.7, Shipper's Service Agreement must have a term of five (5) years or more and a remaining term of two (2) years or less, unless otherwise agreed.

(F) To be eligible for any contract Quantity reduction option, any costs that Shipper has agreed to reimburse Trunkline for facilities constructed or installed by Trunkline to provide service under Shipper's Service Agreement(s) shall have been fully reimbursed.

(G) Shipper must pay all its outstanding invoices before Shipper is eligible for any contract quantity reduction.

- (H) Shipper's Service Agreement(s) shall have a zero imbalance before Shipper is eligible for any contract quantity reduction.
- (I) If Shipper has Storage and related Transportation contracts that are eligible for contract reduction options under this Section 11.7, Quantities under the Storage and related firm Transportation services shall be proportionally reduced so that Storage service Quantities, including Storage capacity and deliverability Quantities, and related Transportation service Quantities remain proportionately the same.
- (J) The provisions of Section 11.3 of these General Terms and Conditions shall not apply to the Quantity reduced pursuant to this Section 11.7.

11.8 Contract Extension

Prior to the expiration of the term of any existing Maximum Rate, discounted rate or Negotiated Rate Service Agreement(s) and prior to posting the availability of the capacity under Section 11.3 above, if applicable, Trunkline and the existing Shipper may mutually agree to renegotiate the terms of such Service Agreement(s) in exchange for Shipper's agreement to extend the term of at least a portion of its obligations under a restructured Service Agreement(s) (the exact terms, including the length and rate (maximum, discounted or negotiated), of which are to be negotiated on a case-by-case basis in a not unduly discriminatory manner).

11.9 Contract Consolidation

Shipper and Trunkline may mutually agree to consolidate (and terminate, as necessary) multiple existing Service Agreements into one or more new Service Agreement(s). The amended or new Service Agreement shall reflect the consolidated rights of the combined Service Agreements. The exact terms of the consolidated Service Agreement, including the length and rate (discounted, negotiated or recourse), are to be negotiated on a case-by-case basis in a not unduly discriminatory manner.

- (A) The consolidated Service Agreement shall have a single termination date and shall be eligible for the right of first refusal pursuant to Section 11.3 herein, if applicable.
- (B) The consolidated Service Agreement shall contain the aggregate quantity of the combined Service Agreements.
- (C) Termination of Service Agreements, if required as part of the consolidation process, shall not initiate right of first refusal procedures or posting of available capacity.
- (D) Capacity Release Service Agreements are not eligible for consolidation.

GENERAL TERMS AND CONDITIONS

12. UNAUTHORIZED GAS

Trunkline shall have the right to dispose of Unauthorized Gas as follows:

12.1 Unauthorized Receipts

When Unauthorized Gas is delivered to Trunkline, Trunkline shall purchase the Unauthorized Gas from the operator of the Point(s) of Receipt at which the Unauthorized Gas is received at 50% of the Spot Index Price, as defined in Section 5.2(F), for the Month in which the Unauthorized Gas is delivered to Trunkline.

12.2 Unauthorized Gas Deliveries

When Unauthorized Gas is taken from Trunkline, it shall be assigned to the Transportation Agreements between Trunkline and the operator of the Point(s) of Delivery at which the Unauthorized Gas is taken and shall be treated as an overrun and, if applicable, included in the contract imbalance under such agreements. If there are no Transportation Agreements between Trunkline and the operator of the Point(s) of Delivery at which the Unauthorized Gas is taken, Trunkline shall sell the Unauthorized Gas to the operator at 150 percent of the Spot Index Price, as defined in Section 5.2(F) for the Month in which the Unauthorized Gas is taken.

GENERAL TERMS AND CONDITIONS

13. QUALITY

Trunkline shall not be obligated to accept Gas for Transportation which does not meet these quality provisions; provided, however, Gas quality provisions for transactions in the South Texas Modified Transmission System shall be stated in Section 13.5 below:

- 13.1 Gas received shall be merchantable Natural Gas; shall be free of water and hydrocarbons in liquid form; shall contain not more than 7 pounds of water vapor per MMcf unless otherwise agreed to in advance by Trunkline, 1.0 grain of hydrogen sulphide and twenty (20) grains of total sulphur per one hundred (100) cubic feet, 2% of carbon dioxide and 3% of nitrogen (by volume), and fifty (50) parts per million of oxygen; shall not contain any active bacteria or bacterial agent, including but not limited to sulphate reducing bacteria and acid producing bacteria; shall not contain any hazardous or toxic substances; and shall not exceed one hundred twenty degrees (120°) Fahrenheit in temperature.
- 13.2 The Gas shall have a total or gross heating value of not less than nine hundred fifty (950) Btu and not more than one thousand two hundred (1,200) Btu per cubic foot at the Points of Receipt. Trunkline may increase or decrease the heat content of said Gas before delivery thereof to Shipper provided that such increase or decrease will not result in a total heating value above one thousand two hundred (1,200) or below nine hundred fifty (950) Btu per cubic foot.
- 13.3 Deliveries of Gas at the Points of Receipt shall be at a pressure sufficient to enter Trunkline's pipeline system at such point. Deliveries of Gas at the Points of Delivery shall be at such pressure as may exist in Trunkline's pipeline at such point from time to time.
- 13.4 Shipper shall indemnify Trunkline from any loss, cost, damage or expense incurred by Trunkline as a direct or indirect result of Shipper's failure to comply with the provisions of this Section 13, except to the extent such loss, damage, expense, claim, suit, action or proceeding is the result of Trunkline's negligence, bad faith or willful misconduct or is the direct result of Trunkline's deliberate decision to take Shipper's nonconforming Gas.
- 13.5 Gas transported on the South Texas Modified Transmission System shall conform to the provisions of Sections 13.1, 13.3 and 13.4 above; provided, however, the Gas shall contain not more than 3% of carbon dioxide (by volume). In addition, the Gas shall have a total or gross heating value of not less than eleven hundred (1100) Btu per cubic foot and not more than thirteen hundred (1300) Btu per cubic foot.

GENERAL TERMS AND CONDITIONS

14. MEASUREMENT

- 14.1 Quantities delivered hereunder at each Point of Receipt and Point of Delivery will be determined by either Trunkline or Shipper, whichever is responsible for measurement at such point as listed on Exhibit A of the Service Agreement. The heating value, specific gravity and super compressibility (Mol percent of nitrogen and carbon dioxide) values of the Gas shall be determined at the beginning of receipt and delivery and annually thereafter, or at more frequent intervals as may be found necessary in practice. Water content shall be determined at intervals as found necessary in practice.
- 14.2 Such measurement, both volumetric and thermal, shall be at a temperature of 60° Fahrenheit and at a pressure of 14.73 psia dry, and on the basis of the methods prescribed and published by the American Gas Association in conjunction with the ANSI/API 2530 Report as now and any subsequent amendments thereof accepted and agreed upon between the parties if orifice meters are used, and in accordance with generally accepted industry practices, as mutually agreed upon, if positive displacement, turbine meters or other metering methods are used. The Btu content shall be determined by taking the arithmetic average of the heating value as recorded by recording calorimeter or other method of determination generally accepted in the industry. Flowing temperature shall be determined by a recording thermometer or EGM.
- 14.3 All measuring stations shall be mutually acceptable to Trunkline and Shipper and installed and operated to conform to recognized industry standards, using flange connections and, where necessary, pulsation dampening equipment. Auxiliary equipment shall be installed so as not to interfere with the measurement of either party.
- 14.4 Either Trunkline or Shipper may witness the installation or maintenance of others' equipment. Neither Trunkline nor Shipper shall be required to verify accuracy more often than once during any thirty (30) day period. If, upon test, accuracy is found to be within two percent (2%) by volume (chromatograph/calorimeter within 0.5%), such equipment shall be assumed to be accurate. Any error exceeding these percentages will require correction to zero error of previous recordings back to the date error began. If the beginning date of error is unknown, correction shall extend to one-half the time since the last test, not to exceed sixteen (16) days.

GENERAL TERMS AND CONDITIONS

15. ELECTRONIC COMMUNICATION SYSTEM

15.1 Trunkline has established an electronic communication system located on the Web Site for use by any party, including Shippers and potential Shippers. The Web Site will permit users to electronically download a file(s) from the Web Site and to split files into smaller files prior to such download. Information on the most recent entries will appear ahead of older information. Trunkline will purge completed transactions from the current Web Site files after they have been posted for a minimum of ninety (90) days. Information that has been purged from the Web Site will be archived and may be retrieved from archives and made available in electronic format.

Through the Web Site any party may obtain:

- (a) Information concerning the availability of capacity for firm and interruptible Transportation and Storage services (i) at receipt points, (ii) on the mainline, and (iii) at delivery points.
- (b) A listing of Point(s) of Receipt on Trunkline's system including the following information:
 - (i) Designation of Point of Receipt;
 - (ii) Location of Point of Receipt;
 - (iii) Operator name;
 - (iv) Availability of EGM;
 - (v) Whether the Point of Receipt is located on the transmission or Gathering portions of Trunkline's system;
 - (vi) Whether the point is measured by Trunkline or a third party.
- (c) Trunkline's currently effective FERC Gas Tariff.
- (d) On a best efforts basis, information concerning operational pressures at major pipeline interconnection points.

15.2 For customer activities, Trunkline has established the Messenger[®] system which will be available on a nondiscriminatory basis to any party (hereinafter the "User") that has compatible equipment for electronic transmission of data, provided that such party executes a Messenger[®] Agreement in the form that is available on the Web Site, has been assigned a user identification (USERID) and password, and agrees to comply with the procedures for use of the Messenger[®] system. Trunkline shall provide timely and equal access to any and all information available on the Messenger[®] system. The Messenger[®]

system will provide on-line help, a search function that permits Users to locate all information concerning a specific transaction, and the ability to retrieve various reports.

- 15.3 The Messenger® system may be used to interactively execute Service Agreements or amendments to Service Agreements, provide nominations pursuant to the applicable rate schedule and these General Terms and Conditions and release capacity service rights pursuant to Section 9 of the General Terms and Conditions.
- 15.4 Electronic data interchange will be available on a nondiscriminatory basis to any party. A mutually acceptable agreement between Trunkline and such party is required for electronic transmission of data.
- 15.5 Any specific notices throughout this Tariff requiring communications to be in writing shall be by written communication sent by physical or electronic means unless agreed to otherwise by the parties. In addition, all contracts can be tendered and executed electronically.
- 15.6 Should Trunkline invalidate any password or USERID due to breach of confidentiality or unauthorized use of the Messenger® system, pursuant to the Messenger® Agreement, Trunkline shall provide the Messenger® User with notice and reason for the invalidation.

GENERAL TERMS AND CONDITIONS

16. STATEMENTS AND PAYMENTS

- 16.1 Trunkline shall send to Shipper, on or before the ninth (9th) Business Day of each month, a billing of charges applicable to the preceding month for Transportation activity, Storage activity, scheduling penalties, and all other charges or penalties. Such charges shall be based on actual Quantities. If actual Quantities are unavailable in time to prepare the billing, such charges shall be based on estimated Quantities and Trunkline shall provide, in the succeeding month's billing, an adjustment based on any difference between actual Quantities and estimated Quantities.
- 16.2 Shipper shall pay Trunkline by Electronic Funds Transfer to a designated bank account established by Trunkline for invoiced amounts equal to or greater than \$50,000. For invoiced amounts less than \$50,000, Shipper shall pay Trunkline by check to Trunkline's designated Post Office box or, at Shipper's election, by Electronic Funds Transfer to a designated bank account established by Trunkline. Payments shall be made by Shipper and received by Trunkline within ten (10) days from the date on which the bill is sent for all charges billed in accordance with the provisions of the applicable Rate Schedule and these General Terms and Conditions. Payments made by Electronic Funds Transfer shall be considered to have been made on the date when such payment of good funds is received by Trunkline. Should Shipper fail to pay part or all of the amount of any such bill, interest thereon shall accrue at an average prime interest rate computed in a manner consistent with Section 154.501(d) of the Commission's Regulations, from the due date until date of payment.
- If such failure to pay continues for thirty (30) days after payment is due, Trunkline shall notify Shipper of the delinquency. In the event payment is not received within twenty (20) days of the delinquency notice, Trunkline, in addition to any other remedy it may have, may suspend further service to Shipper until such amount is paid or terminate Shipper's Service Agreement. In the event of such termination of a Service Agreement, Trunkline shall serve the Commission and Shipper with thirty (30) days prior written notice of the termination.
- 16.3 In the event that Shipper's failure to pay is due to a billing dispute and Shipper (1) in good faith disputes in writing, prior to the issuance of a second delinquency notice, the amount of any such bill or parts thereof, and pays to Trunkline such amounts as it concedes to be correct, and (2) at any time thereafter within twenty (20) days of demand made by Trunkline furnishes a good and sufficient surety bond guaranteeing payment to Trunkline of the amount ultimately found due upon such bills after a final determination, which may be reached either by agreement or by judgment of a court of competent jurisdiction, then Trunkline shall not be entitled to suspend further service or terminate Shipper's Service Agreement unless and until default be made in the conditions of such bond. If resolution of the dispute is in favor of Shipper and Shipper furnished a surety bond instead of paying the

disputed amount, then Trunkline shall reimburse Shipper for the cost of securing that surety bond.

No payment by Shipper of the amount of a disputed bill shall prejudice the right of Shipper to claim an adjustment of the disputed bill.

16.4 In the event that an error is discovered in the invoiced amount hereunder, such error shall be adjusted within thirty (30) days of the determination thereof, provided that claim therefor shall have been made in writing.

- (A) Measurement data corrections should be processed within 6 months of the production month with a 3 month rebuttal period.
- (B) The time limitation for disputes of allocations should be 6 months from the date of the initial month-end allocation with a 3-month rebuttal period.
- (C) Prior period adjustment time limits should be 6 months from the date of the initial transportation invoice and 7 months from date of initial sales invoice with a 3-month rebuttal period, excluding government-required rate changes.

This standard shall not apply in the case of deliberate omission or misrepresentation or mutual mistake of fact. Parties' other statutory or contractual rights shall not otherwise be diminished by these standards. Mutual agreement between parties, legal decisions, and regulatory guidance may be necessary to determine if the event qualifies for an extension of the above time periods.

Adjustments affecting prior month imbalance levels as determined in Section 5.2 herein will be cashed out as defined in Section 5.2 at the Spot Index Price and factor applicable for the Month in which the imbalance occurred. Adjustments to the Quantities used to calculate prior Month billings under Rate Schedules NNS-1 and NNS-2 will be reflected on the Designated Transportation Service Agreement only and will not affect NNS-1 and NNS-2 Stored Volumes.

16.5 In addition to all other rates and charges applicable to the service provided to Shipper, Shipper shall reimburse Trunkline for all filing or other fees, in connection with service provided under any Rate Schedule in this Tariff, that Trunkline is obligated to pay to the Commission or to any other governmental authority having jurisdiction. The term "fees" as used herein, shall mean any fee or charge now or hereafter levied, assessed or made by any governmental authority on the Gas itself or on the act, right or privilege of producing, severing, gathering, transporting, handling, selling, delivering or redelivering Gas, however such fees or charges are measured.

16.6 In addition to all other rates and charges applicable to the service provided to Shipper, Shipper shall reimburse Trunkline or cause Trunkline to be reimbursed for any and all costs and expenses incurred in constructing, establishing or modifying the facilities required for

receipt and delivery of Gas hereunder, unless otherwise agreed to in advance and in writing; provided, however, that Trunkline may agree at its sole discretion to construct, modify, expand or acquire facilities to enable it to perform such services.

16.7 Refunds due Shipper pursuant to the terms of this Tariff or orders of the Commission shall be paid by Electronic Funds Transfer to a bank account established by Shipper if:

- (A) Shipper has transmitted payment for services to Trunkline by Electronic Funds Transfer within the twelve (12) month period preceding the date of the refunds;
- (B) Shipper has designated a bank account for the receipt of Electronic Funds Transfer at least thirty (30) days prior to the date established for refunds; and
- (C) The amount of the refund, including interest, equals or exceeds \$50,000.

Shipper shall designate a bank account for receipt of Electronic Funds Transfer by written communication to Trunkline at the following address:

Trunkline Gas Company, LLC
Attn: Cash Management
P. O. Box 4967
Houston, Texas 77210-4967

Refunds not paid by Electronic Funds Transfer shall be paid by check.

