

Pacific Gas Transmission Company: First Revised Volume No. 1-A
Title Page : Effective

FERC GAS TARIFF
FIRST REVISED VOLUME NO. 1-A
OF
PACIFIC GAS TRANSMISSION COMPANY
FILED WITH THE
FEDERAL ENERGY REGULATORY COMMISSION

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Fourth Revised Sheet No. 1 Fourth Revised Sheet No. 1 : Effective
Superseding: Third Revised Sheet No. 1

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FERC Docket: RP98-375-000

Fourth Revised Sheet No. 2 Fourth Revised Sheet No. 2 : Effective
Superseding: Third Revised Sheet No. 2

PRELIMINARY STATEMENT

PG&E Gas Transmission, Northwest Corporation (PG&E GT-NW) is a natural gas company which owns and operates a natural gas pipeline system extending from the International Boundary in the vicinity of Kingsgate, British Columbia, through parts of Idaho, Washington and Oregon to the California boundary.

PG&E GT-NW offers open access transportation service under Part 284 of the Commission's regulations in First Revised Volume No. 1-A of this FERC Gas Tariff. These services include transportation services authorized by the Federal Energy Regulatory Commission as listed in the Table of Contents.

Prior to January 1, 1998, PG&E GT-NW was known as "Pacific Gas Transmission Company" or "PGT." References to Pacific Gas Transmission Company or PGT within PG&E GT-NW's existing Service Agreements or similar documents shall be deemed to refer to PG&E GT-NW.

The transportation of natural gas is undertaken by PG&E GT-NW only under written service agreements acceptable to PG&E GT-NW after consideration of its commitments, delivery capacity, and other pertinent factors.

This FERC Gas Tariff is filed in compliance with Part 154, Subpart E, Title 18 of the Code of Federal Regulations.

Effective Date: 09/15/1998 Status: Effective

FERC Docket: RP98-375-001

Fourth Revised Sheet No. 3 Fourth Revised Sheet No. 3 : Effective
Superseding: Third Revised Sheet No. 3

[MAP]

Effective Date: 03/27/2002 Status: Effective
 FERC Docket: RP02-164-000

Thirty-Sixth Revised Sheet No. 4 Thirty-Sixth Revised Sheet No. 4 : Superseded
 Superseding: Substitute Thirty-Fifth Revised Sheet No
 STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
 TRANSPORTATION OF NATURAL GAS
 Rate Schedules FTS-1 and LFS-1

	RESERVATION				DELIVERY (c) (Dth-MILE)		FUEL (d) (Dth)	
	MILEAGE (a) (Dth/MILE)		NON-MILEAGE (b) (Dth)		MAXIMUM	MINIMUM	MAXIMUM	MINIMUM
	MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM	MINIMUM
BASE	0.011212	0.000000	0.884028	0.000000	0.000013	0.000013	0.0050%	0.0000%
MRRS (e)	0.002886	0.000000	0.196390	0.000000	---	---	---	---
CES	0.002886	0.000000	0.196390	0.000000	---	---	---	---
EXTENSION CHARGES								
MEDFORD								
E-1 (f)	0.296969	0.000000	---	---	0.000016	0.000016	---	---
E-2 (g) (WPP)	0.198072	0.000000	---	---	0.000000	0.000000	---	---
E-2 (h) (Diamond 1)	0.090388	0.000000	---	---	0.000000	0.000000	---	---
E-2 (h) (Diamond 2)	0.035477	0.000000	---	---	0.000000	0.000000	---	---
COYOTE SPRINGS								
E-3 (i)	0.064705	0.000000	---	---	0.000000	0.000000	---	---
OVERRUN CHARGE (j)								
	---	---	---	---	---	---	---	---
SURCHARGES								
ACA (k)	---	---	---	---	0.002100	0.002100	---	---
GRI (m)								
HLF	---	---	0.0660	0.000	0.0055	0.0000	---	---
LLF	---	---	0.0407	0.000	0.0055	0.0000	---	---

Effective Date: 01/01/2002 Status: Effective

FERC Docket: RP02-69-001

Substitute Nineteenth Revised Sheet No. Substitute Nineteenth Revised Sheet No. : Superseded
 Superseding: Eighteenth Revised Sheet No. 4A

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
 TRANSPORTATION OF NATURAL GAS (a)
 Rate Schedule ITS-1

	MILEAGE (n) (Dth-Mile)		NON-MILEAGE (o) (Dth)		FUEL (d) (Dth)	
	MAXIMUM	MINIMUM	MAXIMUM	MINIMUM	MAXIMUM	MINIMUM
BASE	0.000382	0.000013	0.029064	0.00000	0.0050%	0.000%
EXTENSION CHARGES						
MEDFORD						
E-1 (Medford) (f)	0.009779	0.000016	----	----	----	----
COYOTE SPRINGS						
E-3 (Coyote Springs) (i)	0.002127	0.000000	----	----	----	----
SURCHARGES						
ACA (k)	---	---	0.002100	0.002100	---	---
GRI (m)						
HLF	0.005500	0.000000	----	----	----	----
LLF	0.005500	0.000000	----	----	----	----

(Continued)

Effective Date: 01/01/2001 Status: Suspended
FERC Docket: RP01-153-000

Twenty-Fifth Revised Sheet No. 5 Twenty-Fifth Revised Sheet No. 5 : Suspended
Superseding: Substitute Twenty-Fourth Revised Sheet N

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS

Notes:

- (a) The mileage component shall be applied per pipeline mile to gas transported by PG&E GT-NW for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult PG&E GT-NW's system map on Sheet 3 for receipt and delivery point and milepost designations.
- (b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (c) The delivery rates are applied per pipeline mile to gas transported by PG&E GT-NW for delivery to shipper based on distance of gas transported. Consult PG&E GT-NW's system map on Sheet No. 3 for receipt and delivery point and milepost designations.
- (d) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted-for gas used in the operation of PG&E GT-NW's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Paragraph 37 of this tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum rate of 0.0041% per Dth per pipeline mile and the minimum rate of 0.0000% per Dth per mile. The fuel and line loss percentage surcharge is 0.0012% per Dth per pipeline mile. No fuel use charges will be assessed for backhaul service.
- (e) The MRRS Surcharge applies to Subject Shippers pursuant to Paragraph 3.1(c) of Rate Schedule FTS-1 and Article IV, Section 1(c) of the Stipulation and Agreement in Docket No. RP94-149-000.
- (f) Applicable to firm service on PG&E GT-NW's Medford Extension.

(Continued)

Effective Date: 07/01/2002 Status: Effective
FERC Docket: RP02-344-000

Twenty-Eighth Revised Sheet No. 5 Twenty-Eighth Revised Sheet No. 5 : Effective
Superseding: Twenty-Seventh Revised Sheet No. 5

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS

Notes:

- (a) The mileage component shall be applied per pipeline mile to gas transported by PG&E GT-NW for delivery to shipper based on the primary receipt and delivery points in Shipper's contract. Consult PG&E GT-NW's system map on Sheet 3 for receipt and delivery point and milepost designations.
- (b) The non-mileage component is applied per Shipper's MDQ at Primary Point(s) of Delivery on Mainline Facilities.
- (c) The delivery rates are applied per pipeline mile to gas transported by PG&E GT-NW for delivery to shipper based on distance of gas transported. Consult PG&E GT-NW's system map on Sheet No. 3 for receipt and delivery point and milepost designations.
- (d) Fuel Use: Shipper shall furnish gas used for compressor station fuel, line loss, and other utility purposes, plus other unaccounted-for gas used in the operation of PG&E GT-NW's combined pipeline system in an amount equal to the sum of the current fuel and line loss percentage and the fuel and line loss percentage surcharge in accordance with Paragraph 37 of this tariff, multiplied by the distance in pipeline miles transported from the receipt point to the delivery point multiplied by the transportation quantities of gas received from Shipper under these rate schedules. The current fuel and line loss percentage shall be adjusted each month between the maximum rate of 0.0050% per Dth per pipeline mile and the minimum rate of 0.0000% per Dth per mile. The fuel and line loss percentage surcharge is -0.0002% per Dth per pipeline mile. No fuel use charges will be assessed for backhaul service.
- (e) The MRRS Surcharge applies to Subject Shippers pursuant to Paragraph 3.1(c) of Rate Schedule FTS-1 and Article IV, Section 1(c) of the Stipulation and Agreement in Docket No. RP94-149-000.
- (f) Applicable to firm service on PG&E GT-NW's Medford Extension.

(Continued)

Effective Date: 09/15/1998 Status: Effective
FERC Docket: RP98-375-000

Sixth Revised Sheet No. 5A Sixth Revised Sheet No. 5A : Effective
Superseding: Fifth Revised Sheet No. 5A

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS

Notes: (Continued)

(g) Under the terms of the July 29, 1994 Agreement (Agreement) between PG&E GT-NW and The Washington Water Power Company (WWP) (expressly incorporated herein), the initial negotiated rate is \$0.163955 per Dth-mile, which is designed by dividing first-year annual revenues of \$3.9 million by Dth-mile demand billing determinants of 23,787,000 (22,500 Dth/d x 12 months x 88.1 miles). Each year thereafter, until the end of the primary term of the Agreement, the rate shall increase or decrease by the same overall percentage increase or decrease in a "Benchmark" rate based on PacifiCorp's average electric rate in effect during the preceding contract year under its Residential Rate Schedule 4, or superseding Rate Schedule (or those of its subsidiaries, successors, assigns, or of substitute service providers) applicable to residential heating service for a residential customer utilizing 1,000 kilowatt hours per month. That Benchmark rate shall encompass all of the rate components of the aforementioned Rate Schedule. The Agreement provides for recovery of any "deficiency" amounts (plus carrying costs at PG&E GT-NW's allowed rate of return on investment for the applicable period) over the primary term of the Agreement to the extent permitted by increases in the foregoing electric rates. WWP's first-year deficiency amount of \$3.394 million is equal to WWP's revenue responsibility at the maximum E-2 (Medford) rates, or \$7.294 million [(22,500 Dth/d x 12 months x 88.1 miles x maximum Reservation Charge) + (22,500 Dth/d x 365 days x 88.1 miles x 95% load factor x maximum Delivery Charge)], less WWP's first-year revenue responsibility of \$3.9 million. For each contract year after the end of the primary term of the Agreement, the rate shall equal PG&E GT-NW's then-effective rate as set forth in the applicable tariff for firm transportation service on the Medford Extension. In the event that PG&E GT-NW recovers the "deficiency" amounts of the Firm Transportation Service Agreement during the primary term, WWP shall pay the then-applicable tariff rate for firm transportation service on the Medford Extension (E-1) or successor rate. PG&E GT-NW shall file an annual report with the Commission specifying (a) the calculation of the Medford Extension cost-of-service; (b) the revenues collected under the Medford (E-2) Rate; (c) the deferred cost recovery mechanism account balance, including carrying charges; and (d) workpapers detailing the computations.

(h) Applies to Diamond Energy service, which commences 1998. Rate is negotiated reservation charge of \$0.090388 for first 45,000 Dth/d and \$0.035477 for the second 45,000 Dth/d. Revenues will be applied to annual revenue requirement on the Medford Extension.

(Continued)

Effective Date: 10/01/2001 Status: Effective
FERC Docket: RP01-532-000

Fifth Revised Sheet No. 5B Fifth Revised Sheet No. 5B : Effective
Superseding: Fourth Revised Sheet No. 5B
STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS

Notes: (Continued)

- (i) Applicable to firm service on PG&E GT-NW's Coyote Springs Extension.
- (j) The Overrun Charge shall be equal to the rates and charges set forth for interruptible service under Rate Schedule ITS-1.
- (k) In accordance with Paragraph 22 of the Transportation General Terms and Conditions of this FERC Gas Tariff First Revised Volume No. 1-A, all Shippers shall pay an ACA unit adjustment of \$0.0021 per Dth. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.
- (l) Reserved.
- (m) In accordance with Paragraph 2 of the Transportation General Terms and Conditions of this FERC Gas Tariff First Revised Volume No. 1-A, all Shippers that are not members of GRI shall pay a GRI funding unit adjustment as set forth on effective Sheet Nos. 4 and 4A. This adjustment shall be in addition to the Base Tariff Rate(s) specified above.
- (n) The Rate Schedule ITS-1 Mileage Component shall be applied per pipeline mile to gas transported by PG&E GT-NW based on the distance of gas transported. Consult PG&E GT-NW's system map on Sheet No. 3 for receipt and delivery point and milepost designations.
- (o) The Rate Schedule ITS-1 Non-Mileage Component shall be applied per Dth of gas transported by PG&E GT-NW for immediate delivery to the facilities of another entity or an extension facility

(Continued)

Effective Date: 06/01/2001 Status: Effective

FERC Docket: RP01-400-000

Third Revised Sheet No. 6 Third Revised Sheet No. 6 : Effective
Superseding: Second Revised Sheet No. 6

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved for future use.

Effective Date: 06/01/2001 Status: Effective

FERC Docket: RP01-400-000

Second Revised Sheet No. 6A Second Revised Sheet No. 6A : Effective
Superseding: First Revised Sheet No. 6A

STATEMENT OF EFFECTIVE RATES AND CHARGES FOR
TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved for future use.

Effective Date: 11/01/1998 Status: Effective
FERC Docket: CP98-167-004

Substitute Fourth Revised Sheet No. 6B Substitute Fourth Revised Sheet No. 6B : Effective
Superseding: Third Revised Sheet No. 6B

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Competitive Equalization Surcharge

Shippers to whom the Competitive Equalization Surcharge applies pursuant to Section 3.1(d) of Rate Schedule FTS-1, other than shippers obtaining service pursuant to Section 28 of the General Terms and Conditions are:

Shipper	Quantity (Dth/d)	Path	Contract No.
Avista Energy, Inc.	20,000	Kingsgate-Malin	F-06430
Duke Energy Trading and Marketing, LLC	5,000	Kingsgate-Malin	F-06432
Duke Energy Trading and Marketing, LLC	10,000	Kingsgate-Stanfield	F-06432
Montana Power Trading and Marketing Company	10,000	Kingsgate-Malin	F-06433
Poco Marketing Ltd.	13,392	Kingsgate-Stanfield	F-06431

Effective Date: 01/01/2002 Status: Effective
FERC Docket: RP02-69-001

Substitute Fourteenth Revised Sheet No. Substitute Fourteenth Revised Sheet No. : Superseded
Superseding: Thirteenth Revised Sheet No. 6C

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS FOR
PARKING AND AUTHORIZED IMBALANCE SERVICES
(\$/Dth)

Rate Schedule and Type of Charge	Base Tariff Rate		GRI(a)	FERC(b)
	Minimum	Maximum		Annual Charge
PS-1 Parking Service:	0.0	0.029/d	0.0055	0.0021
AIS-1 Authorized Imbalance Service:	0.0	0.012/d	0.0055	0.0021

Notes:

- a) In accordance with Paragraph 2 of the Transportation General Terms and Conditions of this FERC Gas Tariff First Revised Volume No. 1-A, all Shippers that are not members shall pay a GRI funding unit adjustment stated above. This adjustment shall be in addition to the Base Tariff Rate specified above.
- b) In accordance with Paragraph 22 of the Transportation General Terms and Conditions of this FERC Gas Tariff First Revised Volume No. 1-A, all Shippers shall pay an ACA unit adjustment as specified above. This adjustment shall be in addition to the Base Tariff Rate specified above.

(Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

Third Revised Sheet No. 6D Third Revised Sheet No. 6D : Effective
Superseding: 2nd Sub. First Revised Sheet No. 6D

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved for future use.

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

Second Revised Sheet No. 6E Second Revised Sheet No. 6E : Effective
Superseding: 2nd Sub. First Revised Sheet No. No. 6E

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved for future use.

Effective Date: 06/01/2001 Status: Effective

FERC Docket: RP01-400-000

Second Revised Sheet No. 6F Second Revised Sheet No. 6F : Effective
Superseding: First Revised Sheet No. 6F

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved for future use.

Effective Date: / / Status: Pending
 FERC Docket: RP99-518-020

Fourteenth Revised Sheet No. 7 Fourteenth Revised Sheet No. 7 : Pending
 Superseding: Thirteenth Revised Sheet No. 7

STATEMENT OF EFFECTIVE RATES AND CHARGES
 FOR TRANSPORTATION OF NATURAL GAS
 (Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

SHIPPER	TERM OF CONTRACT	DTH/D	Primary Receipt Point	Primary Delivery Point	Rate /2 /3
Dynegy Marketing and Trade /1	04/1/01 - 10/31/01	10,000	Stanfield	Malin	/4
Enserco Energy Inc. /1	04/1/01 - 10/31/01	21,300	Stanfield	Malin	/4
Enserco Energy Inc. /1	04/1/01 - 10/31/01	5,000	Stanfield	Malin	/4
Reliant Energy Services Canada Ltd. /1	11/1/00 - 10/31/01	10,000	Stanfield	Malin	/4
Reliant Energy Services Canada Ltd. /1	04/1/01 - 10/31/01	10,000	Stanfield	Malin	/4
Western Gas Resources /1	04/1/01 - 10/31/01	10,000	Stanfield	Malin	/4

Effective Date: 03/01/2001 Status: Pending
 FERC Docket: RP99-518-019

Thirteenth Revised Sheet No. 7 Thirteenth Revised Sheet No. 7 : Pending
 Superseding: Twelfth Revised Sheet No. 7

STATEMENT OF EFFECTIVE RATES AND CHARGES
 FOR TRANSPORTATION OF NATURAL GAS
 (Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

SHIPPER	TERM OF CONTRACT	DTH/D	Primary Receipt Point	Primary Delivery Point	Rate /2 /3
Reliant Energy Services Canada Ltd. /1	11/1/00 - 03/31/01	10,000	Stanfield	Malin	/4
Reliant Energy Services Canada Ltd. /1	11/1/00 - 10/31/01	10,000	Stanfield	Malin	/4
Sempra Energy Trading /1	03/1/01 - 03/31/01	20,000	Malin	Kingsgate	/6

Effective Date: 05/01/2001 Status: Pending
 FERC Docket: RP99-518-021

Fifteenth Revised Sheet No. 7 Fifteenth Revised Sheet No. 7 : Pending
 Superseding: Fourteenth Revised Sheet No. 7

STATEMENT OF EFFECTIVE RATES AND CHARGES
 FOR TRANSPORTATION OF NATURAL GAS
 (Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

SHIPPER	TERM OF CONTRACT	DTH/D	Primary Receipt Point	Primary Delivery Point	Rate /2 /3
Dynegy Marketing and Trade /1	04/1/01 - 10/31/01	10,000	Stanfield	Malin	/4
Enserco Energy Inc. /1	04/1/01 - 10/31/01	21,300	Stanfield	Malin	/4
Enserco Energy Inc. /1	04/1/01 - 10/31/01	5,000	Stanfield	Malin	/4
Reliant Energy Services Canada Ltd. /1	11/1/00 - 10/31/01	10,000	Stanfield	Malin	/4
Reliant Energy Services Canada Ltd. /1	04/1/01 - 10/31/01	10,000	Stanfield	Malin	/4
Western Gas Resources /1	04/1/01 - 10/31/01	10,000	Stanfield	Malin	/4
Southern Company Energy Marketing L.P. /1	05/1/01 - 10/31/01	7,217	Stanfield	Malin	/6

Effective Date: 06/12/2002 Status: Effective
 FERC Docket: RP99-518-029

Twenty-First Revised Sheet No. 7 Twenty-First Revised Sheet No. 7 : Effective
 Superseding: Twentieth Revised Sheet No. 7

STATEMENT OF EFFECTIVE RATES AND CHARGES
 FOR TRANSPORTATION OF NATURAL GAS
 (Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULES FTS-1 AND LFS-1

SHIPPER	TERM OF CONTRACT	DTH/D	Primary Receipt Point	Primary Delivery Point	Rate /2 /3
Avista Corporation /1	11/1/01 - 10/31/25	20,000	Medford	Medford Ext. Meter	/7
Reliant Energy Services Inc. /1	05/1/02 - 09/30/02	28,200	Stanfield	Malin	/5
Reliant Energy Services Inc. /1	06/1/02 - 10/1/02	6,500	Stanfield	Malin	/5
Enserco Energy Inc. /1	06/1/02 - 06/30/02	20,000	Kingsgate	Malin	/8
Enserco Energy Inc. /1	06/12/02 - 06/30/02	10,000	Kingsgate	Malin	/8
BP Canada Energy Marketing /1	06/1/02 - 09/30/02	20,000	Malin	Stanfield	/9

Effective Date: 03/01/2001 Status: Pending
FERC Docket: RP99-518-019

Sixth Revised Sheet No. 7A Sixth Revised Sheet No. 7A : Pending
Superseding: Fifth Revised Sheet No. 7A

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

Explanatory Footnotes for Negotiated Rates under Rate Schedule FTS-1

1/ This contract does not deviate in any material aspect from the Form of Service Agreement in this Tariff.

2/ Unless otherwise noted, all Shippers pay PG&E GT-NW's maximum Reservation Charge, Delivery Charge, ACA, and contribute fuel in-kind in accordance with this Tariff.

3/ Index Price References: Unless otherwise noted, references to "Daily Index Price" shall mean the price survey midpoint for the specified point as published in Gas Daily for the day of gas flow. Weekend and holiday prices will be determined using the next available Gas Daily publication. Unless otherwise noted, the references to the "NGI FOM" for a specified point shall mean Natural Gas Intelligence's First of Month Bid Week Survey (Supplement to NGI's Weekly Gas Index) Spot Gas Price for the specified point.

4/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus \$.01/Dth minus an allowance for fuel. The allowance for fuel shall be determined daily as product of the Gas Daily Index Price for Stanfield and the applicable fuel and line loss percentage for the Stanfield to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

5/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus \$.01/Dth minus an allowance for fuel. The allowance for fuel shall be \$.033/Dth. The Reservation Charge shall not be less than \$0.00/Dth.

Effective Date: 05/01/2001 Status: Pending
FERC Docket: RP99-518-021

Seventh Revised Sheet No. 7A Seventh Revised Sheet No. 7A : Pending
Superseding: Sixth No. 7a

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

Explanatory Footnotes for Negotiated Rates under Rate Schedule FTS-1

1/ This contract does not deviate in any material aspect from the Form of Service Agreement in this Tariff.

2/ Unless otherwise noted, all Shippers pay PG&E GT-NW's maximum Reservation Charge, Delivery Charge, ACA, and contribute fuel in-kind in accordance with this Tariff.

3/ Index Price References: Unless otherwise noted, references to "Daily Index Price" shall mean the price survey midpoint for the specified point as published in Gas Daily for the day of gas flow. Weekend and holiday prices will be determined using the next available Gas Daily publication. Unless otherwise noted, the references to the "NGI FOM" for a specified point shall mean Natural Gas Intelligence's First of Month Bid Week Survey (Supplement to NGI's Weekly Gas Index) Spot Gas Price for the specified point.

4/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus \$.01/Dth minus an allowance for fuel. The allowance for fuel shall be determined daily as product of the Gas Daily Index Price for Stanfield and the applicable fuel and line loss percentage for the Stanfield to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

5/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus \$.01/Dth minus an allowance for fuel. The allowance for fuel shall be \$0.033/Dth. The Reservation Charge shall not be less than \$0.00/Dth.

6/ The Reservation Charge under this Agreement will equal the NGI FOM for Malin minus the NGI FOM for Stanfield minus the Delivery Charge minus ACA minus an allowance for fuel minus \$0.01/Dth. The allowance for fuel shall be determined monthly as the product of the NGI FOM for Stanfield and the applicable fuel and line loss percentage for the Stanfield to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

Effective Date: 03/27/2002 Status: Effective
FERC Docket: RP02-164-000

Ninth Revised Sheet No. 7A Ninth Revised Sheet No. 7A : Effective
Superseding: Eighth Revised Sheet No. 7A

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULES FTS-1 AND LFS-1

Explanatory Footnotes for Negotiated Rates
under Rate Schedules FTS-1 and LFS-1

1/ This contract does not deviate in any material aspect from the Form of Service Agreement in this Tariff.

2/ Unless otherwise noted, all Shippers pay PG&E GT-NW's maximum Reservation Charge, Delivery Charge, ACA, and contribute fuel in-kind in accordance with this Tariff.

3/ Index Price References: Unless otherwise noted, references to "Daily Index Price" shall mean the price survey midpoint for the specified point as published in Gas Daily for the day of gas flow. Weekend and holiday prices will be determined using the next available Gas Daily publication. Unless otherwise noted, the references to the "NGI FOM" for a specified point shall mean Natural Gas Intelligence's First of Month Bid Week Survey (Supplement to NGI's Weekly Gas Index) Spot Gas Price for the specified point.

4/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus \$.01/Dth minus an allowance for fuel. The allowance for fuel shall be determined daily as product of the Gas Daily Index Price for Stanfield and the applicable fuel and line loss percentage for the Stanfield to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

5/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus an allowance for fuel. The allowance for fuel shall be determined daily as product of the Gas Daily Index Price for Stanfield and the applicable fuel and line loss percentage for the Stanfield to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

6/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus an allowance for fuel plus \$0.04. The allowance for fuel shall be determined daily as the product of the Gas Daily Index Price for Kingsgate and the applicable fuel and line loss percentage for the Kingsgate to Malin Path. The Reservation Charge shall not be less than \$0.04/Dth.

Effective Date: 03/01/2001 Status: Pending
FERC Docket: RP99-518-019

First Revised Sheet No. 7B First Revised Sheet No. 7B : Pending
Superseding: Original Sheet No. 7B

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

Explanatory Footnotes for Negotiated Rates under Rate Schedule FTS-1

/6 Under this agreement, there are two distinct rate structures that will apply to the volumes flowed. The first 10,000 Dth flowed each day will be charged at the 100% load factor equivalent of the Reservation Charge plus Delivery Charge plus ACA Charge plus GRI.

Any volumes in excess of 10,000 Dth flowed each day will be charged according to the following formula. [(The Gas Daily Index price for Malin minus the Gas Daily Index price for Stanfield minus an Allowance for fuel) x 70%].

In the event Sempra does not ship the Minimum Monthly Delivered Quantity, the monthly bill shall be adjusted to equal the sum of (10,000 Dth x 31 days x \$.274946/Dth) and (2,000 Dth x 31 days x the monthly average of (the Gas Daily Index price for Malin minus the Gas Daily Index price for Stanfield) x 70%.

The Allowance for Fuel shall be calculated using the following expression:

$$[(\text{Stanfield Index}) / (1.0 - \text{fuel expressed as a decimal})] - \text{Stanfield Index}$$

Fuel shall be reimbursed in kind at the applicable monthly percentage as posted on GTN's EBB.

Effective Date: 06/01/2002 Status: Effective
FERC Docket: RP99-518-028

Fifth Revised Sheet No. 7B Fifth Revised Sheet No. 7B : Effective
Superseding: Fourth Revised Sheet No. 7B

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULES FTS-1 AND LFS-1

Explanatory Footnotes for Negotiated Rates
under Rate Schedules FTS-1 and LFS-1

/7 The Reservation charge shall be equal to the rate set forth in GTN's FERC Gas Tariff identified as FTS-1 E-2 (WWP), or its successor, multiplied by the appropriate Effective Period Percentage as shown in the following table.

Effective Period	Percentage
11/1/01-10/31/02	75%
11/1/02-10/31/03	80%
11/1/03-10/31/04	85%
11/1/04-10/31/05	90%
11/1/05-10/31/06	95%
11/1/06-10/31/25	100%

The Daily Delivery Charge shall be equal to the 100% load factor equivalent of the FTS-1 E-2 rate, or its successor, and shall be multiplied by the positive difference between (a) volumes delivered and (b) the contract MDQ times the appropriate Effective Period Percentage.

Daily Delivery Charge = [Dth Delivered - (MDQ * Effective Period %)] * 100%
Load Factor Equivalent FTS-1 E-2

/8 The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus an allowance for fuel. The allowance for fuel shall be determined daily as product of the Gas Daily Index Price for Kingsgate and the applicable fuel and line loss percentage for the Kingsgate to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

Effective Date: 03/01/2001 Status: Pending
FERC Docket: RP99-518-019

Third Revised Sheet No. 7C Third Revised Sheet No. 7C : Pending
Superseding: Second Revised Sheet No. 7C

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved For Future Use

Effective Date: 06/01/2002 Status: Effective

FERC Docket: RP99-518-028

Sixth Revised Sheet No. 7C Sixth Revised Sheet No. 7C : Effective
Superseding: Fifth Revised Sheet No. 7C

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULES FTS-1 AND LFS-1

Explanatory Footnotes for Negotiated Rates
under Rate Schedules FTS-1 and LFS-1

/9 The Transportation Rate for this service shall be equal to the sum of the following unit rate componenets:

Reservation Charge	\$0.078544
Delivery Charge	\$0.004356
ACA Charge	\$0.002100
Transportation Rate	\$0.085000

The Minimum Monthly Delivered Quantity shall equal to 50% of the MDQ times the number of days in each month of service. In the event BP does not ship the Minimum Monthly Delivered Quantity, the monthly bill shall be adjusted to equal the product of the Minimum Monthly Delivered Quantity and the Reservation Charge (\$0.078544/Dth), plus Delivery Charges and ACA Charges on all volumes flowed.

