



July 29, 2016

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
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Washington, DC 20426

ANR Pipeline Company
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RE: ANR Pipeline Company
Motion to Place Interim and Replacement Tariff Sections Into Effect
Docket No. RP16-440-_____

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”), Part 154 of the Federal Energy Regulatory Commission (“FERC” or “Commission”) regulations,¹ Rule 212 of the Commission’s Rules of Practice and Procedure,² and the Commission’s February 29, 2016, Order Accepting and Suspending Tariff Records Subject to Refund and Conditions, and Establishing Hearing Procedures in Docket No. RP16-440-000 (“Suspension Order”),³ ANR Pipeline Company (“ANR”) hereby submits, as part of its FERC Gas Tariff, Third Revised Volume No. 1 (“Tariff”) this Type 580⁴ motion to place interim tariff sections and rates, included herein as Appendix A, into effect on August 1, 2016, pursuant to Commission regulation 375.307(a)(7)(v).⁵ Additionally, this motion will update certain tariff sections contained in ANR’s January 29 filing that have been modified in subsequent regulatory proceedings.

¹ 18 C.F.R. Part 154 (2016).

² 18 C.F.R. § 385.212 (2016) (“Rule 212”).

³ *ANR Pipeline Company*, 154 FERC ¶ 61,146 (2016).

⁴ Type of Filing Code 580 – Compliance Filing, pursuant to the Commission’s Order No. 714. *Electronic Tariff Filings*, 124 FERC ¶ 61,270 (2008).

⁵ Contemporaneously, ANR has submitted a separate Type 610 motion in Docket No. RP16-440, *et. al.*, moving suspended tariff sections into effect.

Correspondence

The names, titles and mailing address of the persons to whom correspondence and communications concerning this filing should be directed are as follows:

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Statement of Nature, Reasons and Basis for Proposed Changes

On January 29, 2016, in Docket No. RP16-440-000, ANR filed revised tariff sections pursuant to Section 4 of the NGA to implement a general rate case and propose certain changes to the General Terms and Conditions of the Tariff (“Rate Case Filing”). By its Suspension Order, the Commission accepted and suspended ANR’s tariff sections to become effective, upon motion, August 1, 2016, subject to refund and conditions and the outcome of an evidentiary hearing.⁶

In its January 29, 2016 filing, ANR indicated that it reserved its right to implement a downward management adjustment to its proposed Primary Case rates (“Filed Rates”) at or subsequent to the end of the suspension period. On July 27, 2016, ANR and all participants in this proceeding reached an agreement in principle to resolve all issues in this proceeding (the “Settlement in Principle”). As a result, ANR is proposing a management adjustment to its Filed Rates in this proceeding equal to the rates agreed to by the parties as part of the Settlement in Principle (“Management-Adjusted Rates”). These Management-Adjusted Rates, which reflect a significant reduction from the Filed Rates, are reflected in the tariff sections listed in Appendix A, to be effective August 1, 2016. ANR reserves its right to increase the Management-Adjusted

⁶ Suspension Order, Ordering Paragraph A.

Rates up to the Filed Rates at any time prior to the filing of a stipulation and agreement in this proceeding.

Furthermore, as described below, certain tariff sections contained in the Rate Case Filing have been modified in subsequent regulatory proceedings. In the instant filing, ANR is replacing the tariff sections that have subsequently been modified with “substitute” tariff sections, included within Appendix A, in order to reflect the modifications approved by the Commission during the suspension period. Redlined versions of all modified tariff sections are included within Appendix B. As a result, ANR requests that the Commission reject the tariff sections contained within the Rate Case Filing that have subsequently been modified and accept those submitted herein.

Tariff Changes Subsequent to January 29, 2016

- Docket No. RP16-648-000 – On February 29, 2016, ANR filed revised Part 1 – Table of Contents (“Table of Contents”) to reflect the addition of two (2) Rate Schedule ETS negotiated rate service agreements containing non-conforming provisions. By letter order dated March 30, 2016, the Commission accepted the filing.
- Docket No. RP16-608-000, et. al. – On February 12, 2016, ANR filed a revised Table of Contents to reflect a Rate Schedule FSS service agreement containing non-conforming provisions. By order dated March 24, 2016, the Commission accepted the filing subject to conditions. In its April 22, 2016, compliance filing, as supplemented on June 13, 2016, ANR additionally submitted Section 6.1 to revise the definition for “Base Maximum Daily Withdrawal Quantity.” By letter order dated July 5, 2016, the Commission accepted the filing.
- Docket No. RP16-650-000 – On February 29, 2016, ANR filed revised Section 5.19 to reflect an updated Transporter’s Use (%) for the Southeast Gathering Service as part of ANR’s annual Re-Determination of Transporter’s Use (%) and EPC Charges filing. By letter order dated March 22, 2016, the Commission accepted the filing.

- Docket No. RP16-886-000 – On April 29, 2016, ANR filed revised Section 4.16 to reflect ANR’s updated Cashout Price Negative Surcharge pursuant to Section 6.15.5 of ANR’s Tariff. By letter order dated May 25, 2016, the Commission accepted the filing.
- Docket No. RP16-440-000 (Administrative) – On November 3, 2014, in Docket No. RP15-139-000, ANR filed a revised Table of Contents to reflect the elimination of three individually certificated Part 157 transportation and exchange agreements from its Original Volume No. 2 Tariff (“November 3 Filing”), which was accepted and suspended on December 3, 2014. On October 15, 2015, the filing was finally accepted, however, ANR inadvertently neglected to file a motion to place the suspended Table of Contents into effect. Consequently, the Table of Contents filed as part of the November 3 Filing remains marked as “Suspended” in the Commission’s eTariff system. As a result, ANR requests herein that the Commission exercise its administrative authority to change the status of the Table of Contents filed as part November 3 Filing within the eTariff system and, additionally, to reject the acceptance of the tariff section as moot, as the Table of Contents submitted herein includes the modifications of the November 3 Filing.

Motion to Place Tariff Records into Effect

Pursuant to Section 154.206 of the Commission’s Regulations and Rule 212 of the Commission’s Rules of Practice and Procedure, ANR hereby moves the “substitute” tariff sections, included herein as Appendix A, into effect August 1, 2016. ANR requests the Commission grant any waivers necessary for the “substitute” tariff sections to become effective.

Other Filings Which May Affect this Proceeding

There are no other filings before the Commission that may significantly affect the changes proposed herein.

Material Enclosed

In accordance with Section 154.7(a)(1) of the Commission’s Regulations, ANR is submitting the following XML filing package, which includes:

- 1) This transmittal letter;
- 2) A clean version of the substitute tariff sections (Appendix A); and
- 3) A marked version of the substitute tariff sections (Appendix B).

Certificate of Service

As required by Section 154.7(b) and 154.208 of the Commission's regulations, copies of this filing are being served on all of ANR's existing customers and upon and interested state regulatory agencies. A copy of this letter, together with other attachments, is available during regular business hours for public inspection at ANR's principal place of business.

Pursuant to Section 385.2005 and Section 385.2011(c)(5), the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of his knowledge and belief. The undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to Joan Collins at (832) 320-5651.

Respectfully submitted,

ANR Pipeline Company

/s/ David Hammel

David R. Hammel
Senior Legal Counsel

Enclosures

Appendix A

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

CLEAN TARIFF

<u>Tariff Sections</u>	<u>Version</u>
Part 1 – Table of Contents	v.34.0.0
4.1 – Statement of Rates, Rate Schedule ETS	v.1.1.0
4.2 – Statement of Rates, Rate Schedule STS, Small Shipper ETS and FTS-1	v.1.1.0
4.3 – Statement of Rates, Rate Schedules FTS-1, FTS-4 & FTS-4L	v.1.1.0
4.5 – Statement of Rates, Rate Schedule FTS-2	v.1.1.0
4.6 – Statement of Rates, Rate Schedule FTS-3	v.1.1.0
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4.8 – Statement of Rates, Rate Schedules ITS-3, IPLS & IWS	v.1.1.0
4.9 – Statement of Rates, Rate Schedules FSS & DDS	v.1.1.0
4.10 – Statement of Rates, Rate Schedules FSS & DDS (Cold Springs 1)	v.1.1.0
4.11 – Statement of Rates, Rate Schedules NNS & MBS	v.1.1.0
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4.16 – Statement of Rates, Statement of Surcharges	v.8.1.0
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RATE SCHEDULE ETS
 MATRIX OF BASE TARIFF TRANSMISSION RATES PER DTH BY ROUTE
 EXCLUSIVE OF ADDITIONAL CHARGES OR SURCHARGES

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Res		\$ 9.5816	\$11.9406		\$18.0066	\$15.9846	\$13.9626
	- Cmd		0.0142	0.0169		0.0236	0.0216	0.0189
	- MIN		0.0142	0.0169		0.0236	0.0216	0.0189
	- Ovrn		0.3292	0.4094		0.6156	0.5472	0.4779
SE - Southern (ML-2)	- Res		\$ 7.2226	\$ 9.5816		\$15.6476	\$13.6256	\$11.6036
	- Cmd		0.0115	0.0142		0.0209	0.0189	0.0162
	- MIN		0.0115	0.0142		0.0209	0.0189	0.0162
	- Ovrn		0.2490	0.3292		0.5353	0.4668	0.3977
SE - Central (ML-3)	- Res		\$ 9.5816	\$6.8856		\$12.9516	\$10.9296	\$ 8.9076
	- Cmd		0.0142	0.0108		0.0175	0.0155	0.0128
	- MIN		0.0142	0.0108		0.0175	0.0155	0.0128
	- Ovrn		0.3292	0.2371		0.4434	0.3749	0.3056
SOUTHWEST AREA (SW)	- Res		\$18.3436	\$15.6476		\$ 9.2446	\$11.2666	\$13.2886
	- Cmd		0.0276	0.0243		0.0169	0.0195	0.0216
	- MIN		0.0276	0.0243		0.0169	0.0195	0.0216
	- Ovrn		0.6307	0.5387		0.3208	0.3900	0.4585
SW - Southern (ML-5)	- Res		\$15.6476	\$12.9516		\$ 6.5486	\$ 8.5706	\$10.5926
	- Cmd		0.0209	0.0175		0.0101	0.0128	0.0148
	- MIN		0.0209	0.0175		0.0101	0.0128	0.0148
	- Ovrn		0.5353	0.4434		0.2254	0.2945	0.3630
SW - Central (ML-6)	- Res		\$13.6256	\$10.9296		\$ 8.5706	\$ 6.5486	\$ 8.5706
	- Cmd		0.0189	0.0155		0.0128	0.0108	0.0128
	- MIN		0.0189	0.0155		0.0128	0.0108	0.0128
	- Ovrn		0.4668	0.3749		0.2945	0.2261	0.2945
NORTHERN (ML-7)	- Res		\$11.6036	\$ 8.9076		\$10.5926	\$ 8.5706	\$ 6.5486
	- Cmd		0.0162	0.0128		0.0148	0.0128	0.0101
	- MIN		0.0162	0.0128		0.0148	0.0128	0.0101
	- Ovrn		0.3977	0.3056		0.3630	0.2945	0.2254

General Notes:

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

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

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

RECEIVED FROM	\ DELIVERED TO	SOUTHWEST MAINLINE	SOUTHEAST MAINLINE	NORTHERN SEGMENT

RATE SCHEDULE STS				

SOUTHWEST AREA		\$1.1596	\$1.3899	\$1.0748
SOUTHEAST AREA		1.3482	1.2162	1.0962
NORTHERN SEGMENT		1.0738	1.1371	0.8218
RATE SCHEDULE ETS				
For Small Shipper Service Option				

SOUTHWEST AREA		\$1.1420	\$1.8551	\$1.3455
SOUTHEAST AREA		1.8175	1.2064	1.4099
NORTHERN SEGMENT		1.0701	1.1722	0.6625
RATE SCHEDULE FTS-1				
For Small Shipper Service Option				

SOUTHWEST AREA		\$1.0603	\$1.7735	\$1.2638
SOUTHEAST AREA		1.8175	1.2064	1.3283
NORTHERN SEGMENT		0.9885	1.0905	0.5809

General Note:

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

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Res	\$ 2.3590	\$ 8.7620	\$11.1210	\$19.8830	\$17.1870	\$15.1650	\$13.1430
	- Cmd	0.0027	0.0142	0.0169	0.0303	0.0236	0.0216	0.0189
	- MIN	0.0027	0.0142	0.0169	0.0303	0.0236	0.0216	0.0189
	- Ovrn	0.0802	0.3022	0.3824	0.6840	0.5887	0.5202	0.4509
SE - Southern (ML-2)	- Res	\$ 8.7620	\$ 6.4030	\$ 8.7620	\$17.5240	\$14.8280	\$12.8060	\$10.7840
	- Cmd	0.0142	0.0115	0.0142	0.0276	0.0209	0.0189	0.0162
	- MIN	0.0142	0.0115	0.0142	0.0276	0.0209	0.0189	0.0162
	- Ovrn	0.3022	0.2220	0.3022	0.6038	0.5083	0.4399	0.3707
SE - Central (ML-3)	- Res	\$11.1210	\$ 8.7620	\$ 6.0660	\$14.8280	\$12.1320	\$10.1100	\$ 8.0880
	- Cmd	0.0169	0.0142	0.0108	0.0243	0.0175	0.0155	0.0128
	- MIN	0.0169	0.0142	0.0108	0.0243	0.0175	0.0155	0.0128
	- Ovrn	0.3824	0.3022	0.2102	0.5117	0.4164	0.3479	0.2788
SOUTHWEST AREA (SW)	- Res	\$19.8830	\$17.5240	\$14.8280	\$ 2.6960	\$ 8.4250	\$10.4470	\$12.4690
	- Cmd	0.0303	0.0276	0.0243	0.0067	0.0169	0.0195	0.0216
	- MIN	0.0303	0.0276	0.0243	0.0067	0.0169	0.0195	0.0216
	- Ovrn	0.6840	0.6038	0.5117	0.0952	0.2939	0.3630	0.4315
SW - Southern (ML-5)	- Res	\$17.1870	\$14.8280	\$12.1320	\$ 8.4250	\$ 5.7290	\$ 7.7510	\$ 9.7730
	- Cmd	0.0236	0.0209	0.0175	0.0169	0.0101	0.0128	0.0148
	- MIN	0.0236	0.0209	0.0175	0.0169	0.0101	0.0128	0.0148
	- Ovrn	0.5887	0.5083	0.4164	0.2939	0.1984	0.2676	0.3362
SW - Central (ML-6)	- Res	\$15.1650	\$12.8060	\$10.1100	\$10.4470	\$ 7.7510	\$ 5.7290	\$ 7.7510
	- Cmd	0.0216	0.0189	0.0155	0.0195	0.0128	0.0108	0.0128
	- MIN	0.0216	0.0189	0.0155	0.0195	0.0128	0.0108	0.0128
	- Ovrn	0.5202	0.4399	0.3479	0.3630	0.2676	0.1991	0.2676
NORTHERN (ML-7)	- Res	\$13.1430	\$10.7840	\$ 8.0880	\$12.4690	\$ 9.7730	\$ 7.7510	\$ 5.7290
	- Cmd	0.0189	0.0162	0.0128	0.0216	0.0148	0.0128	0.0101
	- MIN	0.0189	0.0162	0.0128	0.0216	0.0148	0.0128	0.0101
	- Ovrn	0.4509	0.3707	0.2788	0.4315	0.3362	0.2676	0.1984

