

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.

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.

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 percent (100%) of the Total Aggregate MDQ. No contracts will be allowed receipt point capacity in excess of delivery point capacity.