Fuel shall be reimbursed in kind at the applicable monthly percentage as posted on PG&E GT-NW's EBB.

Effective Date: 06/01/2000 Status: Effective
FERC Docket: RP99-518-014

Original Sheet No. 7D Original Sheet No. 7D : Effective
Superseding: No. 7d

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

Explanatory Footnotes for Negotiated Rates under Rate Schedule FTS-1

11/ The Reservation Charge under this Agreement will equal the Daily Index Price for Malin minus the Daily Index Price for Stanfield minus the Delivery Charge minus ACA minus an allowance for fuel. The allowance for fuel shall be determined daily as product of the Gas Daily Index Price for Stanfield and the applicable fuel and line loss percentage for the Stanfield to Malin Path. The Reservation Charge shall not be less than \$0.00/Dth.

Service under this contract will be subject to a Minimum Monthly Delivered Quantity equal to not less than 90% of the sum of the Maximum Daily Delivered Quantity expressed as a total for the month for those days during the month where the Gas Daily Daily Index Price differential between Malin and Stanfield is greater than zero and the actual volumes nominated for those days during the month where the Gas Daily Daily Index Price differential between Malin and Stanfield is equal to or less than zero. In the event the Shipper fails to schedule for delivery the Minimum Monthly Delivered Quantity for a given month, Shipper shall pay a Deficit Quantity Charge ("DQC"). This DQC shall be equal to the positive difference between the Minimum Monthly Delivered Quantity and the quantity shipper scheduled for delivery during that month (excluding any quantity not nominated on those days where the Gas Daily Index Price differential between Malin and Stanfield is equal to or less than zero), multiplied by the weighted average of the Reservation Charge (as calculated above) for those days on which the shipper did not schedule for delivery its full Maximum Daily Delivered Quantity.

For those days where the Gas Daily Daily Index Price differential between Malin and Stanfield is equal to or less than zero and the Shipper nominates quantities greater than zero but at or below the Maximum Daily Delivered Quantity the Transportation Rate shall equal \$0.01/Dth.

Effective Date: 03/01/2001 Status: Pending

FERC Docket: RP99-518-019

First Revised Sheet No. 7D First Revised Sheet No. 7D : Pending

Superseding: Original Sheet No. 7D

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved For Future Use

Effective Date: 07/01/2000 Status: Effective

FERC Docket: RP99-518-015

Original Sheet No. 7E Original Sheet No. 7E : Effective
Superseding: No. 7e

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE FTS-1

Explanatory Footnotes for Negotiated Rates under Rate Schedule FTS-1

12/ The rate for this service shall be the 100% load factor equivalent of the Reservation Charge plus Delivery Charge plus ACA Charge calculated as follows:

Reservation Charge:	\$0.199838/Dth
Delivery Charge + ACA Charge:	\$0.010162/Dth
Total Transportation:	\$0.210000/Dth

Fuel shall be reimbursed in kind at the applicable monthly percentage as posted on PG&E GT-NW's EBB. However, in the event for any month during the primary term of this agreement, PG&E GT-NW's fuel rate shall exceed 0.0041% per pipeline-mile, the Transportation Rate shall be adjusted downward by the following formula:

$$[(\text{KG Price} / (1-S)) - \text{KG Price}] - [\text{KG Price} / 0.974889 - \text{KG Price}]$$

where "KG Price" is the Gas Daily Monthly Contract Index Price for "Canadian Gas, PG&E GTNW (Kingsgate)" as reported in Gas Daily for the applicable month, and "S" is the Kingsgate to Malin applicable month fuel expressed as a decimal.

Effective Date: 03/01/2001 Status: Pending

FERC Docket: RP99-518-019

First Revised Sheet No. 7E First Revised Sheet No. 7E : Pending

Superseding: Original Sheet No. 7E

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

Reserved For Future Use

Effective Date: 03/27/2002 Status: Effective

FERC Docket: RP02-164-000

Sixth Revised Sheet No. 7.01 Sixth Revised Sheet No. 7.01 : Effective
Superseding: Fifth Revised Sheet No. 7.01

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULES FTS-1 AND LFS-1

SHIPPER	TERM OF CONTRACT	DTH/D	Primary Receipt Point	Primary Delivery Point	Rate /2 /3
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Reserved For Future Use

Effective Date: 12/02/1999 Status: Effective
FERC Docket: RP99-518-003

First Revised Sheet No. 8 First Revised Sheet No. 8 : Effective
Superseding: Original Sheet No. 8

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE ITS-1

SHIPPER	TERM OF CONTRACT	DTH/D	Primary Receipt Point	Primary Delivery Point	Rate /2 /3
Avista Energy Inc. /1	12/2/99 - 2/29/00	20,000	Medford	Medord Extension Meter	/4

Effective Date: 12/02/1999 Status: Effective
FERC Docket: RP99-518-006

Substitute Original Sheet No. 8A Substitute Original Sheet No. 8A : Effective
Superseding: No. 8a

STATEMENT OF EFFECTIVE RATES AND CHARGES
FOR TRANSPORTATION OF NATURAL GAS
(Continued)

NEGOTIATED RATE AGREEMENTS UNDER RATE SCHEDULE ITS-1

Explanatory Footnotes for Negotiated Rates under Rate Schedule ITS-1

1/ This contract does not deviate in any material aspect from the Form of Service Agreement in this Tariff.

2/ Unless otherwise noted, all Shippers pay PG&E GT-NW's maximum Mileage and Non-Mileage Charge, ACA, and contribute fuel in-kind in accordance with this Tariff.

3/ Index Price References: Unless otherwise noted, references to "Daily Index Price" shall mean the price survey midpoint for the specified point as published in Gas Daily for the day of gas flow. Weekend and holiday prices will be determined using the next available Gas Daily publication. Unless otherwise noted, the references to the "NGI FOM" for a specified point shall mean Natural Gas Intelligence's First of Month Bid Week Survey (Supplement to NGI's Weekly Gas Index) Spot Gas Price for the specified point.

4/ This Agreement is for Service under PG&E GT-NW's Rate Schedule ITS-1 (E-1). The rate for service under this Agreement will be redetermined daily as follows: First, an "Index Price" will be calculated each day. The Index Price will equal the Daily Index Price at Sumas less the Daily Index Price at Malin, plus \$0.05. Second, the Daily Rate for service will be calculated as follows:

If the Daily Index is less than $-\$0.05$ then Daily Rate = $\$0.8615299$
If the Daily Index is greater than or equal to $-\$0.05$, but less than $\$0.05$, the Daily Rate is $\$0.0014096$.
If the Daily Index is equal to or greater than $\$0.05$, and not greater than $\$0.10$, the Daily Rate is $((\text{Daily Index} - \$0.05) * .5) + \0.01 .
If the Daily Index is greater than $\$0.10$, and not greater than $\$0.16$, the Daily Rate is $((\text{Daily Index} - \$0.10) * .75) + \0.035 .
If the Daily Index is greater than $\$0.16$, the Daily Rate is $((\text{Daily Index} - \$0.16) * .5) + \0.08 .

The Daily Rate shall not be less than $\$0.0014096/\text{Dth}$. The average Daily Rate over the Term of this Agreement will not exceed $\$0.8615299$.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 12 Third Revised Sheet No. 12 : Effective
Superseding: Second Revised Sheet No. 12

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE

1. AVAILABILITY

This rate schedule is available to any party (hereinafter called "Shipper") qualifying for service pursuant to the Commission's Regulations contained in 18 CFR Part 284, and who has executed a Firm Transportation Service Agreement with PG&E GT-NW in the form contained in this FERC Gas Tariff First Revised Volume No. 1-A.

2. APPLICABILITY AND CHARACTER OF SERVICE

This rate schedule shall apply to firm gas transportation services performed by PG&E GT-NW for Shipper pursuant to the executed Firm Transportation Service Agreement between PG&E GT-NW and Shipper. PG&E GT-NW shall receive from Shipper such daily quantities of gas up to the Shipper's Maximum Daily Quantity as specified in the executed Firm Transportation Service Agreement between PG&E GT-NW and Shipper plus the required quantity of gas for fuel and line loss associated with service under this Rate Schedule FTS-1 and redeliver an amount equal to the quantity received less the required quantity of gas for fuel and line loss. This transportation service shall be firm and not subject to curtailment or interruption except as provided in the Transportation General Terms and Conditions.

Firm transportation service shall be subject to all provisions of the executed Firm Transportation Service Agreement between PG&E GT-NW and Shipper and the applicable Transportation General Terms and Conditions.

3. RATES

Shipper shall pay PG&E GT-NW each month the sum of the Reservation Charge, the Delivery Charge, plus any applicable Extension Charge, Overrun Charge and applicable surcharges for the quantities of natural gas delivered. The rate(s) set forth in PG&E GT-NW's current Effective Rates and Charges for Transportation of Natural Gas in this FERC Gas Tariff First Revised Volume No. 1-A are applied to transportation service rendered under this rate schedule.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 13 Third Revised Sheet No. 13 : Effective
Superseding: Second Revised Sheet No. 13

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.1 Reservation Charge

The Reservation Charge shall be the sum of the Mileage and the Non-Mileage Component:

(a) Mileage Component

The Mileage Component shall be the product of the currently effective Mileage Rate as set forth on Effective Tariff Sheet No. 4, the distance, in pipeline miles, from the Primary Point(s) of receipt to the Primary Point(s) of Delivery on Mainline Facilities as set forth in Shipper's Contract, and the Shipper's Maximum Daily Quantity at such Point(s).

(b) Non-Mileage Component

The Non-Mileage Component shall be the product of the currently effective Non-Mileage Rate as set forth on Effective Tariff Sheet No. 4 and the Shipper's Maximum Daily Quantity at Primary Point(s) of Delivery on Mainline Facilities.

(c) Mitigation Revenue Recovery Surcharge

If Shipper is a Subject Shipper, the Mitigation Revenue Recovery Surcharge for the Mileage and Non-Mileage Components as set forth on Effective Tariff Sheet No. 4 shall be included in, and become a part of, the maximum Mileage and Non-Mileage Base Reservation Rates used for computing the Mileage and Non-Mileage Components of the Reservation Charge. The Mileage Component shall be designed to recover, on the basis of the mileage billing determinants of the Subject Shippers underlying PG&E GT-NW's currently effective rates, mileage mitigation revenues not recovered from other shippers in accordance with Article IV, Section 1(b) of the Stipulation and Agreement in Docket No. RP94-149-000, et al., and the Non-Mileage Component shall be designed to recover, on the basis of the Non-Mileage billing determinants of the Subject Shippers underlying PG&E GT-NW's currently effective rates, Non-Mileage mitigation revenues not recovered from other shippers in accordance with Article IV, Section 1(b) of the Stipulation and Agreement in Docket No. RP94-149-000, et al.

(Continued)

Effective Date: 11/01/1998 Status: Effective
FERC Docket: CP98-167-002

Second Revised Sheet No. 13A Second Revised Sheet No. 13A : Effective
Superseding: First Revised Sheet No. 13A

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.1 Reservation Charge (Continued)

(d) Competitive Equalization Surcharge

The Mileage and Non-Mileage components of the Competitive Equalization Surcharge as set forth on Effective Tariff Sheet No. 4 shall be included in, and become a part of, the maximum Mileage and Non-Mileage Base Reservation Rates used for computing the Mileage and Non-Mileage Components of the Reservation Charge of shippers that have contracted for service utilizing, in whole or in part, CES Capacity under a Firm Transportation Service Agreement having a term of one year or more and shippers that have obtained service rights from such shippers pursuant to Section 28 of the General Terms and Conditions of this FERC Gas Tariff. The Mileage Component shall be equal to the Mileage Component of the Mitigation Revenue Recovery Surcharge and the Non-Mileage Component shall be equal to the Non-Mileage Component of the Mitigation Revenue Recovery Surcharge. Shippers to which the Competitive Equalization Surcharge applies, other than shippers that have obtained service pursuant to Section 28 of the General Terms and Conditions of this FERC Gas Tariff, shall be identified on Effective Tariff Sheet No. 6B.

(Continued)

Effective Date: 11/01/1998 Status: Effective
FERC Docket: CP98-167-002

Original Sheet No. 13B Original Sheet No. 13B : Effective
Superseding: No. 13B

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.1 Reservation Charge (Continued)

- (e) Shipper's obligation to pay the Reservation Charge and applicable Reservation Surcharge is independent of Shipper's ability to obtain export authorization from the National Energy Board of Canada, Canadian provincial removal authority, and/or import authorization from the United States Department of Energy, and shall begin with the execution of the Firm Transportation Service Agreement by both parties. The Reservation Charge and Reservation Surcharge due and payable shall be computed beginning in the month in which service is first available (prorated if beginning in the month in which service is available on a date other than the first day of the month). Thereafter, the monthly Reservation Charge and Reservation Surcharge shall be due and payable each month during the Initial (and Subsequent) Term(s) of the Shipper's executed Firm Transportation Service Agreement and is unaffected by the quantity of gas transported by PG&E GT-NW to Shipper's delivery point(s) in any month except as provided for in Paragraphs 3.10 and 3.11 of this rate schedule.

3.2 Delivery Charge

The Delivery Charge shall be the product of the Delivery Rate as set forth on Effective Tariff Sheet No. 4, the quantities of gas delivered in the month (in Dth) (excluding Authorized Overrun) at point(s) of delivery on Mainline Facilities, and the distance, in pipeline miles, from the point(s) of receipt to point(s) of delivery on Mainline Facilities.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 14 Third Revised Sheet No. 14 : Effective
Superseding: Second Revised Sheet No. 14

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.3 Extension Charge

If Shipper designates a Primary Point of delivery on an Extension Facility, then in addition to all other charges that are applicable, Shipper shall pay the Extension Charge, which shall consist of a reservation and delivery component.

