

RATE SCHEDULE TF
Firm Throughput Services

Point(s) of Receipt to the Point(s) of Delivery. The Market Area "Total Aggregate MDQ" shall mean the sum of the TF12 Base, TF12 Variable and the TF5 MDQs. The TFF MDQ is the entitlement the Shipper has from Field Area receipt points to the F/M Demarcation. The TFF MDQ is not included in the Total Aggregate MDQ. A Shipper is permitted to combine multiple TF Agreements into a single TF Agreement to the extent that the individual Agreement's rates, terms and conditions can be distinctly maintained within Northern's contracting and billing systems.

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

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

Receipt Points

a) Amount of Receipt Point Capacity

Disregarding differences in capacity due to fuel and unaccounted for, each existing Shipper's contract may reserve receipt point capacity up to one hundred fifteen percent (115%) of the Total Aggregate MDQ, except as provided herein. The rate for receipt capacity reserved in excess of delivery capacity is one-half of the TF12 Base monthly reservation charge per MMBtu set forth on Sheet No. 50. Pooling point(s) as referenced in Section 28 of the GENERAL TERMS AND CONDITIONS of this Tariff and the deferred delivery point if elected as a primary receipt point, are not eligible for the additional fifteen percent (15%) of receipt point capacity since the initial entry receipt point into Northern's system has utilized the additional fifteen percent (15%). However, capacity reserved at any one receipt point cannot be greater than one hundred percent (100%) of the MDQ. Regardless of the receipt point capacity reserved above 100% of MDQ, MDQ is the maximum daily volume of natural gas that Northern is obligated to transport and deliver to Shipper and Shipper is entitled to receive pursuant to this Rate Schedule, subject to provisions of Section 29 of the "GENERAL TERMS AND CONDITIONS" of this Tariff. No new contracts will be allowed receipt point capacity in excess of delivery point capacity.