



April 2, 2019

Ms. Kimberly D. Bose, Secretary  
Federal Energy Regulatory Commission  
888 First Street, N.E.  
Washington, D.C. 20426

Re: Trunkline Gas Company, LLC  
Docket No. RP19-\_\_\_\_\_  
Definitions Filing

Dear Ms. Bose:

Trunkline Gas Company, LLC (Trunkline) hereby electronically submits for filing with the Federal Energy Regulatory Commission (Commission) the revised tariff records listed on the attached Appendix A to its FERC NGA Gas Tariff, Fourth Revised Volume No. 1 (Tariff), proposed to become effective June 1, 2019.

#### **STATEMENT OF NATURE, REASONS AND BASIS**

The purpose of this filing, made in accordance with the provisions of Section 154.204 of the Commission's Regulations, is to propose definitions for Forwardhaul and Backhaul in the General Terms and Conditions, GT&C Section 1, of the Tariff. Additionally, as defined terms, Forwardhaul and Backhaul are correspondingly capitalized in other parts of the Tariff.

Historically, Trunkline flowed gas from supply points in Texas and Louisiana to markets in the Midwest. With the recent modifications to compressor stations in Zones 1-A and 1-B, Trunkline is now capable of providing bi-directional flow within its Zones 1-A and 1-B. Indeed, Trunkline has experienced increased flows from north to south on its system. Given the bi-directional flows, Trunkline submits that it is appropriate to set forth in its Tariff the parameters of what constitutes forwardhaul and backhaul transportation transactions and does so by this filing.

#### **IMPLEMENTATION**

Pursuant to Section 154.7(a)(9) of the Commission's regulations, Trunkline requests that the proposed tariff records submitted herewith be accepted effective June 1, 2019. Trunkline respectfully requests that the Commission grant waiver of any and all waivers of its regulations that it deems necessary to allow the proposed tariff records in this filing to become effective on June 1, 2019, as proposed.

#### **CONTENTS OF THE FILING**

This filing is made in electronic format in compliance with Section 154.4 of the Commission's Regulations. The proposed tariff records in RTF format with metadata attached is being submitted as part of an XML filing package containing the following:

- . A transmittal letter with Appendix A in PDF format
- . A clean copy of the proposed tariff records in PDF format
- . A marked version of the proposed tariff changes in PDF format
- . A copy of the complete filing in PDF format for publishing in eLibrary

## COMMUNICATIONS, PLEADINGS AND ORDERS

Trunkline requests that all Commission orders and correspondence as well as pleadings and correspondence from other parties concerning this filing be served on each of the following:

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In accordance with Section 154.2(d) of the Commission's Regulations, a copy of this filing is available for public inspection during regular business hours at Trunkline's office at 1300 Main Street, Houston, Texas 77002. In addition, copies of this filing are being served electronically on jurisdictional customers and interested state regulatory agencies. Trunkline has posted a copy of this filing on its Internet web site accessible via <http://tgcmessage.energytransfer.com> under Informational Postings, Regulatory.

Pursuant to Section 385.2005(a) of the Commission's Regulations, the undersigned has read this filing and knows its contents, the contents are true as stated, to the best of her knowledge, and belief, and possesses full power and authority to sign such filing.

Respectfully submitted,

TRUNKLINE GAS COMPANY, LLC

*/s/ Deborah A. Bradbury*

Deborah A. Bradbury  
Sr. Director, Regulatory Tariffs & Reporting

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<sup>1</sup> Designated to receive service pursuant to Rule 2010 of the Commission's Rules of Practice and Procedure. Trunkline respectfully requests that the Commission waive Rule 203(b)(3), 18 C.F.R. § 385.203(b)(3), in order to allow Trunkline to include additional representatives on the official service list.

<sup>2</sup> Designated as responsible Company official under Section 154.7(a)(2) of the Commission's Regulations.