- (a) The reservation component of the Extension Charge shall be the product of Shipper's Maximum Daily Quantity at the Primary Point(s) of delivery on the Extension Facility, the applicable Extension reservation rate as set forth on Effective Tariff Sheet No. 4, and the distance, in pipeline miles, from the Receipt Point(s) on the Extension Facility to the Primary Point(s) of delivery.
- (b) The delivery component of the Extension Surcharge shall be the product of the quantities delivered at the point(s) of delivery on the Extension Facility, the applicable Extension delivery rate as set forth on Effective Tariff Sheet No. 4, and the distance, in pipeline miles, from the Receipt Point(s) on the Extension Facility to the point(s) of delivery.

3.4 Authorized Overrun Charge

Quantities in excess of Shipper's MDQ shall be transported when capacity is available on the PG&E GT-NW system and when the provision of such Authorized Overruns shall not effect any Shipper's rights on the PG&E GT-NW System. Authorized Overruns are interruptible in nature. The rate charged shall be the same as the rates and charges for interruptible transportation under Rate Schedule ITS-1 as set forth on effective tariff Sheet No. 4, and such Authorized Overruns shall be subject to the priority of service provisions of Paragraph 19 of the Transportation General Terms and Conditions.

3.5 Applicability of Surcharges

Shipper shall pay all reservation and usage surcharges applicable to the service provided to such Shipper as set forth in PG&E GT-NW's FERC Gas Tariff, First Revised Volume No. 1-A. such surcharges shall be deemed to be part of Shipper's reservation and Delivery Charges.

(Continued)

Effective Date: 06/01/2001 Status: Effective

FERC Docket: RP01-400-000

Second Revised Sheet No. 14A Second Revised Sheet No. 14A : Effective
Superseding: First Revised Sheet No. 14A

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

- 3.6 Shipper shall pay the Maximum Reservation Charge, and the Maximum Delivery Charge for service under this Rate Schedule unless PG&E GT-NW offers to discount the Mileage Rate components or the Non-Mileage Rate components of the Reservation Rate or the Delivery Rate or the GRI surcharge under this rate schedule. If PG&E GT-NW elects to discount any such rate, PG&E GT-NW shall, up to forty-eight (48) hours prior to such discount, by written notice, advise Shipper of the effective date of such charges and the quantity of gas so affected; provided, however, such discount shall not be anticompetitive or unduly discriminatory between individual shippers. The rates for service under this rate schedule shall not be discounted below the Minimum Reservation Charge, the Minimum Delivery Rate, and applicable ACA Surcharge.

(Continued)

Effective Date: 06/01/2001 Status: Effective
FERC Docket: RP01-400-000

Fourth Revised Sheet No. 15 Fourth Revised Sheet No. 15 : Effective
Superseding: Third Revised Sheet No. 15

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.7 Reserved

3.8 Backhauls (as defined in Paragraph 1.30 of the Transportation General Terms and Conditions) shall be subject to the same charges as forward haul (as defined in Paragraph 1.29 of the Transportation General Terms and Conditions) except that no gas shall be retained by PG&E GT-NW for compressor station fuel, line loss and other unaccounted-for gas. Backhauls are subject to the operating conditions of PG&E GT-NW's pipeline and will not be made available to Shipper if PG&E GT-NW determines, in its sole discretion, that such transportation is operationally infeasible or otherwise not available.

3.9 Reserved

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 16 Second Revised Sheet No. 16 : Effective
Superseding: First Revised Sheet No. 16

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.10 Capacity Release

(a) Releasing Shippers:

Shipper shall have the option to release capacity pursuant to the provisions of PG&E GT-NW's capacity release program as specified in the Transportation General Terms and Conditions. Shipper may release its capacity, up to Shipper's Maximum Daily Quantity under this rate schedule, in accordance with the provisions of Paragraph 28 of PG&E GT-NW's Transportation General Terms and conditions of this FERC Gas Tariff, First Revised Volume No. 1-A. Shipper shall pay a fee associated with the marketing of capacity by PG&E GT-NW (if applicable) in accordance with Paragraph 28 of the Transportation General Terms and Conditions. This fee shall be negotiated between PG&E GT-NW and the Releasing Shipper.

(b) Replacement Shippers:

Shipper may receive released capacity service under this rate schedule pursuant to Paragraph 28 of the Transportation General Terms and Conditions and is required to execute a service agreement in the form contained for capacity release under Rate Schedule FTS-1 in this First Revised Volume No. 1-A.

Shipper shall pay PG&E GT-NW each month for transportation service under this rate schedule and as set forth in PG&E GT-NW's current Statement of Effective Rates and Charges in this First Revised Volume No. 1-A. Charges to be paid shall be the sum of the Reservation Charge, Delivery Charge, and other applicable surcharges or penalties.

The rates paid by Shipper receiving capacity release transportation service shall be adjusted as provided on Exhibit R in the executed Transportation Service Agreement For Capacity Release between PG&E GT-NW and Shipper.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 16A Third Revised Sheet No. 16A : Effective
Superseding: Second Revised Sheet No. 16A

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

3.11 Reservation Charge Credit - Malin Primary Delivery Point

If PG&E GT-NW fails to deliver to Malin, Oregon ninety-five percent (95%) or more of the aggregate Confirmed Daily Nominations (as hereinafter defined) of all Shippers with a Malin primary delivery point receiving service under this rate schedule (hereinafter referred to as the "Non-Deficiency Amount") for more than twenty-five (25) days in any given Contract Year, then for each day during that Contract Year in excess of twenty-five (25) days that PG&E GT-NW so fails to deliver the Non-Deficiency Amount (a "Credit Day") Shipper, as its sole remedy, shall be entitled to a Reservation Charge Credit calculated in the manner hereinafter set forth.

For the purpose of this Paragraph 3.10, Confirmed Daily Nomination shall mean for any day, the lesser of (1) Shipper's Maximum Daily Quantity or (2) the actual quantity of gas that the connecting pipeline upstream of PG&E GT-NW is capable of delivering for Shipper's account to PG&E GT-NW at Shipper's primary point of receipt(s) on PG&E GT-NW less Shipper's requirement to provide compressor fuel and line losses under the Statement of Effective Rates and Charges of PG&E GT-NW's FERC Gas Tariff, First Revised Volume No. 1-A or (3) the quantity of gas that Pacific Gas And Electric Company (PG&E) is capable of accepting at Malin for Shipper's account or (4) Shipper's nomination to PG&E GT-NW.

The Reservation Charge Credit for each Credit Day for a particular Shipper shall be computed as follows:

$$\begin{array}{rcl} \text{Reservation Charge} & \text{A} & \text{B - C} \\ \text{Credit for Each} & & \text{x} \\ \text{Credit Day} & = \frac{\text{A}}{(30.4)} & \left(\frac{\text{B - C}}{\text{B}} \right) \end{array}$$

where A = Shipper's Monthly Reservation Charge
B = Shipper's confirmed daily nomination for the Credit Day
C = Actual quantity of gas delivered by PG&E GT-NW to PG&E Malin for Shipper's account for the Credit Day

Except as provided for in Paragraph 3.11 of this rate schedule, this Reservation Charge Credit is Shipper's sole remedy for nondelivery of gas by PG&E GT-NW.

(Continued)

Effective Date: 04/01/1999 Status: Effective
FERC Docket: RP99-248-000

Fourth Revised Sheet No. 16B Fourth Revised Sheet No. 16B : Effective
Superseding: Third Revised Sheet No. 16B

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE (Continued)

3.12 Reservation Charge Credit - Other than Malin Primary Delivery Point

If PG&E GT-NW fails to deliver Forward-haul service on a Primary Path to a primary delivery point on its system other than Malin, Oregon, ninety-five percent (95%) or more of the aggregate Confirmed Daily Nominations (as hereinafter defined) of all Shippers at such primary delivery point other than Malin receiving service under this rate schedule (hereinafter referred to as the "Non-Deficiency Amount") for more than twenty-five (25) days in any given Contract Year, then for each day during that Contract Year in excess of twenty-five (25) days that PG&E GT-NW so fails to deliver the Non-Deficiency Amount (a "Credit Day") Shipper, as its sole remedy, shall be entitled to a Reservation Charge Credit calculated in the manner hereinafter set forth.

For the purpose of this Paragraph 3.12, Confirmed Daily Nomination shall mean for any day, the lesser of (1) Shipper's Maximum Daily Quantity or (2) the quantity of gas that the connecting downstream pipeline(s), local distribution company pipeline(s), or end-user(s) is/are capable of accepting for Shipper's account at Shipper's point(s) of primary delivery on PG&E GT-NW or (3) the quantity of gas that the connecting pipeline upstream of PG&E GT-NW is capable of delivering to PG&E GT-NW for Shipper's account to PG&E GT-NW at Shipper's primary point of receipt(s) on PG&E GT-NW less Shipper's requirement to provide compressor fuel and line losses under the Statement of Effective Rates and Charges of PG&E GT-NW's FERC Gas Tariff, First Revised Volume No. 1-A or (4) Shipper's nomination to PG&E GT-NW.

The Reservation Charge Credit for each Credit Day for a particular Shipper shall be computed as follows:

$$\begin{array}{rcl} \text{Reservation Charge} & A & B - C \\ \text{Credit for Each} & & \times \\ \text{Credit Day} & = \frac{A}{(30.4)} & \left(\frac{B - C}{B} \right) \end{array}$$

where A = Shipper's Monthly Reservation Charge
B = Shipper's confirmed daily nomination for the Credit Day
C = Actual quantity of gas delivered by PG&E GT-NW to a Shipper's primary delivery point(s) (other than Malin) for Shipper's account for the Credit Day

Except as provided for in Paragraph 3.10 of this rate schedule this Reservation Charge Credit is Shipper's sole remedy for nondelivery of gas by PG&E GT-NW.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Original Sheet No. 16C Original Sheet No. 16C : Effective
Superseding: No. 16c

Rate Schedule FTS-1
Firm Transportation Service
(Continued)

3. RATES (Continued)

3.13 NEGOTIATED RATES

Notwithstanding any provision of PG&E GT-NW's Tariff to the contrary, PG&E GT-NW and Shipper may mutually agree in writing to a Negotiated Rate (including a Negotiated Rate Formula) with respect to the rates, rate components, charges, or credits that are otherwise prescribed, required, established, or imposed by this Rate Schedule or by any other applicable provision of PG&E GT-NW's Tariff.

Such Negotiated Rate shall be set forth in Attachment B to the Firm Transportation Service Agreement and PG&E GT-NW shall make any filings with the Commission necessary to effectuate such Negotiated Rate.

Effective Date: 04/01/1999 Status: Effective
FERC Docket: RP99-248-000

Fifth Revised Sheet No. 17 Fifth Revised Sheet No. 17 : Effective
Superseding: Fourth Revised Sheet No. 17

RATE SCHEDULE FTS-1
FIRM TRANSPORTATION SERVICE
(Continued)

4. FUEL AND LINE LOSS

For all Forward Hauls, Shipper shall furnish to PG&E GT-NW quantities of gas for compressor station fuel, line loss and other utility purposes, plus other unaccounted for gas used in the operation of PG&E GT-NW's combined pipeline system between the International Boundary near Kingsgate, British Columbia and the Oregon-California boundary for the transportation quantities of gas delivered by PG&E GT-NW to Shipper, based upon the effective fuel and line loss percentages in accordance with Paragraph 37 of the General Terms and Conditions. No fuel charge shall apply to transactions that do not involve a forward haul movement of gas.

5. TRANSPORTATION GENERAL TERMS AND CONDITIONS

All of the Transportation General Terms and Conditions are applicable to this rate schedule, unless otherwise stated in the executed Firm Transportation Service Agreement between PG&E GT-NW and Shipper. Any future modifications, additions or deletions to said Transportation General Terms and Conditions, unless otherwise provided, are applicable to firm transportation service rendered under this rate schedule, and by this reference, are made a part hereof.

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

Original Sheet No. 18 - 30 Original Sheet No. 18 - 30 : Effective
Superseding: No. 18 - 30

Original Sheet Nos. 18 through 30 have not been
issued but are being reserved for future use.

Effective Date: 03/27/2002 Status: Effective
FERC Docket: RP02-164-000

Original Sheet No. 19 Original Sheet No. 19 : Effective
Superseding: No. 19

RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES

Shipper shall pay PG&E GT-NW each month the sum of the Reservation Charge, the Delivery Charge, plus any applicable Extension Charge, Overrun Charge and applicable surcharges for the quantities of natural gas delivered. The rate(s) set forth in PG&E GT-NW's current Effective Rates and Charges for Transportation of Natural Gas in this FERC Gas Tariff First Revised Volume No. 1-A are applied to transportation service rendered under this rate schedule.

3.1 Reservation Charge

The Reservation Charge shall be the sum of the Mileage and the Non-Mileage Component:

(a) Mileage Component

The Mileage Component shall equal the product of the Daily Mileage Charge (equal to the currently effective Mileage Reservation Charge as set forth on Effective Tariff Sheet No. 4 divided by the number of days in the month), the number of days in the month less the number of Limited Days, the distance in pipeline miles from the Primary Point(s) of receipt to the Primary Point(s) of delivery on Mainline Facilities as set forth in Shipper's Contract, and the Shippers Maximum Daily Quantity at such Point(s). To the extent service is provided for a Partial Volume Day, an LFS shipper's MDQ for that day will be equal to its contractual MDQ multiplied by the ratio of the daily LFS quantity made available to the shipper's contractual MDQ.

(b) Non-Mileage Component

The Non-Mileage Component shall be the product of the Daily Non-Mileage Charge (equal to the currently effective Non-Mileage Reservation Charge as set forth on Effective Tariff Sheet No. 4 divided by the number of days in the month), the number of days in the month less the number of Limited Days, and the Shipper's Maximum Daily Quantity at Primary Point(s) of Delivery on Mainline Facilities. To the extent service is provided for a Partial Volume Day, an LFS shipper's MDQ for that day will be equal to its contractual MDQ multiplied by the ratio of the daily LFS quantity made available to the shipper's contractual MDQ.

(Continued)

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RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.1 Reservation Charge (Continued)

(c) Obligation to Pay

Shipper's obligation to pay the Reservation Charge and applicable Reservation Surcharge is independent of Shipper's ability to obtain export authorization from the National Energy Board of Canada, Canadian provincial removal authority, and/or import authorization from the United States Department of Energy, and shall begin with the execution of the Limited Firm Transportation Service Agreement by both parties. The Reservation Charge and Reservation Surcharge due and payable shall be computed beginning in the month in which service is first available (prorated if beginning in the month in which service is available on a date other than the first day of the month). Thereafter, the monthly Reservation Charge and Reservation Surcharge shall be due and payable each month during the Initial (and Subsequent) Term(s) of the Shipper's executed Limited Firm Transportation Service Agreement and is unaffected by the quantity of gas transported by PG&E GT-NW to Shipper's delivery point(s) in any month except as provided for in Paragraphs 3.10 and 3.11 of this rate schedule.