General Notes:

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

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

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Res	\$1.5515	\$5.7614	\$7.3129	\$13.0729	\$11.3003	\$9.9712	\$8.6420
	- Cmd	0.0293	0.1128	0.1421	0.2544	0.2172	0.1924	0.1669
	- MIN	0.0027	0.0142	0.0169	0.0303	0.0236	0.0216	0.0189
	- Ovrn	0.0802	0.3187	0.3824	0.6840	0.5885	0.5257	0.4509
SE - Southern (ML-2)	- Res	\$5.7614	\$4.2098	\$5.7614	\$11.5214	\$9.7487	\$8.4196	\$7.0905
	- Cmd	0.1128	0.0836	0.1128	0.2251	0.1879	0.1631	0.1376
	- MIN	0.0142	0.0115	0.0142	0.0276	0.0209	0.0189	0.0162
	- Ovrn	0.3187	0.2385	0.3022	0.6038	0.5083	0.4455	0.3707
SE - Central (ML-3)	- Res	\$7.3129	\$5.7614	\$3.9887	\$9.7487	\$7.9761	\$6.6470	\$5.3179
	- Cmd	0.1421	0.1128	0.0791	0.1914	0.1542	0.1294	0.1039
	- MIN	0.0169	0.0142	0.0108	0.0243	0.0175	0.0155	0.0128
	- Ovrn	0.3824	0.3022	0.1937	0.4953	0.3998	0.3370	0.2622
SOUTHWEST AREA (SW)	- Res	\$13.0729	\$11.5214	\$9.7487	\$1.7726	\$5.5389	\$6.8681	\$8.1972
	- Cmd	0.2544	0.2251	0.1914	0.0372	0.1119	0.1374	0.1622
	- MIN	0.0303	0.0276	0.0243	0.0067	0.0169	0.0195	0.0216
	- Ovrn	0.6840	0.6038	0.4953	0.0954	0.2882	0.3630	0.4315
SW - Southern- (ML-5)	- Res	\$11.3003	\$9.7487	\$7.9761	\$5.5389	\$3.7663	\$5.0954	\$6.4246
	- Cmd	0.2172	0.1879	0.1542	0.1119	0.0747	0.1002	0.1250
	- MIN	0.0236	0.0209	0.0175	0.0169	0.0101	0.0128	0.0148
	- Ovrn	0.5885	0.5083	0.3998	0.2882	0.1928	0.2676	0.3361
SW - Central (ML-6)	- Res	\$9.9712	\$8.4196	\$6.6470	\$6.8681	\$5.0954	\$3.7663	\$5.0954
	- Cmd	0.1924	0.1631	0.1294	0.1374	0.1002	0.0754	0.1002
	- MIN	0.0216	0.0189	0.0155	0.0195	0.0128	0.0108	0.0128
	- Ovrn	0.5257	0.4455	0.3370	0.3630	0.2676	0.2048	0.2732
NORTHERN (ML-7)	- Res	\$8.6420	\$7.0905	\$5.3179	\$8.1972	\$6.4246	\$5.0954	\$3.7663
	- Cmd	0.1669	0.1376	0.1039	0.1622	0.1250	0.1002	0.0747
	- MIN	0.0189	0.0162	0.0128	0.0216	0.0148	0.0128	0.0101
	- Ovrn	0.4509	0.3707	0.2622	0.4315	0.3361	0.2732	0.1984

General Notes:

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

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

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Del	\$1.1795	\$4.3810	\$5.5605	\$9.9415	\$8.5935	\$7.5825	\$6.5715
	- Cap	0.0388	0.1441	0.1829	0.3272	0.2828	0.2495	0.2162
	- Cmd	0.0027	0.0142	0.0169	0.0303	0.0236	0.0216	0.0189
	- Min	0.0027	0.0142	0.0169	0.0303	0.0236	0.0216	0.0189
	- Ovrn	1/	1/	1/	1/	1/	1/	1/
SE - Southern (ML-2)	- Del	\$4.3810	\$3.2015	\$4.3810	\$8.7620	\$7.4140	\$6.4030	\$5.3920
	- Cap	0.1441	0.1053	0.1441	0.2883	0.2440	0.2107	0.1774
	- Cmd	0.0142	0.0115	0.0142	0.0276	0.0209	0.0189	0.0162
	- Min	0.0142	0.0115	0.0142	0.0276	0.0209	0.0189	0.0162
	- Ovrn	1/	1/	1/	1/	1/	1/	1/
SE - Central (ML-3)	- Del	\$5.5605	\$4.3810	\$3.0330	\$7.4140	\$6.0660	\$5.0550	\$4.0440
	- Cap	0.1829	0.1441	0.0998	0.2440	0.1996	0.1663	0.1330
	- Cmd	0.0169	0.0142	0.0108	0.0243	0.0175	0.0155	0.0128
	- Min	0.0169	0.0142	0.0108	0.0243	0.0175	0.0155	0.0128
	- Ovrn	1/	1/	1/	1/	1/	1/	1/
SOUTHWEST AREA (SW)	- Del	\$9.9415	\$8.7620	\$7.4140	\$1.3480	\$4.2125	\$5.2235	\$6.2345
	- Cap	0.3272	0.2883	0.2440	0.0443	0.1386	0.1719	0.2052
	- Cmd	0.0303	0.0276	0.0243	0.0067	0.0169	0.0195	0.0216
	- Min	0.0303	0.0276	0.0243	0.0067	0.0169	0.0195	0.0216
	- Ovrn	1/	1/	1/	1/	1/	1/	1/
SW - Southern (ML-5)	- Del	\$8.5935	\$7.4140	\$6.0660	\$4.2125	\$2.8645	\$3.8755	\$4.8865
	- Cap	0.2828	0.2440	0.1996	0.1386	0.0942	0.1275	0.1608
	- Cmd	0.0236	0.0209	0.0175	0.0169	0.0101	0.0128	0.0148
	- Min	0.0236	0.0209	0.0175	0.0169	0.0101	0.0128	0.0148
	- Ovrn	1/	1/	1/	1/	1/	1/	1/
SW - Central (ML-6)	- Del	\$7.5825	\$6.4030	\$5.0550	\$5.2235	\$3.8755	\$2.8645	\$3.8755
	- Cap	0.2495	0.2107	0.1663	0.1719	0.1275	0.0942	0.1275
	- Cmd	0.0216	0.0189	0.0155	0.0195	0.0128	0.0108	0.0128
	- Min	0.0216	0.0189	0.0155	0.0195	0.0128	0.0108	0.0128
	- Ovrn	1/	1/	1/	1/	1/	1/	1/
NORTHERN (ML-7)	- Del	\$6.5715	\$5.3920	\$4.0440	\$6.2345	\$4.8865	\$3.8755	\$2.8645
	- Cap	0.2162	0.1774	0.1330	0.2052	0.1608	0.1275	0.0942
	- Cmd	0.0189	0.0162	0.0128	0.0216	0.0148	0.0128	0.0101
	- Min	0.0189	0.0162	0.0128	0.0216	0.0148	0.0128	0.0101
	- Ovrn	1/	1/	1/	1/	1/	1/	1/

	<u>Deliverability Rate</u>	<u>Capacity Rate</u>	<u>Commodity Rate</u>	<u>Minimum Rate</u>
Enhancement Services Option 2/	\$1.3103	\$0.0431	\$0.0032	\$0.0032
2 Hour Notice Service 2/	\$2.9022	\$0.0954	\$0.0170	\$0.0170
Balancing Service 2/ -----	\$0.2325	\$0.0077	\$0.0003	\$0.0003

General Notes:

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

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

1/ **Overrun Rate.** The 100% Load Factor rate, which is the sum of: (a) the product of (1) the sum of the applicable Deliverability Reservation Rates, (2) the applicable Maximum Hourly Flow Rate, (3) twenty-four, and (4) twelve, divided by (5) 365; (b) the sum of the Capacity Reservation Rates; and (c) the sum of the Commodity Rates.

2/ Shippers opting for one or both service enhancements must also pay the enhancement service rate.

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Cmd	\$0.0802	\$0.3187	\$0.3824	\$0.6840	\$0.5885	\$0.5257	\$0.4509
	- MIN	0.0027	0.0142	0.0169	0.0303	0.0236	0.0216	0.0189
SE - Southern (ML-2)	- Cmd	\$0.3187	\$0.2385	\$0.3022	\$0.6038	\$0.5083	\$0.4455	\$0.3707
	- MIN	0.0142	0.0115	0.0142	0.0276	0.0209	0.0189	0.0162
SE - Central (ML-3)	- Cmd	\$0.3824	\$0.3022	\$0.1937	\$0.4953	\$0.3998	\$0.3370	\$0.2622
	- MIN	0.0169	0.0142	0.0108	0.0243	0.0175	0.0155	0.0128

SOUTHWEST AREA (SW)	- Cmd	\$0.6840	\$0.6038	\$0.4953	\$0.0954	\$0.2882	\$0.3630	\$0.4315
	- MIN	0.0303	0.0276	0.0243	0.0067	0.0169	0.0195	0.0216
SW - Southern (ML-5)	- Cmd	\$0.5885	\$0.5083	\$0.3998	\$0.2882	\$0.1928	\$0.2676	\$0.3361
	- MIN	0.0236	0.0209	0.0175	0.0169	0.0101	0.0128	0.0148
SW - Central (ML-6)	- Cmd	\$0.5257	\$0.4455	\$0.3370	\$0.3630	\$0.2676	\$0.2048	\$0.2732
	- MIN	0.0216	0.0189	0.0155	0.0195	0.0128	0.0108	0.0128

NORTHERN (ML-7)	- Cmd	\$0.4509	\$0.3707	\$0.2622	\$0.4315	\$0.3361	\$0.2732	\$0.1984
	- MIN	0.0189	0.0162	0.0128	0.0216	0.0148	0.0128	0.0101

General Notes:

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

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

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

	Maximum Rate -----	Minimum Rate -----
ITS-3 1/	\$1.6266	\$0.0373
IPLS 1/	\$0.3901	\$0.0000
IWS 1/- Joliet Hub	\$0.2122	\$0.0000
IWS 1/ - Lebanon Hub	\$0.1988	\$0.0000

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

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

	Maximum Rate per Dth -----	Minimum Rate per Dth -----
RATE SCHEDULE FSS 1/ -----		
With Ratchets and Seasonal Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ 2.04	\$ 0
b. Capacity Rate	\$ 0.4000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126
With Ratchets and Flexible Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ 2.45	\$ 0
b. Capacity Rate	\$ 0.4000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126
Without Ratchets and Seasonal Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ 2.60	\$ 0
b. Capacity Rate	\$ 0.4000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126
Without Ratchets and Flexible Entitlements -----		
1. Reservation Rate		
a. Deliverability Rate	\$ 3.00	\$ 0
b. Capacity Rate	\$ 0.4000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126

RATE SCHEDULE DDS 3/

1. Storage Commodity Rate	\$ 0.0874	\$ 0.0126
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- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ The rates shown are subject to all applicable volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.

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

COLD SPRINGS 1 STORAGE PROJECT
 DOCKET NO. CP06-464

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY
 PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

	Maximum Rate per Dth -----	Minimum Rate per Dth -----
RATE SCHEDULE FSS		

With Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 2.28	\$ 0
b. Capacity Rate	\$ 0.4818	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126
With Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 2.68	\$ 0
b. Capacity Rate	\$ 0.4818	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126
Without Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 2.85	\$ 0
b. Capacity Rate	\$ 0.4818	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126
Without Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 3.25	\$ 0
b. Capacity Rate	\$ 0.4818	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.0126	\$ 0.0126
3. Overrun Service Rate	2/	\$ 0.0126

RATE SCHEDULE DDS 1/

1. Storage Commodity Rate	\$ 0.0993	\$ 0.0126
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- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under this Section.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ Applicable Transporter's Use (%) and EPC Charge for Rate Schedule FSS are stated in Sections 4.18 and 4.19.

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

RATE SCHEDULE NNS 1/

1. Reservation Rate	\$6.8750
2. Commodity Rate	0.0165
3. Overrun Service Rate	0.3555

RATE SCHEDULE MBS 1/

1. Daily Delivery Rate	
a. Northern Segment	\$0.2596
b. Southeast Mainline	0.4311
c. Southwest Mainline	0.3904
2. Capacity Rate	\$0.0449
3. Commodity Rate 2/	
a. Northern Segment Delivery	\$0.0218
b. Southeast Mainline Delivery	0.0248
c. Southwest Mainline Delivery	0.0241
4. Overrun Service Rate	\$0.4357

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

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

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

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

1. Rate			
a. Mainline - Access	\$3.7070	\$0.0081	\$0.0081
b. Mainline - Southwest Southern Segment	2.0220	0.0020	0.0020
c. Mainline - Southwest Central Segment	2.0220	0.0027	0.0027
d. Mainline - Southeast Southern Segment	2.6960	0.0034	0.0034
e. Mainline - Southeast Central Segment	2.3590	0.0027	0.0027
f. Mainline - Northern Segment	2.0220	0.0020	0.0020
g. Southeast Area - Transmission (2)	2.3590	0.0027	0.0027
h. Southwest Area - Transmission (2)	2.6960	0.0067	0.0067
2. ETS Mainline Rate Increment	(1)	(1)	(1)
3. Overrun Service Rate	(3)	(3)	(3)

RATE SCHEDULE FTS-2

1. Rate			
a. Mainline - Access	\$2.4372	\$0.0499	\$0.0081
b. Mainline - Southwest Southern Segment	1.3291	0.0248	0.0020
c. Mainline - Southwest Central Segment	1.3291	0.0255	0.0027
d. Mainline - Southeast Southern Segment	1.7679	0.0337	0.0034
e. Mainline - Southeast Central Segment	1.5515	0.0293	0.0027
f. Mainline - Northern Segment	1.3291	0.0248	0.0020
g. Southeast Area - Transmission	1.5515	0.0293	0.0027
h. Southwest Area - Transmission	1.7726	0.0372	0.0067
2. Overrun Service Rate	(3)	(3)	(3)

(1) The ETS Mainline Access Rates (reservation and commodity) are equal to the FTS-1 mainline access rates. The ETS Mainline Mileage reservation rate for the delivery segment is equal to one and one-half times the FTS-1 Mainline Mileage rate. For all other segments, the ETS Mainline Mileage reservation rate is equal to the FTS-1 Mainline Mileage rate. The ETS Mainline Mileage commodity rates for each segment are equal to the FTS-1 Mainline Mileage Commodity Rates. The ETS Rate Schedule is not available in the Southeast and Southwest Areas.