TRUNKLINE GAS COMPANY, LLC  
 FERC NGA Gas Tariff  
 Fourth Revised Volume No. 1

Proposed to be Effective June 1, 2019

Tariff Record		
<u>Version</u>	<u>Description</u>	<u>Title</u>
22.0.0	Rate Schedule FT	Currently Effective Rates
22.0.0	Rate Schedule SST	Currently Effective Rates
22.0.0	Rate Schedule EFT	Currently Effective Rates
22.0.0	Rate Schedule QNT	Currently Effective Rates
22.0.0	Rate Schedule LFT	Currently Effective Rates
22.0.0	Rate Schedule IT	Currently Effective Rates
22.0.0	Rate Schedule QNIT	Currently Effective Rates
3.0.0	Rate Schedule FT	Firm Transportation
3.0.0	Rate Schedule EFT	Enhanced Firm Transportation
3.0.0	Rate Schedule QNT	Quick Notice Transportation
4.0.0	Rate Schedule LFT	Limited Firm Transportation
3.0.0	Rate Schedule IT	Interruptible Transportation
3.0.0	Rate Schedule QNIT	Quick Notice Interruptible Transportation
7.0.0	GT&C Section 1.	Definitions
7.0.0	GT&C Section 3.	Nomination and Scheduling of Services

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)
<b>Field Zone to Zone 2</b>					
- Reservation Rate	\$ 9.7097	-	\$ 9.7097	-	-
- Usage Rate (1)	0.0141	-	0.0141	\$ 0.0141	1.47 % (4)
- Overrun Rate (3)	0.3192	-	0.3192	-	-
<b>Zone 1A to Zone 2</b>					
- Reservation Rate	\$ 6.0096	-	\$ 6.0096	-	-
- Usage Rate (1)	0.0117	-	0.0117	\$ 0.0117	0.82 %
- Overrun Rate (3)	0.1976	-	0.1976	-	-
<b>Zone 1B to Zone 2</b>					
- Reservation Rate	\$ 4.5557	-	\$ 4.5557	-	-
- Usage Rate (1)	0.0062	-	0.0062	\$ 0.0062	0.64 %
- Overrun Rate (3)	0.1498	-	0.1498	-	-
<b>Zone 2 Only</b>					
- Reservation Rate	\$ 3.4350	-	\$ 3.4350	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.45 %
- Overrun Rate (3)	0.1129	-	0.1129	-	-
<b>Field Zone to Zone 1B</b>					
- Reservation Rate	\$ 8.4890	-	\$ 8.4890	-	-
- Usage Rate (1)	0.0130	-	0.0130	\$ 0.0130	1.07 % (4)
- Overrun Rate (3)	0.2791	-	0.2791	-	-
<b>Zone 1A to Zone 1B</b>					
- Reservation Rate	\$ 4.7889	-	\$ 4.7889	-	-
- Usage Rate (1)	0.0106	-	0.0106	\$ 0.0106	0.42 %
- Overrun Rate (3)	0.1574	-	0.1574	-	-
<b>Zone 1B Only</b>					
- Reservation Rate	\$ 3.3350	-	\$ 3.3350	-	-
- Usage Rate (1)	0.0051	-	0.0051	\$ 0.0051	0.24 %
- Overrun Rate (3)	0.1096	-	0.1096	-	-
<b>Field Zone to Zone 1A</b>					
- Reservation Rate	\$ 7.3683	-	\$ 7.3683	-	-
- Usage Rate (1)	0.0079	-	0.0079	\$ 0.0079	0.88 % (4)
- Overrun Rate (3)	0.2422	-	0.2422	-	-
<b>Zone 1A Only</b>					
- Reservation Rate	\$ 3.6682	-	\$ 3.6682	-	-
- Usage Rate (1)	0.0055	-	0.0055	\$ 0.0055	0.23 %
- Overrun Rate (3)	0.1206	-	0.1206	-	-
<b>Field Zone Only</b>					
- Reservation Rate	\$ 3.7001	-	\$ 3.7001	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.70 % (4)
- Overrun Rate (3)	0.1216	-	0.1216	-	-
<b>Gathering Charge (All Zones)</b>					
- 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 0.07%. 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	1.47 %
- Overrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	0.82 %
- Overrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.64 %
- Overrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.45 %
- Overrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	1.07 %
- Overrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.42 %
- Overrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.24 %
- Overrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	0.88 %
- Overrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.23 %
- Overrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.70 %
- Overrun Rate (1)	0.1240	-	0.1240	-	-
Gathering Charge (All Zones)					
- Usage Rate	\$ 0.0178		\$ 0.0178		
- Overrun 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 0.07%. 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	1.47 % (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	0.82 %
- 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	0.64 %
- 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	0.45 %
- 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	1.07 % (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	0.42 %
- 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	0.24 %
- 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	0.88 % (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	0.23 %
- 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	0.70 % (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 0.07%. 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	1.47 % (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	0.82 %
- 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	0.64 %
- 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	0.45 %
- 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	1.07 % (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	0.42 %
- 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	0.24 %
- 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	0.88 % (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	0.23 %
- 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	0.70 % (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 0.07%. 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	1.47 % (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	0.82 %
- 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	0.64 %
- 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	0.45 %
- 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	1.07 % (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	0.42 %
- 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	0.24 %
- 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	0.88 % (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	0.23 %
- 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	0.70 % (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 0.07%. 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 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 ----- (1)	Adjustment ----- Sec. 24 ----- (2)	Maximum Rate Per Dt ----- (3)	Minimum Rate Per Dt ----- (4)	Fuel Reimbursement (2) ----- (5)
<b>RATE SCHEDULE IT -- PEAK</b>					
-----					
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.3333	-	\$ 0.3333	\$ 0.0141	1.53 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	0.81 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.57 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.32 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	1.35 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1681	-	\$ 0.1681	\$ 0.0106	0.63 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.1147	-	\$ 0.1147	\$ 0.0051	0.39 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	1.10 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.38 %
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		
<b>RATE SCHEDULE IT -- OFF-PEAK</b>					
-----					
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.2749	-	\$ 0.2749	\$ 0.0141	1.47 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.82 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.64 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.45 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	1.07 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.42 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.24 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	0.88 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.23 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.70 % (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 0.16% Peak and 0.07% 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	1.47 % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	0.82 %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.64 %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.45 %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	1.07 % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.42 %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.24 %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	0.88 % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.23 %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.70 % (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 0.07%. 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