3.2 Delivery Charge

The Delivery Charge shall be the product of the Delivery Rate as set forth on Effective Tariff Sheet No. 4, the quantities of gas delivered in the month (in Dth) (excluding Authorized Overrun) at point(s) of delivery on Mainline Facilities, and the distance, in pipeline miles, from the point(s) of receipt to point(s) of delivery on Mainline Facilities.

3.3 Extension Charge

If Shipper designates a Primary Point of delivery on an Extension Facility, then in addition to all other charges that are applicable, Shipper shall pay the Extension Charge, which shall consist of a reservation and delivery component.

(Continued)

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Original Sheet No. 21 Original Sheet No. 21 : Effective
Superseding: No. 21

RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.3 Extension Charge (Continued)

- (a) The reservation component of the Extension Charge shall be the product of the Daily Extension Reservation Rate (equal to the currently effective Extension Reservation Rate as set forth on Effective Tariff Sheet No. 4 divided by the number of days in the month), the number of days in the month less the number of Limited Days, the distance in pipeline miles from the Receipt Point(s) to the Primary Point(s) of delivery on the Extension Facility as set forth in Shipper's Contract, and the Shipper's Maximum Daily Quantity at such Point(s). To the extent service is provided for a Partial Volume Day, an LFS shipper's MDQ for that day will be equal to its contractual MDQ multiplied by the ratio of the daily LFS quantity made available to the shipper's contractual MDQ.
- (b) The delivery component of the Extension Surcharge shall be the product of the quantities delivered at the point(s) of delivery on the Extension Facility, the applicable Extension delivery rate as set forth on Effective Tariff Sheet No. 4, and the distance, in pipeline miles, from the Receipt Point(s) on the Extension Facility to the point(s) of delivery.

3.4 Authorized Overrun Charge

Quantities in excess of Shipper's MDQ shall be transported when capacity is available on the PG&E GT-NW system and when the provision of such Authorized Overruns shall not effect any Shipper's rights on the PG&E GT-NW System. Authorized Overruns are interruptible in nature. The rate charged shall be the same as the rates and charges for interruptible transportation under Rate Schedule ITS-1 as set forth on effective tariff Sheet No. 4, and such Authorized Overruns shall be subject to the priority of service provisions of Paragraph 19 of the Transportation General Terms and Conditions.

3.5 Applicability of Surcharges

Shipper shall pay all reservation and usage surcharges applicable to the service provided to such Shipper as set forth in PG&E GT-NW's FERC Gas Tariff, First Revised Volume No. 1-A. such surcharges shall be deemed to be part of Shipper's reservation and Delivery Charges. (Continued)

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Original Sheet No. 22 Original Sheet No. 22 : Effective
Superseding: No. 22

RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.6 Discounted Transportation Rates

Shipper shall pay the Maximum Reservation Charge and the Maximum Delivery Charge for service under this Rate Schedule unless PG&E GT-NW offers to discount the Mileage Rate components or the Non-Mileage Rate components of the Reservation Rate or the Delivery Rate or the GRI surcharge under this rate schedule. If PG&E GT-NW elects to discount any such rate, such discount shall not be anticompetitive or unduly discriminatory between individual shippers. The rates for service under this rate schedule shall not be discounted below the Minimum Reservation Charge, the Minimum Delivery Rate, and applicable ACA Surcharge.

- 3.7 Backhauls (as defined in Paragraph 1.30 of the Transportation General Terms and Conditions) shall be subject to the same charges as forward haul (as defined in Paragraph 1.29 of the Transportation General Terms and Conditions) except that no gas shall be retained by PG&E GT-NW for compressor station fuel, line loss and other unaccounted-for gas. Backhauls are subject to the operating conditions of PG&E GT-NW's pipeline and will not be made available to Shipper if PG&E GT-NW determines, in its sole discretion, that such transportation is operationally infeasible or otherwise not available.

(Continued)

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Original Sheet No. 23 Original Sheet No. 23 : Effective
Superseding: No. 23

RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.8 Capacity Release

(a) Releasing Shippers:

Shipper shall have the option to release capacity pursuant to the provisions of PG&E GT-NW's capacity release program as specified in the Transportation General Terms and Conditions. Shipper may release its capacity, up to Shipper's Maximum Daily Quantity under this rate schedule, in accordance with the provisions of Paragraph 28 of PG&E GT-NW's Transportation General Terms and Conditions of this FERC Gas Tariff, First Revised Volume No. 1-A. Shipper shall pay a fee associated with the marketing of capacity by PG&E GT-NW (if applicable) in accordance with Paragraph 28 of the Transportation General Terms and Conditions. This fee shall be negotiated between PG&E GT-NW and the Releasing Shipper.

(b) Replacement Shippers:

Shipper may receive released capacity service under this rate schedule pursuant to Paragraph 28 of the Transportation General Terms and Conditions and is required to execute a service agreement in the form contained for capacity release under Rate Schedule LFS-1 in this First Revised Volume No. 1-A.

All replacement shippers must accept the same provisions regarding and circumstances relating to Limited Days as apply under the Releasing Shipper's Agreement, including the number of Limited Days remaining in an applicable defined period. Any required capacity release posting must state and describe the contract provisions relating to Limited Days. When a Releasing Shipper releases a volumetric portion of its full contract path, capacity on a Limited or Partial Volume Day shall be prorated among the original and replacement Shippers based on their respective MDQs. When a Releasing Shipper releases a segment of its full contract path, the number of Limited Days that apply to the Replacement will be the number of Limited Days that remain on the Releasing Shipper's Agreement.

(Continued)

Effective Date: 03/27/2002 Status: Effective
FERC Docket: RP02-164-000

Original Sheet No. 24 Original Sheet No. 24 : Effective
Superseding: No. 24

RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.8 Capacity Release (Continued)

(b) Replacement Shippers: (Continued)

In this case, the Releasing and Replacement Shipper Agreements will be treated separately for purposes of calling Limited or Partial Volume Days. In the event of a recall of segmented released capacity, once the capacity reverts to the original Shipper, that Shipper is bound by the greater of the number of Limited Days remaining for either the original or Replacement Shipper in the relevant defined time period. PG&E GT-NW will notify Replacement Shippers, both permanent and temporary, of whether days are Limited or Partial Volume Days.

Shipper shall pay PG&E GT-NW each month for transportation service under this rate schedule and as set forth in PG&E GT-NW's current Statement of Effective Rates and Charges in this First Revised Volume No. 1-A. Charges to be paid shall be the sum of the Reservation Charge, Delivery Charge, and other applicable surcharges or penalties.

The rates paid by Shipper receiving capacity release transportation service shall be adjusted as provided in the executed Limited Firm Transportation Service Agreement between PG&E GT-NW and Shipper.

(Continued)

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FERC Docket: RP02-164-000

Original Sheet No. 25 Original Sheet No. 25 : Effective
Superseding: No. 25

RATE SCHEDULE LFS-1
LIMITED FIRM TRANSPORTATION SERVICE
(Continued)

3.9 Negotiated Rates

Notwithstanding any provision of PG&E GT-NW's Tariff to the contrary, PG&E GT-NW and Shipper may mutually agree in writing to a Negotiated Rate (including a Negotiated Rate Formula) with respect to the rates, rate components, charges, or credits that are otherwise prescribed, required, established, or imposed by this Rate Schedule or by any other applicable provision of PG&E GT-NW's Tariff.

Such Negotiated Rate shall be set forth in Attachment B to the Limited Firm Transportation Service Agreement and PG&E GT-NW shall make any filings with the Commission necessary to effectuate such Negotiated Rate.

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FERC Docket: RP02-164-000

Original Sheet No. 26 Original Sheet No. 26 : Effective
Superseding: No. 26

RATE SCHEDULE LFS-1
LIMITED TRANSPORTATION SERVICE (Continued)

4. FUEL AND LINE LOSS

For all Forward Hauls, Shipper shall furnish to PG&E GT-NW quantities of gas for compressor station fuel, line loss and other utility purposes, plus other unaccounted for gas used in the operation of PG&E GT-NW's combined pipeline system between the International Boundary near Kingsgate, British Columbia and the Oregon-California boundary for the transportation quantities of gas delivered by PG&E GT-NW to Shipper, based upon the effective fuel and line loss percentages in accordance with Paragraph 37 of the General Terms and Conditions. No fuel charge shall apply to transactions that do not involve a forward haul movement of gas.

5. Notification of Limited Days

(a) Notification

PG&E GT-NW shall notify Shipper no later than two and one-half hours prior to the deadline for timely nominations for a day if that day is going to be a Limited Day or Partial Volume Day. Notification shall be made by e-mail or other mutually agreed method. To the extent that PG&E GT-NW notifies Shipper of a Partial Volume Day, the notice will specify the volume of service which will be made available to Shipper that day.

If timely notice is not provided by PG&E GT-NW on any day of a Limited Day or Partial Volume Day, Shipper will be able to nominate up to its full MDQ in accordance with the Scheduling and Nomination procedures in PG&E GT-NW's General Terms and Conditions. Timely notice will be assumed to have been provided for predetermined Limited or Partial Volume Days pursuant to the Limited Firm Transportation Service Agreement between PG&E GT-NW and Shipper.

(b) Determination of Limited Days

Limited Days or Partial Volume Days shall be determined by PG&E GT-NW separately for each LFS Agreement, subject to the parameters defined in the Limited Firm Transportation Service Agreement. To the extent that PG&E GT-NW can identify the conditions under which it will call a Limited Day or Partial Volume Day, PG&E GT-NW shall specify such conditions in the Limited Firm Transportation Service Agreement, provided, however, that PG&E GT-NW will still be able to call a Limited Day or Partial Volume Day based upon other conditions.

(continued)

Effective Date: 03/27/2002 Status: Effective
FERC Docket: RP02-164-000

Original Sheet No. 27 Original Sheet No. 27 : Effective
Superseding: No. 27

RATE SCHEDULE LFS-1
LIMITED TRANSPORTATION SERVICE (Continued)

6. TRANSPORTATION GENERAL TERMS AND CONDITIONS

All of the Transportation General Terms and Conditions are applicable to this rate schedule, unless otherwise stated in the Rate Schedule LFS-1 tariff provisions contained herein or in the executed Limited Firm Transportation Service Agreement between PG&E GT-NW and Shipper. Any future modifications, additions or deletions to said Transportation General Terms and Conditions, unless otherwise provided, are applicable to firm transportation service rendered under this rate schedule, and by this reference, are made a part hereof.

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FERC Docket: RP02-164-000

Original Sheet No. 28-30 Original Sheet No. 28-30 : Effective
Superseding: No. 28-30

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issued but are being reserved for future use.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 31 Third Revised Sheet No. 31 : Effective
Superseding: Second Revised Sheet No. 31

RATE SCHEDULE ITS-1
INTERRUPTIBLE TRANSPORTATION SERVICE

1. AVAILABILITY

This rate schedule is available to any party (hereinafter called "Shipper") qualifying for service pursuant to the Commission's regulations contained in 18 CFR Part 284, and who has executed an Interruptible Transportation Service Agreement with PG&E GT-NW in the form contained in this FERC Gas Tariff First Revised Volume No. 1-A.

2. APPLICABILITY AND CHARACTER OF SERVICE

This rate schedule shall apply to interruptible gas transportation services performed by PG&E GT-NW for Shipper pursuant to the executed Interruptible Transportation Service Agreement between PG&E GT-NW and Shipper. PG&E GT-NW shall receive from Shipper such daily quantities of gas up to the Shipper's Maximum Daily Quantity as specified in the executed Interruptible Transportation Service Agreement between PG&E GT-NW and Shipper plus the required quantity of gas for fuel and line losses associated with service under this Rate Schedule ITS-1 and redeliver an amount equal to the quantity received less the required quantity for fuel and line loss. This transportation service shall be subject to curtailment of interruption as provided in the Transportation General Terms and Conditions contained in this FERC Gas Tariff First Revised Volume No. 1-A.

Interruptible transportation service shall be subject to all provisions of the executed Interruptible Transportation Service Agreement between PG&E GT-NW and Shipper and the applicable transportation General Terms and Conditions contained in this FERC Gas Tariff First Revised Volume No. 1-A.

3. RATES

Shipper shall pay PG&E GT-NW, each month, for the transportation of quantities of natural gas delivered, the Delivery Charge, plus any applicable Extension Charges, Overrun Charge and any applicable surcharges. The rate(s) set forth under Rate Schedule ITS-1 in PG&E GT-NW's current Statement of Effective Rates and Charges for Transportation of Natural Gas in this FERC Gas Tariff First Revised Volume No. 1-A are applied to interruptible transportation service rendered under this rate schedule.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 32 Third Revised Sheet No. 32 : Effective
Superseding: Second Revised Sheet No. 32

RATE SCHEDULE ITS-1
INTERRUPTIBLE TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.1 Interruptible Transportation Charge

The monthly Interruptible Transportation Charge shall be the sum of the Mileage Component and Non-Mileage Component.

(a) Mileage Component

The Mileage Component shall be the product of the currently effective Mileage Rate as set forth on the Effective Tariff Sheet No. 4, the distance, in pipeline miles, from the Primary Point(s) of Receipt to the Primary Point(s) of Delivery, and the quantities of gas delivered at such point(s) during the month (Dth).

(b) Non-Mileage Component

The Non-Mileage Component shall be the product of the currently effective Non-Mileage Rate as set forth on Effective Tariff Sheet No. 4 and the quantities of gas delivered during the month (Dth) at point(s) of delivery on Mainline Facilities for immediate delivery to the facilities of another entity or to an Extension Facility.

3.2 Extension Charge

If Shipper designates a point(s) of delivery on an Extension Facility, then, in addition to all other charges that are applicable, Shipper shall pay the Extension Charge, which shall be the product of the quantities delivered at the point(s) of delivery on the Extension Facility, the applicable Extension Delivery Rate as set forth on effective tariff Sheet No. 4, and the distance, in pipeline miles, from the point(s) of receipt(s) on the Extension Facility to the point(s) of delivery.

