

GENERAL TERMS AND CONDITIONS

- G. SOL or Critical Day at a Point or Branchline. When an SOL or Critical Day is called at individual point(s) or on a branchline(s) and the affected Shipper(s) have nominated and scheduled volumes at a zone level, the DDVC variance will be the difference between the individual point MDQ as set forth on Appendix B of their service agreement and the actual deliveries for each point in the affected area.
- H. System Underrun Limitation (SUL). In the event that the pipeline system operating integrity is in jeopardy, an SUL may be called. When an SUL is in effect SMS is available below the throughput scheduled and SMS is available above the scheduled level, however, no five percent (5%) tolerance will apply below the Shipper's scheduled volume before the Negative DDVC's equal to the greater of \$1.00 or 1.25 times the indices as set forth in Sheet No. 53 will apply.

An SUL may be called for all or part of the system by localizing the smallest affected area, beginning with individual points, followed by branchline, Operational Zone, Market/Field Area, and up to the entire system, in that order. Northern will post the SUL on the website no later than twenty-seven (27) hours prior to the Gas Day for which SUL will be called. Northern will determine the operating status of the pipeline system using the following criteria: weather forecast; system conditions-line pack, overall projected pressures at monitored locations and storage conditions; facility status-horsepower utilization and availability; and overall send-out projections and availability.

On an SUL day, Northern has the right to require Shippers whose scheduled quantities will contribute to the SUL situation to source their gas at other receipt points on Northern's system. A Shipper will not be required to source their gas at other receipt points if Northern is able to verify and confirm that such Shipper's scheduled quantities are not contributing to the SUL situation. Northern will require Shippers to move in the following order:

1. TI Shippers
2. Firm Shippers utilizing Alternate receipt point(s)
3. Firm Shippers with multiple Primary Receipt Points on their contract
4. Firm Shippers with a single Primary Receipt Point on their contract.

Shippers must be within their MDQ. Shippers will be required to move on a pro rata basis within each of the four (4) categories listed above.

Any Shipper required to utilize a different receipt point as stated above, will not be subject to DDVCs for any day that Shipper is required by Northern to move to a different receipt point.