- (2) Rates applicable for service under Rate Schedule PTS-2.
- (3) The Overrun Service Rate is a commodity charge for each Dekatherm of Authorized Daily Overrun Quantity equal to (a) the applicable maximum Reservation Charges times 12 then dividing the result by 365, plus (b) the applicable Commodity Charges, plus (c) in the case of utilization of any Secondary Receipt or Delivery Points outside of the Rate Segment(s) or portions thereof for which capacity is reserved and paid for, the applicable incremental maximum Reservation Rate(s) times 12 then dividing the result by 365 plus the applicable incremental commodity charges, as stated in Sections 4.1, 4.3 or 4.5 (whichever is applicable) and/or Section 5.19, that Transporter would otherwise charge for transportation to or from those additional Rate Segments, or portions thereof.

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

Description	Reservation Rate				
	Deliverability Rate	Capacity Rate	Commodity Rate	Minimum Rate	Overrun Rate
Base Rate 1/					
Mainline - Access	\$1.8535	\$0.0609	\$0.0081	\$0.0081	2/
Mainline - SW - Southern	\$1.0110	\$0.0333	\$0.0020	\$0.0020	2/
Mainline - SW - Central	\$1.0110	\$0.0333	\$0.0027	\$0.0027	2/
Mainline - SE - Southern	\$1.3480	\$0.0443	\$0.0034	\$0.0034	2/
Mainline - SE - Central	\$1.1795	\$0.0388	\$0.0027	\$0.0027	2/
Mainline - Northern	\$1.0110	\$0.0333	\$0.0020	\$0.0020	2/
Southeast Area	\$1.1795	\$0.0388	\$0.0027	\$0.0027	2/
Southwest Area	\$1.3480	\$0.0443	\$0.0067	\$0.0067	2/
Enhancement Services Option 3/	\$1.3103	\$0.0431	\$0.0032	\$0.0032	
2 Hour Notice Service 3/	\$2.9022	\$0.0954	\$0.0170	\$0.0170	
Balancing Service 3/	\$0.2325	\$0.0077	\$0.0003	\$0.0003	

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

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

RATE SCHEDULE AND TYPE OF SERVICE ----- (Col. 1)	MAXIMUM RATE PER DTH ----- (Col. 2)	MINIMUM RATE PER DTH ----- (Col. 3)
RATE SCHEDULE ITS AND PTS-3 -----		
1. Commodity Rate		
a. Mainline - Access	\$0.1299	\$0.0081
b. Mainline - Southwest Southern Segment	0.0628	0.0020
c. Mainline - Southwest Central Segment	0.0748	0.0027
d. Mainline - Southeast Southern Segment	0.1085	0.0034
e. Mainline - Southeast Central Segment	0.0638	0.0027
f. Mainline - Northern Segment	0.0685	0.0020
g. Southwest Area (1)	0.0954	0.0067
h. Southeast Area (1)	0.0802	0.0027

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

STATEMENT OF SURCHARGES

General Terms and Conditions Section	Particulars	Maximum Rate Per Dth	Minimum Rate Per Dth
6.15	Cashout Price Surcharge applicable to Rate Schedules ETS, STS, FTS-1, FTS-2, FTS-3, FTS-4, FTS-4L, ITS, ITS-3, PTS-1, PTS-2 and PTS-3	\$0.0000	\$0.0000
	Cashout Price Negative Surcharge applicable to Rate Schedules ETS, STS, FTS-1, FTS-2, FTS-3, FTS-4, FTS-4L, ITS, ITS-3, PTS-1, PTS-2 and PTS-3	(\$0.0004)	(\$0.0004)
6.24	Annual Charge Adjustment applicable to Rate Schedules ETS, STS, FTS-1, ITS FTS-2, FTS-3, FTS-4, FTS-4L, and ITS-3 1/	2/	2/

1/ Refer to listed Section of General Terms and Conditions for applicability to Rate Schedules FSS, DDS and MBS.

2/ The currently effective ACA unit charge as published on the Commission's website (www.ferc.gov) is incorporated herein by reference.

SOUTHEAST AREA GATHERING SERVICE

1. AVAILABILITY

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

2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

\$1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

\$0.0002 for each Dekatherm of Gas Delivered Hereunder.

3. INTERRUPTIBLE SERVICE CHARGES

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

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain 0.21% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and 0.21% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

6.1 DEFINITIONS

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

8. The term "Business Day" shall mean Monday through Friday, excluding Federal Banking Holidays for transactions in the United States, and similar holidays for transactions in Canada and Mexico.
9. The term "BTA Stand-Alone Option" shall mean service to a Notice Service Shipper that has elected and qualified to have deliveries allocated on a BTA basis and agreed to the installation of flow control facilities at the point of consumption.
10. The term "BTU" shall mean one (1) British thermal unit, the amount of heat required to raise the temperature of one (1) pound of water one (1) degree Fahrenheit at sixty (60) degrees Fahrenheit, and is the International Btu. The reporting basis for BTU is 14.73 psia at 60 degrees F (101.325 kPa at 15 degrees C) and dry; and for gigacalorie it is 1.035646 Kg/cm² at 15.6 degrees C, and dry.

For purposes of this term, and the term Mcf in Section 6.1(45) below, NAESB WGQ takes no position on the basis upon which transactions are communicated to trading partners and/or regulatory agencies, as applicable, nor does NAESB WGQ state whether transactions may take place between parties on a volumetric basis.

11. The term "Cashout" shall mean the monetary settlement of quantities of Gas owed to or by Transporter or third parties, as further described in Section 6.15 of these General Terms and Conditions.
12. The term "Cashout Price" shall mean the price determined pursuant to Section 6.15 of these General Terms and Conditions.
13. The term "Catalog Receipt Point(s)" shall mean any eligible Transmission Receipt Point(s) located in a Pooling Area.
14. The term "Central Clock Time" or "CCT" shall mean Central Standard Time ("CST") except when Daylight Savings Time is in effect, when it shall mean one hour in advance of CST. All times referenced in this Tariff shall be in CCT.
15. The term "Commission" shall mean the Federal Energy Regulatory Commission or any successor regulatory authority.
16. The term "Confirmed Price" shall mean the Transportation rate inclusive of all applicable fees and surcharges agreed upon by Transporter and Shipper.
17. The term "Cycling Fuel" shall mean the quantity of Gas equal to Transporter's Use (%) for Rate Schedule FSS times the quantity of Working Storage Gas in excess of twenty percent (20%) of Shipper's MSQ at the end of the Winter Period.

18. The term "Day" shall mean a period of consecutive hours, beginning at 9:00 a.m., and ending on the following 9:00 a.m.
19. The term "DDS Maximum Daily Injection Quantity" shall mean one thirtieth (1/30) of the Maximum Storage Quantity.
20. The term "DDS Maximum Daily Withdrawal Quantity" shall mean (a) the Working Storage Gas as of the last Day of the prior Service Month divided by the number of Days in the current Service Month or, if applicable, (b) the Working Storage Gas divided by the number of remaining Days in the Service Month as of the date that Transporter notifies Shipper that it must withdraw all of its Working Storage Gas within forty-five (45) Days.
21. The term "Dekatherm" (or "Dth") shall mean the quantity of heat energy which is equivalent to one (1) million (1,000,000) BTU; thus the term MDth shall mean one (1) thousand (1,000) Dth. The conversion factor between Dth and gigajoule, the standard measure of heat energy in Canada, is 1.055056 gigajoules per Dth. The conversion factor between Dth and gigacalorie, the standard measure of heat energy in Mexico, is 0.251996 gigacalories per Dth.
22. The term "Delivery Point" shall mean either (a) a Headstation, (b) the Point of Injection/Withdrawal, or (c) a point on Transporter's Pipeline System that Shipper and Transporter shall agree upon, where Gas exits facilities owned by Transporter, and is metered.
23. The term "Delivery Point MDQ" shall mean the greatest number of Dekatherms that Transporter is obligated to deliver to or on behalf of Shipper on any Day at the applicable Primary Delivery Point.
24. The term "Delivery Point Operator" shall mean the party that is responsible for operating the facilities that are immediately downstream of the applicable Delivery Point.
25. The term "Designated Storage Account" shall mean any Agreement pursuant to Rate Schedule FSS that is designated by the Shipper pursuant to Rate Schedule NNS, for which quantities are to be allocated under Rate Schedule NNS for debiting and crediting.
26. The term "Hydrocarbon Dewpoint" shall mean cricondentherm, the highest temperature at which the hydrocarbon vapor-liquid equilibrium may be present. The Hydrocarbon Dewpoint (cricondentherm) calculations are performed using the Peng-Robinson equation of state.

27. The term "HDP Segment(s)" shall have the meaning as defined in Section 6.13 paragraph 3.
28. The term "HDP Problem(s)" shall mean actual or anticipated operational problems on Transporter's system specifically related to actual or anticipated hydrocarbon liquid fallout.
29. The term "Extreme Condition Situation" shall mean that (a) on any portion of Transporter's Pipeline System throughput approaches capacity, or (b) weather conditions exist, or (c) operating pressures on an affected portion of Transporter's Pipeline System are significantly less than or greater than normal operating pressures, such that Transporter's ability to receive or deliver quantities of Gas in accordance with its service obligations is impaired.
30. The term "Electronic Communication" shall mean the transmission of information via Transporter's Internet site, electronic delivery mechanism prescribed by NAESB or other mutually agreed communication methodologies used to transmit and receive information, including communication by telephone.
31. The term "Electronic Delivery Mechanism" or "EDM" shall mean the Electronic Communication methodology used to transmit and receive data related to gas transactions. Transporter and Shipper shall designate an electronic "site" at which Shippers and Transporter may exchange data electronically. All data provided at such site shall be considered as being delivered to the appropriate party. Transporter's use and implementation of EDM shall conform to all appropriate NAESB standards.
32. The term "Equivalent Quantities" shall mean a quantity of Gas containing an amount of Dekatherms equal to the amount of Dekatherms received by Transporter for the account of Shipper at the Receipt Point(s) reduced, where applicable, by the Dekatherms removed for Transporter's Use, third party use, and treatment and processing of Shipper's Gas, all as attributable to Transportation of Shipper's Gas.
33. The term "Flash Gas" shall mean gaseous hydrocarbons that either vaporize or are vaporized (including flare and vent gas) from liquefied hydrocarbons within facilities located onshore.
34. The term "Gas" shall mean natural gas, including gas cap gas, casinghead gas produced with crude oil, gas from gas wells, gas from condensate wells, Associated Liquefiables and synthetic natural gas, or any mixture of these gases meeting the quality standards under Section 6.13 of these General Terms and Conditions.

35. The term "Gas Delivered Hereunder" shall mean the quantities of Gas allocated to Shipper by Transporter, as determined in accordance with the provisions of Section 6.14 of these General Terms and Conditions.
36. The term "GEMS[™]" shall mean Transporter's electronic communication system which shall be available to any Shipper.
37. The term "Headstation" shall mean (a) Transporter's compressor station located at Eunice, Louisiana; (b) Transporter's compressor station located at Greensburg, Kansas; or (c) subject to operational feasibility, any single Delivery Point in a Pooling Area.
38. The term "Hub" shall mean (a) all interconnections with other transporters or storage service providers and Transporter, located between Transporter's compressor station at Sandwich, Illinois and the Crown Point, Indiana interconnect point (the ANR Joliet Hub), (b) all interconnections with other transporters or storage service providers and Transporter, located between Transporter's meter station at Glen Karn, Ohio and the terminus of the Lebanon Lateral in Ohio (the ANR Lebanon Hub), or (c) subject to operational or administrative feasibility, any other geographic region encompassing Transporter's facilities.
39. The term "Mainline Area Facilities" shall mean those facilities of Transporter which are not Southwest Area Facilities or Southeast Area Facilities of Transporter, and shall comprise Mainline Segments. Set forth below are the Mainline Segment location definitions:
 - (a) **SOUTHEAST SOUTHERN SEGMENT:** all points downstream of the Eunice, LA compressor station site and upstream of the Madisonville, KY compressor station site.
 - (b) **SOUTHEAST CENTRAL SEGMENT:** all points downstream of and including the Madisonville, KY compressor station site and upstream of and including the Defiance, OH compressor station site.
 - (c) **SOUTHWEST SOUTHERN SEGMENT:** all points downstream of the Greensburg, KS compressor station site and upstream of the Maitland, MO compressor station site.
 - (d) **SOUTHWEST CENTRAL SEGMENT:** all points downstream of and including the Maitland, MO compressor station site and upstream of and including the Sandwich, IL compressor station site.
 - (e) **NORTHERN SEGMENT:** all points downstream of the Sandwich, IL and the Defiance, OH compressor station sites.