3.3 Applicability of Surcharges

Shipper shall pay all surcharges applicable to the service provided to Shipper as set forth in PG&E GT-NW's FERC Gas Tariff, First Revised Volume No. 1-A. Such surcharges shall be deemed to be part of Shipper's Delivery Charge.

(Continued)

Effective Date: 06/01/2001 Status: Effective
FERC Docket: RP01-400-000

Third Revised Sheet No. 32A Third Revised Sheet No. 32A : Effective
Superseding: Second Revised Sheet No. 32A

RATE SCHEDULE ITS-1
INTERRUPTIBLE TRANSPORTATION SERVICE
(Continued)

3. RATES (Continued)

3.4 Shipper shall pay the Maximum Delivery Rate for service under this rate schedule unless PG&E GT-NW offers to discount its rate to Shipper under this rate schedule. If PG&E GT-NW elects to discount its rate, PG&E GT-NW shall, up to forty-eight (48) hours prior to such discount, by written notice, advise Shipper of the effective date of such charge and the quantity of gas so affected, provided, however, such discount shall not be anti-competitive or unduly discriminatory between individual Shippers. The rate for service under this rate schedule shall not be discounted below the Minimum Delivery Rate. The Minimum Delivery Rate shall be the Minimum Base Tariff Rate and applicable ACA Surcharge.

3.5 Reserved

3.6 Backhauls or upstream deliveries shall be subject to the same charges as forward haul or downstream transportation arrangements except that no gas shall be retained by PG&E GT-NW, for gas.

3.7 Negotiated Rates

Notwithstanding any provision of PG&E GT-NW's Tariff to the contrary, PG&E GT-NW and Shipper may mutually agree in writing to a Negotiated Rate (including a Negotiated Rate Formula) with respect to the rates, rate components, charges, or credits that are otherwise prescribed, required, established, or imposed by this Rate Schedule or by any other applicable provision of PG&E GT-NW's Tariff.

Such Negotiated Rate shall be set forth in Attachment B to the Interruptible Transportation Service Agreement and PG&E GT-NW shall make any filings with the Commission necessary to effectuate such Negotiated Rate.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Fifth Revised Sheet No. 33 Fifth Revised Sheet No. 33 : Effective
Superseding: Fourth Revised Sheet No. 33

RATE SCHEDULE ITS-1
INTERRUPTIBLE TRANSPORTATION SERVICE
(Continued)

3.7 NEGOTIATED RATES (continued)

Shippers paying a Negotiated Rate which exceeds the maximum applicable tariff rate shall be considered to be paying the maximum applicable tariff rate for purposes of scheduling, curtailment, and interruption, and calculating the economic value of a request for available or unsubscribed capacity.

4. AUTHORIZED OVERRUNS

Quantities in excess of Shipper's MDQ shall be transported when capacity is available on the PG&E GT-NW system and when the provision of such Authorized Overruns shall not affect any Shipper's rights on the PG&E GT-NW system. Authorized Overruns are interruptible in nature. The rate changed shall be the rates and charges as specified in Paragraph 3 of this rate schedule. Authorized Overruns shall be subject to the priority of service provisions of Paragraph 19 of the Transportation General Terms and Conditions. Revenues derived from Authorized Overruns shall be deemed to be interruptible revenues and credited in accordance with Paragraph 35 of the Transportation General Terms and Conditions.

5. FUEL AND LINE LOSS

Shipper shall furnish to PG&E GT-NW quantities of gas for compressor station fuel, line loss and other utility purposes, plus other unaccounted for gas used in the operation of PG&E GT-NW's combined pipeline system between the International Boundary near Kingsgate, British Columbia and the Oregon-California boundary for the transportation quantities of gas delivered by PG&E GT-NW to Shipper, based upon the effective fuel and line loss percentages in accordance with Paragraph 37 of the General Terms and Conditions.

6. TRANSPORTATION GENERAL TERMS AND CONDITIONS

All of the Transportation General Terms and Conditions except Paragraphs 28, 31, 33, 35 and 36 are applicable to this rate schedule, unless otherwise expressed in the executed Interruptible Transportation Service Agreement between PG&E GT-NW and Shipper. Any future modifications, additions or deletions to said Transportation General Terms and Conditions, unless otherwise provided, are applicable to interruptible transportation service rendered under this rate schedule, and, by this reference, are made a part hereof.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 34 First Revised Sheet No. 34 : Effective
Superseding: Original Sheet No. 34

RATE SCHEDULE USS - 1
UNBUNDLED SALES SERVICE

1. AVAILABILITY

This rate schedule is provided by PG&E GT-NW to a Buyer which has (i) executed a firm transportation service agreement with PG&E GT-NW and (ii) designated Kingsgate, British Columbia as the primary point of receipt under said transportation service agreement. PG&E GT-NW shall limit the quantity of gas sold to Buyer under this rate schedule, or superseding rate schedule(s), to 1,023 MMcf/day. Service under this rate schedule, or superseding rate schedule(s), shall not become effective until so approved by the FERC. Nothing herein shall obligate PG&E GT-NW to secure new gas supplies for Buyer.

2. APPLICABILITY AND CHARACTER OF SERVICE

This rate schedule shall apply to the sale of Canadian source natural gas by PG&E GT-NW to Buyer at the International Boundary in the vicinity of Kingsgate, British Columbia. PG&E GT-NW shall sell to Buyer at Kingsgate such daily quantities of gas as Buyer may desire up to Buyer's Maximum Daily Purchase Quantity, as specified in Buyer's executed gas purchase service agreement under this rate schedule, or superseding rate schedule(s). Buyer shall be responsible for arranging the firm transportation of said gas on PG&E GT-NW from Kingsgate to Buyer's point(s) of delivery on PG&E GT-NW. PG&E GT-NW's sale of gas to Buyer shall be firm and not subject to curtailment except as provided in the executed gas supply service agreement.

3. RATES AND CHARGES

The Rates and Charges shall be provided in the executed gas purchase service agreement between PG&E GT-NW and Buyer.

4. HEAT CONTENT

Refer to the General Terms and Conditions contained in the executed gas purchase service agreement between PG&E GT-NW and Buyer.

5. MEASUREMENT BASE

Refer to the General Terms and Conditions contained in the executed gas purchase service agreement between PG&E GT-NW and Buyer.

(Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 35 First Revised Sheet No. 35 : Effective
Superseding: Original Sheet No. 35

RATE SCHEDULE USS - 1
UNBUNDLED SALES SERVICE
(Continued)

6. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions of service applicable to this rate schedule are included in the executed gas purchase service agreement between PG&E GT-NW and Buyer. Buyer shall comply with the creditworthiness criteria as provided in Paragraph 21.7 of the Transportation General Terms and Conditions of this First Revised Volume No. 1-A.

7. FORM OF AGREEMENT

To receive service under this rate schedule, or superseding rate schedule(s), Buyer must execute a gas purchase service agreement with PG&E GT-NW.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 36 First Revised Sheet No. 36 : Effective
Superseding: Original Sheet No. 36

RATE SCHEDULE PS-1
PARKING SERVICE

1. AVAILABILITY

This rate schedule is available to any party (hereinafter called "Shipper") qualifying for service pursuant to the Commission's regulations contained in 18 CFR Part 284, and who has executed a Parking Service Agreement with PG&E GT-NW in the form contained in this FERC Gas Tariff First Revised Volume No. 1-A.

2. APPLICABILITY AND CHARACTER OF SERVICE

- 2.1 This rate schedule shall apply to Parking Service performed by PG&E GT-NW. Gas may be parked (stored) for a period up to one calendar month, and such period may be extended with PG&E GT-NW's permission. The service is interruptible in nature, and shall be provided to the extent PG&E GT-NW's system permits the provision of such service and that the provision of such service shall not prevent PG&E GT-NW from meeting all of its firm and interruptible service obligations, including PG&E GT-NW's system needs.
- 2.2 Service hereunder shall consist of the receipt by PG&E GT-NW of natural gas tendered by Shipper for PS-1 service and the parking of that natural gas by PG&E GT-NW for Shipper's account at the receipt points specified in Shipper's Parking Service Agreement.
- 2.3 PG&E GT-NW shall establish and maintain a Parking Account for each Shipper utilizing the services herein.
- 2.4 PG&E GT-NW shall receive from Shipper such daily quantities of gas nominated and scheduled for receipt by PG&E GT-NW and park such amount of gas for a minimum of one (1) day. Such quantities received shall be credited to Shipper's Parking Account.
- 2.5 Shippers electing to withdraw gas from their Parking Account may nominate a quantity up to the quantity of gas available in Shipper's Parking Account at the point the gas was parked. Such quantities withdrawn shall be debited from Shipper's Parking Account.
- 2.6 At the time Shipper nominates quantities of gas for receipt by PG&E GT-NW into Shipper's Parking Account, Shipper shall also provide a schedule of the quantities of withdrawals and delivery points to be used for withdrawal under Shipper's Transportation Service Agreement(s). Shipper may subsequently adjust its schedule subject to PG&E GT-NW's agreement. (Continued)

Effective Date: 09/15/1998 Status: Effective
FERC Docket: RP98-375-000

Fourth Revised Sheet No. 37 Fourth Revised Sheet No. 37 : Effective
Superseding: Third Revised Sheet No. 37

RATE SCHEDULE PS-1 PARKING SERVICE (Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE (Continued)

- 2.7 In the event PG&E GT-NW does not have sufficient capacity on a given day to satisfy all nominations to park or withdraw gas under this rate schedule, PG&E GT-NW shall schedule nominations in sequence, starting with the nomination of the Shipper paying the highest rate for service under this rate schedule. If two or more Shippers are paying the same rate for service under this rate schedule, the nominations of such Shippers shall be scheduled on a pro-rata basis, using confirmed quantities.
- 2.8 If PG&E GT-NW upon nomination by Shipper fails to schedule quantities of gas for withdrawals from Shipper's Parking Account for a period of thirty (30) consecutive days, PG&E GT-NW will be obligated to purchase the quantity of gas in Shipper's Parking Account at a price equal to 120% of the Monthly Contract Index as published in Gas Daily for PG&E GT-NW (Kingsgate) applicable for the month in which the thirtieth (30th) day of curtailment occurs.
- 2.9 PG&E GT-NW may require Shipper to withdraw all, or any portion of the gas quantities parked by PG&E GT-NW within thirty (30) days of PG&E GT-NW's notice to Shipper. If Shipper fails to arrange for the withdrawal of the quantities specified by PG&E GT-NW in its notice, despite the availability of capacity for the withdrawal of Shipper's gas under its PS-1 Service Agreement, PG&E GT-NW shall take title to that portion of Shipper's PS-1 Parking Account that Shipper was instructed to withdraw, free and clear of any adverse claims. PG&E GT-NW's notice to Shipper may be verbal and in such case shall be followed by a written confirmation. To protect its system, PG&E GT-NW may require the withdrawal of quantities of gas in Shipper's Parking Account within 24 hours. In the event Shipper does not cause the withdrawal of gas within 24 hours, PG&E GT-NW shall have the right to take title to those quantities of gas in Shipper's Parking Account free and clear of any adverse claims.
- 2.10 Not more than thirty (30) days after the termination of the PS-1 Service Agreement executed by Shipper under this Rate Schedule, PG&E GT-NW will notify Shipper of Shipper's Parking Account balance. If there is a balance remaining, Shipper will nominate for withdrawal such quantities within thirty (30) days of the date of PG&E GT-NW's notice.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Fifth Revised Sheet No. 38 Fifth Revised Sheet No. 38 : Effective
Superseding: Fourth Revised Sheet No. 38

RATE SCHEDULE PS-1
PARKING SERVICE
(Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE (Continued)

- 2.11 Shippers requesting Parking Service shall use PG&E GT-NW's Service Request Form available on PG&E GT-NW's EBB or by contacting PG&E GT-NW's EBB Administrator at 503/833-4310.
- 2.12 Parking Service shall be subject to curtailment pursuant to the applicable Transportation General Terms and Conditions contained in this FERC Gas Tariff First Revised Volume No. 1-A.

3. RATES

Shipper shall pay PG&E GT-NW, each month, for services provided under Rate Schedule PS-1. The maximum and minimum rate(s) set forth under Rate Schedule PS-1 in PG&E GT-NW's current Statement of Effective Rates and Charges for Transportation of Natural Gas in this FERC Gas Tariff First Revised Volume No. 1-A are applicable to Parking Service rendered hereunder.

The monthly charges for Parking Service shall be the product of the quantities of gas in Shipper's Parking Account and the maximum PS-1 rate as set forth in the current Statement of Rates and Charges for the Transportation of Natural Gas, unless PG&E GT-NW elects to discount such rate, for each day gas remains in the Parking Account until withdrawal.

If, on any day, Shipper nominates quantities of gas to be withdrawn from its Parking Account but PG&E GT-NW is unable to schedule all such quantities nominated, PG&E GT-NW shall suspend the PS-1 rate charges for that quantity not scheduled until PG&E GT-NW is able to schedule the quantity nominated.

3.1 NEGOTIATED RATES

Notwithstanding any provision of PG&E GT-NW's Tariff to the contrary, PG&E GT-NW and Shipper may mutually agree in writing to a Negotiated Rate (including a Negotiated Rate Formula) with respect to the rates, rate components, charges, or credits that are otherwise prescribed, required, established, or imposed by this Rate Schedule or by any other applicable provision of PG&E GT-NW's Tariff.

Such Negotiated Rate shall be set forth in Attachment B to the Parking Service Agreement and PG&E GT-NW shall make any filings with the Commission necessary to effectuate such Negotiated Rate.

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Original Sheet No. 38A Original Sheet No. 38A : Effective
Superseding: No. 38a

RATE SCHEDULE PS-1
PARKING SERVICE
(Continued)

3.1 NEGOTIATED RATES (continued)

Shippers paying a Negotiated Rate which exceeds the maximum applicable tariff rate shall be considered to be paying the maximum applicable tariff rate for purposes of scheduling, curtailment, and interruption, and calculating the economic value of a request for available or unsubscribed capacity.