16.8 Order of Discounting

If and when Trunkline discounts the rates applicable for service under any Service Agreement under Rate Schedules included in Trunkline's FERC Gas Tariff, the components of the currently applicable Maximum Rate shall be discounted in the following order: the first item discounted shall be any applicable surcharges; and last the base rate.

GENERAL TERMS AND CONDITIONS

17. RESPONSIBILITY, WARRANTY AND ASSIGNMENTS

- 17.1 Trunkline shall be deemed to be in control and possession of the Gas transported hereunder only after the Gas is received at the Point of Receipt, and before it is delivered at the Point of Delivery. Shipper shall be deemed to be in control and possession at all other times. The party deemed to be in control and possession of the Gas shall be responsible for and shall indemnify the other party with respect to any loss of Gas, injuries to persons, including death, or destruction of property resulting from escape or explosion of Gas occurring while the Gas is in its possession.
- 17.2 Each of Trunkline and Shipper warrants that it shall, at the time of delivery of Gas to the other, have good title to or good right to deliver all such Gas, and that it shall deliver, or cause to be delivered, such Gas free from all liens, encumbrances and claims whatsoever. Except as provided in Section 16.5 herein, both Trunkline and Shipper shall, as to the Gas it delivers or causes to be delivered to the other, indemnify and save the other harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising from or out of any adverse claims of any and all persons to said Gas and to royalties, taxes, fees or charges thereon.
- 17.3 As to all matters within its actual or imputed control, Shipper represents and warrants that service hereunder and all arrangements incident thereto conform to applicable regulations, and agrees to indemnify and hold Trunkline harmless against any and all actions, suits or proceedings, concerning such service or arrangements, which are brought before or instituted by any authority having jurisdiction, except to the extent such action, suit or proceeding is the result of Trunkline's negligence, bad faith or willful misconduct.
- 17.4 The Service Agreement shall be binding upon and inure to the benefit of any successor to either Trunkline or Shipper by merger, consolidation or acquisition. Both Trunkline and Shipper may assign or pledge the Service Agreement and all rights and obligations thereunder under the provisions of any mortgage, deed of trust, indenture or other instrument which it has executed or may execute hereafter as security for indebtedness or as an assignment of receivables; otherwise, neither Trunkline nor Shipper shall assign the Service Agreement or any of its rights hereunder unless it shall first have obtained the written consent of the other. Such consent shall not be unreasonably withheld.

GENERAL TERMS AND CONDITIONS

18. OPERATING CONDITIONS IN CONJUNCTION WITH AFFILIATES

- 18.1 All terms and conditions contained herein shall be applied in a uniform and nondiscriminatory manner consistent with Part 358 of the Commission's Regulations.
- 18.2 Except as permitted in Part 358 of the Commission's Regulations or otherwise permitted by Commission order, Trunkline's transmission function employees will function independently of its marketing function employees.
- 18.3 Trunkline will post on the Web Site the information required in Part 358 of the Commission's Regulations.

GENERAL TERMS AND CONDITIONS

19. FORCE MAJEURE

- 19.1 In the event, to the extent, and for so long as either Trunkline or Shipper is unable, by reason of force majeure, to carry out its obligations hereunder, in whole or in part, the obligations of either of Trunkline or Shipper, other than to make payments, shall be suspended, in whole or in part. Force majeure, as employed herein, shall mean any cause, whether of the kind herein enumerated or otherwise, not within the control of either of Trunkline or Shipper claiming suspension, and which by the exercise of due diligence, either of Trunkline or Shipper has been unable to prevent or overcome, including without limitation acts of God, the government, or a public enemy; strikes, lockouts, or other industrial disturbances; wars, blockades, or civil disturbances of any kind; epidemics, landslides, hurricanes, washouts, tornadoes, storms, fires, explosions, arrests, and restraints of governments or people; freezing of, breakage or accident to, or the necessity for making repairs or alterations to wells, machinery or lines of pipe but not including planned or scheduled maintenance; partial or entire failure of wells; and the inability of either Trunkline or Shipper to acquire, or the delays on the part of either of Trunkline or Shipper in acquiring, at reasonable cost and after the exercise of reasonable diligence: (a) any servitudes, rights of way grants, permits, or licenses; (b) any materials or supplies for the construction or maintenance of facilities; or (c) any permits or permissions from any governmental agency; if such are required to enable either of Trunkline or Shipper to fulfill its obligations hereunder.
- 19.2 Either Trunkline or Shipper claiming force majeure shall give to the other notice and full particulars of such force majeure by telephone, facsimile or electronic communication as soon as reasonably possible after the occurrence of the case relied on, and shall remedy such inability to perform with all reasonable dispatch; provided, however, that such requirement or remedy shall not require the settlement of strikes or lockouts by accession to the demands of those opposing either of Trunkline or Shipper when such course is inadvisable in the discretion of either of Trunkline or Shipper.

GENERAL TERMS AND CONDITIONS

20. GAS RESEARCH INSTITUTE (GRI) VOLUNTARY CONTRIBUTION MECHANISM

20.1 Purpose

GRI, an Illinois not for profit corporation, has been organized for the purpose of sponsoring Research, Development, and Demonstration (RD&D) programs in the field of natural and manufactured Gas for the purpose of assisting all segments of the Gas industry in providing adequate, reliable, safe, economic, and environmentally acceptable Gas service for the benefit of Gas consumers and the general public in the United States. Trunkline is a collection agent for GRI.

20.2 Voluntary Contribution Mechanism

Shipper shall be permitted to make voluntary contributions to GRI in such amounts and for such GRI project(s) or project area(s) as Shipper specifies. To facilitate the voluntary collection mechanism, Trunkline will include with Shipper's invoice a procedure to permit Shipper to designate contributions for GRI RD&D Programs. The voluntary contribution mechanism is not a pipeline rate, rate provision nor term or condition of service. It is included in the invoice in accordance with the January 21, 1998, Stipulation and Agreement Concerning GRI Funding approved by the Commission in Gas Research Institute, 83 F.E.R.C. ¶ 61,093 (1998), order on reh'g, 83 F.E.R.C. ¶ 61,331 (1998). Any amounts remitted to Trunkline pursuant to the voluntary contribution mechanism shall be forwarded to GRI by Trunkline as described in Section 20.3 herein and are not refundable by Trunkline.

20.3 Remittance to GRI

Trunkline shall remit to GRI, not later than fifteen (15) days after the receipt thereof, all monies actually collected and received by virtue of the voluntary contribution mechanism, less any amounts properly payable to a Federal, state or local authority relating to the monies received hereunder. In no event will Trunkline be required to remit to GRI amounts not actually collected under this Section 20. For the amounts received through the voluntary contribution mechanism, Trunkline shall indicate to GRI the amounts applicable to specific projects and project areas, if so indicated by Shipper.

20.4 Flowthrough of Refunds from GRI

To the extent Trunkline receives refunds from GRI, Trunkline will, in turn, flowback such amounts to its non-discounted firm customers in accordance with the Stipulation and Agreement previously described in Section 20.2 herein.

GENERAL TERMS AND CONDITIONS

21. ANNUAL CHARGE ADJUSTMENT PROVISION (ACA)

21.1 Purpose

Annual charges are assessed on Gas pipelines by the Commission under Part 382 of the Commission's Regulations prior to each fiscal year in order to cover the cost of the operation of the FERC. For the purpose of recovering such charges assessed Trunkline by the Commission, pursuant to Section 154.402 of the Commission's Regulations, an ACA unit charge shall be applicable to Quantities transported under Trunkline's Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT. The ACA unit charge calculated by the Commission is in addition to any amounts otherwise payable to Trunkline under said Rate Schedules.

21.2 ACA Unit Charge

The ACA unit charge , as revised annually and posted on the Commission's website located at <https://ferc.gov>, is incorporated by reference in Trunkline's Tariff. The annual charges unit charge (ACA unit charge) is stated on the Commission's website under "Natural Gas, Overview, General Information, Annual Charges, FY [Year] Gas Annual Charges Correction for Annual Charges Unit Charge." The ACA unit charge is restated to be effective each October 1 on the first day of the Commission's fiscal year.

21.3 Payment by Shipper

The amount of applicable Shipper's ACA unit charge shall be due and payable with the bill for the Month for each such Shipper.

GENERAL TERMS AND CONDITIONS
(Continued)

22. FUEL REIMBURSEMENT ADJUSTMENT

The Fuel Reimbursement percentages under Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT shall be adjusted downward to reflect reductions and shall be adjusted upward to reflect increases in fuel usage, including miscellaneous fuel usage and electric compression costs, and lost or unaccounted for Gas in accordance with this Section 22; provided, however, fuel reimbursement for transactions on the South Texas Modified Transmission System shall be isolated from other fuel reimbursement adjustment provisions and shall be calculated separately in accordance with Section 22.6 herein. For purposes of this Section 22, the term "miscellaneous fuel usage" shall pertain to fuel use volumes other than FERC Account No. 854, Gas for Compressor Station Fuel, which are accounted for in FERC Account Nos. 819, 823, 853 and 856. For purposes of this Section 22, the term "electric compression costs" shall consist of the cost of electric power, including surcharges, purchased by or for Trunkline to be used in the operation of electrical powered compressor stations.

22.1 Filing of Fuel Reimbursement Adjustment

(A) Effective Date of Adjustment

The effective date of each Fuel Reimbursement Adjustment shall be November 1 and April 1.

(B) Filing Procedure

At least thirty (30) days prior to the Effective Date of Adjustment, Trunkline shall file with the Commission and post, as defined by Section 154.2(d) of the Commission's Regulations, a schedule of effective Fuel Reimbursement percentages together with supporting documentation including a report of actual monthly South Texas Modified Transmission System retention rates and data demonstrating that South Texas Modified Transmission System costs are not included in the schedule of effective Fuel Reimbursement percentages. With respect to the adjustment described herein, such filing shall be in lieu of any other rate change filing required by the Commission's Regulations under the Natural Gas Act.

(C) Fuel Reimbursement Adjustment Period

The Fuel Reimbursement Adjustment Period shall be the billing periods beginning with each Effective Date of Adjustment.

22.2 Computation of Effective Fuel Reimbursement Percentage

The effective Fuel Reimbursement percentage shall be the sum of the current Fuel Reimbursement percentage and the Annual Fuel Reimbursement Surcharge; however, if the sum of the current Fuel Reimbursement percentage and the Annual Fuel Reimbursement Surcharge results in an overall negative Fuel Reimbursement percentage, the effective Fuel Reimbursement percentage will be 0.00%.

22.3 Computation of Current Fuel Reimbursement Percentage

The Current Fuel Reimbursement percentage shall be determined on the basis of (1) the projected Quantity of Gas received for the account of Shippers under Rate Schedules FT, SST, EFT, QNT, LFT, IT, and QNIT and (2) the projected Quantity of Gas that shall be required for fuel usage, including miscellaneous fuel usage and electric compression costs, and the lost or unaccounted for Gas, for each Fuel Reimbursement Adjustment Period. The fuel usage, including miscellaneous fuel usage and electric compression costs, and the lost or unaccounted for Gas components of the current fuel reimbursement percentage shall be calculated separately. The projected Quantity of Gas qualifying under Section 28.7 herein shall be excluded from the fuel usage component calculation but shall be included in the lost or unaccounted for component calculation. The projected electric compression costs shall be converted to an equivalent Quantity of Gas for the fuel usage component. The projected electric compression costs shall be divided by the projected Spot Index Price as defined in Section 5.2(F) of these General Terms and Conditions for the Fuel Reimbursement Adjustment Period to determine the equivalent Quantity of Gas representing the electric compression costs.

22.4 Computation of the Annual Fuel Reimbursement Surcharge

- (A) The Annual Fuel Reimbursement Surcharge shall be computed by dividing the balance, four Months prior to November 1, of the Deferred Fuel Reimbursement Account by Trunkline's projected Quantity of Gas for Transportation under Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT for the Recovery Period, excluding the projected Quantity of Gas qualifying under Section 28.7 herein.
- (B) The Recovery Period for the Annual Fuel Reimbursement Surcharge shall be the twelve (12) billing Months beginning November 1.
- (C) Trunkline shall maintain a Deferred Fuel Reimbursement Account with appropriate subaccounts, beginning with the effective date of this Section 22. For each billing Month, the applicable subaccounts shall be increased or decreased for a positive or negative change in Fuel Reimbursement for the billing Month.
- (D) A change in Fuel Reimbursement for each billing Month shall be the difference between (1) the applicable currently effective Fuel Reimbursement percentage for the billing Month multiplied by the Quantity of Gas received during the

billing Month and (2) the actual Quantity of Gas expended for fuel usage, including miscellaneous fuel usage, and lost or unaccounted for Gas during the billing Month as well as the equivalent Quantity of Gas representing the actual electric compression costs. The actual electric compression costs for the billing Month shall be divided by the average of the weekly Spot Index Prices, calculated in accordance with Section 5.2(F) of the General Terms and Conditions, for the billing Month to determine the equivalent Quantity of Gas representing the electric compression costs.

22.5 Notice of Responsibility of Deferred Amounts

In the event this Section 22 shall be changed in any manner that adversely affects Trunkline's recovery of the full amount of fuel amounts reflected in its deferred fuel accounts, each Shipper that received transportation service during the period affected by such fuel adjustment deferred account shall be responsible to Trunkline for its proportionate share of the amount of Trunkline's unrecovered deferred fuel amounts for the transportation services which they were provided.

22.6 South Texas Modified Transmission System Fuel Reimbursement

Shippers on the South Texas Modified Transmission System shall reimburse Trunkline in kind for the actual Quantity of Gas required for fuel usage, including miscellaneous fuel usage, and lost or unaccounted for Gas. Trunkline shall retain a pro rata share of gas delivered for the account of Shipper each Month as fuel reimbursement. Pro rata share shall mean the ratio of each Shipper's actual Quantity of Gas delivered in the South Texas Modified Transmission System to the total Quantity of Gas delivered in the South Texas Modified Transmission System for the Month.

GENERAL TERMS AND CONDITIONS

23. FLOW THROUGH OF CASH OUT REVENUES AND PENALTIES

23.1 Flowthrough of Cash Out Revenues in Excess of Costs

This Section 23.1 sets forth the procedures by which any excess revenues received over costs incurred under the cash out provisions of Section 5.2 herein (Cash Out Revenue Amount), for the period beginning May 1, 2001 and for each subsequent twelve (12) Month period thereafter (Annual Cash Out Period), will be flowed back to Shippers under Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT whose contract imbalance level, as determined in accordance with Section 5.2(C) of these General Terms and Conditions, did not exceed 5% during the month (Non-Offending Shippers). If the Cash Out Revenue Amount is negative, the amount shall be carried forward to subsequent Annual Cash Out Periods.

(A) Trunkline will flow through the Cash Out Revenue Amount to Non-Offending Shippers by means of a credit. Each Non-Offending Shipper's credit shall be paid with a billing adjustment to the billing of charges for service during the August billing month following the end of the Annual Cash Out Period; provided, however, if the Non-Offending Shipper's Service Agreement has terminated and the final billing of charges has been paid, Trunkline shall pay the credit by check to the Shipper.

(B) Credit to Non-Offending Shippers

Each Non-Offending Shipper's credit shall be calculated by multiplying the Cash Out Revenue Amount for the Annual Cash Out Period, plus any negative Cash Out Revenue Amount carried forward from prior Annual Cash Out Periods, by (1) 50% of the ratio of the sum of the actual revenues billed for services to the Non-Offending Shipper during the Annual Cash Out Period to the sum of the actual revenues billed for such services to all Non-Offending Shippers during the Annual Cash Out Period plus (2) 50% of the ratio of the sum of the actual volumes transported of the Non-Offending Shipper during the Annual Cash Out Period to the sum of the actual total volumes transported of all Non-Offending Shippers during the Annual Cash Out Period. The actual revenues and volumes transported used to compute the Non-Offending Shipper's credit shall be the actual revenues and the actual revenues and volumes transported billed for services during months in which the Non-Offending Shipper's contract imbalance did not exceed 5%.

23.2 Flow Through of Penalties in Excess of Costs

(A) This Section 23.2 sets forth the procedures under which Trunkline will flow through to Shippers any penalties in excess of costs collected pursuant to Sections 4.7, 5.1,

5.3, 6.3 and 12.2 herein (Penalty Amount), for the period beginning May 1, 2001. Trunkline will reduce such penalties for reasonable incremental out-of-pocket costs incurred as a direct result of the Shipper's conduct which was penalized pursuant to these Sections.