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; shall not be less than the Minimum Rate; 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 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; shall not be less than the Minimum Rate; 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; shall not be less than the Minimum Rate; 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; shall not be less than the Minimum Rate; 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 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.

## 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 but shall not be less than 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<sup>®</sup> 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 <http://tgctransfer.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

### 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.

MARKED VERSION

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	1.47 % (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	0.82 %
- 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	0.64 %
- 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	0.45 %
- 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	1.07 % (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	0.42 %
- 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	0.24 %
- 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	0.88 % (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	0.23 %
- 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	0.70 % (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 **b**Backhauls, excluding **b**Backhaul transactions in the South Texas Modified Transmission System, is 0.07%. 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	1.47 %
- Overrun Rate (1)	0.3333	-	0.3333	-	-
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.3410	-	\$ 0.3410	\$ 0.0117	0.82 %
- Overrun Rate (1)	0.2093	-	0.2093	-	-
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.2559	-	\$ 0.2559	\$ 0.0062	0.64 %
- Overrun Rate (1)	0.1560	-	0.1560	-	-
Zone 2 Only					
- Usage Rate (1)	\$ 0.1893	-	\$ 0.1893	\$ 0.0011	0.45 %
- Overrun Rate (1)	0.1140	-	0.1140	-	-
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.4782	-	\$ 0.4782	\$ 0.0130	1.07 %
- Overrun Rate (1)	0.2921	-	0.2921	-	-
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.2731	-	\$ 0.2731	\$ 0.0106	0.42 %
- Overrun Rate (1)	0.1680	-	0.1680	-	-
Zone 1B Only					
- Usage Rate (1)	\$ 0.1878	-	\$ 0.1878	\$ 0.0051	0.24 %
- Overrun Rate (1)	0.1147	-	0.1147	-	-
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.4116	-	\$ 0.4116	\$ 0.0079	0.88 %
- Overrun Rate (1)	0.2501	-	0.2501	-	-
Zone 1A Only					
- Usage Rate (1)	\$ 0.2065	-	\$ 0.2065	\$ 0.0055	0.23 %
- Overrun Rate (1)	0.1261	-	0.1261	-	-
Field Zone Only					
- Usage Rate (1)	\$ 0.2051	-	\$ 0.2051	\$ 0.0024	0.70 %
- Overrun Rate (1)	0.1240	-	0.1240	-	-
Gathering Charge (All Zones)					
- Usage Rate	\$ 0.0178		\$ 0.0178		
- Overrun Rate	0.0107		0.0107		

