

RATE SCHEDULE TF
Firm Throughput Services

Point(s) of Receipt to the Point(s) of Delivery. The "Total Aggregate MDQ" shall mean the sum of the TF12 Base, TF12 Variable and the TF5 MDQs for the Combined Service, Market and Field MDQs. The TFF MDQ in the TF Agreement is the entitlement the Shipper has from Field Area receipt points to the F/M Demarcation for ultimate redelivery in the Market Area. 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.

A Shipper is permitted to convert a TF Agreement to a TFX Agreement provided Northern is at least financially indifferent as determined by Northern. Also, Northern and Shipper may agree to convert a portion of a TF Agreement to a TFX Agreement on a not unduly discriminatory basis. A new service agreement will be created under Rate Schedule TFX or the entitlement can be combined with another TFX Agreement provided the services can be combined pursuant to Rate Schedule TFX.

A Shipper is permitted to separate a TF Agreement into multiple TF Agreements provided the resulting TF Agreements, as determined by Northern, (i) retain, in aggregate, all of the same terms and conditions of the original TF Agreement between Northern and the Shipper, (ii) maintain the same level and proportion of TF12 and TF5 or TFF services, (iii) use the same capacity as the original TF Agreement and the separation would not adversely impact operations, and (iv) Northern is at least financially indifferent. Otherwise, a Shipper shall have the option to request and Northern may agree, on a not unduly discriminatory basis, to a separation of a TF Agreement into multiple TF Agreements.

Shipper shall have the option to request firm throughput service (i) for the Market Area, or (ii) a Combined Service. A Shipper with Combined Service may not realign the primary firm receipt or delivery points to points that would not traverse F/M Demarcation and retain its primary rights to transport from the Field Area to the Market Area for the quantities realigned.

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) Primary Firm Receipt Points.

Disregarding differences in capacity due to Fuel and UAF, each existing Shipper's contract may reserve receipt point capacity up to one hundred percent (100%) of the Total Aggregate MDQ. No contracts will be allowed receipt point capacity in excess of delivery point capacity.