- (B) The crediting period applicable to this Section 23.2 shall be monthly.
- (C) Trunkline will net the penalty revenues received against the reasonable incremental out-of-pocket costs incurred for such revenues. Trunkline will credit the net Penalty Amount to those Shippers under Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT that were not billed pursuant to Sections 4.7, 5.1, 5.3, 6.3 and 12.2 of the General Terms and Conditions during the applicable month (Non-Offending Shippers). Each Non-Offending Shipper's credit shall be calculated by multiplying the Penalty Amount by (1) 50% of the ratio of the actual revenues billed for services to the Non-Offending Shipper during the applicable month to the sum of the actual revenues billed for such services to all Non-Offending Shippers during the applicable month plus (2) 50% of the ratio of the actual volumes transported of the Non-Offending Shipper during the applicable month to the sum of the actual total volumes transported of all Non-Offending Shippers during the applicable month. The actual revenues and volumes transported used to compute the Non-Offending Shipper's credit shall be the actual revenues and volumes transported billed for services during the applicable month in which the Non-Offending Shipper was not billed pursuant to Sections 4.7, 5.1, 5.3, 6.3 and 12.2 of the General Terms and Conditions.
- (D) Each Non-Offending Shipper's credit shall be paid with a billing adjustment to the billing of charges for service during the following month; provided, however, if the Non-Offending Shipper's Service Agreement has terminated and the final billing of charges has been paid, Trunkline shall pay the credit by check to the Shipper. Trunkline shall provide documentation supporting the Penalty Amount, incremental cost incurred, if any, and the reasons the Shipper misconduct caused the costs to be incurred.

23.3 Filing Procedure

Within thirty (30) days after credits are provided to Non-Offending Shippers in accordance with Sections 23.1(A), Trunkline shall file with the Commission, and shall serve in accordance with Section 154.208 of the Commission's Regulations, reconciling documentation which detail the calculations of the credits provided under Sections 23.1 and 23.2.

GENERAL TERMS AND CONDITIONS

24. INTERRUPTIBLE STORAGE REVENUE CREDIT SURCHARGE ADJUSTMENT

A surcharge shall be applied to the base reservation rates under Rate Schedules FT, EFT, QNT and LFT and the base usage rates under Rate Schedules SST, IT and QNIT to flow back to Shippers thereunder certain revenues derived from operations under Rate Schedule ISS computed in accordance with this Section 24. Trunkline shall be permitted to retain all interruptible revenues that are not flowed back to Shippers pursuant to this Section 24.

24.1 Filing of the Interruptible Storage Revenue Credit Surcharge Adjustment

(A) Effective Date of Adjustment

The effective date of the Interruptible Storage Revenue Credit Surcharge Adjustment shall be the first December 1 occurring after the effectiveness of the Stipulation and Agreement filed on January 20, 1995 in Docket No. RP94-164-006, and each subsequent December 1 thereafter.

(B) Filing Procedure

At least thirty (30) days prior to the Effective Date of Adjustment, Trunkline shall file with the Commission, and post as defined in Section 154.2(d) of the Commission's Regulations, a schedule of the Effective Base Rates and Effective Rates after Rate Adjustment under Section 24 on the Currently Effective Rates for the applicable Rate Schedule, together with supporting documentation. With respect to the adjustment described herein, such filing shall be in lieu of any other rate change filing required by the Commission's Regulations under the Natural Gas Act.

(C) Interruptible Storage Revenue Credit Surcharge Adjustment Period

The Interruptible Storage Revenue Credit Surcharge Adjustment Period shall consist of each consecutive annual period commencing with the effective date of the Interruptible Storage Revenue Credit Surcharge Adjustment described in Section 24.1 (A) hereof.

(D) Effective Rate After Interruptible Storage Revenue Credit Surcharge Adjustment

The effective Reservation, Usage and Volumetric Charges under Rate Schedules FT, EFT, QNT, LFT, SST, IT and QNIT shall be the base rates for each such

Rate Schedule, as adjusted to reflect the Interruptible Storage Revenue Credit Surcharge Adjustment, and as shown on the Currently Effective Rates for the applicable Rate Schedule.

24.2 Computation of Interruptible Storage Revenue Credit Surcharge Adjustment

- (A) The Interruptible Storage Revenue Credit Surcharge Adjustment shall be determined by dividing (1) the Interruptible Storage Revenue Credit Amount by (2) the total reservation billing determinants underlying Trunkline's currently effective rates, adjusted as necessary to reflect retroactive changes to such reservation billing determinants, for Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT. The Interruptible Storage Revenue Credit Surcharge Adjustment shall be converted to reflect the applicable load factor for service under Rate Schedules SST, IT and QNIT.
- (B) The Interruptible Storage Revenue Credit Amount shall be the difference between the actual revenues and the sum of the variable costs incurred in providing interruptible storage service under Rate Schedule ISS multiplied by ninety percent (90%).

For purposes of this Section, variable costs shall be the product of the Quantity of Gas injected or withdrawn pursuant to Rate Schedule ISS during the twelve (12) Months, or portion thereof, immediately preceding the Effective Date of Adjustment and the minimum rates under Rate Schedule ISS as set forth on the Currently Effective Rates for Rate Schedule ISS.

- (C) The Interruptible Storage Revenue Credit Surcharge Adjustment shall be computed to the nearest cent. No change in rate shall be made unless the Interruptible Storage Revenue Credit Surcharge Adjustment is at least one cent per Dt.

GENERAL TERMS AND CONDITIONS

25. BUSINESS PRACTICES STANDARDS

Compliance with 18 CFR, Section 284.12

Trunkline has adopted the Business Practices and Electronic Communications Standards, NAESB WGQ Version 3.2, which are required by the Commission in 18 CFR Section 284.12 (a), as indicated below. Standards without accompanying identification or notations are incorporated by reference. Standards that are not incorporated by reference are identified along with the tariff record in which they are located. Standards for which waivers or extensions of time have been granted are also identified.

Standards not Incorporated by Reference and their Location in the Tariff

Pursuant to NAESB’s Copyright Procedure Regarding Member and Purchaser Self-Executing Waiver as adopted by the NAESB Board of Directors on April 4, 2013, Trunkline may publish in its tariff, compliance filings, in communications with customers or stakeholders in conducting day to day business or in communications with regulatory agencies some or all of the language contained in NAESB standards protected by copyright, provided that Trunkline includes appropriate citations in the submission.

Trunkline has elected to reproduce only the following Business Practices and Electronic Communications Standards, NAESB WGQ Version 3.2, that are protected by NAESB’s copyright. With respect to each reproduced standard, Trunkline incorporates the following: © 1996 – 2020 NAESB, all rights reserved.

NAESB Standard	Tariff Record	Tariff Provision
1.3.2(i-vi)	GT&C Section 3., Nomination and Scheduling of Services	3.1(B), 3.1(C)
1.3.7	GT&C Section 3., Nomination and Scheduling of Services	3.1(B)
2.2.1	GT&C Section 1., Definitions	1.
2.3.14	GT&C Section 16., Statements and Payments	16.4
2.3.16	GT&C Section 3., Nomination and Scheduling of Services	3.5(A)
2.3.18	GT&C Section 3., Nomination and Scheduling of Services	3.5(A)
2.3.26	GT&C Section 16., Statements and Payments	16.4
2.3.40	GT&C Section 5., Transportation Balancing	5.2(B)(2)(b)
2.3.41	GT&C Section 5., Transportation Balancing	5.2(B)(2)(c)
2.3.45	GT&C Section 5., Transportation Balancing	5.2(B)(2)(d)
2.3.47	GT&C Section 5., Transportation Balancing	5.2(B)(2)(e)
3.3.15	GT&C Section 16., Statements and Payments	16.4
5.3.1	GT&C Section 9., Capacity Release	9.4(B)
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Standards Incorporated by Reference:

Additional Standards:

General:

Definition:
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Standards:
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Creditworthiness:

Standards:
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Definitions:
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Standards:
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Dataset:
0.4.1

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1.3.30, 1.3.31, 1.3.32, 1.3.33, 1.3.34, 1.3.35, 1.3.36, 1.3.37, 1.3.38, 1.3.39, 1.3.40, 1.3.41,
1.3.42, 1.3.43, 1.3.44, 1.3.45, 1.3.46, 1.3.48, 1.3.51, 1.3.53, 1.3.55, 1.3.56, 1.3.58, 1.3.62,
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2.3.31, 2.3.32, 2.3.42, 2.3.43, 2.3.44, 2.3.46, 2.3.48, 2.3.50, 2.3.51, 2.3.52, 2.3.53, 2.3.54,
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Definition:
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Standards:

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Capacity Release Standards:

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5.3.35, 5.3.36, 5.3.37, 5.3.38, 5.3.39, 5.3.40, 5.3.41, 5.3.42, 5.3.44, 5.3.45, 5.3.46, 5.3.47,
5.3.48, 5.3.49, 5.3.50, 5.3.51, 5.3.52, 5.3.53, 5.3.54, 5.3.56, 5.3.57, 5.3.58, 5.3.59, 5.3.60,
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Definitions:

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Standards:

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10.3.24, 10.3.25, 10.3.26, 10.3.27, 10.3.28, 10.3.29

Standards for which Waiver or Extension of Time to Comply have been granted:

NAESB Standard

None

Waiver or Extension of Time

None

GENERAL TERMS AND CONDITIONS

26. NON-CONFORMING AGREEMENTS

26.1. Non-Conforming Agreements with Negotiated Rates

(A) Firm Service Agreements

- (1) DCP South Central Texas LLC Rate Schedule FT Service Agreement dated July 16, 2011, Contract No. 24531
- (2) Rover Pipeline LLC, Rate Schedule FT Service Agreement dated February 16, 2017, Contract No. 33251
- (3) Florida Power & Light Company, Rate Schedule FT Service Agreement dated March 24, 2023, Contract No. 37796
- (4) BP Energy Company, Rate Schedule EFT Service Agreement dated January 1, 2024, Contract No. 38217
- (5) Peoples Gas System, Inc., Rate Schedule FT Service Agreement dated September 1, 2024, Contract No. 38447

GENERAL TERMS AND CONDITIONS

27. TRANSITION COSTS

27.1 Former Buyer's Obligation For Unrecovered Account No. 191 Amounts

(A) Purpose

This Section 27.1 establishes the disposition of Trunkline's FERC Account No. 191 as it exists on the day preceding the effectiveness of Trunkline's FERC Gas Tariff, First Revised Volume No. 1.

(B) Disposition of Account No. 191 Amounts

Upon the effectiveness of Trunkline's FERC Gas Tariff, First Revised Volume No. 1 and this Section 27.1, Trunkline shall be permitted to direct bill, to each person ("Buyer") that received service under any of Trunkline's sales rate schedules under the Former Tariff for the preceding twelve (12) months prior to the effective date of this Section 27.1, a proportionate share of the total unrecovered amounts remaining in Trunkline's FERC Account No. 191, as adjusted for prior period billing adjustments. If the balance in Trunkline's FERC Account No. 191 as adjusted for prior period billing adjustments shall be a credit balance, Trunkline shall refund a proportionate share of such balance to the Buyers affected hereunder.

(C) Amount of Direct Bills or Refunds

The Amount of the Direct Bills or Refunds to any Buyer shall be Buyer's proportionate share of Trunkline's commodity deferred account balance, including carrying charges, as it existed on the day prior to the effective date of this Section 27.1, as adjusted for prior period billing adjustments, which Trunkline becomes obligated to pay or receives during a period no greater than nine months following the effectiveness of this Section 27.1, if such prior period billing adjustments arise from services provided or Gas purchased prior to the effectiveness of this Section 27.1. The commodity deferred account balance shall be adjusted to include a final reconciliation of amounts for exchange transactions and Transportation imbalances recorded in Account No. 806.

(D) Calculation of Buyer's Proportionate Share of the Deferred Account Balance

Buyer's proportionate share shall be determined by multiplying the total commodity deferred account balance, as determined in Section 27.1(C) herein, whether the same shall be a debit or credit, by a fraction consisting of the

amount of Trunkline's commodity sales volumes to Buyer during the twelve (12) months prior to the effectiveness of this Section 27.1 as the numerator and Trunkline's total commodity sales volumes during the same period as the denominator.

(E) Payments Due Trunkline

- (1) If the commodity deferred account balance, as determined in Section 27.1(C) herein, shall be a debit balance, Trunkline shall invoice the Buyer for its proportionate share within ninety (90) days after the final date for receiving prior period billing adjustments hereunder. The entire Amount of each Buyer's Direct Bill shall be payable ten (10) days thereafter. Buyer shall pay Trunkline by Electronic Funds Transfer to a designated bank account established by Trunkline for amounts equal to or greater than \$50,000. For amounts less than \$50,000, Buyer shall pay Trunkline by check to Trunkline's designated Post Office box or, at Buyer's election, by Electronic Funds Transfer to a designated bank account established by Trunkline. Buyer shall pay Trunkline, at Trunkline's designated Post Office box, on or before the tenth (10th) day after such billing the full amount so invoiced. Should Buyer fail to pay any amount which shall become due hereunder, interest thereon shall accrue at the rate computed using the factors specified in Section 154.501(d) of the Commission's Regulations, until such time as the full amount due has been paid or collected.
- (2) The entire amount of Buyer's obligation to Trunkline shall be deemed to be due on the day prior to the date this section becomes effective.
- (3) Each Buyer shall have the option, in lieu of a lump sum payment of the total Direct Bill for Buyer's obligation for unrecovered Account No. 191 amounts, of paying twelve (12) consecutive monthly payments equal to 1/12th of such amount. Carrying charges on the total unrecovered Account No. 191 Direct Bill amount shall commence on the effective date of this Section 27 and shall be calculated and included on each monthly invoice for those Buyers electing the twelve (12) month payment option. Notwithstanding such election, a Buyer may, at any time, pay the entire amount of its unpaid share of the unrecovered Account No. 191 Direct Bill amount to Trunkline, with no further obligation for carrying charges.
- (4) Carrying charges on unpaid Direct Bill amounts for those Buyers electing to extend their payments in accordance with Section 27.1(E)(3) shall be calculated using the methods specified in Section 154.501(d) of the Commission's Regulations.

(F) Refunds Due Buyers

If the commodity deferred account balance, as determined in Section 27.1(C) herein, shall be a credit balance, Trunkline shall refund to Buyer its proportionate share ninety (90) days after the final date for receiving prior period billing adjustments hereunder.

(G) Reservations

This Section 27.1 shall not be construed to affect Trunkline's right to recover from Buyer such transition or other costs as it may incur in connection with contracts with suppliers of Natural Gas or otherwise, such rights being expressly reserved, subject to applicable Commission orders and regulations. Trunkline reserves the right, subject to the prior approval of the Commission, to reallocate the charges for which provision is made hereunder, in the event these charges shall be determined to be ineffective.

27.2 Gas Supply Cost Surcharge

(A) Purpose

This Section 27.2 establishes the means by which Trunkline shall recover its Gas Supply Realignment (GSR) Costs. Trunkline may make one or more separate rate filings to recover GSR Costs.

(B) Definitions

- (1) GSR Costs are actual payments made in cash by Trunkline, or amounts for which Trunkline has incurred a written obligation or commitment to pay, to a seller of Natural Gas, for buyouts, buydowns, contract reformation or payments to resolve or respond to litigation or arbitration proceedings attributable to customer elections made pursuant to 18 C.F.R. ¶ 284.14(d) and carrying charges, calculated in accordance with Section 154.501(d) of the Commission's Regulations, on payments from the later of the date such payments are made or the date of the rate filing made to recover such payments.
- (2) Initial GSR Cost Collection Period will consist of the three years commencing with the effective date of the rate filing to recover GSR Costs.
- (3) Carryover GSR Cost Collection Period will consist of each annual extension in accordance with Section 27.2(F) hereof to complete the full recovery of Trunkline's GSR Costs.

(C) Mechanism for Recovery of GSR Costs

Ninety percent (90%) of Trunkline's GSR Costs, including carrying charges, shall be recovered by means of a GSR Reservation Surcharge applicable to service under Rate Schedules FT, SST, EFT, QNT and LFT. The GSR Reservation Surcharge applicable to service under Rate Schedule SST shall be converted to a Volumetric Surcharge at a sixty percent (60%) load factor rate. The GSR Reservation Surcharge shall be stated on the Currently Effective Rates for the applicable Rate Schedule of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, as the same may change from time to time, and shall become a part of the stated rates for services provided under such Rate Schedules. Ten percent (10%) of Trunkline's GSR Costs, including carrying charges, shall be recovered through the rates applicable to interruptible service under Rate Schedules IT and QNIT, as stated on the applicable Currently Effective Rates, as the same may change from time to time, and shall become part of the stated rates for service provided under such Rate Schedule.