(1) Excludes the ACA unit charge applicable to Shippers pursuant to GT&C Section 21  
 (2) Fuel reimbursement for **b**Backhauls, excluding **b**Backhaul transactions in the South Texas Modified Transmission System, is 0.07%. 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	1.47 % (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	0.82 %
- 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	0.64 %
- 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	0.45 %
- 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	1.07 % (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	0.42 %
- 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	0.24 %
- 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	0.88 % (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	0.23 %
- 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	0.70 % (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 **b**Backhauls, excluding **b**Backhaul transactions in the South Texas Modified Transmission System, is 0.07%. 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	1.47 % (4)
- Ovrerrun 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	0.82 %
- Ovrerrun 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	0.64 %
- Ovrerrun Rate (3)	0.1841	-	0.1841	-	-
Zone 2 Only					
- Reservation Rate	\$ 4.4789	-	\$ 4.4789	-	-
- Usage Rate (1)	0.0011	-	0.0011	\$ 0.0011	0.45 %
- Ovrerrun 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	1.07 % (4)
- Ovrerrun 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	0.42 %
- Ovrerrun Rate (3)	0.1918	-	0.1918	-	-
Zone 1B Only					
- Reservation Rate	\$ 4.3789	-	\$ 4.3789	-	-
- Usage Rate (1)	0.0051	-	0.0051	\$ 0.0051	0.24 %
- Ovrerrun 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	0.88 % (4)
- Ovrerrun Rate (3)	0.2766	-	0.2766	-	-
Zone 1A Only					
- Reservation Rate	\$ 4.7121	-	\$ 4.7121	-	-
- Usage Rate (1)	0.0055	-	0.0055	\$ 0.0055	0.23 %
- Ovrerrun Rate (3)	0.1549	-	0.1549	-	-
Field Zone Only					
- Reservation Rate	\$ 4.7440	-	\$ 4.7440	-	-
- Usage Rate (1)	0.0024	-	0.0024	\$ 0.0024	0.70 % (4)
- Ovrerrun Rate (3)	0.1560	-	0.1560	-	-
Gathering Charge (All Zones)					
- Reservation Rate	\$ 0.3257	-	\$ 0.3257	-	-
- Ovrerrun 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 bBackhauls, excluding bBackhaul transactions in the South Texas Modified Transmission System, is 0.07%. 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	1.47 % (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	0.82 %
- 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	0.64 %
- 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	0.45 %
- 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	1.07 % (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	0.42 %
- 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	0.24 %
- 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	0.88 % (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	0.23 %
- 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	0.70 % (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 **b**Backhauls, excluding **b**Backhaul transactions in the South Texas Modified Transmission System, is 0.07%. 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 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)
<b>RATE SCHEDULE IT -- PEAK</b>					
-----					
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.3333	-	\$ 0.3333	\$ 0.0141	1.53 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.2093	-	\$ 0.2093	\$ 0.0117	0.81 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1560	-	\$ 0.1560	\$ 0.0062	0.57 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.1140	-	\$ 0.1140	\$ 0.0011	0.32 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2921	-	\$ 0.2921	\$ 0.0130	1.35 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1681	-	\$ 0.1681	\$ 0.0106	0.63 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.1147	-	\$ 0.1147	\$ 0.0051	0.39 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2501	-	\$ 0.2501	\$ 0.0079	1.10 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1261	-	\$ 0.1261	\$ 0.0055	0.38 %