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

40. The term "Maximum Daily Injection Quantity" shall mean:
- (a) The Base Maximum Daily Injection Quantity if the Working Storage Gas is less than or equal to ninety percent (90%) of the MSQ; or
 - (b) Eighty percent (80%) of the Base Maximum Daily Injection Quantity if the Working Storage Gas is greater than ninety percent (90%) and less than one hundred percent (100%) of the MSQ; or
 - (c) The lesser of (1) the otherwise applicable Maximum Daily Injection Quantity or (2) the difference between the Maximum Storage Quantity and the Working Storage Gas.
41. The term "Maximum Daily Quantity" ("MDQ") shall mean the greatest number of Dekatherms that Transporter is obligated to deliver to or on behalf of Shipper on any Day.
42. The term "Maximum Daily Withdrawal Quantity" shall mean:
- (a) One hundred percent (100%) of the Base MDWQ if the Working Storage Gas is greater than twenty percent (20%) of the Maximum Storage Quantity; or
 - (b) Ninety percent (90%) of the Base MDWQ if the Working Storage Gas is greater than fifteen (15%) and less than or equal to twenty percent (20%) of the Maximum Storage Quantity; or
 - (c) Eighty percent (80%) of the Base MDWQ if the Working Storage Gas is greater than ten percent (10%) and less than or equal to fifteen percent (15%) of the Maximum Storage Quantity; or
 - (d) Seventy percent (70%) of the Base MDWQ if the Working Storage Gas is greater than five percent (5%) and less than or equal to ten percent (10%) of the Maximum Storage Quantity; or
 - (e) Sixty percent (60%) of the Base MDWQ if the Working Storage Gas is less than or equal to five percent (5%) of the Maximum Storage Quantity; or
 - (f) The lesser of the otherwise applicable Maximum Daily Withdrawal Quantity and the remaining Working Storage Gas.

43. The term "Maximum Storage Quantity" ("MSQ") shall mean the greatest number of Dekatherms that Transporter is obligated to store on behalf of Shipper.
44. The term "Maximum Transportation Quantity" shall mean the maximum quantity of Gas that Transporter is obligated to transport on any Day on behalf of Shipper from the applicable supply area.
45. The term "Mcf" shall mean one (1) thousand (1,000) cubic feet of Gas; the term MMcf shall mean one (1) million (1,000,000) cubic feet of Gas. The reporting basis for gas volumes measured in cubic feet is (at standard conditions) 14.73 psia at 60 degrees F, and dry. For cubic meters, the reporting basis is 101.325 kPa at 15 degrees C, and dry.
46. The term "Month" shall mean the period beginning on the first Day of a calendar Month and ending at the same hour on the first Day of the next succeeding calendar Month.
47. The term "Negotiated Rate" shall mean a rate or rate formula for computing a rate for service under a single rate schedule under which, for some portion of the contract term, one or more of the individual rate components may exceed the maximum charge, or be less than the minimum charge, for such component of the applicable tariff rate as set forth in Transporter's Schedule of Rates in Sections 4.1 through 4.17, 4.20 and in Section 5.19. A Negotiated Rate must be mutually agreed upon by Transporter and Shipper, and may be based on a rate design other than straight fixed-variable.
48. The term "Net Present Value" ("NPV") shall mean the discounted cash flow of expected revenues per Dekatherm of the applicable service for a term of up to twenty (20) years, using the interest rate set forth in Section 154.67(c)(2) of the Commission's Regulations.
49. The term "Nomination Route" shall mean the route used to transport Gas from the nominated Receipt Point to the nominated Delivery Point.
50. The term "No-Notice Service" shall mean service available under Rate Schedules NNS, STS and MBS.
51. The term "North American Energy Standards Board" or "NAESB" shall mean the private, consensus standards developer whose wholesale natural gas standards are developed by representatives from all segments of the natural gas industry.
52. The term "Notice Service" shall mean all Transportation Services provided by Transporter other than No-Notice Services.

53. The term "Pipeline Condensate" shall mean the hydrocarbons in a liquid state which condense out of the Transporter's facilities (Pipeline Condensate Reduction ("PCR") shall be measured in Dekatherms.)
54. The term "Plant Thermal Reduction" or "PTR" shall mean the quantity of Dekatherms removed at a processing plant and allocated in accordance with the procedures set forth in Section 6.5.2(b) of these General Terms and Conditions.
55. The term "Point of Injection/Withdrawal" shall mean Transporter's storage facilities.
56. The term "Pooler" shall mean a Shipper under Rate Schedules PTS-1, PTS-2 and PTS-3 that delivers Gas only at the Headstation to other Shippers utilizing Transporter's Mainline Area Facilities.
57. The term "Pooling Agreement" shall mean an Agreement entered into by a Pooler with Transporter.
58. The term "Pooling Area" shall mean, as to any Headstation, Transporter's facilities located upstream of that Headstation.
59. The term "Primary Delivery Point(s)" shall mean the Delivery Point(s) as specified in the Agreement.
60. The term "Primary Receipt Point(s)" shall mean the Receipt Point(s) as specified in the Agreement.
61. The term "Primary Point(s)" shall mean the Primary Delivery Point(s) and/or Primary Receipt Point(s).
62. The term "Primary Route" shall mean the shortest distance along contiguous ANR-owned transmission facilities deemed to transport Gas from the Primary Receipt Point to the Primary Delivery Point, and shall be deemed to include points of interconnection with the facilities of third parties, but shall not include transmission laterals unless the affected Shipper's Primary Receipt or Delivery Points are along any such laterals.
63. The term "Receipt Point" shall mean either (a) a Headstation, (b) the Point of Injection/Withdrawal, or (c) a point on Transporter's Pipeline System that Transporter and Shipper shall agree upon, where Gas enters facilities owned by Transporter, and is metered.
64. The term "Receipt Point MDQ" shall mean the greatest number of Dekatherms that Transporter is obligated to receive for or on behalf of Shipper on any Day at the applicable Primary Receipt Point.

65. The term "Reput" shall mean the reinstatement of a capacity release transaction that was recalled.
66. The term "Residue Gas" shall mean Transporter's Gas stream that has been reduced by PTR.
67. The term "Secondary Delivery Point" shall mean a Delivery Point that is not specified as a Primary Delivery Point.
68. The term "Secondary Receipt Point" shall mean a Receipt Point that is not specified as a Primary Receipt Point.
69. The term "Secondary Point(s)" shall mean the Secondary Delivery Point and/or the Secondary Receipt Point.
70. The term "Service Day" shall mean the Day during which Shipper receives Transportation Service pursuant to a nomination in accordance with Section 6.6 of these General Terms and Conditions.
71. The term "Service Month" shall mean the Month during which Shipper receives Transportation Services under this Tariff.
72. The term "Southeast Area Facilities" shall mean those facilities of Transporter which are located upstream or south of the Eunice, LA compressor station site property, including such site property of Transporter at Eunice, and Transporter's other facilities which are not directly connected.
73. The term "Southwest Area Facilities" shall mean those facilities of Transporter which are located upstream of the Greensburg, KS compressor station site property, including such site property of Transporter at Greensburg.
74. Unless otherwise agreed, the term "Storage Contract Year" shall mean a period of consecutive Months ending on March 31 for services of at least twelve (12) consecutive Months, and shall commence and end on the Days provided in the Service Agreement for services of less than twelve (12) consecutive Months.
75. The term "Summer Period" shall mean the period from April 1 of each calendar year through October 31 of such year.
76. The term "Swing Percentage" shall mean the percentage of quantities allocated at Delivery Points to each Shipper that will be excused from overrun charges or daily scheduling penalties, as applicable. The Swing Percentage shall be equal to ten percent (10%) of the Delivery Point nomination for such Shipper, unless Transporter

shall have posted on GEMS[™] a notification that an Extreme Condition Situation exists. In such case, the Swing Percentage shall be equal to five percent (5%) of the Delivery Point nomination for such Shipper.

77. The terms "Tender Gas" and "Tender of Gas" shall mean that the delivering party is able and willing, and offers, to deliver Gas to the receiving party at the appropriate Receipt Point or Delivery Point.
78. The term "Term of Agreement" shall mean the period set forth in the applicable Agreement during which Shipper may take service under the Agreement and shall be any period of one Day or longer. A period must be for consecutive Days except that Transporter may agree to non-continuous periods for multiple year contracts on a not-unduly discriminatory basis.
79. The term "Transmission Delivery Point(s)" shall mean any Delivery Point which does not include any facilities functionalized as gathering.
80. The term "Transmission Receipt Point(s)" shall mean any Receipt Point which does not include any facilities functionalized as gathering.
81. The terms "Transportation" and "Transportation Service(s)" shall mean (a) storage or (b) transportation of Gas by either forward haul, exchange or Backhaul or any combination thereof which includes the use of facilities functionalized on Transporter's books as transmission and/or storage.
82. The term "Transporter" shall mean ANR Pipeline Company.
83. The term "Transporter's Pipeline System" shall mean those facilities of Transporter which are Mainline Area Facilities, Southwest Area Facilities or Southeast Area Facilities.
84. The term "Transporter's Use" shall mean the quantity of Gas required by Transporter for (1) compressor fuel and (2) lost-and-unaccounted for ("L&U") Gas for service under each Agreement, and shall be equal to the Transporter's Use (%) under each such Agreement times Receipt Point quantities tendered to Transporter.
85. The term "Transporter's EPC" shall mean the dollar amount required by Transporter to recover the cost of electric power purchased, including surcharges, by or for Transporter for use in the operation of electric powered compressor units, and shall be equal to the EPC Charge times Delivery Point quantities.
86. The term "Transporter's Use (%)" shall mean the applicable percentage of Transporter's Use, as specified in the Agreement, which shall be an allocable amount of Transporter's Use. The term "EPC Charge" shall mean the rates in \$ per Dth

applicable to Transporter's rate schedules, and shall be equal to an allocable amount of Transporter's EPC. The Transporter's Use (%) and the EPC Charge shall be calculated by Transporter by appropriate engineering principles and shall include consideration of the distance of Transportation, provided, however, that no Transporter's Use (%) or EPC Charge shall be assessed on Backhaul Transportation. Except as otherwise noted herein and in Section 6.34 of these General Terms and Conditions, the determination of Transporter's Use (%) and EPC Charge in each of Transporter's annual redetermination filings, shall be based upon the transactional throughput methodology set forth in Transporter's December 4, 1997 filing in Docket No. TM97-2-48-001 as accepted by Order of the Commission dated December 31, 1997, as further amended in the December 26, 2001 Stipulation and Agreement in Docket No. RP01-259-000.

87. The term "Winter Period" shall mean the period from November 1 of each calendar year through March 31 of the following calendar year.
88. The term "Wire Transfer" shall mean payments made/effected by wire transfer (Fedwire, CHIPS, or Book Entry), or Automated Clearinghouse, or any other recognized electronic or automated payment mechanism that is agreed upon by Transporter in the future.
89. The term "Working Storage Gas" shall mean the quantity of Gas held in storage by Transporter for Shipper.
90. Capitalized terms not defined herein are defined pursuant to NAESB.

6.37 RESERVED FOR FUTURE USE

6.38 RESERVED FOR FUTURE USE

Appendix B

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

MARKED TARIFF

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN	
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)	
SOUTHEAST AREA (SE)	- Res	\$15.2110	9.5816	\$15.9257	11.9406	\$33.5603	18.0066	\$27.8419	15.9846
		\$21.6353	13.9626						
	- Cmd	0.0266	0.0142	0.0379	0.0169	0.0775	0.0236	0.0633	0.0216
	- MIN	0.0266	0.0142	0.0379	0.0169	0.0775	0.0236	0.0633	0.0216
	- Ovrn	0.5267	0.3292	0.5615	0.4094	1.1809	0.6156	0.9787	0.5472
								0.7593	0.4779
SE - Southern (ML-2)	- Res	\$14.3859	7.2226	\$15.1006	9.5816	\$32.7352	15.6476	\$27.0168	13.6256
		\$20.8102	11.6036						
	- Cmd	0.0238	0.0115	0.0354	0.0142	0.0747	0.0209	0.0605	0.0189
	- MIN	0.0238	0.0115	0.0354	0.0142	0.0747	0.0209	0.0605	0.0189
	- Ovrn	0.4968	0.2490	0.5316	0.3292	1.1509	0.5353	0.9487	0.4668
								0.7294	0.3977
SE - Central (ML-3)	- Res	\$17.3384	9.5816	\$7.6724	6.8856	\$25.3070	12.9516	\$19.5886	10.9296
		\$8.9076							\$13.3820
	- Cmd	0.0354	0.0142	0.0113	0.0108	0.0509	0.0175	0.0367	0.0155
	- MIN	0.0354	0.0142	0.0113	0.0108	0.0509	0.0175	0.0367	0.0155
	- Ovrn	0.6051	0.3292	0.2635	0.2371	0.8829	0.4434	0.6807	0.3749
								0.4614	0.3056
SOUTHWEST AREA (SW)	- Res	\$36.6401	18.3436	\$26.9744	15.6476	\$14.8820	9.2446	\$20.6220	11.2666
		\$24.9406	13.2886						
	- Cmd	0.0845	0.0276	0.0577	0.0243	0.0240	0.0169	0.0363	0.0195
	- MIN	0.0845	0.0276	0.0577	0.0243	0.0240	0.0169	0.0363	0.0195
	- Ovrn	1.2861	0.6307	0.9445	0.5387	0.5103	0.3208	0.7143	0.3900
								0.8664	0.4585
SW - Southern (ML-5)	- Res	\$33.5874	15.6476	\$23.9214	12.9516	\$11.8293	6.5486	\$17.5693	8.5706
		\$21.8879	10.5926						
	- Cmd	0.0747	0.0209	0.0509	0.0175	0.0142	0.0101	0.0295	0.0128
	- MIN	0.0747	0.0209	0.0509	0.0175	0.0142	0.0101	0.0295	0.0128
	- Ovrn	1.1789	0.5353	0.8374	0.4434	0.4031	0.2254	0.6071	0.2945
								0.7592	0.3630
SW - Central (ML-6)	- Res	\$27.8636	13.6256	\$18.1976	10.9296	\$17.5639	8.5706	\$11.8455	6.5486
		\$16.1641							
	- Cmd	0.0605	0.0189	0.0367	0.0155	0.0295	0.0128	0.0153	0.0108
	- MIN	0.0605	0.0189	0.0367	0.0155	0.0295	0.0128	0.0153	0.0108
	- Ovrn	0.9766	0.4668	0.6350	0.3749	0.6069	0.2945	0.4047	0.2261
								0.5568	0.2945
NORTHERN (ML-7)	- Res	\$22.1290	11.6036	\$12.4630	8.9076	\$22.3545	10.5926	\$16.6361	8.5706
		\$10.4295							
	- Cmd	0.0452	0.0162	0.0214	0.0128	0.0396	0.0148	0.0254	0.0128
	- MIN	0.0452	0.0162	0.0214	0.0128	0.0396	0.0148	0.0254	0.0128
	- Ovrn	0.7727	0.3977	0.4311	0.3056	0.7745	0.3630	0.5723	0.2945
								0.3530	0.2254

