

RATE SCHEDULE LFT
Limited Firm Throughput Service

(c) Overrun and Out-of-Balance Charges

- (i) Overrun Charge. For Overrun Volumes transported, the monthly billing shall be the sum of said overrun units transported daily multiplied by the Overrun Rate shown on Sheet No. 53.
- (ii) Out-of-Balance Charge. The monthly billing shall be the total units of Out-of-Balance volumes transported to a delivery point(s) during the respective month multiplied by the Out-of-Balance Rate as shown on Sheet No. 51 of this Tariff, as applicable.

Unless otherwise mutually agreed to by Northern and Shipper, all rates for service under (a), (b), and (c) above, of this Rate Schedule, shall be within the minimum and maximum levels shown on Sheet Nos. 51 and 53, respectively. The rate(s) Shipper shall pay will be set forth in Shipper's Service Agreement, or otherwise agreed to in writing. Northern will provide similar rates to similarly situated Shippers upon request.

Other rates and charges for services under this Rate Schedule shall include each of the following:

(d) A.C.A. Charge

Shipper shall pay the applicable Annual Charge Adjustment ("A.C.A.") pursuant to Section 36 of the GENERAL TERMS AND CONDITIONS for volumes transported for Shipper.

(e) Fuel

This Section (e), "Fuel", shall apply to all throughput.

In addition to the daily quantities delivered, prior to the beginning of each calendar month Shipper shall elect to either:

- (1) provide the appropriate Fuel; or
- (2) purchase the appropriate Fuel from Northern at a mutually agreed upon price.

The scheduling priority for Fuel shall be the same priority as the respective volumes scheduled to flow. The overall Fuel and unaccounted for percentages are set forth on Sheet No. 54, and detailed by receipt-to-delivery MID path on Sheet Nos. 61-64 of this Tariff.

A Shipper's fuel and unaccounted for is determined by multiplying the volumes at the receipt point by the applicable receipt-to-delivery MID path rate as shown on Sheet Nos. 61-64. If the Shipper's receipt point is a mainline fuel point, the applicable fuel rate is the "ML Fuel" rate from the MIDs matrix. If the Shipper's receipt point is a field fuel point, the applicable fuel rate is the "TOTAL" rate from the MIDs matrix.