

GENERAL TERMS AND CONDITIONS

- (c) Subject to the other provisions as described in Paragraph (e) below, the actual throughput for each Fuel Section for each PRA Period is determined as follows:
- (i) The throughput for Fuel Section 1 is the sum of: (1) all transportation volumes received at any receipt point in Fuel Section 1 and delivered to any delivery point in Fuel Section 1 (Section 1 to Section 1); (2) all transportation volumes received at any receipt point in Fuel Section 1 and delivered to any delivery point in any other Fuel Section (Section 1 to Section 2 and Market MID); and (3) all transportation volumes received at any receipt point in any other Fuel Section and delivered to any delivery point in Fuel Section 1 (Section 2 and Market MID to Section 1).
 - (ii) The throughput for Fuel Section 2 is the sum of: (1) all transportation volumes received at any receipt point in Fuel Section 2 and delivered to any delivery point in Fuel Section 2 (less volumes received in MID 16A at POI 1707 and delivered at MID 16B) (Section 2 to Section 2); (2) all transportation volumes received at any receipt point in Fuel Section 2 (except receipts set forth in Paragraph A of Sheet No. 54A) and delivered at any delivery point in Fuel Section 1 (Section 2 less exceptions to Section 1); (3) all transportation volumes received at any receipt point in any other Fuel Section and delivered at any delivery point in Fuel Section 2 (Section 1 or Market MID to Section 2) (except receipts received at any receipt point in Fuel Section 1 and delivered to the points set forth in Paragraph B of Sheet No. 54A); and (4) all transportation volumes received at any receipt point in Fuel Sections 1 or 2 and delivered at any delivery point in Fuel Section 3 (less volumes received at MID 16B and delivered to MID 17) (Sections 1 or 2 to Market MID).
 - (iii) The throughput for Fuel Section 3 is the sum of: (1) all transportation volumes received at any receipt point in Fuel Section 3 and delivered at any delivery point in Fuel Section 3 (Market MID to Market MID) and (2) all transportation volumes received at receipt points in any other Fuel Section and delivered at any delivery point in Fuel Section 3 (Sections 1 or 2 to Market MID).
- (d) Subject to the Other Provisions as described in Paragraph (e) below, the individual fuel retention percentages as determined above for each Fuel Section shall be combined as follows to determine the fuel retention percentages for each MID to MID transaction:
- (i) The fuel retention percentage for each transaction from any receipt point in any MID in Fuel Section 1 or 3 to any delivery point in any MID in Fuel Sections 1 shall be the derived fuel retention percentage for Fuel Section 1. (Section 1 or 3 to Section 1).