General Notes:

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

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

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

RECEIVED FROM	DELIVERED TO	SOUTHWEST MAINLINE	SOUTHEAST MAINLINE	NORTHERN SEGMENT
---------------	--------------	--------------------	--------------------	------------------

RATE SCHEDULE STS

SOUTHWEST AREA	\$1.93841596	\$2.39461.3899	\$1.64400748
SOUTHEAST AREA	2.28591.3482	1.77802162	1.52720962
NORTHERN SEGMENT	1.84660738	1.83841371	1.08780.8218

RATE SCHEDULE ETS
 For Small Shipper Service Option

SOUTHWEST AREA	\$2.09081.1420	\$3.73181.8551	\$2.53111.3455
SOUTHEAST AREA	3.42101.8175	1.62452064	2.20341.4099
NORTHERN SEGMENT	2.26671.0701	2.24981.1722	1.04920.6625

RATE SCHEDULE FTS-1
 For Small Shipper Service Option

SOUTHWEST AREA	\$1.80510603	\$3.36181.7735	\$2.29251.2638
SOUTHEAST AREA	3.13591.8175	1.47742064	1.96483283
NORTHERN SEGMENT	1.98160.9885	1.87980905	0.81055809

General Note:

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

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN							
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)							
SOUTHEAST AREA (SE)	- Res	\$4.0687	\$2.3590	\$11.4969	\$8.7620	\$14.4494	\$11.1210	\$33.7511	\$19.8830	\$30.6984	\$17.1870				
		\$24.9746	\$15.1650	\$19.2400	\$13.1430										
	- Cmd	0.002800	0.0270	0.026601	0.0420	0.037901	0.0690	0.084303	0.0300	0.077502	0.0360	0.063302	0.0160	0.0480	0.0189
	- MIN	0.002800	0.0270	0.026601	0.0420	0.037901	0.0690	0.084303	0.0300	0.077502	0.0360	0.063302	0.0160	0.0480	0.0189
- Ovrn	0.136608	0.0200	0.404630	0.0220	0.512938	0.2400	0.19390	0.6840	1.08680	0.58870	0.884452	0.2000	0.6805	0.4509	
SE - Southern (ML-2)	- Res	\$11.4969	\$8.7620	\$10.6718	\$6.4030	\$13.6243	\$8.7620	\$32.9260	\$17.5240	\$29.8733	\$14.8280				
		\$24.1495	\$12.8060	\$18.4149	\$10.7840										
	- Cmd	0.026601	0.0420	0.023801	0.0150	0.035101	0.0420	0.081502	0.0760	0.074702	0.0200	0.060501	0.0189	0.0452	0.0162
	- MIN	0.026601	0.0420	0.023801	0.0150	0.035101	0.0420	0.081502	0.0760	0.074702	0.0200	0.060501	0.0189	0.0452	0.0162
- Ovrn	0.404630	0.0220	0.374722	0.0200	0.483030	0.0220	0.16400	0.60381	0.05680	0.50830	0.854543	0.3990	0.6506	0.3707	
SE - Central (ML-3)	- Res	\$14.4494	\$11.1210	\$13.6243	\$8.7620	\$6.1961	\$0.6600	\$25.4978	\$14.8280	\$22.4451	\$12.1320				
		\$16.7213	\$10.1100	\$10.9867	\$8.0880										
	- Cmd	0.037901	0.0690	0.035101	0.0420	0.011301	0.01080	0.057702	0.0430	0.050901	0.01750	0.036701	0.01550	0.0214	0.0128
	- MIN	0.037901	0.0690	0.035101	0.0420	0.011301	0.01080	0.057702	0.0430	0.050901	0.01750	0.036701	0.01550	0.0214	0.0128
- Ovrn	0.512938	0.2400	0.483030	0.0220	0.215021	0.0200	0.896051	0.1170	0.788841	0.1640	0.586434	0.3790	0.3826	0.2788	
SOUTHWEST AREA (SW)	- Res	\$33.7511	\$19.8830	\$32.9260	\$17.5240	\$25.4978	\$14.8280	\$6.2963	\$2.6960	\$12.0201	\$8.4250				
		\$17.7547	\$10.4470	\$22.5453	\$12.4690										
	- Cmd	0.084303	0.0300	0.081502	0.0760	0.057702	0.0430	0.006800	0.0670	0.021001	0.01690	0.036301	0.01950	0.0464	0.0216
	- MIN	0.084303	0.0300	0.081502	0.0760	0.057702	0.0430	0.006800	0.0670	0.021001	0.01690	0.036301	0.01950	0.0464	0.0216
- Ovrn	1.19390	0.6840	1.16400	0.60380	0.896051	0.1170	0.213809	0.0520	0.416229	0.3900	0.19840	0.51292	0.6760	0.680533	0.62
SW - Southern (ML-5)	- Res	\$30.6984	\$17.1870	\$29.8733	\$14.8280	\$22.4451	\$12.1320	\$12.0201	\$8.4250	\$8.9674	\$5.7290				
		\$14.7020	\$7.7510	\$19.4926	\$9.7730										
	- Cmd	0.077502	0.0360	0.074702	0.0200	0.050901	0.01750	0.021001	0.01690	0.014201	0.01010	0.029501	0.01280	0.0396	0.0148
	- MIN	0.077502	0.0360	0.074702	0.0200	0.050901	0.01750	0.021001	0.01690	0.014201	0.01010	0.029501	0.01280	0.0396	0.0148
- Ovrn	1.08680	0.58870	1.05680	0.50830	0.788841	0.1640	0.416229	0.3900	0.19840	0.51292	0.6760	0.6805	0.3362		
SW - Central (ML-6)	- Res	\$24.9746	\$15.1650	\$24.1495	\$12.8060	\$16.7213	\$10.1100	\$17.7547	\$10.4470	\$14.7020	\$7.7510				
		\$8.9782	\$5.7290	\$13.7688	\$7.7510										
	- Cmd	0.063302	0.0160	0.060501	0.01890	0.036701	0.01550	0.036301	0.01950	0.029501	0.01280	0.015301	0.01080	0.0254	0.0128
	- MIN	0.063302	0.0160	0.060501	0.01890	0.036701	0.01550	0.036301	0.01950	0.029501	0.01280	0.015301	0.01080	0.0254	0.0128
- Ovrn	0.884452	0.2000	0.854543	0.3990	0.586434	0.3790	0.620036	0.3000	0.51292	0.6760	0.310519	0.1910	0.4781	0.2676	
NORTHERN (ML-7)	- Res	\$19.2400	\$13.1430	\$18.4149	\$10.7840	\$10.9867	\$8.0880	\$22.5453	\$12.4690	\$19.4926	\$9.7730				
		\$13.7688	\$7.7510	\$8.0342	\$5.7290										
	- Cmd	0.048001	0.01890	0.045201	0.01620	0.021401	0.01280	0.046402	0.0160	0.039601	0.01480	0.025401	0.0128	0.0101	
	- MIN	0.048001	0.01890	0.045201	0.01620	0.021401	0.01280	0.046402	0.0160	0.039601	0.01480	0.025401	0.0128	0.0101	
- Ovrn	0.680545	0.0900	0.650637	0.0700	0.382627	0.8800	0.787643	0.1500	0.680533	0.6200	0.478126	0.7600	0.2742	0.1984	

General Notes:

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

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

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Res	\$2.67531.5515	\$7.75965.7614	\$9.50107.3129	\$22.192613.0729			
		\$20.185311.3003	\$16.42179.9712	\$12.65108.6420				
	- Cmd	0.048602930	1.156011280	2.200514210	4.464225440	4.423021720	3.344419240	2.26451669
	- MIN	0.002800270	0.026601420	0.037901690	0.084303030	0.077502360	0.063302160	0.04800189
	- Ovrn	0.136608020	0.404631870	0.512938241	1.19390.68401	1.08680.58850	0.88445257	0.68054509
SE - Southern (ML-2)	- Res	\$7.55965.7614	\$7.01714.2098	\$8.95855.7614	\$21.650111.5214	\$19.64289.7487		
		\$15.87928.4196	\$12.10857.0905					
	- Cmd	0.156011280	1.143908360	1.88411280	4.452122510	4.410918790	3.332316310	2.25241376
	- MIN	0.026601420	0.023801150	0.035101420	0.081502760	0.074702090	0.060501890	0.04520162
	- Ovrn	0.404631870	0.374723850	0.483030221	1.16400.60381	1.05680.50830	0.85454455	0.65063707
SE - Central (ML-3)	- Res	\$9.50107.3129	\$8.95855.7614	\$4.07423.9887	\$16.76589.7487	\$14.75857.9761		
		\$10.99496.6470	\$7.22425.3179					
	- Cmd	0.200514210	1.188411280	0.081007910	3.344719140	3.303515420	2.224912940	1.14501039
	- MIN	0.037901690	0.035101420	0.011301080	0.057702430	0.050901750	0.036701550	0.02140128
	- Ovrn	0.512938240	0.483030220	0.215019370	0.896049530	0.788839980	0.586433700	0.38262622
SOUTHWEST AREA (SW)	- Res	\$22.192613.0729	\$21.650111.5214	\$16.76589.7487	\$4.14011.7726	\$7.90375.5389		
		\$11.67446.8681	\$14.82448.1972					
	- Cmd	0.464225440	4.452122510	3.344719140	0.077703720	1.156311190	2.236213740	3.00021622
	- MIN	0.084303030	0.081502760	0.057702430	0.006800670	0.021001690	0.036301950	0.04640216
	- Ovrn	1.19390.68401	1.16400.60380	0.896049530	0.213809540	0.416228820	0.62003630	0.78764315
SW - Southern (ML-5)	- Res	\$20.185311.3003	\$19.64289.7487	\$14.75857.9761	\$7.90375.5389	\$5.89643.7663		
		\$9.66715.0954	\$12.81716.4246					
	- Cmd	0.423021720	4.410918790	3.303515420	1.156311190	1.115107470	1.195010020	2.25901250
	- MIN	0.077502360	0.074702090	0.050901750	0.021001690	0.014201010	0.029501280	0.03960148
	- Ovrn	1.08680.58851	1.05680.50830	0.788839980	0.416228820	0.309019280	0.51292676	0.68053361
SW - Central (ML-6)	- Res	\$16.42179.9712	\$15.87928.4196	\$10.99496.6470	\$11.67446.8681	\$9.66715.0954		
		\$5.90353.7663	\$9.05355.0954					
	- Cmd	0.344419240	3.332316310	2.224912940	2.236213740	1.195010020	1.116407540	1.18041002
	- MIN	0.063302160	0.060501890	0.036701550	0.036301950	0.029501280	0.015301080	0.02540128
	- Ovrn	0.884452570	0.854544550	0.586433700	0.620036300	0.512926760	0.310520480	0.47812732
NORTHERN	- Res	\$12.65108.6420	\$12.10857.0905	\$7.22425.3179	\$14.82448.1972	\$12.81716.4246		
		\$9.05355.0954	\$5.28283.7663					

(ML-7)	- Cmd	0.26451669	0.25241376	0.14501039	0.30021622	0.25901250	0.18041002	0.10050747	
	- MIN	0.04800189	0.04520162	0.02140128	0.04640216	0.03960148	0.02540128	0.0101	
	- Ovrn	0.68054509	0.65063707	0.38262622	0.78764315	0.68053361	0.47812732	0.27421984	

General Notes:

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

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

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Del	\$2.03441.1795	\$5.74854.3810	\$7.22475.5605	\$16.87569.9415	\$15.34928.5935		
		\$12.48737.5825	\$9.62006.5715					
	- Cap	0.066903880	1.89014410	0.237518290	0.554832720	0.504628280	0.410524950	0.31632162
	- Cmd	0.002800270	0.026601420	0.037901690	0.084303030	0.077502360	0.063302160	0.04800189
	- Min	0.002800270	0.026601420	0.037901690	0.084303030	0.077502360	0.063302160	0.04800189
- Ovrn	1/	1/	1/	1/	1/	1/	1/	
SE - Southern (ML-2)	- Del	\$5.74854.3810	\$5.33593.2015	\$6.81224.3810	\$16.46308.7620	\$14.93677.4140		
		\$12.07486.4030	\$9.20755.3920					
	- Cap	0.189014410	1.75410530	0.224014410	0.541228830	0.491124400	0.397021070	0.30271774
	- Cmd	0.026601420	0.023801150	0.035101420	0.081502760	0.074702090	0.060501890	0.04520162
	- Min	0.026601420	0.023801150	0.035101420	0.081502760	0.074702090	0.060501890	0.04520162
- Ovrn	1/	1/	1/	1/	1/	1/	1/	
SE - Central (ML-3)	- Del	\$7.22475.5605	\$6.81224.3810	\$3.09813.0330	\$12.74897.4140	\$11.22266.0660		
		\$8.36075.0550	\$5.49344.0440					
	- Cap	0.237518290	0.224014410	0.101909980	0.419124400	0.369019960	0.274916630	0.18061330
	- Cmd	0.037901690	0.035101420	0.011301080	0.057702430	0.050901750	0.036701550	0.02140128
	- Min	0.037901690	0.035101420	0.011301080	0.057702430	0.050901750	0.036701550	0.02140128
- Ovrn	1/	1/	1/	1/	1/	1/	1/	
SOUTHWEST AREA (SW)	- Del	\$16.87569.9415	\$16.46308.7620	\$12.74897.4140	\$3.14821.3480	\$6.01014.2125		
		\$8.87745.2235	\$11.27276.2345					
	- Cap	0.554832720	0.541228830	0.419124400	0.103504430	0.197613860	0.291917190	0.37062052
	- Cmd	0.084303030	0.081502760	0.057702430	0.006800670	0.021001690	0.036301950	0.04640216
	- Min	0.084303030	0.081502760	0.057702430	0.006800670	0.021001690	0.036301950	0.04640216
- Ovrn	1/	1/	1/	1/	1/	1/	1/	
SW - Southern (ML-5)	- Del	\$15.34928.5935	\$14.93677.4140	\$11.22266.0660	\$6.01014.2125	\$4.48372.8645		
		\$7.35103.8755	\$9.74634.8865					
	- Cap	0.504628280	0.491124400	0.369019960	0.197613860	0.147409420	0.241712750	0.32041608
	- Cmd	0.077502360	0.074702090	0.050901750	0.021001690	0.014201010	0.029501280	0.03960148
	- Min	0.077502360	0.074702090	0.050901750	0.021001690	0.014201010	0.029501280	0.03960148
- Ovrn	1/	1/	1/	1/	1/	1/	1/	
SW - Central (ML-6)	- Del	\$12.48737.5825	\$12.07486.4030	\$8.36075.0550	\$8.87745.2235	\$7.35103.8755		
		\$4.48912.8645	\$6.88443.8755					
	- Cap	0.410524950	0.397021070	0.274916630	0.291917190	0.241712750	0.147609420	0.22631275
	- Cmd	0.063302160	0.060501890	0.036701550	0.036301950	0.029501280	0.015301080	0.02540128
	- Min	0.063302160	0.060501890	0.036701550	0.036301950	0.029501280	0.015301080	0.02540128
- Ovrn	1/	1/	1/	1/	1/	1/	1/	