Carrying charges on GSR Costs shall be calculated in accordance with Section 154.501(d) of the Commission's Regulations.

The provisions of this Section 27.2 shall be fully applicable to successor, replacement and new Rate Schedules.

(D) Filing Procedure For Initial GSR Cost Collection Period

- (1) Trunkline may make one or more rate filings to recover GSR Costs from Shippers served under Rate Schedules FT, SST, EFT, QNT, LFT, IT and QNIT. An Initial GSR Cost Collection Period shall apply to each rate filing Trunkline makes to recover GSR Costs.
- (2) The GSR Reservation Surcharge during the Initial GSR Cost Collection Period shall be designed to recover the applicable GSR Costs over the three year Initial GSR Cost Collection Period using the applicable firm service design determinants underlying Trunkline's then effective rates for service under Rate Schedules FT, SST, EFT, QNT and LFT.

The GSR Reservation Surcharge shall be based on one- third (1/3) of the applicable GSR Costs to be recovered pursuant to this Section 27.2. Such GSR Costs shall include carrying charges for the Initial GSR Cost Collection Period.

The GSR Reservation Surcharge shall be adjusted annually during the Initial GSR Cost Collection Period to reflect changes in the effective billing determinants under Rate Schedules FT, EFT, QNT, LFT and SST. Such revisions to the GSR Reservation Surcharge will become effective

twelve (12) months after the effective date of the rate filing to establish the Initial GSR Cost Collection Period or subsequent adjustment to the GSR Reservation Surcharge. At least thirty (30) days prior to the effective date of the annual adjustment to the GSR Reservation Surcharge, Trunkline shall file with the Federal Energy Regulatory Commission and post, as defined in Section 154.2(d) of the Commission's Regulations, the Currently Effective Rates for Rate Schedules FT, SST, EFT, QNT and LFT together with supporting computations.

- (3) Rates for interruptible service under Rate Schedules IT and QNIT shall be adjusted to permit the recovery of the applicable GSR Costs during the three year Initial GSR Cost Collection Period using the applicable interruptible service design determinants underlying Trunkline's then-effective rates. The adjustment to rates for interruptible service under Rate Schedules IT and QNIT, as stated on the applicable Currently Effective Rates of Trunkline's FERC Gas Tariff, Fourth Revised Volume No. 1, shall be based on one-third (1/3) of the applicable GSR Costs. Such GSR Costs shall include carrying costs for the Initial GSR Cost Collection Period.

(E) GSR Exit Fee

If at any time prior to the conclusion of the Initial GSR Cost Collection Period or any Carryover GSR Cost Collection Period, a Shipper under a firm Service Agreement affected by this Section 27.2 requests a modification to the Service Agreement to reduce the MDQ or requests a termination of the Service Agreement and if Trunkline agrees to such reduction or termination, then affected Shipper shall immediately become obligated to Trunkline for the GSR Exit Fee. The GSR Exit Fee shall equal the amount which would have been collected during the remainder of the Initial or Carryover Cost Collection Period, as applicable, of this Section 27.2 at the level of firm service applicable to such Shipper at the effective date hereof, or the effective date of the Service Agreement, whichever is later. Trunkline will invoice such amount to affected Shipper in a direct bill within thirty (30) days after the termination or reduction in firm service. Invoices pursuant to this Section 27.2(E), including carrying charges calculated in accordance with Section 154.501(d) of the Commission's Regulations, shall be due and payable within ten (10) days of the issuance of such invoices.

(F) Reconciliation

- (1) At the conclusion of the GSR Cost Collection Period, Trunkline will determine its GSR Costs and the actual amounts of GSR Reservation Surcharges under Rate Schedules FT, SST, EFT, QNT and LFT, and,

separately, the actual amounts of GSR Costs recovered through interruptible Transportation rates under Rate Schedule IT. For purposes of these calculations, any amount by which interruptible Transportation rates have been discounted will serve to decrease the actual amounts of GSR Costs collected through interruptible rates, and any amount by which GSR Reservation Surcharges charged to any Shipper affected by this Section 27.2 have been discounted pursuant to a discount agreement entered into prior to the effective date of this Section 27.2, will serve to decrease the amount of actual GSR Costs collected through GSR Reservation Surcharges. Any GSR Exit Fees will be added to the actual amounts of GSR Costs recovered through GSR Reservation Surcharges.

- (2) If Trunkline's collections hereunder shall equal or exceed its GSR Costs, Trunkline shall file to terminate further collections hereunder. The amount of any excess collected shall be repaid to all Shippers affected hereby in proportion to the principal amount of GSR Reservation Surcharge payments which they have provided pursuant to this Section 27.2. Within ninety (90) days of the termination of collections pursuant to this Section 27.2, refunds, with applicable carrying charges, shall be paid. In addition, Trunkline shall submit a report to the Commission setting out a comparison of its GSR Costs and the amounts collected hereunder and any repayments actually made.
- (3) If Trunkline's collections hereunder are less than its GSR Costs, Trunkline shall be permitted to recover such deficiency, including carrying charges, during the Carryover GSR Cost Collection Surcharge Period by filing with the Commission GSR Reservation Surcharges and interruptible Transportation rates within ninety (90) days of the conclusion of the Initial GSR Cost Collection Period. The GSR Reservation Charge will be determined by dividing the remaining GSR Costs attributable to firm service to be recovered through the GSR Reservation Surcharge by the design billing determinants underlying Trunkline's then-effective rates applicable to Rate Schedules FT, SST, EFT, QNT and LFT. The remaining GSR Costs to be recovered in the rates under Rate Schedules IT and QNIT shall be determined by dividing the remaining GSR Costs attributable to interruptible services by the applicable interruptible service design determinants underlying Trunkline's then-effective rates. The Carryover GSR Costs Collection period shall commence on the first day of the Month following Commission approval of such filing.

27.3 Treatment Of Other Transition Costs

This Section 27.3 establishes procedures by which Trunkline will recover the costs of restructuring its services in accordance with FERC Order No. 636, et seq. and 18 C.F.R. Part 284 other than Gas Supply Costs, the recovery of which shall be governed by Section 27.2 herein, and Unrecovered FERC Account No. 191 balances, the recovery of which shall be governed by Section 27.1 herein.

(A) Costs of New Facilities

Trunkline shall be entitled to file under Section 4 of the Natural Gas Act and the Commission's Regulations and recover the capital costs and other costs incurred for, and in connection with providing the restructured services in accordance with FERC Order No. 636, et seq.

(B) Stranded Costs

Trunkline has incurred costs associated with facilities and contracts to provide services under its Former Tariff. In the event the facilities and contracts related to these costs cease to be required as a result of the restructuring of service, Trunkline shall be entitled to file under Section 4 of the Natural Gas Act and the Commission's Regulations and recover such actual costs.

(1) Recovery of Initial Stranded Transportation Costs

This Section 27.3(B)(1) establishes the means of Trunkline's recovery of certain stranded transportation costs described herein using reservation and volumetric surcharges.

(a) Applicability

The Initial Stranded Transportation Cost Surcharges shall apply to those Shippers served under Rate Schedules FT, EFT, QNT, SST and IT, as specified hereinbelow, commencing with the effectiveness of this Section 27.3(B)(1) and continuing thereafter for an initial period of fifteen (15) consecutive months and for such additional time as is established and described in Section 27.3(B)(1)(f).

(b) Definitions

The following defines certain terms as they are used in this Section 27.3(B)(1):

- (i) "Initial Stranded Transportation Costs" or "IST Costs" shall mean the aggregate of:

- (a) Trunkline's total obligations to ANR Pipeline Company from September 1, 1993 through June 24, 1994 for service originally certificated by the Commission in Docket No. CP85-329, which commencing November 1, 1992 was included in ANR's Rate Schedule FTS at such rates as are in effect for this service during the said time; and
 - (b) Trunkline's total obligations to Stingray Pipeline Company from September 1, 1993 through December 1, 1994 for service certificated by the Commission in Docket No. CP73-27 reflected in Stingray's Rate Schedule T-1 at such rates as are in effect for this service during the said time.
- (ii) "Initial Stranded Transportation Cost Reservation Surcharge" or "IST Reservation Surcharge" shall mean the currently effective fixed monthly charge per Dt as shown on the Currently Effective Rates for Rate Schedules FT, EFT and QNT of Fourth Revised Volume No. 1.
 - (iii) "Initial Stranded Transportation Cost Volumetric Surcharge" or "IST Volumetric Surcharge" shall mean the currently effective charge per Dt of service provided as shown on the Currently Effective Rates for Rate Schedules SST and IT of Fourth Revised Volume No. 1.
 - (iv) "Initial Stranded Transportation Cost Surcharges" or "IST Surcharges" shall mean IST Reservation Surcharges, or IST Volumetric Surcharges, or both, as indicated by the context.
 - (v) "Additional IST Surcharges" shall mean reservation and volumetric surcharges which Trunkline may apply to Shippers receiving service under each or any of Rate Schedules FT, EFT, QNT, SST and IT to recover the amount of increases in the rates of ANR Pipeline Company for service under its Rate Schedule FTS which became effective between the date of the filing of this Section 27.3(B)(1) and June 21, 1994 or increases in the rates of Stingray Pipeline Company for service under its Rate Schedule T-1 which became effective between the date of the filing of this Section 27.3(B)(1) and December 1, 1994 to the extent the amount of such increases have not been used in the determination, pursuant to Section 27.3(B)(1)(f), of whether

Trunkline has recovered its IST Costs during the initial fifteen (15) months IST Surcharges are in effect.

(c) Recovery By Trunkline of Initial Stranded Transportation Costs

Trunkline shall recover IST Costs from Shippers served under Rate Schedules FT, EFT, QNT, SST and IT and such Shippers shall be obligated to pay IST Costs to Trunkline by means of IST Surcharges. The rates charged to Trunkline by ANR Pipeline Company for its Rate Schedule FTS and by Stingray Pipeline Company for its Rate Schedule T-1, which were in effect on the date this Section 27.3(B)(1) was filed, were used to calculate the IST Surcharges.

(d) Billing and Payment

In addition to its other applicable charges and surcharges for service under Rate Schedules FT, EFT, QNT, SST and IT, Trunkline's invoices to Shippers under Rate Schedules FT, EFT and QNT shall include the amount for IST Reservation Surcharges shown on the Currently Effective Rates for Rate Schedules FT, EFT and QNT, respectively, for each Dt of monthly contract demand applicable to such service and Trunkline's invoices to Shippers under Rate Schedules SST and IT shall include the amount for IST Volumetric Surcharges shown on the Currently Effective Rates for Rate Schedules SST and IT, respectively, for each Dt of such service provided. Shipper's obligation to pay for services provided under such Rate Schedules shall include the obligation to pay IST Surcharges. The provisions of Section 16 hereof also shall apply to Shipper's payments of IST Surcharges.

(e) IST Exit Fee

If at any time prior to the conclusion of recoveries of costs pursuant to this Section 27.3(B)(1), including the first fifteen (15) months of effectiveness of the IST Surcharges and the additional time which may be established pursuant to Section 27.3(B)(1)(f), a Shipper under a firm Service Agreement affected by this Section 27.3(B)(1) requests a modification to the Service Agreement to reduce the MDQ or requests a termination of the Service Agreement and if Trunkline agrees to such reduction or termination, then such Shipper shall immediately become obligated to Trunkline for payment of the IST Exit Fee. The IST Exit Fee for such Shipper shall equal the aggregate amount of IST Reservation Surcharges which would have been collected during

the remainder of the effectiveness of the IST Surcharges and during any additional time as may be established pursuant to Section 27.3(B)(1)(f), if such reduction or termination had not occurred, less the aggregate amount of IST Reservation Surcharges applicable to the remainder of its MDQ for the remaining term of its firm Service Agreement. Within thirty (30) days after any such termination, Trunkline shall send an invoice for amounts due hereunder from a Shipper affected by this Section 27.3(B)(1)(e) and payment shall be due within ten (10) days of the issuance of such invoices. Trunkline shall include amounts due hereunder from a Shipper with reduced MDQ with the Shipper's first invoice for continuing service after the effectiveness of such reduction. Payment of an IST Exit Fee by a Shipper reducing its MDQ shall not serve to extinguish the obligation of such Shipper for IST Surcharges applicable to the remainder of its MDQ.

(f) Reconciliation Provisions

(i) At the conclusion of the first fifteen (15) months of effectiveness of IST Surcharges hereunder, Trunkline shall suspend collections of IST Surcharges for so long as may be necessary to determine whether its collections of IST Surcharges have recovered the amount of IST Costs then known. For purposes of determining the amount of collections of IST Surcharges and the amount of IST Surcharges actually paid, the amount of any discounts to interruptible and firm rates during the effectiveness of the IST Surcharges or the Additional IST Surcharges shall serve to decrease the recovery of IST Costs and of IST Surcharges paid from interruptible and firm Transportation services, respectively. The determination of IST Costs recovered shall take into account any IST Exit Fees recovered. The calculation of IST Costs shall take into account the amount of credits, refunds and rate increases or decreases from ANR Pipeline Company for service under its Rate Schedule FTS for service from September 1, 1993 through June 21, 1994 and from Stingray Pipeline Company for service under its Rate Schedule T-1 from September 1, 1993 through December 1, 1994. After Trunkline has determined the extent to which IST Surcharges have recovered IST Costs, the following procedures shall be followed:

(a) In the event the aggregate of Trunkline's recoveries under this Section 27.3(B)(1) shall equal or exceed its

IST Costs, Trunkline shall not reinstate its IST Surcharges and shall return the Remaining Excess to Shippers who had paid IST Reservation Surcharges or IST Volumetric Surcharges in the form of credits against invoices of such Shippers. The Remaining Excess shall consist of the aggregate amount of any recovery in excess of IST Cost, after first subtracting from such amount any costs not then fully recovered pursuant to any or all of Sections 27.1, 27.2 and 27.3 (other than Section 27.3(B)(1)). The amount of the credit to each such Shipper shall be determined by multiplying the amount of the Remaining Excess by a fraction which shall consist of a numerator equal to the amount of IST Reservation Surcharges or IST Volumetric Surcharges paid by the Shipper and a denominator equal to the total amount of IST Reservation Surcharges and IST Volumetric Surcharges paid by all Shippers. The credit shall be applied to reduce otherwise applicable charges for services to such Shippers on the first invoice in which it is practicable to do so after the determination has been made that there is an excess recovery. In the event service to a Shipper which had paid IST Reservation Surcharges or IST Volumetric Surcharges has terminated, a refund shall be provided rather than a credit.

- (b) In the event Trunkline's recoveries under IST Surcharges shall be less than its IST Costs, Trunkline shall be permitted to apply any or all of the following procedures in such combination as it may determine will recover its IST Costs:
 - (1) Trunkline may reinstate, without further suspension or condition, the IST Surcharges on a month to month basis until the full amount of IST Costs has been recovered and in the event such reinstatement shall result in any excess recoveries during the reinstatement period, the calculation of the amount of such excess and the crediting of such excess shall be conform to the procedures specified in Section 27.3(B)(1)(f)(i)(a); and
 - (2) Trunkline may reduce, by the amount of any deficiency in its collection of IST Costs or portion

thereof (to the extent the deficiency has not been applied to extinguish another obligation) all or a portion of: (a) the Interruptible Revenue Credit Adjustments under Section 24 hereof, (b) the amount of any refunds due under Section 27.1(F) hereof; and (c) the amount of any recovery in excess of transition costs otherwise encompassed by Section 27 hereof.

- (ii) If at any time prior to June 21, 1994, ANR Pipeline Company's effective rates for service under its Rate Schedule FTS, or if at any time prior to December 1, 1994, Stingray Pipeline Company's rates for service under its Rate Schedule T-1 shall be increased above the level reflected in the calculation of the IST Surcharges, Trunkline shall be permitted to recover the amount of such increases by means of Additional IST Surcharges, which it may file to make effective. Such Additional IST Surcharges may become effective at any time after the effective date of this Section 27.3(B)(1) and shall be permitted to remain in effect after the initial fifteen (15) month effectiveness of the IST Surcharges established by this Section 27.3(B)(1). In the event such Additional Surcharges shall become effective during the initial fifteen (15) month effectiveness of the IST Surcharges, the procedures specified in Section 27.3(B)(1)(f)(i) shall be used to reconcile IST Costs with the aggregate of amounts recovered by IST Surcharges and Additional IST Surcharges.