4. PARKING GENERAL TERMS AND CONDITIONS

All of the Transportation General Terms and Conditions except Paragraphs 20, 28, 31, 33, 35 and 36 are applicable to this rate schedule, unless otherwise expressed in the executed Parking Service Agreement between PG&E GT-NW and Shipper. Any future modifications, additions or deletions to said Transportation General Terms and Conditions, unless otherwise provided, are applicable to Parking service rendered under this rate schedule, and, by this reference, are made a part hereof.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 39 Third Revised Sheet No. 39 : Effective
Superseding: Second Revised Sheet No. 39

RATE SCHEDULE AIS-1
AUTHORIZED IMBALANCE SERVICE

1. AVAILABILITY

This rate schedule is available to any party (hereinafter called "Shipper") qualifying for service pursuant to the Commission's regulations contained in 18 CFR Part 284, and who has executed an Authorized Imbalance Service Agreement with PG&E GT-NW in the form contained in this FERC Gas Tariff First Revised Volume No. 1-A.

2. APPLICABILITY AND CHARACTER OF SERVICE

- 2.1 This rate schedule shall apply to Authorized Imbalance Service performed by PG&E GT-NW. This service is interruptible in nature.
- 2.2 PG&E GT-NW will authorize AIS-1 service for any Shipper only if, within PG&E GT-NW's best operating judgement and discretion, such service is not otherwise expected to prevent PG&E GT-NW from meeting all of its firm and interruptible service obligations, including PG&E GT-NW's system needs. In the event that service has already commenced and PG&E GT-NW learns that the continued furnishing of service may prevent PG&E GT-NW from meeting all of its firm and interruptible service obligations then PG&E GT-NW may, at its sole discretion and upon giving appropriate notice to Shipper(s), interrupt the continuation of any or all of the services hereunder.
- 2.3 PG&E GT-NW shall establish and maintain an Authorized Imbalance Account for Shipper utilizing this service.
- 2.4 Service hereunder shall consist of the advancement (loan) to Shipper upon nomination and subsequent confirmation of such daily quantities of gas, up to Shipper's Maximum Quantity (MQ) as specified in the executed Authorized Imbalance Service Agreement between PG&E GT-NW and Shipper. Quantities of gas advanced to Shipper shall be debited to Shipper's Authorized Imbalance Account. Shipper and PG&E GT-NW, at the time such advances are confirmed, will agree to a redelivery (return of loaned gas) schedule setting out the daily quantities of gas Shipper will deliver to PG&E GT-NW and the point at which gas will be delivered to PG&E GT-NW to reduce Shipper's Authorized Imbalance to zero.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 40 Second Revised Sheet No. 40 : Effective
Superseding: First Revised Sheet No. 40

RATE SCHEDULE AIS-1
AUTHORIZED IMBALANCE SERVICE
(Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE (Continued)

- 2.5 In the event PG&E GT-NW does not have sufficient capacity on a given day to satisfy all nominations to borrow or repay gas under this rate schedule, PG&E GT-NW shall schedule nominations in sequence, starting with the nomination of the Shipper paying the highest rate for service under this rate schedule. If two or more Shippers are paying the same rate for service under this rate schedule, the nominations of such Shippers shall be scheduled on a pro-rata basis, using confirmed quantities.
- 2.6 Shipper shall be required to return the quantity of gas advanced by PG&E GT-NW at the point it was advanced. Shipper may nominate for the return of advanced gas at any time within the agreed upon delivery schedule, and PG&E GT-NW shall accept such gas to the extent it has capacity to do so. Shipper must return the quantities of gas specified in its nomination in accordance with PG&E GT-NW's confirmation of Shipper's nomination
- 2.7 If Shipper fails to deliver quantities of gas as set out in the redelivery schedule, Shipper will be obligated to purchase such quantities of gas from PG&E GT-NW at the highest price, determined as 200% of the Monthly Contract Index for PG&E GT-NW (Kingsgate) as published in Gas Daily, among:
- a) the month in which the authorized imbalance occurred,
 - b) the month in which redelivery of the authorized imbalance was scheduled but did not occur, and;
 - c) any month between (a) and (b) above.
- 2.8 Authorized Imbalance Service shall be subject to curtailment or interruption pursuant to the applicable Transportation General Terms and Conditions contained in this FERC Gas Tariff First Revised Volume No. 1-A.
- 2.9 Shipper may demonstrate credit-worthiness by providing two years of audited financial statements demonstrating adequate financial strength to justify the amount of credit to be extended. Shippers unable to qualify on this basis may qualify for service by providing a letter of credit issued by a credit-worthy financial institution and in a form acceptable to PG&E GT-NW or by providing prepayment in an amount sufficient to cover the maximum amount of charges to be incurred.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Third Revised Sheet No. 41 Third Revised Sheet No. 41 : Effective
Superseding: Second Revised Sheet No. 41

RATE SCHEDULE AIS-1
AUTHORIZED IMBALANCE SERVICE
(Continued)

3. RATES

Shipper shall pay PG&E GT-NW, each month, for services provided under Rate Schedule AIS-1. The maximum and minimum rate(s) set forth under Rate Schedule AIS-1 in PG&E GT-NW's current Statement of Effective Rates and Charges for Transportation of Natural Gas are applicable to Authorized Imbalance Service rendered hereunder.

The monthly charges for Authorized Imbalance Service shall be the product of the quantities of gas advanced to Shipper's Authorized Imbalance Account and the maximum AIS-1 rate as set forth in the current Statement of Effective Rates and Charges for Transportation of Natural Gas (unless PG&E GT-NW elects to discount this rate) for each day that Shipper has not returned the advanced gas to PG&E GT-NW.

If PG&E GT-NW, upon nomination by Shipper, fails to schedule quantities of gas for return to PG&E GT-NW within the planned redelivery schedule, PG&E GT-NW and Shipper will agree to a revised redelivery schedule. Additionally, PG&E GT-NW will suspend the AIS-1 rate charges for the quantity of gas nominated but not scheduled for as long as the interruption or curtailment is in effect.

3.1 NEGOTIATED RATES

Notwithstanding any provision of PG&E GT-NW's Tariff to the contrary, PG&E GT-NW and Shipper may mutually agree in writing to a Negotiated Rate (including a Negotiated Rate Formula) with respect to the rates, rate components, charges, or credits that are otherwise prescribed, required, established, or imposed by this Rate Schedule or by any other applicable provision of PG&E GT-NW's Tariff.

Such Negotiated Rate shall be set forth in Attachment B to the AIS Transportation Service Agreement and PG&E GT-NW shall make any filings with the Commission necessary to effectuate such Negotiated Rate.

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Original Sheet No. 41A Original Sheet No. 41A : Effective
Superseding: No. 41a

RATE SCHEDULE AIS-1
AUTHORIZED IMBALANCE SERVICE
(Continued)

3.1 NEGOTIATED RATES (continued)

Shippers paying a Negotiated Rate which exceeds the maximum applicable tariff rate shall be considered to be paying the maximum applicable tariff rate for purposes of scheduling, curtailment, and interruption, and calculating the economic value of a request for available or unsubscribed capacity.

4. AUTHORIZED IMBALANCE GENERAL TERMS AND CONDITIONS

All of the Transportation General Terms and Conditions except Paragraphs 20, 28, 31, 33, 35 and 36 are applicable to this rate schedule, unless otherwise expressed in the executed Authorized Imbalance Service Agreement between PG&E GT-NW and Shipper. Any future modifications, additions or deletions to said Transportation General Terms and Conditions, unless otherwise provided, are applicable to interruptible scheduled imbalance service rendered under this rate schedule, and, by this reference, are made a part hereof.

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 42-50 First Revised Sheet No. 42-50 : Effective
Superseding: Original Sheet No. 42-50

Reserved for future use.

Effective Date: 10/30/1999 Status: Effective

FERC Docket: RP99-518-000

Twelfth Revised Sheet No. 51 Twelfth Revised Sheet No. 51 : Effective

Superseding: Eleventh Revised Sheet No. 51

TRANSPORTATION GENERAL TERMS AND CONDITIONS

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Effective Date: 09/01/2001 Status: Effective
FERC Docket: RP01-501-000

Tenth Revised Sheet No. 52 Tenth Revised Sheet No. 52 : Effective
Superseding: Ninth Revised Sheet No. 52
TRANSPORTATION GENERAL TERMS AND CONDITIONS (Continued)

1. DEFINITIONS

- 1.1 Gas Day: In accordance with GISB Standard 1.3.1, Version 1.4, the term "Gas Day" shall be 9:00 a.m. to 9:00 a.m. Central Clock Time (7:00 a.m. to 7:00 a.m. Pacific Clock Time).
- 1.1.1 Business Day: The term "Business Day" shall mean Monday through Friday, excluding U.S. Federal Banking Holidays for transactions in the United States and similar holidays for transactions occurring in Canada and Mexico.
- 1.2 Month: The word "month" shall mean a period extending from the beginning of the first day in a calendar month to the beginning of the first day in the next succeeding calendar month.
- 1.3 Maximum Daily Quantity: The term "Maximum Daily Quantity" (MDQ) shall mean the maximum daily quantity in Dth of gas which PG&E GT-NW agrees to deliver exclusive of an allowance for compressor station fuel, line loss and other unaccounted for gas and transport for the account of Shipper to Shipper's point(s) of delivery on each day during each year during the term of Shipper's Transportation Service Agreement with PG&E GT-NW.
- 1.4 Marketing Affiliate: The term "marketing affiliate" shall mean Pacific Gas and Electric Company and CEG Energy Options Inc.
- 1.5 Gas: The word "gas" shall mean natural gas.
- 1.6 Cubic Foot of Gas: The term "cubic foot of gas" is defined in accordance with GISB Standard 2.3.9, Version 1.4, as that quantity of gas which measures one (1) cubic foot at standard conditions of 14.73 dry psia, 60 degrees F. For gas volumes reported in cubic meters, the standard conditions are 101.325 kPa, 15 degrees C. Standard 2.3.9, Version 1.4 states in full "Standardize the reporting basis for Btu as 14.73 psia and 60 degrees F (101.325 kPa and 15 degrees C, and dry). Standardize the reporting basis for gigacalorie as 1.035646 Kg/cm² and 15.6 degrees C and dry. Standardize the reporting basis for gas volumes as cubic foot at standard conditions of 14.73 psia, 60 degrees, F and dry. For gas volumes reported in cubic meters, the standard conditions are 101.325 kPa, 15 degrees C, and dry."
- 1.7 Mcf: The term "Mcf" shall mean one thousand (1,000) cubic feet of gas and shall be measured as set forth in Paragraph 5 hereof. The term "MMcf" shall mean one million (1,000,000) cubic feet of gas.

Effective Date: 08/01/1999 Status: Effective
FERC Docket: RP99-399-001

Fourth Revised Sheet No. 53 Fourth Revised Sheet No. 53 : Effective
Superseding: Third Revised Sheet No. 53

TRANSPORTATION GENERAL TERMS AND CONDITIONS

1. DEFINITIONS (Continued)

- 1.8 Dekatherm: The term "Dekatherm" (or "Dth") is the quantity of heat energy equivalent to one million (1,000,000 British Thermal Units (MMBtu)). Dth is the standard quantity for Nominations, confirmations and Scheduled Quantities in the United States. For purposes of this tariff and associated Service Agreements, the terms MMBtu and Dth are synonymous.
- 1.9 Btu: The term "Btu" shall mean British Thermal Unit. The term "MMBtu" shall mean one million (1,000,000) British Thermal Units. The reporting basis for Btu shall be standardized as 14.73 dry psia and 60 degrees (60o) Fahrenheit (101.325 kPa and 15.6 degrees C).
- 1.10 Gross Heating Value. The term "gross heating value" shall mean the number of Btus in a cubic foot of gas at a temperature of sixty degrees (600) Fahrenheit, saturated with water vapor, and at an absolute pressure equivalent to thirty (30) inches of mercury at thirty-two degrees (320) Fahrenheit.
- 1.11 Psig. The term "psig" shall means pounds per square inch gauge.
- 1.12 Releasing Shipper: A firm transportation Shipper which intends to post its service to be released to a Replacement Shipper, has posted the service for release, or has released its service.
- 1.13 Replacement Shipper: A Shipper which has contracted to utilize a Releasing Shipper's service for a specified period of time.
- 1.14 Posting Period: The period of time during which a Releasing Shipper may post, or have posted by the pipeline, all or a part of its service for release to a Replacement Shipper.
- 1.15 Release Term: The period of time during which a Releasing Shipper intends to release, or has released all or a portion of its contracted quantity of service to a Replacement Shipper.

(Continued)

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FERC Docket: GT98- 17-002

Fifth Revised Sheet No. 54 Fifth Revised Sheet No. 54 : Effective

Superseding: Fourth Revised Sheet No. 54

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

1. DEFINITIONS (Continued)

- 1.18 Primary Release: The term used to describe the release of capacity by a Releasing Shipper receiving service under a Part 284 firm transportation rate schedule.
- 1.19 Secondary Release: The term used to describe the release of capacity by a Replacement Shipper receiving service under a Part 284 firm transportation rate schedule.
- 1.20 Bid Reconciliation Period: The period of time subsequent to the Bid Period during which bids are evaluated by PG&E GT-NW.
- 1.21 Match Period: The period of time subsequent to the Bid Reconciliation Period and before the notification deadline for awarding capacity for Prearranged Deal C during which the Prearranged Shipper may match any higher bids for the Parcel.
- 1.22 Mainline Facilities: The term "Mainline Facilities" shall mean the 36-inch and 42-inch mains and appurtenant facilities extending from the interconnection with the pipeline facilities of Alberta Natural Gas Company and Foothills Pipe Lines (South B.C.) Ltd., near Kingsgate, British Columbia to the interconnection with the pipeline facilities of Pacific Gas and Electric Company near Malin, Oregon.
- 1.23 Extension Facilities: The term "Extension Facilities" shall mean the 12-inch mains and appurtenant facilities extending from PG&E GT-NW's mainline facilities at Milepost 304.25 and the 16-inch and 12-inch mains and appurtenant facilities extending from PG&E GT-NW's Mainline Facilities at Milepost 599.20 that were authorized in Docket No. CP93-618-000. The term "Extension Facility" shall mean one of the Extension Facilities.
- 1.24 Subject Shipper: The term "Subject Shipper" shall mean the Shippers identified in Appendix G of the Stipulation and Agreement in Docket No. RP94-149-000, et al., and Shippers that have obtained service rights from such Shippers.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

1. DEFINITIONS (Continued)

- 1.23 Extension Facilities: The term "Extension Facilities" shall mean the 12-inch mains and appurtenant facilities extending from PG&E GT-NW's mainline facilities at Milepost 304.25 and the 16-inch and 12-inch mains and appurtenant facilities extending from PG&E GT-NW's Mainline Facilities at Milepost 599.20 that were authorized in Docket No. CP93-618-000. The term "Extension Facility" shall mean one of the Extension Facilities.
- 1.24 Subject Shipper: The term "Subject Shipper" shall mean the Shippers identified in Appendix G of the Stipulation and Agreement in Docket No. RP94-149-000, et al., and Shippers that have obtained service rights from such Shippers.
- 1.25 Nominations: A "Nomination" shall be the provision of information to PG&E GT-NW necessary to effectuate a transportation transaction. Specific Nomination procedures are set forth in Section 19.4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.
- 1.26 Intraday Nomination: An "Intraday Nomination" is a Nomination submitted after the Nomination deadline whose effective time is no earlier than the beginning of the Gas Day and runs through the end of the Gas Day.
- 1.27 Gas Industry Standards Board Standards: The term "Gas Industry Standards Board Standards" or "GISB Standards" shall mean the standardized business practices and electronic communication practices promulgated by the Gas Industry Standards Board from time to time and incorporated in the Code of Federal Regulations by the Federal Energy Regulatory Commission.
- 1.28 CES Capacity: The term "CES Capacity" shall mean the additional firm capacity on PG&E GT-NW's Mainline Facilities between the northernmost point near Kingsgate, British Columbia, and points downstream thereof that was made available for subscription on a firm basis as a result of the expansion of PG&E GT-NW's system authorized in Docket No. CP98-167.