NORTHERN	- Del	\$9.62006.5715	\$9.20755.3920	\$5.49344.0440	\$11.27276.2345	\$9.74634.8865		
		\$6.88443.8755	\$4.01712.8645					
(ML-7)	- Cap	0.316321620	0.302717740	0.180613300	0.370620520	0.320416080	0.226312750	0.13210942
	- Cmd	0.04800189	0.045201620	0.021401280	0.046402160	0.039601480	0.02540128	0.0101
	- Min	0.048001890	0.045201620	0.021401280	0.046402160	0.039601480	0.02540128	0.0101
	- Ovrn	1/	1/	1/	1/	1/	1/	1/

	<u>Deliverability Rate</u>	<u>Capacity Rate</u>	<u>Commodity Rate</u>	<u>Minimum Rate</u>
Enhancement Services Option 2/	\$2.3433 1.3103	\$0.07700431	\$0.01010032	\$0.01010032
2 Hour Notice Service 2/	\$1.2653 2.9022	\$0.04160954	\$0.02100170	\$0.02100170
Balancing Service 2/	\$0.1005 2325	\$0.00330077	\$0.00020003	\$0.00020003

General Notes:

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

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

1/ Overrun Rate. The 100% Load Factor rate, which is the sum of: (a) the product of (1) the sum of the applicable Deliverability Reservation Rates, (2) the applicable Maximum Hourly Flow Rate, (3) twenty-four, and (4) twelve, divided by (5) 365; (b) the sum of the Capacity Reservation Rates; and (c) the sum of the Commodity Rates.

2/ Shippers opting for one or both service enhancements must also pay the enhancement service rate.

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

RECEIVED FROM	DELIVERED TO	SOUTHEAST			SOUTHWEST			NORTHERN
		S.E. Area (SE)	Southern Segment (ML-2)	Central Segment (ML-3)	S.W. Area (SW)	Southern Segment (ML-5)	Central Segment (ML-6)	Segment (ML-7)
SOUTHEAST AREA (SE)	- Cmd	\$0.13650802	\$0.40453187	\$0.51293824	\$1.193906840	\$1.086705885	\$0.88435257	
	- MIN	\$0.68054509	\$0.002800270	\$0.026601420	\$0.037901690	\$0.084303030	\$0.077502360	\$0.063302160
SE - Southern (ML-2)	- Cmd	\$0.40453187	\$0.37462385	\$0.48303022	\$1.164006038	\$1.056805083	\$0.85444455	
	- MIN	\$0.65063707	\$0.026601420	\$0.023801150	\$0.035101420	\$0.081502760	\$0.074702090	\$0.060501890
SE - Central (ML-3)	- Cmd	\$0.51293824	\$0.48303022	\$0.21501937	\$0.89604953	\$0.78883998	\$0.58643370	
	- MIN	\$0.38262622	\$0.037901690	\$0.035101420	\$0.011301080	\$0.057702430	\$0.050901750	\$0.036701550

SOUTHWEST AREA (SW)	- Cmd	\$1.193906840	\$1.164006038	\$0.89604953	\$0.21380954	\$0.41622882	\$0.62003630	
	- MIN	\$0.78764315	\$0.084303030	\$0.081502760	\$0.057702430	\$0.006800670	\$0.021001690	\$0.036301950
SW - Southern (ML-5)	- Cmd	\$1.086705885	\$1.056805083	\$0.78883998	\$0.41622882	\$0.30901928	\$0.51282676	
	- MIN	\$0.68043361	\$0.077502360	\$0.074702090	\$0.050901750	\$0.021001690	\$0.014201010	\$0.029501280
SW - Central (ML-6)	- Cmd	\$0.88435257	\$0.85444455	\$0.58643370	\$0.62003630	\$0.51282676	\$0.31042048	
	- MIN	\$0.47802732	\$0.063302160	\$0.060501890	\$0.036701550	\$0.036301950	\$0.029501280	\$0.015301080

NORTHERN (ML-7)	- Cmd	\$0.68054509	\$0.65063707	\$0.38262622	\$0.78764315	\$0.68043361	\$0.47802732	
	- MIN	\$0.27421984	\$0.048001890	\$0.045201620	\$0.021401280	\$0.046402160	\$0.039601480	\$0.02540128

General Notes:

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

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

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

	Maximum Rate -----	Minimum Rate -----
ITS-3 1/	\$ <u>2.04081.6266</u>	\$ <u>0.06620373</u>
IPLS 1/	\$ <u>0.58083901</u>	\$0.0000
IWS 1/- Joliet Hub	\$ <u>0.27422122</u>	\$0.0000
IWS 1/ - Lebanon Hub	\$ <u>0.21501988</u>	\$0.0000

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

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

	Maximum Rate per Dth -----	Minimum Rate per Dth -----
RATE SCHEDULE FSS 1/ For a service term under 4 years		

With Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 0.97102.04	\$ 0
b. Capacity Rate	\$ 0.76834000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.02100126	\$ 0.02100126
3. Overrun Service Rate	2/	\$ 0.02100126
With Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 1.85562.45	\$ 0
b. Capacity Rate	\$ 0.76834000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.02100126	\$ 0.02100126
3. Overrun Service Rate	2/	\$ 0.02100126
Without Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 1.21382.60	\$ 0
b. Capacity Rate	\$ 0.76834000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.02100126	\$ 0.02100126
3. Overrun Service Rate	2/	\$ 0.02100126
Without Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 2.09843.00	\$ 0
b. Capacity Rate	\$ 0.76834000	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0.02100126	\$ 0.02100126
3. Overrun Service Rate	2/	\$ 0.02100126

~~RATE SCHEDULE FSS 1/~~

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

~~With Ratchets and Seasonal Entitlements~~

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

~~With Ratchets and Flexible Entitlements~~

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

~~Without Ratchets and Seasonal Entitlements~~

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

~~Without Ratchets and Flexible Entitlements~~

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

~~RATE SCHEDULE FSS 1/~~

~~For a service term of 10 years or greater~~

~~With Ratchets and Seasonal Entitlements~~

1. Reservation Rate		
a. Deliverability Rate	\$ 0.6801	\$ 0
b. Capacity Rate	\$ 0.5381	\$ 0

2. Commodity Rate		
Injection/Withdrawal	\$ 0.0210	\$ 0.0210
3. Overrun Service Rate	2/	\$ 0.0210

~~With Ratchets and Flexible Entitlements~~

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

~~Without Ratchets and Seasonal Entitlements~~

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

~~Without Ratchets and Flexible Entitlements~~

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

RATE SCHEDULE DDS 3/

1. Storage Commodity Rate	\$ 0. 1368 <u>0874</u>	\$ 0. 0036 <u>0126</u>
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- 1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.
- 2/ 100% load factor rate, which is the sum of (a) the product of (1) the Deliverability Reservation Rate, (2) twelve, and (3) the Base Maximum Daily Withdrawal Quantity divided by the Maximum Storage Quantity, (b) the Capacity Reservation Rate and (c) the Injection/Withdrawal Commodity Rate.
- 3/ The rates shown are subject to all applicable volumetric charges or surcharges, under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under these Sections.

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

COLD SPRINGS 1 STORAGE PROJECT
 DOCKET NO. CP06-464

APPLICABLE TO CUSTOMERS UTILIZING CAPACITY
 PURSUANT TO INCREMENTAL FACILITY EXPANSIONS:

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

With Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 7.0931 <u>2.28</u>	\$ 0
b. Capacity Rate	\$ 3.1743 <u>0.4818</u>	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0. 0483 <u>0126</u>	\$ 0. 0483 <u>0126</u>
3. Overrun Service Rate	2/	\$ 0. 0483 <u>0126</u>
With Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 13.2201 <u>2.68</u>	\$ 0
b. Capacity Rate	\$ 3.1743 <u>0.4818</u>	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0. 0483 <u>0126</u>	\$ 0. 0483 <u>0126</u>
3. Overrun Service Rate	2/	\$ 0. 0483 <u>0126</u>
Without Ratchets and Seasonal Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 8.8664 <u>2.85</u>	\$ 0
b. Capacity Rate	\$ 3.1743 <u>0.4818</u>	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0. 0483 <u>0126</u>	\$ 0. 0483 <u>0126</u>
3. Overrun Service Rate	2/	\$ 0. 0483 <u>0126</u>
Without Ratchets and Flexible Entitlements		

1. Reservation Rate		
a. Deliverability Rate	\$ 14.9934 <u>3.25</u>	\$ 0
b. Capacity Rate	\$ 3.1743 <u>0.4818</u>	\$ 0
2. Commodity Rate		
Injection/Withdrawal	\$ 0. 0483 <u>0126</u>	\$ 0. 0483 <u>0126</u>

3. Overrun Service Rate 2/ \$ 0.~~0483~~0126

~~RATE SCHEDULE FSS~~

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

~~With Ratchets and Seasonal Entitlements~~

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

~~With Ratchets and Flexible Entitlements~~

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

~~Without Ratchets and Seasonal Entitlements~~

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

~~Without Ratchets and Flexible Entitlements~~

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

~~RATE SCHEDULE FSS~~

~~For a service term of 10 years or greater~~

~~With Ratchets and Seasonal Entitlements~~

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

~~With Ratchets and Flexible Entitlements~~

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

~~Without Ratchets and Seasonal Entitlements~~

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

~~Without Ratchets and Flexible Entitlements~~

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

RATE SCHEDULE DDS 1/

1. Storage Commodity Rate	\$ 0.13680993	\$ 0.00360126
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1/ The rates shown are subject to all applicable reservation and volumetric charges or surcharges under Section 6.24 of the General Terms and Conditions of this Tariff. Section 4.16 reflects the applicable charges and surcharges under this Section.

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

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

RATE SCHEDULE NNS 1/

1. Reservation Rate	\$7.21726 .8750
2. Commodity Rate	0. 03110 165
3. Overrun Service Rate	0. 38703 555

RATE SCHEDULE MBS 1/

1. Daily Delivery Rate	
a. Northern Segment	\$0. 27102 596
b. Southeast Mainline	0. 62994 311
c. Southwest Mainline	0. 66253 904
2. Capacity Rate	\$0. 05120 449
3. Commodity Rate 2/	
a. Northern Segment Delivery	\$0. 02610 218
b. Southeast Mainline Delivery	0. 04360 248
c. Southwest Mainline Delivery	0. 04080 241
4. Overrun Service Rate	\$0. 38704 357

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

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

Rate Schedule and Type of Service ----- (Col. 1)	Maximum Rate Per Dth		
	Reservation Rate ----- (Col. 2)	Commodity Rate ----- (Col. 3)	Minimum Rate Per Dth ----- (Col. 4)
RATE SCHEDULES FTS-1, FTS-4, FTS-4L, ETS (1) AND PTS-2 -----			
1. Rate			
a. Mainline - Access	\$3.24367070	\$0.00000081	\$0.00000081
b. Mainline - Southwest Southern Segment	5.72382.0220	0.01420020	0.01420020
c. Mainline - Southwest Central Segment	5.73462.0220	0.01530027	0.01530027
d. Mainline - Southeast Southern Segment	7.42822.6960	0.02380034	0.02380034
e. Mainline - Southeast Central Segment	2.95253590	0.01130027	0.01130027
f. Mainline - Northern Segment	4.79062.0220	0.01010020	0.01010020
g. Southeast Area - Transmission (2)	0.82512.3590	0.00280027	0.00280027
h. Southwest Area - Transmission (2)	3.05272.6960	0.00680067	0.00680067
2. ETS Mainline Rate Increment	(1)	(1)	(1)
3. Overrun Service Rate	(3)	(3)	(3)

RATE SCHEDULE FTS-2

1. Rate			
a. Mainline - Access	\$2.13284372	\$0.03650499	\$0.00000081
b. Mainline - Southwest Southern Segment	3.76361.3291	0.07860248	0.01420020
c. Mainline - Southwest Central Segment	3.77071.3291	0.07990255	0.01530027
d. Mainline - Southeast Southern Segment	4.88431.7679	0.10740337	0.02380034
e. Mainline - Southeast Central Segment	1.94145515	0.04450293	0.01130027
f. Mainline - Northern Segment	3.15001.3291	0.06400248	0.01010020
g. Southeast Area - Transmission	0.54251.5515	0.01240293	0.00280027
h. Southwest Area - Transmission	2.00731.7726	0.04120372	0.00680067
2. Overrun Service Rate	(3)	(3)	(3)

(1) The ETS Mainline Access Rates (reservation and commodity) are equal to the FTS-1 mainline access rates. The ETS Mainline Mileage reservation rate for the delivery segment is equal to one and one-half times the FTS-1 Mainline Mileage rate. For all other segments, the ETS Mainline Mileage reservation rate is equal to the FTS-1 Mainline Mileage rate. The ETS Mainline Mileage commodity rates for each segment are equal to the FTS-1 Mainline Mileage Commodity Rates. The ETS Rate Schedule is not available in the Southeast and Southwest Areas.

- (2) Rates applicable for service under Rate Schedule PTS-2.
- (3) The Overrun Service Rate is a commodity charge for each Dekatherm of Authorized Daily Overrun Quantity equal to (a) the applicable maximum Reservation Charges times 12 then dividing the result by 365, plus (b) the applicable Commodity Charges, plus (c) in the case of utilization of any Secondary Receipt or Delivery Points outside of the Rate Segment(s) or portions thereof for which capacity is reserved and paid for, the applicable incremental maximum Reservation Rate(s) times 12 then dividing the result by 365 plus the applicable incremental commodity charges, as stated in Sections 4.1, 4.3 or 4.5 (whichever is applicable) and/or Section 5.19, that Transporter would otherwise charge for transportation to or from those additional Rate Segments, or portions thereof.