(C) Upstream Transition Costs

Trunkline shall be entitled to file under Section 4 of the Natural Gas Act and the Commission's Regulations and recover the amounts it has been billed by other pipelines attributable to their service restructurings required by FERC Order No. 636, et seq. to the extent such costs are not recovered pursuant to these General Terms and Conditions.

GENERAL TERMS AND CONDITIONS

28. MISCELLANEOUS

- 28.1 Service Agreements shall be governed by and interpreted in accordance with the laws of the State of Texas, except for the conflict of laws provisions thereof.
- 28.2 Service Agreements create no rights in third parties.
- 28.3 Any notice, request or demand which either Trunkline or Shipper may desire to give to the other shall be sent to the address designated in the Service Agreement or to such other physical or electronic address as may be designated by written or electronic notice.
- 28.4 Trunkline may waive any rights hereunder or any obligations of Shipper, TABS-1 Party or OBA Party on a basis which is not unduly discriminatory; provided that no waiver shall operate or be construed as a waiver of other or future rights or obligations, whether of a like or different character.
- 28.5 Both Trunkline and Shipper have the right to rely on the effective provisions of the previously effective tariff in effect at the time any issue or dispute took place if necessary to resolve issues or disputes of any nature, regarding any service prior to the effective date of this FERC Gas Tariff, Fourth Revised Volume No. 1.
- 28.6 Trunkline may, from time to time, enter into agreements with other interstate or intrastate pipeline companies for capacity (off-system capacity). In the event that Trunkline acquires off-system capacity, Trunkline will provide service to Shippers with the off-system capacity pursuant to Trunkline's open access tariff and subject to Trunkline's Commission-approved rates, as such tariff and rates may change from time to time. For purposes of transactions entered into subject to this Section 28.6, the "shipper must have title" requirement is waived.

If Shipper and Trunkline mutually agree that Trunkline shall provide service to Shipper for its benefit using off-system capacity that Trunkline has contracted for with third party(ies) pursuant to this Section 28.6, then Shipper shall pay Trunkline, in addition to any applicable rates and charges pursuant to Trunkline's tariff, an amount up to the charges Trunkline is obligated to pay such third party(ies). Such third party charges may include, but are not limited to, reservation and/or usage charges and surcharges, fuel and power charges or retention, compression fees, balancing or storage fees, measurement fees, processing fees, and/or facility charges. Such third party charges shall be set forth as separate items on billings rendered to Shipper.

Any off-system capacity acquired by Trunkline for the benefit of a Shipper which is not used by such Shipper, shall be offered to Trunkline's other Shippers pursuant to Trunkline's tariff

and be subject to Trunkline's approved rates, as such tariff and rates may change from time to time, as well as any applicable charges Trunkline is obligated to pay third party(ies) for such off-system capacity. Trunkline will indicate in its posting of any off-system capacity available for service, whether third party charges will apply to the use of such off-system capacity.

28.7 Transactions utilizing the following specific receipt and delivery point combinations shall only be subject to a lost and unaccounted for fuel charge as prescribed by Section 22.3 of these General Terms and Conditions.

(A) LNG Lateral

(1) Point of Receipt

At the point of interconnect between Trunkline and Lake Charles LNG Company, LLC located in Calcasieu Parish, Louisiana.

(2) Point(s) of Delivery

All Points of Delivery on Trunkline's LNG lateral which consists of 45.8 miles of 30-inch pipeline beginning at the interconnection with Lake Charles LNG Company, LLC and continuing to the inlet side of Trunkline's Longville, Louisiana compressor station.

GENERAL TERMS AND CONDITIONS

29. RESERVATION CHARGE CREDIT

Trunkline shall provide reservation charge credits to a Shipper with firm transportation service under Rate Schedule FT, SST, EFT, QNT or LFT when Trunkline is unable to deliver Quantities from any primary Point of Receipt to any primary Point of Delivery up to the primary Point of Delivery Quantity stated on Exhibit A of Shipper's Service Agreement on any Gas Day in accordance with this Section 29. No adjustment of any kind under this Section 29 shall be required if Trunkline's failure to schedule or deliver gas is due to events solely related to conduct, activities or operations of Shipper and/or upstream or downstream parties (including Force Majeure events affecting Shipper or such parties) including, but not limited to, activities and/or events such as (i) Shipper's failure to perform in accordance with the terms of its Service Agreement and Trunkline's Tariff, including, but not limited to, Operational Flow Orders and failure to meet all applicable gas quality specifications, or (ii) failure of supply or transportation upstream of Trunkline's pipeline system, or (iii) failure of market or transportation downstream from Trunkline's pipeline system.

29.1 Non-Force Majeure

(A) Eligible Quantity

- (1) When Trunkline gives notice of a non-Force Majeure service interruption at any time after completion of the Timely Nomination Cycle for the Gas Day, reservation charge credits shall apply to Shipper's scheduled Quantity of Gas from primary Points of Receipt (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Receipt) to primary Points of Delivery (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Delivery) less the Quantity of Gas delivered on Shipper's Service Agreement for the Gas Day.
- (2) When Trunkline gives advance notice of unavailability of service due to an outage or scheduled maintenance before Shippers have submitted nominations for the day(s) of the outage, reservation charge credit for each day of the outage will be based on the average of the scheduled quantity from Shipper's primary Points of Receipt (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Receipt) to primary Points of Delivery (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Delivery) for the seven (7) day period immediately prior to the notice of the outage, less the Quantity of Gas delivered on Shipper's Service Agreement for the day of the outage. The seven day period shall include the seven days immediately preceding the notice of the outage that are not affected by a prior outage or Force Majeure event.

- (3) When Trunkline has not given advance notice of an outage and reduces Shipper's nomination during the Timely Nomination Cycle, reservation charge credits will apply to Quantities nominated and confirmed in the Timely Nomination Cycle from primary Points of Receipt (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Receipt) to primary Points of Delivery (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Delivery) less the Quantity of Gas delivered on Shipper's Service Agreement for the day.
- (4) Trunkline shall provide reservation charge credits for primary firm service but not for secondary firm service. If Shipper nominates to or from secondary Points of Receipt or Delivery after Trunkline has given notice of the outage, Trunkline shall not provide reservation charge credits to the extent Trunkline provides such secondary firm service.

(B) Reservation Rate

For the calculation of the reservation charge credit when applicable, Trunkline shall apply the reservation rate applicable to Shipper's Service Agreement stated on a daily basis; provided, however, the reservation rate for service obtained through capacity release pursuant to GT&C Section 15 shall be the lower of the rate under the Replacement Shipper's Capacity Release Service Agreement Addendum or the reservation rate stated in Releasing Shipper's Service Agreement. Reservation charge credits are not applicable to Replacement Shippers paying a volumetric rate.

(C) Calculation

Each day's credit shall be payable on the applicable Quantity calculated in Section 29.1(A) above multiplied by the appropriate contract reservation rate pursuant to Section 29.1(B) stated on a daily basis. In accordance with Section 2 of Rate Schedule LFT, reservation charge credits for Service Agreements under Rate Schedule LFT shall be calculated after Trunkline's right not to schedule service in whole or in part for ten (10) days in each Month.

29.2 Force Majeure

When Trunkline has issued notice of a Force Majeure event in accordance with Section 19 of the General Terms and Conditions, Trunkline shall provide full reservation charge credits to firm Shippers after a ten (10) day grace period pursuant to this Section 29.2.

- (A) The grace period for a Force Majeure event shall be ten (10) full consecutive days.
- (B) The Quantity of Gas eligible for reservation charge crediting shall be based on the average of the scheduled quantity from Shipper's primary Points of Receipt (up to

the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Receipt) to primary Points of Delivery (up to the Quantity stated on Shipper's Service Agreement Exhibit A for each primary Point of Delivery) for the seven (7) day period immediately prior to the notice of the Force Majeure event, less the Quantity of Gas delivered on Shipper's Service Agreement for the day. The seven day period shall include the seven days immediately preceding the notice of the Force Majeure event that are not affected by a prior outage or Force Majeure event.

- (C) For each Day subsequent to the grace period in Section 29.2(A), the reservation charge credit shall be the Quantity determined in Sections 29.2(B) and 29.1(A)(4) above multiplied by the appropriate contract reservation rate pursuant to Section 29.1(B) stated on a daily basis; provided, however, reservation charge credits for service under Rate Schedule LFT shall only be calculated for Days subsequent to the grace period and in excess of the ten (10) Days each Month that Trunkline has the right not to schedule service pursuant to Section 2 of Rate Schedule LFT.

29.3 Any reservation charge credit payable will be included on a subsequent month invoice and will be applied first to offset any outstanding past due balances owed by Shipper. Reservation charge credits applicable to Service Agreements that are not in effect due to termination will be paid by Trunkline to Shipper, net of any amounts owed to Trunkline.

29.4 In a not unduly discriminatory manner and in connection with a discounted or negotiated rate Service Agreement, Trunkline and Shipper may agree to a different reservation charge crediting methodology; however, for Shippers provided service pursuant to a discounted or negotiated rate Service Agreement executed, amended or extended on or after March 9, 2023, Trunkline will not provide any reservation charge credits unless such agreements explicitly require reservation charge credits.

GENERAL TERMS AND CONDITIONS

30. CREDITWORTHINESS

30.1 Prior to execution of a Service Agreement or as a condition for continuation of service, a Shipper or prospective shipper shall be required to establish and maintain creditworthiness on an on-going basis with Trunkline. Trunkline shall apply consistent evaluation practices to all similarly situated shippers to determine the Shipper's financial ability to satisfy the payment obligations due to Trunkline over the term of the requested service agreement. Trunkline shall not be required to: (1) execute a Service Agreement providing for service on behalf of any Shipper who fails to meet Trunkline's standards for creditworthiness; or (2) initiate service for a Shipper who fails to meet Trunkline's standards for creditworthiness; or (3) continue service on behalf of any Shipper who is or has become insolvent or who, at Trunkline's request, fails to demonstrate creditworthiness pursuant to Trunkline's standards in this Section 30.

30.2 A Shipper shall be deemed creditworthy when Shipper meets the creditworthiness criteria in this Section 30.2.

- (a) If Shipper is rated by Standard & Poor's or its successor (S&P), and/or by Moody's Investors Service, Inc. or its successor (Moody's), Trunkline may establish creditworthiness if:
- (1) (i) In the event Shipper is rated by both S&P and Moody's, Shipper's long-term senior unsecured debt securities are rated at least BBB- by S&P and at least Baa3 by Moody's, provided, however, that if the Shipper's rating is at BBB- and/or Baa3, respectively, the long-term outlook shall be Stable or Positive; or (ii) in the event Shipper is rated only by S&P, Shipper's long-term senior unsecured debt securities are rated at least BBB-, provided, however, that if the Shipper's rating is at BBB-, the long-term outlook shall be Stable or Positive; or (iii) in the event Shipper is rated by only Moody's, Shipper's long-term senior unsecured debt securities are rated at least Baa3, provided, however, that if the Shipper's rating is at Baa3, the long-term outlook shall be Stable or Positive; and
 - (2) The net present value of the sum of reservation charges, usage charges and any other associated fees and charges for the contract term is less than 15% of Shipper's tangible net worth.

In the event Shipper is rated by both S&P and Moody's at levels which are not equivalent, the lower rating shall apply. For the purposes of this Section 30.2, the term "tangible net worth" shall mean for a corporation the sum of the capital stock, paid-in capital in excess of par or stated value, and other free and clear equity

reserve accounts less goodwill, patents, unamortized loan costs or restructuring costs, and other intangible assets. Only actual tangible assets are included in Trunkline's assessment of creditworthiness. If a Shipper has multiple Service Agreements with Trunkline, then the total contract commitment and imbalance exposure or potential exposure of all such Service Agreements shall be considered in determining creditworthiness.

(b) If Shipper cannot demonstrate creditworthiness pursuant to Section 30.2(a) above, Trunkline may establish creditworthiness based upon:

- (1) (i) In the event Shipper's parent is rated by both S&P and Moody's, the Shipper's parent having a senior unsecured debt rating of at least BBB- by S&P and Baa3 by Moody's, provided, however, that if the Shipper's parent's rating is at BBB- and/or Baa3, respectively, the long-term outlook shall be Stable or Positive; or (ii) in the event Shipper's parent is rated by only S&P, the Shipper's parent having a senior unsecured debt rating of at least BBB-, provided, however, that if the Shipper's parent's rating is a BBB-, the long-term outlook shall be Stable or Positive; or (iii) in the event Shipper's parent is rated by only Moody's, the Shipper's parent having a senior unsecured debt rating of at least Baa3, provided, however, that if the Shipper's parent's rating is at Baa3, the long-term outlook shall be Stable or Positive; and
- (2) The net present value of the sum of reservation charges, usage charges and any other associated fees and charges for the contract term is less than 15% of Shipper's parent's tangible net worth; and
- (3) Shipper's parent issues a guaranty acceptable to Trunkline.

In the event Shipper's parent is rated by both S&P and Moody's at levels which are not equivalent, the lower rating shall apply. If a Shipper's parent has multiple Service Agreements with Trunkline or multiple subsidiaries with Service Agreements with Trunkline in addition to Shipper's Service Agreements, then the total contract commitment and imbalance exposure or potential exposure of all of those Service Agreements shall be considered in determining creditworthiness.

(c) In the event Shipper is a cooperative or a municipal Shipper and Shipper cannot demonstrate creditworthiness pursuant to Section 30.2(a) or 30.2(b) above, Trunkline may establish creditworthiness based upon:

- (1) Shipper's issuer and/or revenue bond rating is a rating that has the equivalent rank of those listed in Section 30.2(a)(1) above; or

- (2) The net present value of the sum of reservation charges, usage charges and any other associated fees and charges for the contract term is less than 15% of Shipper's tangible net worth, or Shipper's preceding calendar year revenues are at least six (6) times Trunkline's anticipated charges for the ensuing 12-month period.

30.3 To permit Trunkline to conduct an initial or ongoing creditworthiness review, Trunkline may request and a Shipper shall provide within five (5) Business Days any or all of the following:

- (a) (i) Audited financial statements for the most current two (2) fiscal years prepared in conformity with generally accepted accounting principles (GAAP) in the United States of America or, for non-U.S. based Shippers, prepared in accordance with equivalent standards, or (ii) if Shipper's fiscal year-end financial statements are unaudited, an attestation by its Chief Financial Officer that such statements constitute a true, correct, and fair representation of financial condition prepared in accordance with GAAP or equivalent or (iii) for non-public entities, any existing sworn filing, which provides the most recent available interim financial statements and annual financial reports filed with any applicable regulatory authority, showing the Shipper's current financial condition;
- (b) List of corporate affiliates, parent companies, and subsidiaries, if applicable;
- (c) Publicly available information from credit reports of credit and bond rating agencies;
- (d) A bank reference and at least three (3) trade references, a check of which show along with any credit reports submitted herein that Shipper's undisputed obligations are being paid in a timely manner;
- (e) Statement of legal composition;
- (f) Statement of the length of time the business has been in operation;
- (g) For state-regulated utility local distribution companies, documentation from their respective state regulatory commission (or an equivalent authority) of an authorized gas supply cost recovery mechanism;
- (h) Confirmation by Shipper that Shipper is not operating under any chapter of the bankruptcy laws and is not subject to liquidation or debt reduction procedures under state laws, such as an assignment for the benefit of creditor, or any informal creditors' committee agreement; and/or
- (i) Such other information as may be mutually agreed to by Shipper and Trunkline.

