

GENERAL TERMS AND CONDITIONS

B. FIELD AREA -

A Shipper using firm transportation service under TF and TFX Rate Schedules included in Northern's FERC Gas Tariff may, subject to the limitations set forth below, segment its Field Area contractual firm entitlement.

1. Northern shall grant Field Area segmentation if the criteria listed below are met. If the Field Area segmentation involves the release of capacity, the requirements of Section 47 of the GENERAL TERMS AND CONDITIONS of this Tariff must be satisfied.
2. General Criteria for Segmentation in Northern's Field Area. The following criteria for segmentation have been established to ensure that segmentation is provided to the greatest extent possible without detriment to, or degradation of, any Shipper's service.
 - a. The boundary between MID 7 and MID 8, hereinafter referred to as the MID 7B Segmentation Point (POI #78447), shall be available for purposes of Field Area segmentation with receipt or delivery points that traverse MID 7B Segmentation Point (POI #78447). An associated MID 7B Segmentation Point Deferred Delivery (POI #78448) location is also available.
 - b. The boundary between Field Area and Market Area, hereinafter referred to as the F/M Demarc Segmentation Point (POI #79431), shall be available for purposes of Field Area segmentation with receipt or delivery points that traverse F/M Demarc Segmentation Point (POI #79431). An associated F/M Demarc Segmentation Point Deferred Delivery (POI #79433) location is also available.
 - c. Shippers with capacity that traverse MID 7B Segmentation Point (POI #78447) and F/M Demarc Segmentation Point (POI #79431) (or vice versa) may segment their capacity two times. Further segmentation in the Market Area will be provided under Market Area virtual segmentation as set forth in 56.A. above.
 - d. Field Area segmentation will be permitted if the Shipper's existing contract has a Primary Receipt Point located south of the MID 7B Segmentation Point (POI #78447) and a Primary Delivery Point located north of the MID 7B Segmentation Point (POI #78447) (or vice-versa).
 - e. In addition to 2.d. above, for Shippers with Combined Service, Field Area segmentation will be permitted north of MID 7B Segmentation Point (POI #78447) for primary delivery to F/M Demarc Segmentation Point (POI #79431) (or vice-versa).
 - f. Segmentation by Nomination. The segmented MDQ shall be limited to the available MDQ on the Shipper's service agreement. The Shipper will retain its existing contract, and the same MDQ assigned to the Shipper's Primary Receipt Point(s) as follows: (i) for Shippers that hold capacity that traverse MID 7B Segmentation Point (POI #78447), the MDQ south of the MID 7B Segmentation Point (POI #78447) and the Primary Delivery Point(s) north of the MID 7B Segmentation Point (POI #78447) will be available to the Shipper in both the south and north segments, respectively; and (ii) for Shippers that hold capacity that traverse MID 7B Segmentation Point (POI #78447) through F/M Demarc Segmentation Point (POI #79431), the same MDQ assigned to the Shipper's Primary Receipt Point(s) located in each Field Area and Market Area will be available to the Shipper in each segment, respectively. Shipper nominations that are at or below the MDQ in the segment will be scheduled on a primary or alternate basis. Shipper nominations that exceed the MDQ in the segment will be scheduled on an interruptible basis. Furthermore, nominations within the Field Area segment that are scheduled on an alternate basis will be designated as Alternate 1 (for nominations within the path) or Alternate 2 (for nominations outside the path).