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

Description	Reservation Rate				
	Deliverability Rate	Capacity Rate	Commodity Rate	Minimum Rate	Overrun Rate
Base Rate 1/					
Mainline - Access	\$1.62188535	\$0.05330609	\$0.00000081	\$0.00000081	2/
Mainline - SW - Southern	\$2.86191.0110	\$0.09410333	\$0.01420020	\$0.01420020	2/
Mainline - SW - Central	\$2.86731.0110	\$0.09430333	\$0.01530027	\$0.01530027	2/
Mainline - SE - Southern	\$3.71411.3480	\$0.12210443	\$0.02380034	\$0.02380034	2/
Mainline - SE - Central	\$1.47631795	\$0.04850388	\$0.01130027	\$0.01130027	2/
Mainline - Northern	\$2.39531.0110	\$0.07870333	\$0.01010020	\$0.01010020	2/
Southeast Area	\$0.41261.1795	\$0.01360388	\$0.00280027	\$0.00280027	2/
Southwest Area	\$1.52643480	\$0.05020443	\$0.00680067	\$0.00680067	2/
Enhancement Services Option 3/	\$2.34331.3103	\$0.07700431	\$0.01010032	\$0.01010032	
2 Hour Notice Service 3/	\$1.26532.9022	\$0.04160954	\$0.02100170	\$0.02100170	
Balancing Service 3/	\$0.10052325	\$0.00330077	\$0.00200003	\$0.00200003	

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

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

RATE SCHEDULE AND TYPE OF SERVICE ----- (Col. 1)	MAXIMUM RATE PER DTH ----- (Col. 2)	MINIMUM RATE PER DTH ----- (Col. 3)
RATE SCHEDULE ITS AND PTS-3 -----		
1. Commodity Rate		
a. Mainline - Access	\$0. 10661299	\$0. 00000081
b. Mainline - Southwest Southern Segment	0. 20240628	0. 01420020
c. Mainline - Southwest Central Segment	0. 20380748	0. 01530027
d. Mainline - Southeast Southern Segment	0. 26801085	0. 02380034
e. Mainline - Southeast Central Segment	0. 10840638	0. 01130027
f. Mainline - Northern Segment	0. 16760685	0. 01010020
g. Southwest Area (1)	0. 10720954	0. 00680067
h. Southeast Area (1)	0. 02990802	0. 00280027

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

STATEMENT OF SURCHARGES

General Terms and Conditions Section	Particulars	Maximum Rate Per Dth	Minimum Rate Per Dth
6.15	Cashout Price Surcharge applicable to Rate Schedules ETS, STS, FTS-1, FTS-2, FTS-3, FTS-4, FTS-4L, ITS, ITS-3, PTS-1, PTS-2 and PTS-3	\$0.0000	\$0.0000
	Cashout Price Negative Surcharge applicable to Rate Schedules ETS, STS, FTS-1, FTS-2, FTS-3, FTS-4, FTS-4L, ITS, ITS-3, PTS-1, PTS-2 and PTS-3	\$0.0000 (\$0.0004)	\$0.0000 (\$0.0004)
6.24	Annual Charge Adjustment applicable to Rate Schedules ETS, STS, FTS-1, ITS FTS-2, FTS-3, FTS-4, FTS-4L, and ITS-3 1/	2/	2/

1/ Refer to listed Section of General Terms and Conditions for applicability to Rate Schedules FSS, DDS and MBS.

2/ The currently effective ACA unit charge as published on the Commission's website (www.ferc.gov) is incorporated herein by reference.

SOUTHEAST AREA GATHERING SERVICE

1. AVAILABILITY

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

2. FIRM SERVICE CHARGES

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

(1) Reservation Charge:

~~\$0.5256~~1.250 for each Dekatherm of MDQ.

(2) Commodity Charge:

~~\$0.0000~~0002 for each Dekatherm of Gas Delivered Hereunder.

3. INTERRUPTIBLE SERVICE CHARGES

Each Month Shipper shall pay to Transporter a commodity charge not to exceed ~~\$0.0173~~0413 for each Dekatherm of Gas Delivered Hereunder.

4. FUEL AND L&U REIMBURSEMENT

Transporter shall retain ~~0.3321~~0.3321% of each Dekatherm of Gas tendered to Transporter at the Receipt Point(s) in the Southeast Area. This percentage is comprised of 0.00% fuel and ~~0.3321~~0.3321% L&U, provided, however, if Transporter also provides Transportation of such Gas, the retention % will not include L&U.

6.1 DEFINITIONS

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

8. The term "Business Day" shall mean Monday through Friday, excluding Federal Banking Holidays for transactions in the United States, and similar holidays for transactions in Canada and Mexico.
9. The term "BTA Stand-Alone Option" shall mean service to a Notice Service Shipper that has elected and qualified to have deliveries allocated on a BTA basis and agreed to the installation of flow control facilities at the point of consumption.
10. The term "BTU" shall mean one (1) British thermal unit, the amount of heat required to raise the temperature of one (1) pound of water one (1) degree Fahrenheit at sixty (60) degrees Fahrenheit, and is the International Btu. The reporting basis for BTU is 14.73 psia at 60 degrees F (101.325 kPa at 15 degrees C) and dry; and for gigacalorie it is 1.035646 Kg/cm² at 15.6 degrees C, and dry.

For purposes of this term, and the term Mcf in Section 6.1(45) below, NAESB WGQ takes no position on the basis upon which transactions are communicated to trading partners and/or regulatory agencies, as applicable, nor does NAESB WGQ state whether transactions may take place between parties on a volumetric basis.

11. The term "Cashout" shall mean the monetary settlement of quantities of Gas owed to or by Transporter or third parties, as further described in Section 6.15 of these General Terms and Conditions.
12. The term "Cashout Price" shall mean the price determined pursuant to Section 6.15 of these General Terms and Conditions.
13. The term "Catalog Receipt Point(s)" shall mean any eligible Transmission Receipt Point(s) located in a Pooling Area.
14. The term "Central Clock Time" or "CCT" shall mean Central Standard Time ("CST") except when Daylight Savings Time is in effect, when it shall mean one hour in advance of CST. All times referenced in this Tariff shall be in CCT.
15. The term "Commission" shall mean the Federal Energy Regulatory Commission or any successor regulatory authority.
16. The term "Confirmed Price" shall mean the Transportation rate inclusive of all applicable fees and surcharges agreed upon by Transporter and Shipper.
17. The term "Cycling Fuel" shall mean the quantity of Gas equal to Transporter's Use (%) for Rate Schedule FSS times the quantity of Working Storage Gas in excess of twenty percent (20%) of Shipper's MSQ at the end of the Winter Period.

18. The term "Day" shall mean a period of consecutive hours, beginning at 9:00 a.m., and ending on the following 9:00 a.m.
19. The term "DDS Maximum Daily Injection Quantity" shall mean one thirtieth (1/30) of the Maximum Storage Quantity.
20. The term "DDS Maximum Daily Withdrawal Quantity" shall mean (a) the Working Storage Gas as of the last Day of the prior Service Month divided by the number of Days in the current Service Month or, if applicable, (b) the Working Storage Gas divided by the number of remaining Days in the Service Month as of the date that Transporter notifies Shipper that it must withdraw all of its Working Storage Gas within forty-five (45) Days.
21. The term "Dekatherm" (or "Dth") shall mean the quantity of heat energy which is equivalent to one (1) million (1,000,000) BTU; thus the term MDth shall mean one (1) thousand (1,000) Dth. The conversion factor between Dth and gigajoule, the standard measure of heat energy in Canada, is 1.055056 gigajoules per Dth. The conversion factor between Dth and gigacalorie, the standard measure of heat energy in Mexico, is 0.251996 gigacalories per Dth.
22. The term "Delivery Point" shall mean either (a) a Headstation, (b) the Point of Injection/Withdrawal, or (c) a point on Transporter's Pipeline System that Shipper and Transporter shall agree upon, where Gas exits facilities owned by Transporter, and is metered.
23. The term "Delivery Point MDQ" shall mean the greatest number of Dekatherms that Transporter is obligated to deliver to or on behalf of Shipper on any Day at the applicable Primary Delivery Point.
24. The term "Delivery Point Operator" shall mean the party that is responsible for operating the facilities that are immediately downstream of the applicable Delivery Point.
25. The term "Designated Storage Account" shall mean any Agreement pursuant to Rate Schedule FSS that is designated by the Shipper pursuant to Rate Schedule NNS, for which quantities are to be allocated under Rate Schedule NNS for debiting and crediting.
26. The term "Hydrocarbon Dewpoint" shall mean cricondentherm, the highest temperature at which the hydrocarbon vapor-liquid equilibrium may be present. The Hydrocarbon Dewpoint (cricondentherm) calculations are performed using the Peng-Robinson equation of state.

27. The term "HDP Segment(s)" shall have the meaning as defined in Section 6.13 paragraph 3.
28. The term "HDP Problem(s)" shall mean actual or anticipated operational problems on Transporter's system specifically related to actual or anticipated hydrocarbon liquid fallout.
29. The term "Extreme Condition Situation" shall mean that (a) on any portion of Transporter's Pipeline System throughput approaches capacity, or (b) weather conditions exist, or (c) operating pressures on an affected portion of Transporter's Pipeline System are significantly less than or greater than normal operating pressures, such that Transporter's ability to receive or deliver quantities of Gas in accordance with its service obligations is impaired.
30. The term "Electronic Communication" shall mean the transmission of information via Transporter's Internet site, electronic delivery mechanism prescribed by NAESB or other mutually agreed communication methodologies used to transmit and receive information, including communication by telephone.
31. The term "Electronic Delivery Mechanism" or "EDM" shall mean the Electronic Communication methodology used to transmit and receive data related to gas transactions. Transporter and Shipper shall designate an electronic "site" at which Shippers and Transporter may exchange data electronically. All data provided at such site shall be considered as being delivered to the appropriate party. Transporter's use and implementation of EDM shall conform to all appropriate NAESB standards.
32. The term "Equivalent Quantities" shall mean a quantity of Gas containing an amount of Dekatherms equal to the amount of Dekatherms received by Transporter for the account of Shipper at the Receipt Point(s) reduced, where applicable, by the Dekatherms removed for Transporter's Use, third party use, and treatment and processing of Shipper's Gas, all as attributable to Transportation of Shipper's Gas.
33. The term "Flash Gas" shall mean gaseous hydrocarbons that either vaporize or are vaporized (including flare and vent gas) from liquefied hydrocarbons within facilities located onshore.
34. The term "Gas" shall mean natural gas, including gas cap gas, casinghead gas produced with crude oil, gas from gas wells, gas from condensate wells, Associated Liquefiables and synthetic natural gas, or any mixture of these gases meeting the quality standards under Section 6.13 of these General Terms and Conditions.

35. The term "Gas Delivered Hereunder" shall mean the quantities of Gas allocated to Shipper by Transporter, as determined in accordance with the provisions of Section 6.14 of these General Terms and Conditions.
36. The term "GEMS™" shall mean Transporter's electronic communication system which shall be available to any Shipper.
37. The term "Headstation" shall mean (a) Transporter's compressor station located at Eunice, Louisiana; (b) Transporter's compressor station located at Greensburg, Kansas; or (c) subject to operational feasibility, any single Delivery Point in a Pooling Area.
38. The term "Hub" shall mean (a) all interconnections with other transporters or storage service providers and Transporter, located between Transporter's compressor station at Sandwich, Illinois and the Crown Point, Indiana interconnect point (the ANR Joliet Hub), (b) all interconnections with other transporters or storage service providers and Transporter, located between Transporter's meter station at Glen Karn, Ohio and the terminus of the Lebanon Lateral in Ohio (the ANR Lebanon Hub), or (c) subject to operational or administrative feasibility, any other geographic region encompassing Transporter's facilities.
39. The term "Mainline Area Facilities" shall mean those facilities of Transporter which are not Southwest Area Facilities or Southeast Area Facilities of Transporter, and shall comprise Mainline Segments. Set forth below are the Mainline Segment location definitions:
 - (a) SOUTHEAST SOUTHERN SEGMENT: all points downstream of the Eunice, LA compressor station site and upstream of the Madisonville, KY compressor station site.
 - (b) SOUTHEAST CENTRAL SEGMENT: all points downstream of and including the Madisonville, KY compressor station site and upstream of and including the Defiance, OH compressor station site.
 - (c) SOUTHWEST SOUTHERN SEGMENT: all points downstream of the Greensburg, KS compressor station site and upstream of the Maitland, MO compressor station site.
 - (d) SOUTHWEST CENTRAL SEGMENT: all points downstream of and including the Maitland, MO compressor station site and upstream of and including the Sandwich, IL compressor station site.
 - (e) NORTHERN SEGMENT: all points downstream of the Sandwich, IL and the Defiance, OH compressor station sites.

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

40. The term "Maximum Daily Injection Quantity" shall mean:
- (a) The Base Maximum Daily Injection Quantity if the Working Storage Gas is less than or equal to ninety percent (90%) of the MSQ; or
 - (b) Eighty percent (80%) of the Base Maximum Daily Injection Quantity if the Working Storage Gas is greater than ninety percent (90%) and less than one hundred percent (100%) of the MSQ; or
 - (c) The lesser of (1) the otherwise applicable Maximum Daily Injection Quantity or (2) the difference between the Maximum Storage Quantity and the Working Storage Gas.
41. The term "Maximum Daily Quantity" ("MDQ") shall mean the greatest number of Dekatherms that Transporter is obligated to deliver to or on behalf of Shipper on any Day.
42. The term "Maximum Daily Withdrawal Quantity" shall mean:
- (a) One hundred percent (100%) of the Base MDWQ if the Working Storage Gas is greater than twenty percent (20%) of the Maximum Storage Quantity; or
 - (b) Ninety percent (90%) of the Base MDWQ if the Working Storage Gas is greater than fifteen (15%) and less than or equal to twenty percent (20%) of the Maximum Storage Quantity; or
 - (c) Eighty percent (80%) of the Base MDWQ if the Working Storage Gas is greater than ten percent (10%) and less than or equal to fifteen percent (15%) of the Maximum Storage Quantity; or
 - (d) Seventy percent (70%) of the Base MDWQ if the Working Storage Gas is greater than five percent (5%) and less than or equal to ten percent (10%) of the Maximum Storage Quantity; or
 - (e) Sixty percent (60%) of the Base MDWQ if the Working Storage Gas is less than or equal to five percent (5%) of the Maximum Storage Quantity; or
 - (f) The lesser of the otherwise applicable Maximum Daily Withdrawal Quantity and the remaining Working Storage Gas.