- 30.4. If Shipper or Shipper's parent does not meet the criteria described in Section 30.2 above, then credit appraisal shall be based upon Trunkline's evaluation of any or all of the following information and credit criteria:
- (a) Any information received pursuant to Section 30.3 above;
 - (b) Consistent and nondiscriminatory financial statement analysis to determine the acceptability of Shipper's or Shipper's parent's current and future financial strength. Financial statements shall be analyzed along with key ratios and trends regarding liquidity, asset management, debt management, debt coverage, capital structure, operational efficiency and profitability;
 - (c) S&P, Moody's, Dun & Bradstreet and other credit reporting agency ratings, opinions, watch alerts, and rating actions shall be considered in determining creditworthiness;
 - (d) Results of credit reports and of bank and trade reference checks must demonstrate that a Shipper is paying its obligations in a timely manner;
 - (e) Shipper must not be operating under any chapter of the bankruptcy laws and must not be subject to liquidation or debt reduction procedures under state laws and there must not be pending any petition for involuntary bankruptcy; an exception may be made for a Shipper who is a debtor-in-possession operating under Chapter XI of the Federal Bankruptcy Act whereby adequate assurance is provided under purview of by the bankruptcy court having jurisdiction over such debtor-in - possession that the service billings will be paid promptly as a cost of administration under the federal court's jurisdiction, based on a court order in effect, and if the Shipper is continuing and continues in the future actually to make payment;
 - (f) Whether Shipper is subject to any lawsuits or judgments outstanding which could materially impact its ability to remain solvent;
 - (g) Shipper's ongoing business relationship, if any, with Trunkline with consideration being given to whether Shipper has or has had any delinquent balances outstanding for services provided by Trunkline, gas imbalances, and gas loans due Trunkline and whether Shipper is paying and has paid its account balances promptly according to the terms established in its Service Agreements (excluding amounts as to which there is a good faith dispute);
 - (h) Shipper's ability to recover the costs of Trunkline's services through filings with regulatory agencies or otherwise to pass on such costs to its customers, as applicable; and/or

- (i) Any other information, including any information provided by Shipper, that is reasonably relevant to Shipper's current and future financial strength and Shipper's ability to make full payment over the term of the Service Agreement(s).

30.5 If a Shipper fails to establish or maintain creditworthiness or if Shipper's credit limit as determined by Trunkline is insufficient to cover Shipper's total contractual obligations, Shipper may still obtain or continue service hereunder if Shipper, except to the extent otherwise agreed, provides credit support in an amount sufficient to cover three months service as determined in accordance with Section 30.5(b)(1) plus the value of imbalance gas and loaned gas as determined in Section 30.5(b)(2) under one of the following options.

- (a) Forms of Credit Support. Shipper may select from the following forms of credit support (Credit Support) and Trunkline shall not unreasonably discriminate in the forms of Credit Support it determines to accept from Shippers.

- (1) Guaranty. A Shipper may provide a guaranty of financial performance in a form satisfactory to Trunkline from a corporate parent, corporate affiliate or a third party that meets the creditworthiness standards above.

- (2) Deposit. A shipper may provide a cash deposit. If Trunkline is required to draw down these funds, Trunkline will notify Shipper and Shipper must replenish such funds within three (3) Business Days after receipt of such notice.

- (3) Standby Irrevocable Letter of Credit drawn on a bank which is a U.S. bank or a U.S. branch of a foreign bank with an S&P Debt Rating of at least A or Moody's Debt Rating of at least A2.

- (4) Security Interest or lien in collateral found to be satisfactory to Trunkline.

- (5) Other security acceptable to Trunkline.

- (b) Credit Support Requirements. Credit Support required for non-creditworthy shippers shall be an amount sufficient to cover service for three months and a value for imbalance and loaned gas as specified below.

- (1) Three months service. The amount of Credit Support for firm transportation Service Agreements must be sufficient to cover the highest three (3) months of reservation charges during the previous 12 month period. The amount of Credit Support for interruptible services shall be based upon the highest three (3) months of usage during the previous twelve (12) month period for all rates and charges. If the Shipper has not contracted for or utilized interruptible transportation during the previous 12 month period, Trunkline will establish the Credit Support requirement

based upon Shipper's estimated usage for a three (3) month period as determined by Shipper and Trunkline's marketing representative.

- (2) Imbalance and Loaned Gas. In addition to the Credit Support requirements set forth in Section 30.5(b)(1) above, Trunkline shall have the right to seek Credit Support to cover the value of any imbalance and/or loaned gas owed to Trunkline by a non-creditworthy Shipper. Trunkline may require Credit Support from a non-creditworthy Shipper for the value of imbalance Gas owed to Trunkline under Rate Schedules FT, SST, EFT, QNT, LFT, FFZ, IT, and/or QNIT. Such Credit Support amount shall equal the non-creditworthy Shipper's largest monthly imbalance quantity owed to Trunkline over the most recent 12 month period valued in accordance with Section 5.2(D) with a new Service Agreement or a Service Agreement in effect for less than 12 months, the imbalance quantity shall be the greater of (i) 10% of Shipper's estimated monthly usage as determined by Shipper and Trunkline's marketing representative or (ii) Shipper's largest monthly imbalance owed to Trunkline. The imbalance quantity shall be valued in accordance with Section 5.2(D) of these General Terms and Conditions. The Credit Support requirement for loaned Gas associated with Rate Schedule GPS shall equal the maximum loaned quantity specified in Shipper's Service Agreement valued in accordance with Section 5.2(D) herein.

30.6 Credit Support for New Receipt or Delivery Facilities

In the event Trunkline constructs new interconnect facilities to accommodate a Shipper, Trunkline may (unless otherwise agreed or unless Shipper reimburses Trunkline for the cost of the facilities) require from the Shipper Credit Support in an amount up to the cost of the facilities. Such Credit Support may be in any of the forms available under Section 30.5(a) of these General Terms and Conditions, at Shipper's choice. As Trunkline recovers the cost of these facilities through its rates, the Credit Support required shall be reduced accordingly. Specifically, Credit Support provided by Shipper related to new facilities shall be returned to that Shipper in equal Monthly amounts over the term of its contract for service related to the new facilities or as otherwise mutually agreed by Trunkline and Shipper. Where facilities are constructed to serve multiple Shippers, an individual Shipper's obligation hereunder shall be for no more than its proportionate share of the cost of the facilities. This requirement is in addition to and shall not supersede or replace any other rights that Trunkline may have regarding the construction and reimbursement of facilities.

- 30.7 Trunkline shall have the right to update Shipper's credit file at any time after commencement of service. Such update may be conducted by Trunkline periodically and Shipper shall provide assistance and cooperation. If Trunkline concludes that a Shipper is non-creditworthy or if Shipper fails to maintain Credit Support under Section 30.5 of these General Terms and Conditions, Trunkline shall provide Shipper an initial notice in writing that it has lost its creditworthiness status along with the reasons for such determination and that Shipper has five (5) Business Days after receipt of such initial notice, to provide

Trunkline with Credit Support consistent with Section 30.5 of these General Terms and Conditions which is adequate to cover all charges for one Month's advance service. A Shipper may challenge Trunkline's determination by providing a written rebuttal to Trunkline's explanation within ten (10) days after the initial notification and explanation is provided by Trunkline. Trunkline shall respond to such a rebuttal in writing within ten (10) days. Any reevaluation of creditworthiness by Trunkline in response to such a rebuttal by the Shipper shall be based on the creditworthiness criteria set out in Section 30.4 and shall be performed as provided in Section 30.4 of these General Terms and Conditions. If Trunkline determines after such reevaluation that Shipper is creditworthy, the Credit Support to cover all charges for one Month's advance service shall be released to Shipper within five (5) Business Days after such determination. In the event Trunkline concludes after reevaluation that Shipper remains non-creditworthy, Shipper shall comply with the requirement in the initial notice to provide, within thirty (30) days after the initial notice, but not less than five (5) Business Days after notice that Shipper remains non-creditworthy, the means for adequate assurance of future performance, covering the full level of Credit Support provided for under Section 30.5 of these General Terms and Conditions. If the Shipper has not satisfied either requirement in the initial notice to provide specified Credit Support within five (5) Business Days or to provide the additional specified Credit Support within thirty (30) days after the initial notice, but not less than five (5) Business Days after notice that Shipper remains non-creditworthy, Trunkline may without further notice immediately suspend service to Shipper.

- 30.8 Any suspension of service hereunder shall continue until Trunkline is reasonably satisfied that Shipper is creditworthy under Section 30.2 or 30.4 of these General Terms and Conditions or until Shipper has provided Credit Support under Section 30.5 of these General Terms and Conditions. A Shipper shall not be obligated to pay any reservation charges for suspended service attributable to the period when that service is suspended. During the period of suspension, such Shipper may not release or recall capacity.
- 30.9 In addition to suspension, Trunkline may terminate service if the Shipper fails to provide Credit Support consistent with Section 30.5 of these General Terms and Conditions no earlier than sixty (60) days after Trunkline has provided its initial notice to Shipper pursuant to Section 30.7 herein. Any such termination requires thirty (30) days' prior notice to Shipper, Releasing Shipper, if any, and the Commission. To avoid termination, the Shipper must satisfy Section 30.5 of these General Terms and Conditions within this notice period. If the Service Agreement is terminated, Trunkline shall net and/or set off, as allowed by law, all positions calculated in accordance with the provisions of the applicable Rate Schedule (i.e., invoiced transportation amounts, invoiced imbalance amounts, park and loans, rate refunds, etc.) against outstanding account balances due the Shipper. Trunkline shall have the right to assert any liens or other interests, consistent with applicable law, against any gas remaining on its System. Trunkline may not take any action under this Section 30 which conflicts with any order of the U. S. Bankruptcy Court.
- 30.10 At any time after a Shipper is determined to be non-creditworthy by Trunkline, the Shipper may request a creditworthiness reevaluation by Trunkline pursuant to NAESB WGQ

Standard Nos. 0.3.8 and 0.3.9 as incorporated in Section 25 of these General Terms and Conditions. If Trunkline determines after such reevaluation that Shipper is creditworthy without Credit Support, any Credit Support requirements under Section 30.5 of these General Terms and Conditions shall be terminated and any deposit amounts shall be released to Shipper within five (5) Business Days after such determination.

- 30.11 Notwithstanding the above, Trunkline may agree with a Shipper in an executed precedent agreement, for service on new or expanded facilities to be constructed by Trunkline, to creditworthiness provisions which differ from one or more of the provisions in this Section 30, and which, in addition to the other provisions of this Section 30, govern service provided to the Shipper pursuant to the precedent agreement.

Part VII
Form of Service Agreements

Rate Schedule FT	Form of Service Agreement
Rate Schedule SST	Form of Service Agreement
Rate Schedule EFT	Form of Service Agreement
Rate Schedule QNT	Form of Service Agreement
Rate Schedule LFT	Form of Service Agreement
Reserved	Form of Service Agreement
Rate Schedule FSS	Form of Service Agreement
Rate Schedule NNS-1	Form of Service Agreement
Rate Schedule NNS-2	Form of Service Agreement
Rate Schedule DVS	Form of Service Agreement
Rate Schedule IT	Form of Service Agreement
Rate Schedule QNIT	Form of Service Agreement
Rate Schedule ISS	Form of Service Agreement
Rate Schedule GPS	Form of Service Agreement
Rate Schedule TABS-1	Form of Service Agreement
Capacity Release	Form of Service Agreement
Reserved	Form of Agreement
Reserved	Form of Agreement

RATE SCHEDULE FT
FIRM TRANSPORTATION SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102(284B - Intrastate Pipelines or Local Distribution Companies) _____
Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
firm basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute the Maximum
Daily Quantity, stated on Exhibit A.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedule FT.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised
from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by
this reference incorporated in its entirety into this Agreement and made an integral part hereof.
Shipper's Maximum Daily Quantity shall be assigned among the primary Points of Receipt set out on
Exhibit A, as well as among the primary Points of Delivery set out on Exhibit A. Such assignment may be
changed, subject to the availability of capacity, in accordance with the General Terms and Conditions.

ARTICLE 2 - TERM

Trunkline shall provide firm Transportation service for Shipper pursuant to this Agreement for the term stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule FT filed with the Commission, as such rates and charges and Rate Schedule FT may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule FT and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule FT and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of Maximum Daily Quantity.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

From time to time Shipper and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit C to this Service Agreement.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule FT.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule FT and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule FT and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address.

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Firm Service
Under Rate Schedule FT
Between
Trunkline Gas Company, LLC

and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Firm Service
Under Rate Schedule FT

Primary Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDRO (Net of Fuel Reimbursement)</u>
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Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Effective from: _____ Through: _____

Secondary Points of Receipt

Shipper shall have secondary Points of Receipt as set forth in Section 2.1 of Trunkline's Rate Schedule FT.

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Firm Service
Under Rate Schedule FT

Primary Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDDO</u>
-----------------	---------------------	-----------------	---------------	--------------	------------------	-------------

Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Effective from: _____ Through: _____

Secondary Points of Delivery

Shipper shall have secondary Points of Delivery as set forth in Section 2.2 of Trunkline's Rate Schedule FT.

EXHIBIT B

Reserved for Future Use

Contract No. _____
Amendment No. _____

EXHIBIT C

Transportation Agreement
For Firm Service
Under Rate Schedule FT
Contract No. _____

NEGOTIATED RATE AGREEMENT

Shipper agrees to the Negotiated Rate option in accordance with Section 3.10 of Rate Schedule FT and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. Shipper acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule FT, as revised from time to time. Shipper also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule FT.

Specification of Negotiated Rate:

SHIPPER: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT C DATED: _____

RATE SCHEDULE SST
SMALL SHIPPER FIRM TRANSPORTATION SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____

Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
firm basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute the Maximum
Daily Quantity, stated on Exhibit A.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedule SST.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised
from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by
this reference incorporated in its entirety into this Agreement and made an integral part hereof.
Shipper's Maximum Daily Quantity shall be assigned among the primary Points of Receipt set out on
Exhibit A, as well as among the primary Points of Delivery set out on Exhibit A. Such assignment may be
changed, subject to the availability of capacity, in accordance with the General Terms and Conditions.

ARTICLE 2 - TERM

Trunkline shall provide firm Transportation service for Shipper pursuant to this Agreement for the term stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule SST filed with the Commission, as such rates and charges and Rate Schedule SST may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule SST and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule SST and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule SST.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule SST and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule SST and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling: Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose) Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other: Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address.

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Firm Service
Under Rate Schedule SST
Between
Trunkline Gas Company, LLC

and _____

Contract No. _____

Effective Date: _____

Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Firm Service
Under Rate Schedule SST

Primary Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDRO (Net of Fuel Reimbursement)</u>
-----------------	----------------------	-----------------	---------------	--------------	------------------	---

Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
-----------------	-------------------------------	-------------	---------------------------------------	------------------------------------

Effective from: _____ Through: _____

Secondary Points of Receipt

Shipper shall have secondary Points of Receipt as set forth in Section 2.1 of Trunkline's Rate Schedule SST.

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Firm Service
Under Rate Schedule SST

Primary Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDDO</u>
-----------------	---------------------	-----------------	---------------	--------------	------------------	-------------

Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
-----------------	-------------------------------	-------------	---------------------------------------	------------------------------------

Effective from: _____ Through: _____

RATE SCHEDULE EFT
ENHANCED FIRM TRANSPORTATION SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____

Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
firm basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute the Maximum
Daily Quantity, stated on Exhibit A.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedule EFT.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised
from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by
this reference incorporated in its entirety into this Agreement and made an integral part hereof.
Shipper's Maximum Daily Quantity shall be assigned among the primary Points of Receipt set out on
Exhibit A, as well as among the primary Points of Delivery set out on Exhibit A. Such assignment may be
changed, subject to the availability of capacity, in accordance with the General Terms and Conditions.

ARTICLE 2 - TERM

Trunkline shall provide firm Transportation service for Shipper pursuant to this Agreement for the term stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule EFT filed with the Commission, as such rates and charges and Rate Schedule EFT may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule EFT and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule EFT and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of Maximum Daily Quantity.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

From time to time Shipper and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit C to this Service Agreement.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule EFT.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule EFT and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule EFT and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling: Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose) Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other: Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address.

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Enhanced Firm Service
Under Rate Schedule EFT
Between
Trunkline Gas Company, LLC

and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Enhanced Firm Service
Under Rate Schedule EFT

Primary Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDRO (Net of Fuel Reimbursement)</u>
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Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Effective from: _____ Through: _____

Secondary Points of Receipt

Shipper shall have secondary Points of Receipt as set forth in Section 2.1 of Trunkline's Rate Schedule EFT.

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Enhanced Firm Service
Under Rate Schedule EFT

Primary Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDDO</u>
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Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Effective from: _____ Through: _____

Secondary Points of Delivery

Shipper shall have secondary Points of Delivery as set forth in Section 2.2 of Trunkline's Rate Schedule EFT.

EXHIBIT B

Reserved for Future Use

Contract No. _____
Amendment No. _____

EXHIBIT C

Transportation Agreement
For
Enhanced Firm Service
Under Rate Schedule EFT
Contract No. _____

NEGOTIATED RATE AGREEMENT

Shipper agrees to the Negotiated Rate option in accordance with Section 3.10 of Rate Schedule EFT and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. Shipper acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule EFT, as revised from time to time. Shipper also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule EFT.