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		
<b>RATE SCHEDULE IT -- OFF-PEAK</b>					
-----					
Field Zone to Zone 2					
- Usage Rate (1)	\$ 0.2749	-	\$ 0.2749	\$ 0.0141	1.47 % (3)
Zone 1A to Zone 2					
- Usage Rate (1)	\$ 0.1726	-	\$ 0.1726	\$ 0.0117	0.82 %
Zone 1B to Zone 2					
- Usage Rate (1)	\$ 0.1290	-	\$ 0.1290	\$ 0.0062	0.64 %
Zone 2 Only					
- Usage Rate (1)	\$ 0.0944	-	\$ 0.0944	\$ 0.0011	0.45 %
Field Zone to Zone 1B					
- Usage Rate (1)	\$ 0.2417	-	\$ 0.2417	\$ 0.0130	1.07 % (3)
Zone 1A to Zone 1B					
- Usage Rate (1)	\$ 0.1394	-	\$ 0.1394	\$ 0.0106	0.42 %
Zone 1B Only					
- Usage Rate (1)	\$ 0.0958	-	\$ 0.0958	\$ 0.0051	0.24 %
Field Zone to Zone 1A					
- Usage Rate (1)	\$ 0.2072	-	\$ 0.2072	\$ 0.0079	0.88 % (3)
Zone 1A Only					
- Usage Rate (1)	\$ 0.1049	-	\$ 0.1049	\$ 0.0055	0.23 %
Field Zone Only					
- Usage Rate (1)	\$ 0.1023	-	\$ 0.1023	\$ 0.0024	0.70 % (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 **b**Backhauls, excluding **b**Backhaul transactions in the South Texas Modified Transmission System, is 0.16% Peak and 0.08% 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	1.47 % (3)
Zone 1A to Zone 2 - Usage Rate (1)	\$ 0.2436	-	\$ 0.2436	\$ 0.0117	0.82 %
Zone 1B to Zone 2 - Usage Rate (1)	\$ 0.1903	-	\$ 0.1903	\$ 0.0062	0.64 %
Zone 2 Only - Usage Rate (1)	\$ 0.1484	-	\$ 0.1484	\$ 0.0011	0.45 %
Field Zone to Zone 1B - Usage Rate (1)	\$ 0.3264	-	\$ 0.3264	\$ 0.0130	1.07 % (3)
Zone 1A to Zone 1B - Usage Rate (1)	\$ 0.2024	-	\$ 0.2024	\$ 0.0106	0.42 %
Zone 1B Only - Usage Rate (1)	\$ 0.1491	-	\$ 0.1491	\$ 0.0051	0.24 %
Field Zone to Zone 1A - Usage Rate (1)	\$ 0.2845	-	\$ 0.2845	\$ 0.0079	0.88 % (3)
Zone 1A Only - Usage Rate (1)	\$ 0.1604	-	\$ 0.1604	\$ 0.0055	0.23 %
Field Zone Only - Usage Rate (1)	\$ 0.1584	-	\$ 0.1584	\$ 0.0024	0.70 % (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 **b**Backhauls, excluding **b**Backhaul transactions in the South Texas Modified Transmission System, is 0.07%. 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

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 ~~h~~B 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; shall not be less than the Minimum Rate; 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 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 ~~b~~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; shall not be less than the Minimum Rate; 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 ~~b~~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; shall not be less than the Minimum Rate; 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 ~~b~~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; shall not be less than the Minimum Rate; 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 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 ~~b~~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 ~~b~~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.

## 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 but shall not be less than 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<sup>®</sup> 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 ~~f~~Forward-haul, ~~b~~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 <http://tgctransfer.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

### 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 ~~f~~Forwardhaul and ~~b~~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.