43. The term "Maximum Storage Quantity" ("MSQ") shall mean the greatest number of Dekatherms that Transporter is obligated to store on behalf of Shipper.
44. The term "Maximum Transportation Quantity" shall mean the maximum quantity of Gas that Transporter is obligated to transport on any Day on behalf of Shipper from the applicable supply area.
45. The term "Mcf" shall mean one (1) thousand (1,000) cubic feet of Gas; the term MMcf shall mean one (1) million (1,000,000) cubic feet of Gas. The reporting basis for gas volumes measured in cubic feet is (at standard conditions) 14.73 psia at 60 degrees F, and dry. For cubic meters, the reporting basis is 101.325 kPa at 15 degrees C, and dry.
46. The term "Month" shall mean the period beginning on the first Day of a calendar Month and ending at the same hour on the first Day of the next succeeding calendar Month.
47. The term "Negotiated Rate" shall mean a rate or rate formula for computing a rate for service under a single rate schedule under which, for some portion of the contract term, one or more of the individual rate components may exceed the maximum charge, or be less than the minimum charge, for such component of the applicable tariff rate as set forth in Transporter's Schedule of Rates in Sections 4.1 through 4.17, 4.20 and in Section 5.19. A Negotiated Rate must be mutually agreed upon by Transporter and Shipper, and may be based on a rate design other than straight fixed-variable.
48. The term "Net Present Value" ("NPV") shall mean the discounted cash flow of expected revenues per Dekatherm of the applicable service for a term of up to twenty (20) years, using the interest rate set forth in Section 154.67(c)(2) of the Commission's Regulations.
49. The term "Nomination Route" shall mean the route used to transport Gas from the nominated Receipt Point to the nominated Delivery Point.
50. The term "No-Notice Service" shall mean service available under Rate Schedules NNS, STS and MBS.
51. The term "North American Energy Standards Board" or "NAESB" shall mean the private, consensus standards developer whose wholesale natural gas standards are developed by representatives from all segments of the natural gas industry.
52. The term "Notice Service" shall mean all Transportation Services provided by Transporter other than No-Notice Services.

53. The term "Pipeline Condensate" shall mean the hydrocarbons in a liquid state which condense out of the Transporter's facilities (Pipeline Condensate Reduction ("PCR") shall be measured in Dekatherms.)
54. The term "Plant Thermal Reduction" or "PTR" shall mean the quantity of Dekatherms removed at a processing plant and allocated in accordance with the procedures set forth in Section 6.5.2(b) of these General Terms and Conditions.
55. The term "Point of Injection/Withdrawal" shall mean Transporter's storage facilities.
56. The term "Pooler" shall mean a Shipper under Rate Schedules PTS-1, PTS-2 and PTS-3 that delivers Gas only at the Headstation to other Shippers utilizing Transporter's Mainline Area Facilities.
57. The term "Pooling Agreement" shall mean an Agreement entered into by a Pooler with Transporter.
58. The term "Pooling Area" shall mean, as to any Headstation, Transporter's facilities located upstream of that Headstation.
59. The term "Primary Delivery Point(s)" shall mean the Delivery Point(s) as specified in the Agreement.
60. The term "Primary Receipt Point(s)" shall mean the Receipt Point(s) as specified in the Agreement.
61. The term "Primary Point(s)" shall mean the Primary Delivery Point(s) and/or Primary Receipt Point(s).
62. The term "Primary Route" shall mean the shortest distance along contiguous ANR-owned transmission facilities deemed to transport Gas from the Primary Receipt Point to the Primary Delivery Point, and shall be deemed to include points of interconnection with the facilities of third parties, but shall not include transmission laterals unless the affected Shipper's Primary Receipt or Delivery Points are along any such laterals.
63. The term "Receipt Point" shall mean either (a) a Headstation, (b) the Point of Injection/Withdrawal, or (c) a point on Transporter's Pipeline System that Transporter and Shipper shall agree upon, where Gas enters facilities owned by Transporter, and is metered.
64. The term "Receipt Point MDQ" shall mean the greatest number of Dekatherms that Transporter is obligated to receive for or on behalf of Shipper on any Day at the applicable Primary Receipt Point.

65. The term "Reput" shall mean the reinstatement of a capacity release transaction that was recalled.
66. The term "Residue Gas" shall mean Transporter's Gas stream that has been reduced by PTR.
67. The term "Secondary Delivery Point" shall mean a Delivery Point that is not specified as a Primary Delivery Point.
68. The term "Secondary Receipt Point" shall mean a Receipt Point that is not specified as a Primary Receipt Point.
69. The term "Secondary Point(s)" shall mean the Secondary Delivery Point and/or the Secondary Receipt Point.
70. The term "Service Day" shall mean the Day during which Shipper receives Transportation Service pursuant to a nomination in accordance with Section 6.6 of these General Terms and Conditions.
71. The term "Service Month" shall mean the Month during which Shipper receives Transportation Services under this Tariff.
72. The term "Southeast Area Facilities" shall mean those facilities of Transporter which are located upstream or south of the Eunice, LA compressor station site property, including such site property of Transporter at Eunice, and Transporter's other facilities which are not directly connected.
73. The term "Southwest Area Facilities" shall mean those facilities of Transporter which are located upstream of the Greensburg, KS compressor station site property, including such site property of Transporter at Greensburg.
74. Unless otherwise agreed, the term "Storage Contract Year" shall mean a period of consecutive Months ending on March 31 for services of at least twelve (12) consecutive Months, and shall commence and end on the Days provided in the Service Agreement for services of less than twelve (12) consecutive Months.
75. The term "Summer Period" shall mean the period from April 1 of each calendar year through October 31 of such year.
76. The term "Swing Percentage" shall mean the percentage of quantities allocated at Delivery Points to each Shipper that will be excused from overrun charges or daily scheduling penalties, as applicable. The Swing Percentage shall be equal to ten percent (10%) of the Delivery Point nomination for such Shipper, unless Transporter

shall have posted on GEMS[™] a notification that an Extreme Condition Situation exists. In such case, the Swing Percentage shall be equal to five percent (5%) of the Delivery Point nomination for such Shipper.

77. The terms "Tender Gas" and "Tender of Gas" shall mean that the delivering party is able and willing, and offers, to deliver Gas to the receiving party at the appropriate Receipt Point or Delivery Point.
78. The term "Term of Agreement" shall mean the period set forth in the applicable Agreement during which Shipper may take service under the Agreement and shall be any period of one Day or longer. A period must be for consecutive Days except that Transporter may agree to non-continuous periods for multiple year contracts on a not-unduly discriminatory basis.
79. The term "Transmission Delivery Point(s)" shall mean any Delivery Point which does not include any facilities functionalized as gathering.
80. The term "Transmission Receipt Point(s)" shall mean any Receipt Point which does not include any facilities functionalized as gathering.
81. The terms "Transportation" and "Transportation Service(s)" shall mean (a) storage or (b) transportation of Gas by either forward haul, exchange or Backhaul or any combination thereof which includes the use of facilities functionalized on Transporter's books as transmission and/or storage.
82. The term "Transporter" shall mean ANR Pipeline Company.
83. The term "Transporter's Pipeline System" shall mean those facilities of Transporter which are Mainline Area Facilities, Southwest Area Facilities or Southeast Area Facilities.
84. The term "Transporter's Use" shall mean the quantity of Gas required by Transporter for (1) compressor fuel and (2) lost-and-unaccounted for ("L&U") Gas for service under each Agreement, and shall be equal to the Transporter's Use (%) under each such Agreement times Receipt Point quantities tendered to Transporter.
85. The term "Transporter's EPC" shall mean the dollar amount required by Transporter to recover the cost of electric power purchased, including surcharges, by or for Transporter for use in the operation of electric powered compressor units, and shall be equal to the EPC Charge times Delivery Point quantities.
86. The term "Transporter's Use (%)" shall mean the applicable percentage of Transporter's Use, as specified in the Agreement, which shall be an allocable amount of Transporter's Use. The term "EPC Charge" shall mean the rates in \$ per Dth

applicable to Transporter's rate schedules, and shall be equal to an allocable amount of Transporter's EPC. The Transporter's Use (%) and the EPC Charge shall be calculated by Transporter by appropriate engineering principles and shall include consideration of the distance of Transportation, provided, however, that no Transporter's Use (%) or EPC Charge shall be assessed on Backhaul Transportation. Except as otherwise noted herein and in Section 6.34 of these General Terms and Conditions, the determination of Transporter's Use (%) and EPC Charge in each of Transporter's annual redetermination filings, shall be based upon the transactional throughput methodology set forth in Transporter's December 4, 1997 filing in Docket No. TM97-2-48-001 as accepted by Order of the Commission dated December 31, 1997, as further amended in the December 26, 2001 Stipulation and Agreement in Docket No. RP01-259-000.

87. The term "Winter Period" shall mean the period from November 1 of each calendar year through March 31 of the following calendar year.
88. The term "Wire Transfer" shall mean payments made/effected by wire transfer (Fedwire, CHIPS, or Book Entry), or Automated Clearinghouse, or any other recognized electronic or automated payment mechanism that is agreed upon by Transporter in the future.
89. The term "Working Storage Gas" shall mean the quantity of Gas held in storage by Transporter for Shipper.
90. Capitalized terms not defined herein are defined pursuant to NAESB.

6.37 ~~ROLL-DOWN MECHANISM—RESERVATION RATES~~RESERVED FOR FUTURE USE

- ~~(a) When an incremental storage or transportation reservation rate associated with a fully integrated expansion project is in effect on the ANR system under this FERC Gas Tariff, Transporter may elect to have the highest incremental storage or transportation reservation rate serve as the maximum recourse reservation rate applicable to new firm shippers. In such case, new capacity sales will be deemed to first make use of any available incrementally priced capacity up until the point that the capacity is fully contracted. Roll down of the incremental storage or transportation rate will begin when the actual contracted capacity level associated with the incremental facility exceeds the subscribed capacity assumption reflected in the design of the incremental rate. When this occurs, the incremental reservation rate will be rolled down over time by applying the respective transportation or storage contract demand associated with a new shipper, adjusted as necessary to reflect discounting below the incremental reservation rate, and the costs represented by that contract demand to the computation of the applicable incremental rate. Roll-down will only occur to the extent that the new shipper rate exceeds the otherwise applicable existing system rate. Roll down will occur until the rolled down rate equals the otherwise applicable existing system rate, after which time the existing system rate will apply. For incremental transportation rates, only capacity sales from rate zones with incremental rates will be used to effectuate roll-down for those particular zones. The cost of new shipper capacity being used to roll-down an incremental rate will reflect the existing system maximum rate that would otherwise apply to the capacity. New shipper capacity used to roll-down an incremental expansion rate will include capacity which is currently unsubscribed, capacity that is permanently released from one shipper to another, and capacity that becomes unsubscribed through shipper default or the expiration of a firm agreement, including capacity that is subject to a right of first refusal where the existing shipper elects to terminate its contract or not match the highest acceptable bid(s) for its capacity. To the extent that incremental or rolled-down capacity subsequently becomes uncontracted, further roll-down of the incremental rate will not occur until subscription levels once again exceed the previous level of rolled-down capacity.~~
- ~~(b) Shippers who are exercising ROFR rights will not be subject to the highest incremental rate unless the capacity along the path the shipper has contracted is fully subscribed and there is a competing bid above the maximum pre-expansion rate applicable to the existing shipper.~~
- ~~(c) If there are two or more incrementally priced expansions that overlap within storage or within a transportation rate zone, the highest incremental storage rate or transportation rate within a zone will be rolled down first. When a higher incremental rate converges with a lower incremental rate, the incrementally priced~~

~~projects may be rolled in with each other, and the new highest incremental rate may begin to be rolled down.~~

~~(d) Applicability.~~

~~(1) Storage. Rolled down incremental rates will apply to Rate Schedule FSS, including both ratcheted and unratcheted services, in addition to seasonal and flexible entitlements.~~

~~(2) Transportation. All available transportation capacity within the zone(s) of the incremental project will be eligible for the mechanism. Rolled down incremental rates will apply to new contracts under Rate Schedules FTS-1, FTS-2, FTS-3, and ETS.~~

6.38 ~~ROLL-DOWN MECHANISM—COMMODITY AND FUEL RATES~~RESERVED FOR FUTURE USE

- ~~(a) When at least one incremental commodity rate or fuel rate is in effect on the ANR system under this FERC Gas Tariff, Transporter may elect to have new firm transportation or storage shippers whose contracts make use of transportation rate zones or storage facilities with incremental rates be subject to the highest incremental rate applicable to such transportation rate zone or storage facility. In such case, capacity sold to new shippers that will be used to recompute an incremental expansion rate will include capacity which is currently unsubscribed, capacity that is permanently released from one shipper to another and capacity that becomes unsubscribed through shipper default or the expiration of a firm agreement, including capacity that is subject to a right of first refusal where the existing shipper elects to terminate its contract or not match the highest acceptable bid(s) for its capacity.~~
- ~~(b) Shippers who are exercising ROFR rights will not be subject to the highest incremental commodity or fuel rate.~~
- ~~(c) If there are two or more incrementally priced expansions that overlap within storage or within a transportation rate zone, the highest incremental storage rate or transportation rate within a zone will be rolled down first. When a higher incremental rate converges with a lower incremental rate, the incrementally priced projects may be rolled in with each other, and the new highest incremental rate may begin to be rolled down.~~
- ~~(d) Incremental Fuel Rate Roll Down. The fuel rate that applies to new firm shippers will be designed using the following formula, where Incremental Fuel represents the fuel assumption in Dth supporting the original incremental fuel rate associated with a particular expansion project and Incremental Dth represents all capacity currently subject to the associated incremental fuel surcharge.~~

$$\frac{\text{Incremental Fuel (Dth)}}{\text{Incremental Dth} + \text{New Shipper Dth}}$$

- ~~(e) Incremental Commodity Rate Roll Down. The commodity rate that applies to new shippers will be calculated using the following formula, where Incremental Variable Costs represent the variable cost assumption underlying the original commodity rate associated with a particular expansion project and Incremental Dth represents all capacity currently subject to the associated incremental commodity rate.~~

Incremental Variable Costs
~~Incr. Transactional Throughput + New Shipper Transactional Throughput~~