Specification of Negotiated Rate:

SHIPPER: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT C DATED: _____

1

RATE SCHEDULE QNT
QUICK NOTICE TRANSPORTATION SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____

Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a firm basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute the Maximum Daily Quantity, stated on Exhibit A.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective, applicable rates and charges under Trunkline's Rate Schedule QNT.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by this reference incorporated in its entirety into this Agreement and made an integral part hereof. Shipper's Maximum Daily Quantity shall be assigned among the primary Points of Receipt set out on Exhibit A, as well as among the primary Points of Delivery set out on Exhibit A. Such assignment may be changed, subject to the availability of capacity, in accordance with the General Terms and Conditions.

ARTICLE 2 - TERM

Trunkline shall provide firm Transportation service for Shipper pursuant to this Agreement for the term stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule QNT filed with the Commission, as such rates and charges and Rate Schedule QNT may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule QNT and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule QNT and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of Maximum Daily Quantity.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

From time to time Shipper and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit C to this Service Agreement.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule QNT.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule QNT and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule QNT and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address.

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Quick Notice Service
Under Rate Schedule QNT
Between
Trunkline Gas Company, LLC

and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Quick Notice Service
Under Rate Schedule QNT

Primary Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDRO (Net of Fuel Reimbursement)</u>
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Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Effective from: _____ Through: _____

Secondary Points of Receipt

Shipper shall have secondary Points of Receipt as set forth in Section 2.1 of Trunkline's Rate Schedule QNT.

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Quick Notice Service
Under Rate Schedule QNT

Primary Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDDO</u>
-----------------	---------------------	-----------------	---------------	--------------	------------------	-------------

Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Effective from: _____ Through: _____

Secondary Points of Delivery

Shipper shall have secondary Points of Delivery as set forth in Section 2.2 of Trunkline's Rate Schedule QNT.

EXHIBIT B

Reserved for Future Use

Contract No. _____
Amendment No. _____

EXHIBIT C

Transportation Agreement
For
Quick Notice Service
Under Rate Schedule QNT
Contract No. _____

NEGOTIATED RATE AGREEMENT

Shipper agrees to the Negotiated Rate option in accordance with Section 3.10 of Rate Schedule QNT and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. Shipper acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule QNT, as revised from time to time. Shipper also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule QNT.

Specification of Negotiated Rate:

SHIPPER: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT C DATED: _____

RATE SCHEDULE LFT
LIMITED FIRM TRANSPORTATION SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____
Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
firm basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute the Maximum
Daily Quantity, stated on Exhibit A.

Service hereunder is provided on a firm basis subject to Trunkline's right not to schedule service
in whole or in part on any Gas Day, but not more than ten (10) Gas Days in each Month.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedule LFT.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised
from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by
this reference incorporated in its entirety into this Agreement and made an integral part hereof.
Shipper's Maximum Daily Quantity shall be assigned among the primary Points of Receipt set out on

Exhibit A, as well as among the primary Points of Delivery set out on Exhibit A. Such assignment may be changed, subject to the availability of capacity, in accordance with the General Terms and Conditions.

ARTICLE 2 - TERM

Trunkline shall provide firm Transportation service for Shipper pursuant to this Agreement for the term stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule LFT filed with the Commission, as such rates and charges and Rate Schedule LFT may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule LFT and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule LFT and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of Maximum Daily Quantity.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

From time to time Shipper and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit C to this Service Agreement.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule LFT.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule LFT and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule LFT and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address.

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Firm Service
Under Rate Schedule LFT
Between
Trunkline Gas Company, LLC

and _____

Contract No. _____

Effective Date: _____

Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Firm Service
Under Rate Schedule LFT

Primary Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDRO (Net of Fuel Reimbursement)</u>
-----------------	----------------------	-----------------	---------------	--------------	------------------	---

Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
-----------------	---------------------------	-------------	-----------------------------------	----------------------------

Effective from: _____ Through: _____

Secondary Points of Receipt

Shipper shall have secondary Points of Receipt as set forth in Section 2.1 of Trunkline's Rate Schedule LFT.

Contract No. _____
Amendment No. _____

EXHIBIT A

Transportation Agreement
For
Firm Service
Under Rate Schedule LFT

Primary Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>MDDO</u>
-----------------	---------------------	-----------------	---------------	--------------	------------------	-------------

Effective from: _____ Through: _____

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
-----------------	-------------------------------	-------------	---------------------------------------	------------------------------------

Effective from: _____ Through: _____

Secondary Points of Delivery

Shipper shall have secondary Points of Delivery as set forth in Section 2.2 of Trunkline's Rate Schedule LFT.

EXHIBIT B

Reserved for Future Use

Contract No. _____
Amendment No. _____

EXHIBIT C
Transportation Agreement
For
Firm Service
Under Rate Schedule LFT
Contract No. _____

NEGOTIATED RATE AGREEMENT

Shipper agrees to the Negotiated Rate option in accordance with Section 3.10 of Rate Schedule LFT and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. Shipper acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule LFT, as revised from time to time. Shipper also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule LFT.

Specification of Negotiated Rate:

SHIPPER: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT C DATED: _____

RESERVED

aRATE SCHEDULE FSS
FIRM STORAGE SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive, store and deliver at the interconnection of Trunkline's transmission
facilities near Epps Storage Field located in East and West Carroll Parishes, Louisiana the Quantity set
forth on Exhibit A on a firm basis in accordance with Rate Schedule FSS.

ARTICLE 2 - TERM

Trunkline shall provide firm Storage service for Shipper pursuant to this Agreement for the term
stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-
effective, applicable rates and charges under Trunkline's Rate Schedule FSS filed with the Commission,
as such rates and charges and Rate Schedule FSS may hereafter be modified, supplemented,
superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time
to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate
Schedule FSS and the applicability thereof, the General Terms and Conditions or any other provisions of
Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's
Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule FSS and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) in a specified relationship to the Quantities actually injected, withdrawn or stored (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually injected, withdrawn or stored); or (e) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of MCSC and/or MDWQ, as applicable.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

From time to time Shipper and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit B to this Service Agreement.

ARTICLE 4 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule FSS and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule FSS and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 5 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Storage of Natural Gas between Trunkline and Shipper:

ARTICLE 6 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

Nomination and Scheduling:	TRUNKLINE Trunkline Gas Company, LLC Attn: Marketing Operations P. O. Box 4967 Houston, Texas 77210-4967 Phone: (713) 962-9862 Fax: (713) 286-5402
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Pipeline Emergencies: (Not to be used for any other purpose)	Trunkline Gas Company, LLC Attn: Gas Control P. O. Box 4967 Houston, Texas 77210-4967 Phone: (713) 627-5621 Toll Free: 1-800-225-3913 Texas only: 1-800-221-1084
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All Other:	Trunkline Gas Company, LLC Attn: Customer Services P. O. Box 4967 Houston, Texas 77210-4967 Phone: (713) 627-4272 or 1-800-275-7375 Fax: (713) 989-1178
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SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For
Firm Storage Service
Under Rate Schedule FSS
Between
TRUNKLINE GAS COMPANY, LLC
and _____
Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Effective from _____ through _____ :

Maximum Contract Storage Capacity (MCSC) _____ Dt

Maximum Daily Injection Quantity (MDIQ) _____ Dt

Maximum Daily Withdrawal Quantity (MDWQ) _____ Dt

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT B

Agreement
For
Firm Storage Service
Under Rate Schedule FSS
Contract No. _____

NEGOTIATED RATE AGREEMENT

Shipper agrees to the Negotiated Rate option in accordance with Section 3.7 of Rate Schedule FSS and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. Shipper acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule FSS, as revised from time to time. Shipper also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule FSS.

Specification of Negotiated Rate:

SHIPPER: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT B DATED: _____

RATE SCHEDULE NNS-1
NO NOTICE SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to provide No Notice Service for the Quantities set forth on Exhibit A on a firm
basis in accordance with Rate Schedule NNS-1.

The Eligible Points of Delivery for the No Notice Service provided hereunder shall be stated on
Exhibit A.

ARTICLE 2 - TERM

Trunkline shall provide No Notice service for Shipper pursuant to this Agreement for the term
stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-
effective, applicable rates and charges under Trunkline's Rate Schedule NNS-1 filed with the
Commission, as such rates and charges and Rate Schedule NNS-1 may hereafter be modified,
supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the
right from time to time to unilaterally file and to make effective any such changes in the terms or rate
levels under Rate Schedule NNS-1 and the applicability thereof, the General Terms and Conditions or
any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and
the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule NNS-1 and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) in a specified relationship to the Quantities actually injected, withdrawn or stored (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually injected, withdrawn or stored); or (e) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of MDWQ.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

From time to time Shipper and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit B to this Service Agreement.

ARTICLE 4 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule NNS-1 and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule NNS-1 and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 5 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Storage of Natural Gas between Trunkline and Shipper:

ARTICLE 6 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For
No Notice Service
Under Rate Schedule NNS-1
Between
TRUNKLINE GAS COMPANY, LLC
and _____
Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Effective from _____ through _____ :

Maximum Contract Storage Capacity (MCSC) _____ Dt
Maximum Daily Injection Quantity (MDIQ) _____ Dt
Maximum Daily Withdrawal Quantity (MDWQ) _____ Dt

Eligible Points of Delivery shall be: _____
_____ (meter number(s)).

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT B
Agreement
For
No Notice Service
Under Rate Schedule NNS-1
Contract No. _____

NEGOTIATED RATE AGREEMENT

Shipper agrees to the Negotiated Rate option in accordance with Section 3.6 of Rate Schedule NNS-1 and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. Shipper acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule NNS-1, as revised from time to time. Shipper also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule NNS-1.

Specification of Negotiated Rate:

SHIPPER: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT B DATED: _____

ATE SCHEDULE NNS-2
NO NOTICE SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to provide No Notice Service for the Quantities set forth on Exhibit A on a firm
basis in accordance with Rate Schedule NNS-2.

The Eligible Points of Delivery for the No Notice Service provided hereunder shall be stated on
Exhibit A.

ARTICLE 2 - TERM

Trunkline shall provide No Notice Service for Shipper pursuant to this Agreement for the term
stated on Exhibit A.

ARTICLE 3 – RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-
effective, applicable rates and charges under Trunkline's Rate Schedule NNS-2 filed with the
Commission, as such rates and charges and Rate Schedule NNS-2 may hereafter be modified,
supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the
right from time to time to unilaterally file and to make effective any such changes in the terms or rate
levels under Rate Schedule NNS-2 and the applicability thereof, the General Terms and Conditions or
any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and
the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule NNS-2 and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) in a specified relationship to the Quantities actually injected, withdrawn or stored (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually injected, withdrawn or stored); or (e) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

ARTICLE 4 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule NNS-2 and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule NNS-2 and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 5 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Storage of Natural Gas between Trunkline and Shipper:

ARTICLE 6 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling: Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose) Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other: Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For
No Notice Service
Under Rate Schedule NNS-2
Between
TRUNKLINE GAS COMPANY, LLC

and _____
Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Effective from _____ through _____ :

Maximum Contract Storage Capacity (MCSC) _____ Dt

Maximum Daily Injection Quantity (MDIQ) _____ Dt

Maximum Daily Withdrawal Quantity (MDWQ) _____ Dt

Eligible Points of Delivery shall be: _____
_____ (meter number(s)).

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

Executed: _____

RATE SCHEDULE DVS
DELIVERY VARIANCE SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT, is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "DVS Party").

DVS Party - Shipper (Article 1.1(A), (B) and (C) apply) _____

DVS Party - Delivery Point operator Article 1.1 (A) and (B) apply _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and DVS
Party covenant and agree as follows:

ARTICLE 1 - SERVICE

1.1 Trunkline agrees to manage the daily scheduling variances at a single Point of Delivery
the Quantity set forth on Exhibit A on a firm basis in accordance with Rate Schedule DVS.

1.2 The MDVQ shall not entitle the Shipper to take Quantities in excess of the MDQ of the
underlying Transportation Service Agreement(s).

1.3 If the DVS Party is a Shipper and the daily scheduling variance at the Point of Delivery
exceeds the tolerance level, the MDVQ shall be added to the absolute value of the Shipper's calculated
tolerance Quantity for the underlying Transportation Service Agreement(s) as provided under Section
5.1 of the General Terms and Conditions. Any variance then remaining shall be allocated back to the
underlying Transportation Service Agreement(s) and shall be subject to the daily scheduling penalty.

1.4 If the DVS Party operates a Point of Delivery, the MDVQ shall be added to the absolute
value of the calculated tolerance Quantity for the delivery meter as provided in Section 5.1 of the
General Terms and Conditions. Any variance then remaining shall be allocated back to the underlying
Transportation Service Agreement(s) based on the predetermined allocation methodology for the
designated Point of Delivery and shall be subject to the daily scheduling penalty.

ARTICLE 2 - TERM

Trunkline shall provide firm Delivery Variance Service for the DVS Party pursuant to this Agreement for the term stated in Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, DVS Party agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule DVS filed with the Commission, as such rates and charges and Rate Schedule DVS may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule DVS and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time DVS Party and Trunkline may agree in writing, on a level of discount of the otherwise applicable rates and charges hereunder, pursuant to the effective applicable provisions of Rate Schedule DVS and subject to the Regulations and Orders of the Commission. For example, DVS Party and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) in a specified relationship to the Quantities actually utilized (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually utilized at the specified Point of Delivery); or (e) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted. To the extent the firm reservation charge is discounted, the index price differential rate formula shall be calculated to state a rate per unit of MDVQ.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount(s) shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and DVS Party.

From time to time DVS Party and Trunkline may agree to a Negotiated Rate for a specified term for service hereunder. Provisions governing such Negotiated Rate and term shall be set forth on Exhibit B to this Service Agreement.

ARTICLE 4 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule DVS and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule DVS and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 5 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels and terminates, as of the date(s) stated below, the following Agreements (if any) with respect to the management of daily scheduling variances between Trunkline and DVS Party:

ARTICLE 6 – NOTICES

The Post Office addresses of both Trunkline and DVS Party are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

DVS PARTY

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and DVS Party have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

DVS PARTY: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For
Delivery Variance Service
Under Rate Schedule DVS
Between
TRUNKLINE GAS COMPANY, LLC

and _____

Contract No. _____

Effective Date: _____

Supersedes Exhibit A dated: _____

Effective from _____ through _____ :

Maximum Daily Variance Quantity (MDVQ) _____ Dt

Description of Point of Delivery _____

Underlying Transportation Service Agreement(s)

DVS PARTY: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT B
Agreement
For
Firm Service
Under Rate Schedule DVS
Contract No. _____

NEGOTIATED RATE AGREEMENT

DVS Party agrees to the Negotiated Rate option in accordance with Section 3.5 of Rate Schedule DVS and notifies Trunkline that it desires to be billed, and agrees to pay, the charges specified below for the period commencing _____, _____ and continuing until _____, _____. DVS Party acknowledges that this election is an alternative to the billing of charges set forth on the Currently Effective Rates for Rate Schedule DVS, as revised from to time. DVS Party also acknowledges that its election constitutes waiver of its reliance on and its right to use the recourse rates which are available to it under the Rate Schedule DVS.

Specification of Negotiated Rate:

DVS PARTY: _____

BY: _____

(Please type or print name)

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

DATED: _____

SUPERSEDES EXHIBIT B DATED: _____

RATE SCHEDULE IT
INTERRUPTIBLE TRANSPORTATION SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____

Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
capacity available basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute
the Maximum Daily Quantity, stated on Exhibit A.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedule IT.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised
from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by
this reference incorporated in its entirety into this Agreement and made an integral part hereof.

ARTICLE 2 - TERM

Trunkline shall provide interruptible Transportation service for Shipper pursuant to this
Agreement for the term stated on Exhibit A; provided, however, Trunkline and Shipper may mutually
agree to terminate this agreement at any time.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule IT filed with the Commission, as such rates and charges and Rate Schedule IT may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule IT and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule IT and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule IT.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule IT and the General Terms and Conditions of Trunkline's Tariff, as such may be modified,

supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule IT and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling: Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose) Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other: Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Interruptible Service
Under Rate Schedule IT
Between
TRUNKLINE GAS COMPANY, LLC

and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Interruptible Service
Under Rate Schedule IT

Interruptible Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>
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Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Additionally, all Points of Receipt on Trunkline's Master Receipt Point List, as posted and as updated from time to time, are/are not incorporated by reference herein.

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Interruptible Service
Under Rate Schedule IT

Interruptible Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>
-----------------	---------------------	-----------------	---------------	--------------	------------------

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
-----------------	-------------------------------	-------------	---------------------------------------	------------------------------------

Additionally, all Points of Delivery on Trunkline's Master Delivery Point List, as posted and as updated from time to time, are/are not incorporated by reference herein.

RATE SCHEDULE QNIT
QUICK NOTICE INTERRUPTIBLE TRANSPORTATION
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____

Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
capacity available basis, Quantities of Natural Gas up to the daily Quantity (Dt), which shall constitute
the Maximum Daily Quantity, stated on Exhibit A.

The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedule QNIT.

Exhibit A hereto states the Points of Receipt and Points of Delivery. Exhibit A may be revised
from time to time by written agreement between Trunkline and Shipper and, as may be revised, is by
this reference incorporated in its entirety into this Agreement and made an integral part hereof.

ARTICLE 2 - TERM

Trunkline shall provide interruptible Transportation service for Shipper pursuant to this Agreement for the term stated on Exhibit A; provided, however, Trunkline and Shipper may mutually agree to terminate this agreement at any time.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule QNIT filed with the Commission, as such rates and charges and Rate Schedule QNIT may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule QNIT and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule QNIT and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) only to specified Points of Receipt, Points of Delivery, mainline segments, transportation paths or defined geographical areas; (e) in a specified relationship to the Quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually transported); or (f) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in Article 3, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to Rate Schedule QNIT.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule QNIT and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule QNIT and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Transportation of Natural Gas between Trunkline and Shipper:

ARTICLE 7 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling: Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose) Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other: Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Quick Notice Interruptible Transportation
Under Rate Schedule QNIT
Between
TRUNKLINE GAS COMPANY, LLC

and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Maximum Daily Quantity for each specified period of the Agreement:

Effective from _____ through _____ : _____ Dt.

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Quick Notice Interruptible Transportation
Under Rate Schedule QNIT

Interruptible Points of Receipt

<u>Seq. No.</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>
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Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Additionally, all Points of Receipt on Trunkline's Master Receipt Point List, as posted and as updated from time to time, are/are not incorporated by reference herein.

Contract No. _____
Amendment No. _____

EXHIBIT A
Transportation Agreement
For
Quick Notice Interruptible Transportation
Under Rate Schedule QNIT

Interruptible Points of Delivery

<u>Seq. No.</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>
-----------------	---------------------	-----------------	---------------	--------------	------------------

Description of Facilities

<u>Seq. No.</u>	<u>Existing/ Proposed</u>	<u>Zone</u>	<u>Operated and Maintained by</u>	<u>Atmos. Pres. (Psia)</u>
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Additionally, all Points of Delivery on Trunkline's Master Delivery Point List, as posted and as updated from time to time, are/are not incorporated by reference herein.

RATE SCHEDULE ISS
INTERRUPTIBLE STORAGE SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive, store and deliver at the interconnection of Trunkline's transmission
facilities near Epps Storage Field located in East and West Carroll Parishes, Louisiana the Quantity set
forth on Exhibit A on an interruptible basis in accordance with Rate Schedule ISS.

ARTICLE 2 - TERM

Trunkline shall provide interruptible Storage service for Shipper pursuant to this Agreement for
the term stated on Exhibit A; provided, however, Trunkline and Shipper may mutually agree to
terminate this agreement at any time.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-
effective, applicable rates and charges under Trunkline's Rate Schedule ISS filed with the Commission, as
such rates and charges and Rate Schedule ISS may hereafter be modified, supplemented, superseded, or
replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to
unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule
ISS and the applicability thereof, the General Terms and Conditions or any other provisions of
Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's
Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule ISS and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) in a specified relationship to the Quantities actually injected, withdrawn or stored (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually injected, withdrawn or stored); or (e) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable Maximum Rate at the time the discount agreement was executed subsequently exceeds the applicable Maximum Rate due to a change in Trunkline's Maximum Rates so that such rate component must be adjusted downward to equal the new applicable Maximum Rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the Maximum Rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised Currently Effective Rates. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

ARTICLE 4 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule ISS and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule ISS and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 5 - CANCELLATION OF PREVIOUS CONTRACTS

This Agreement supersedes, cancels, and terminates, as of the date(s) stated below, the following Agreement(s) (if any) with respect to the Storage of Natural Gas between Trunkline and Shipper:

ARTICLE 6 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For Interruptible Storage Service
Under Rate Schedule ISS
Between
TRUNKLINE GAS COMPANY, LLC
and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Effective from _____ through _____:

Maximum Contract Storage Capacity (MCSC) _____ Dt

Maximum Daily Injection Quantity (MDIQ) _____ Dt

Maximum Daily Withdrawal Quantity (MDWQ) _____ Dt

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

RATE SCHEDULE GPS
GAS PARKING SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Shipper").

Shipper represents and warrants that Shipper conforms to the requirements of 18 C.F.R.

Section 284.102 (284B - Intrastate Pipelines or Local Distribution Companies) _____

Section 284.221 (284G - Interstate Pipelines and Others) _____

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

Trunkline agrees to receive for the Parking Account of Shipper and park, on an interruptible and
capacity available basis, quantities of Natural Gas at any specified Parking Point(s) on the Master Parking
Point List up to the maximum parked Quantity as stated on Exhibit A.

Shipper elects for Trunkline to manage its parking service at the TABS-1 Service Point(s) stated
on Exhibit A.

At no time shall Shipper's parked quantity exceed its maximum parked Quantity, unless
otherwise agreed.

ARTICLE 2 - TERM

Trunkline shall provide interruptible Parking service for Shipper pursuant to this Agreement for
the term stated on Exhibit A; provided, however, Trunkline and Shipper may mutually agree to
terminate this agreement at any time.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule GPS filed with the Commission, as such rates and charges and Rate Schedule GPS may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule GPS and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

From time to time Shipper and Trunkline may agree in writing on a level of discount of the otherwise applicable rates and charges hereunder pursuant to the effective applicable provisions of Rate Schedule GPS and subject to the Regulations and Orders of the Commission. For example, Shipper and Trunkline may agree that a specified discounted rate shall apply: (a) only to certain Quantities under this Agreement; (b) only if specified Quantity levels are actually achieved or only with respect to Quantities below a specified level; (c) only during specified time periods; (d) in a specified relationship to the Quantities actually parked (i.e., that the rates shall be adjusted in a specified relationship to Quantities actually parked); or (e) based on published index prices for specific receipt or delivery points or other agreed upon pricing reference points for price determination (Such discounted rate may be based on the published index price point differential or arrived at by formula. Any Service Agreement containing an index based discount will identify what rate component is discounted.); provided, however, that any such discounted rate set forth above shall be between the Maximum Rate and Minimum Rate applicable to the service provided under this Agreement. Any discount shall be effective only on a prospective basis and as specified in the written agreement between Trunkline and Shipper.

ARTICLE 4 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule GPS and the General Terms and Conditions of Trunkline's Tariff, as such may be modified supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule GPS and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 5 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling:

Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose)

Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other:

Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address.

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

SHIPPER: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For Gas Parking Service
Under Rate Schedule GPS
Between
TRUNKLINE GAS COMPANY, LLC

and _____

Contract No. _____

Effective Date: _____
Supersedes Exhibit A dated: _____

Effective from _____ through _____ :

Maximum Parked Quantity _____ Dt

Shipper elects for Trunkline to manage its parking service at the following TABS-1 Service Point(s):

TABS-1 Service Point

TABS-1 Service Agreement

SHIPPER: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

RATE SCHEDULE TABS-1
TRANSPORTATION AGGREGATION BALANCING SERVICE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "TABS-1 Party").

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and TABS-1
Party covenant and agree as follows:

ARTICLE 1 - SERVICE

Subject to the terms, conditions and limitations hereof and of Trunkline's Rate Schedule TABS-1,
Trunkline agrees to permit the TABS-1 Party to assume the primary responsibility of matching the tender
and receipt of Gas by Trunkline with scheduled Quantities pursuant to a valid nomination under one or
more of Trunkline's applicable Transportation Rate Schedules. The TABS-1 Party may also utilize the
transfer feature, as described in Section 2.5 of Trunkline's Rate Schedule TABS-1.

ARTICLE 2 - TERM

This Agreement shall be effective from the date first stated above. Trunkline shall provide
Transportation Aggregation Balancing Service for Shipper pursuant to this Agreement for the term
stated on Exhibit A.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder, TABS-1 Party agrees to pay Trunkline the
then-effective, applicable rates and charges under Trunkline's Rate Schedule TABS-1 filed with the
Commission, as such rates and charges and Rate Schedule TABS-1 may hereafter be modified,
supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the
right from time to time to unilaterally file and to make effective any such changes in the terms or rate
levels under Rate Schedule TABS-1 and the applicability thereof, the General Terms and Conditions or
any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and
the Commission's Regulations thereunder.

ARTICLE 4 - TABS-1 SERVICE POINT

Trunkline and TABS-1 Party agree that service hereunder shall be provided at the
_____ Service Point.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of Rate Schedule TABS-1 and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of Rate Schedule TABS-1 and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - NOTICES

The Post Office addresses of both Trunkline and TABS-1 Party are as follows:

TRUNKLINE

Nomination and Scheduling:	Trunkline Gas Company, LLC Attn: Marketing Operations P. O. Box 4967 Houston, Texas 77210-4967 Phone: (713) 962-9862 Fax: (713) 286-5402
Pipeline Emergencies: (Not to be used for any other purpose)	Trunkline Gas Company, LLC Attn: Gas Control P. O. Box 4967 Houston, Texas 77210-4967 Phone: (713) 627-5621 Toll Free: 1-800-225-3913 Texas only: 1-800-221-1084
All Other:	Trunkline Gas Company, LLC Attn: Customer Services P. O. Box 4967 Houston, Texas 77210-4967 Phone: (713) 627-4272 or 1-800-275-7375 Fax: (713) 989-1178

TABS-1 Party

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

- (1) Please provide street address in addition to mailing address
- (2)

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and TABS-1 Party have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

TABS-1 PARTY: _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____,
(Date)

Contract No. _____
Amendment No. _____

EXHIBIT A
Agreement
For
Transportation Aggregation Balancing Service
Under Rate Schedule TABS-1
Between
TRUNKLINE GAS COMPANY, LLC

and _____

Contract No. _____

Effective Date: _____

Supersedes Exhibit A dated: _____

Effective from _____ through _____ :

TABS-1 Service Point: _____

TABS-1 PARTY: _____

BY: _____

(Please type or print name)

Title: _____

Executed: _____

TRUNKLINE GAS COMPANY, LLC

BY: _____

(Please type or print name)

Title: _____

Executed: _____

CAPACITY RELEASE
FORM OF SERVICE AGREEMENT

CONTRACT NO. _____

THIS AGREEMENT is made effective as of the _____ day of _____,
_____, by and between:

TRUNKLINE GAS COMPANY, LLC, (hereinafter called "Trunkline"), a Delaware Limited Liability
Company,

and

(hereinafter called "Replacement Shipper").

In consideration of the mutual covenants and agreements as herein set forth, both Trunkline and
Replacement Shipper covenant and agree as follows:

ARTICLE 1 - SERVICE

For each occasion that Replacement Shipper obtains capacity from a Releasing Shipper through
Trunkline's capacity release program, an Addendum in the form of Exhibit A, attached hereto will be
made a part hereof. The specific terms and conditions of each release shall be reflected in each
Addendum, which shall be incorporated and made a part of this Agreement, and which together shall
constitute the terms and conditions of Trunkline's service for each release.

Trunkline agrees to receive at the Points of Receipt and deliver at the Points of Delivery, on a
firm basis, Quantities of Natural Gas up to the Maximum Daily Quantity obtained from the Releasing
Shipper. The Maximum Daily Quantity is stated in delivered Quantities, for which received Quantities
must be adjusted for fuel usage and lost or unaccounted for Gas as set out in the then-effective,
applicable rates and charges under Trunkline's Rate Schedules applicable to the Releasing Shipper.

ARTICLE 2 - TERM

This Agreement shall be effective from the date first stated above until
_____, when this Agreement shall expire. Service shall commence and remain
effective for a term coincidental for each capacity release term identified in each Addendum.

ARTICLE 3 - RATES AND CHARGES

For the services provided or contracted for hereunder (including any Addendum hereunder), Shipper agrees to pay Trunkline the then-effective, applicable rates and charges under Trunkline's Rate Schedule FT, EFT, QNT, LFT, NNS-1 or FSS filed with the Commission, as such rates and charges and Rate Schedule FT, EFT, QNT, LFT, NNS-1 or FSS may hereafter be modified, supplemented, superseded, or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the terms or rate levels under Rate Schedule FT, EFT, QNT, LFT, NNS-1 or FSS and the applicability thereof, the General Terms and Conditions or any other provisions of Trunkline's Tariff, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder.

ARTICLE 4 - FUEL REIMBURSEMENT

In addition to collection of the rates and charges provided for in each Addendum, Trunkline shall retain, as Fuel Reimbursement, the percentage of the Quantities received from Shipper hereunder, as provided pursuant to the applicable Rate Schedule.

ARTICLE 5 - GENERAL TERMS AND CONDITIONS

This Agreement and all terms for service hereunder are subject to the further provisions of the applicable Rate Schedule and the General Terms and Conditions of Trunkline's Tariff, as such may be modified, supplemented, superseded or replaced generally or as to the service hereunder. Trunkline reserves the right from time to time to unilaterally file and to make effective any such changes in the provisions of the applicable Rate Schedules and the General Terms and Conditions, subject to the applicable provisions of the Natural Gas Act and the Commission's Regulations thereunder. Such Rate Schedule and General Terms and Conditions, as may be changed from time to time, are by this reference incorporated in their entirety into this Agreement and made an integral part hereof.

ARTICLE 6 - NOTICES

The Post Office addresses of both Trunkline and Shipper are as follows:

TRUNKLINE

Nomination and Scheduling: Trunkline Gas Company, LLC
Attn: Marketing Operations
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 962-9862
Fax: (713) 286-5402

Pipeline Emergencies:
(Not to be used for
any other purpose) Trunkline Gas Company, LLC
Attn: Gas Control
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-5621
Toll Free: 1-800-225-3913
Texas only: 1-800-221-1084

All Other: Trunkline Gas Company, LLC
Attn: Customer Services
P. O. Box 4967
Houston, Texas 77210-4967
Phone: (713) 627-4272 or
1-800-275-7375
Fax: (713) 989-1178

REPLACEMENT SHIPPER

Billing:

Nomination and Scheduling: (1)

Emergency:

All Other:

(1) Please provide street address in addition to mailing address

Contract No. _____

IN WITNESS WHEREOF, both Trunkline and Replacement Shipper have caused this Agreement to be executed in several counterparts by their respective officers or other persons duly authorized to do so.

REPLACEMENT SHIPPER _____

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

TRUNKLINE GAS COMPANY, LLC

By: _____

(Please type or print name)

Title: _____

EXECUTED _____, _____
(Date)

EXHIBIT A
Capacity Release Agreement No. _____
Addendum No. ____
Capacity Release
Service Agreement
Between
Trunkline Gas Company, LLC
and

Releasing Shipper
Contract No. _____

Releasing Shipper
Rate Schedule _____

Original Releasing
Shipper Contract No. _____

Regulation _____

Replacement Shipper's
Maximum Daily Quantity (Dt) _____

Permanent or Temporary Release _____

Conditions of Recall _____

Term of Release

Begin _____ End _____

Reservation Rate (including applicable surcharges) _____

Other Conditions

EXHIBIT A

Capacity Release Agreement No. _____
Addendum No. _____

CAPACITY RIGHTS
Points of Receipt

<u>Zone</u>	<u>Received From</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>Quantity</u>
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Secondary Points of Receipt

Shipper shall have secondary Points of Receipt as set forth in Section 2.1 of Trunkline's Rate Schedule FT, EFT, QNT or LFT, if applicable.

EXHIBIT A

Capacity Release Agreement No. _____
Addendum No. _____
Capacity Release

Points of Delivery

<u>Zone</u>	<u>Delivered To</u>	<u>Location</u>	<u>County</u>	<u>State</u>	<u>Meter No.</u>	<u>Quantity</u>
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Secondary Points of Delivery

Shipper shall have secondary Points of Delivery as set forth in Section 2.2 of Trunkline's Rate Schedule FT, EFT, QNT or LFT, if applicable.

Reserved

RESERVED

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