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FERC Docket: RP02-164-000

Third Revised Sheet No. 54B Third Revised Sheet No. 54B : Effective
Superseding: Second Revised Sheet No. 54B

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

1. DEFINITIONS (Continued)

- 1.29 Forward Haul: The term "Forward Haul" shall refer to transportation service on PG&E GT-NW's system in which the nominated direction of flow from receipt point to delivery point is in the same direction as physical gas flow on the PG&E GT-NW system.
- 1.30 Backhaul: The term "Backhaul" shall refer to transportation service on PG&E GT-NW's system in the opposite direction of a Forward Haul as defined in Section 1.29 above.
- 1.31 Primary Path: The term "Primary Path" shall mean the transportation path established by the receipt and delivery points as set forth in Shipper's executed Service Agreement. A shipper's Primary Path may be either a Forward Haul or a Backhaul as defined in Sections 1.29 and 1.30 above.
- 1.32 Reverse Path: The term "Reverse Path" shall mean the transportation path that is in the opposite direction of that Shipper's Primary Path as defined in Section 1.31 above. A shipper's Reverse Path may be either a Forward Haul or a Backhaul as defined in Sections 1.29 and 1.30 above. Reverse Path transactions are subject to the operating conditions of PG&E GT-NW's pipeline and will not be made available to Shipper if PG&E GT-NW determines, in its sole discretion, that such transportation is operationally infeasible or otherwise not available.
- 1.33 Negotiated Rate. The term "Negotiated Rate" shall mean a rate (including a Negotiated Rate Formula) that PG&E GT-NW and a Shipper have agreed will be charged for service under Rate Schedules FTS-1, LFS-1, ITS-1, AIS-1 or PS-1 where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or be less than the minimum rate, for such component set forth in PG&E GT-NW's tariff for the given service. Any Agreement entered into after the effective date of this subsection which provides for a rate under Rate Schedules FTS-1, LFS-1, ITS-1, AIS-1 or PS-1 other than the applicable maximum rate shall contain a provision setting out the mutual agreement of the parties as to whether the pricing terms represent a discounted rate or a negotiated rate.

(Continued)

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FERC Docket: RP99-518-000

Original Sheet No. 54C Original Sheet No. 54C : Effective

Superseding: No. 54c

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

1. DEFINITIONS (Continued)

- 1.34 Negotiated Rate Formula. The term "Negotiated Rate Formula" shall mean a rate formula that PG&E GT-NW and a Shipper have agreed will apply to service under a specific contract under Rate Schedules FTS-1, ITS-1, AIS-1 or PS-1 which results in a rate where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or may be less than the minimum rate, for such component set forth in PG&E GT-NW's Tariff for the given service.

- 1.35 Recourse Rate. The term "Recourse Rate shall mean the applicable maximum rate that would apply to a service but for the rate flexibility allowed under Section 31 of this Gas Tariff.

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FERC Docket: RP99-518-023

First Revised Sheet No. 54C First Revised Sheet No. 54C : Pending
Superseding: Original Sheet No. 54C

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

1. DEFINITIONS (Continued)

- 1.34 Negotiated Rate Formula. The term "Negotiated Rate Formula" shall mean a rate formula that PG&E GT-NW and a Shipper have agreed will apply to service under a specific contract under Rate Schedules FTS-1, ITS-1, AIS-1 or PS-1 which results in a rate where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or may be less than the minimum rate, for such component set forth in PG&E GT-NW's Tariff for the given service.
- 1.35 Recourse Rate. The term "Recourse Rate shall mean the applicable maximum rate that would apply to a service but for the rate flexibility allowed under Section 31 of this Gas Tariff.
- 1.36 Long-Term Firm Capacity. The term "Long-Term Firm Capacity" shall mean firm capacity that is provided on GTN's system for periods of 365 days or longer, but which may also be sold as Short-Term Firm Capacity. Unsubscribed Long-Term Firm Capacity is posted under the capacity option in the info postings menu on GTN's website at www.pge-nw.com/info_post/.
- 1.37 Short-Term Firm Capacity. The term "Short-Term Firm Capacity" shall mean firm capacity that is provided on GTN's system for periods of time that are less than 365 days. Unsubscribed Short-Term Firm Capacity is posted under the capacity option in the info postings menu on GTN's website at www.pge-nw.com/info_post/.
- 1.38 Operationally Available Capacity. The term "Operationally Available Capacity" shall mean capacity that is available on a day-to-day basis and is equal to the physical capacities of individual receipt and delivery points less amounts scheduled to be received/delivered at such points. Operationally Available Capacity is posted under the capacity option in the info postings menu on GTN's website at www.pge-nw.com/info_post/.

(Continued)

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FERC Docket: RP99-207-000

Fourth Revised Sheet No. 55 Fourth Revised Sheet No. 55 : Effective
Superseding: Third Revised Sheet No. 55

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

2. GAS RESEARCH INSTITUTE CHARGE ADJUSTMENT PROVISION

2.1 Purpose: PG&E GT-NW has joined with other gas enterprises in the formation of, and participation in, the activities and financing of the Gas Research Institute (GRI), an Illinois Not For Profit corporation. GRI has been organized for the purpose of sponsoring Research, Development and Demonstration (RD&D) programs in the field of natural and manufactured gas for the purpose of assisting all segments of the gas industry in providing adequate, reliable, safe, economic and environmentally acceptable gas service for the benefit of gas consumers and the general public.

For the purpose of funding GRI's approved expenditures, this Paragraph 2 establishes a GRI Adjustment Charge to be applicable to PG&E GT-NW's Rate Schedules ITS-1, AIS-1, PS-1 and FTS-1 in this FERC Gas Tariff First Revised Volume No. 1-A; provided, however, such charge shall not be applicable in the event gas is delivered to a downstream interstate pipeline that is a member of GRI.

2.2 Basis for the GRI Adjustment Charges: The rate schedule specified in Paragraph 2.1 hereof shall include an increment for a GRI Adjustment Charge for RD&D. Such GRI Adjustment Charge shall be that increment, adjusted to PG&E GT-NW's pressure base and heating value if required, which has been approved by Federal Energy Regulatory Commission Orders approving GRI's RD&D expenditures. The GRI Adjustment Charge shall be reflected in the current Statement of Effective Rates and Charges for Transportation of Natural Gas in this FERC Gas Tariff First Revised Volume No. 1-A.

2.3 Filing Procedure: The notice period and proposed effective date of filings pursuant to this paragraph shall be as permitted under Section 4 of the Natural Gas Act; provided, however, that any such filing shall not become effective unless it becomes effective without suspension or refund obligation.

2.4 Remittance to GRI: PG&E GT-NW shall remit to GRI, not later than fifteen (15) days after the receipt thereof, all monies received by virtue of the GRI Adjustment Charge or the Check the Box procedure, less any amounts properly payable to a Federal, State or Local authority relating to the monies received hereunder.

(Continued)

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FERC Docket: RP99-207-000

Second Revised Sheet No. 55A Second Revised Sheet No. 55A : Effective
Superseding: First Revised Sheet No. 55A

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

2. GAS RESEARCH INSTITUTE CHARGE ADJUSTMENT PROVISION (Continued)

- 2.5 A high load factor Shipper is a Shipper with a load factor greater than fifty (50) percent. A low load factor Shipper is a Shipper with a load factor equal to or less than fifty (50) percent. A Shipper's load factor for each service agreement shall be determined annually using the most recent twelve (12) months of actual throughput available (including throughput using capacity released pursuant to Paragraph 28 of the Transportation General Terms and Conditions). The Shipper's load factor shall remain in effect during the calendar year. In the event twelve (12) months of actual data does not exist, the Shipper's load factor shall be determined monthly based on the latest recorded throughput data. The appropriate GRI demand surcharge is applied monthly until such time as twelve (12) months of actual data is accumulated. At such time the Shipper's load factor shall remain in effect during the calendar year.
- 2.6 For the purpose of funding GRI's approved expenditures, and subject to the further terms and conditions set forth in the Stipulation and Agreement Concerning the Post-1993 GRI Funding Mechanism and the orders approving such Stipulation and Agreement found at Gas Research Institute, 62 FERC ¶61,316 (1993) this Paragraph 2 establishes a GRI Funding Unit which shall be collected for quantities of gas transported under PG&E GT-NW's rate schedules provided, however, such charge shall not be applicable to discounted transactions except where the discounted rate is less than the GRI Funding Unit. In this instance PG&E GT-NW shall remit that portion of the GRI Funding Unit actually collected. For purposes of discounted transactions, any GRI Funding Unit shall be considered to be the first component of rates discounted. The GRI Funding Unit may be discounted to zero and shall not be applied to the same quantity of gas more than once.
- 2.7 Voluntary GRI Contributions. PG&E GT-NW has agreed to be a collection agent for shippers that voluntarily choose to support GRI through a "check the box" procedure on PG&E GT-NW's invoices. Amounts collected will be remitted to GRI in accordance with the requirements of Section 2.4 of this FERC Gas Tariff. The amounts collected pursuant to this procedure will not be part of PG&E GT-NW's rates.

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Second Revised Sheet No. 56 Second Revised Sheet No. 56 : Effective
Superseding: First Revised Sheet No. 56

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

3. QUALITY OF GAS

3.1 Quality Standards: The gas which Shipper delivers hereunder to PG&E GT-NW for transport (and the gas which PG&E GT-NW transports hereunder for Shipper) shall be merchantable gas at all times complying with the following quality requirements:

- (a) Heating Value: The gas shall have a gross heating value of not less than nine hundred ninety-five (995) Btus per standard cubic foot on a dry basis, but with the consent of Shipper, PG&E GT-NW may deliver gas at a lower gross heating value.
- (b) Freedom from Objectionable Matter: The gas:
 - (1) Shall be commercially free from sand, dust, gums, crude oil, impurities and other objectionable substances which may be injurious to pipelines or which may interfere with its transmission through pipelines or its commercial utilization.
 - (2) Shall not have a hydrocarbon dew-point in excess of fifteen degrees (15m) Fahrenheit at pressures up to eight hundred (800) psig.
 - (3) Shall not contain more than one-quarter (1/4) grain of hydrogen sulfide per one hundred (100) standard cubic feet.
 - (4) Shall not contain more than ten(10) grains of total sulphur per one hundred (100) standard cubic feet.
 - (5) Shall not contain more than two percent (2%) by volume of carbon dioxide.
 - (6) Shall not contain more than four (4) pounds of water vapor per one million (1,000,000) standard cubic feet.
 - (7) Shall not exceed one hundred ten degrees (110m) Fahrenheit in temperature at the point of measurement.
 - (8) Shall be as free of oxygen as it can be kept through the exercise of all reasonable precautions, and shall not in any event contain more than four-tenths of one percent (0.4%) by volume of oxygen.

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Third Revised Sheet No. 57 Third Revised Sheet No. 57 : Effective
Superseding: Second Revised Sheet No. 57

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

3. QUALITY OF GAS (Continued)

3.2 Quality Tests:

- (a) The quality specifications of the gas received by PG&E GT-NW hereunder shall be determined by tests which PG&E GT-NW shall cause to be made at the International Boundary or such other locations on PG&E GT-NW's system if required accordance with this Paragraph 3.2.
- (b) The gross heating value of gas delivered hereunder shall be determined from read-outs of continuously operating measuring instruments. The method shall consist of one or more of the following:
 - (1) calorimeter
 - (2) gas chromatograph
 - (3) any other method mutually agreed upon by the parties.

Measurement of gross heating value with the calorimeters shall comply with the standards set forth in the American Society for Testing and Materials' ASTM D 1826. Analysis of gas with gas chromatograph shall comply with the standards set forth in ASTM D 1945. Calculation of the gross heating value from compositional analysis by gas chromatography shall comply with the standards set forth in ASTM D 3588.

PG&E GT-NW or its agent shall calibrate and maintain the gross heating value measurement device at intervals as agreed upon by PG&E GT-NW and Shipper. Shipper shall have access to PG&E GT-NW's devices and shall be allowed to inspect the sevicees and all charts or other records of measurement at any reasonable time.

(Continued)

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First Revised Sheet No. 58 First Revised Sheet No. 58 : Effective
Superseding: Original Sheet No. 58

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

3. QUALITY OF GAS (Continued)

3.2 Quality Tests (Continued)

- (c) Tests shall be made to determine the total sulphur, hydrogen sulfide, carbon dioxide and oxygen content of the gas, by approved standard methods in general use in the gas industry, and to determine the hydrocarbon dew-point and water vapor content of such gas by methods satisfactory to the parties. Tests shall be made frequently enough to ensure that the gas is conforming continuously to the quality requirements. Shipper shall have the right to require PG&E GT-NW to have remedied any deficiency in quality of the gas and, in the event such deficiency is not remedied, the right, in addition to all other remedies available to it by law, to refuse to accept such deficient gas until such deficiency is remedied.

4. MEASURING EQUIPMENT

- 4.1 Installation: Unless PG&E GT-NW and Shippers agree otherwise, all gas volume measuring equipment, devices and materials at the point(s) of receipt and/or delivery shall be furnished and installed by PG&E GT-NW at Shipper's expense including the tax-on-tax effect. All such equipment, devices and materials shall be owned, maintained and operated by PG&E GT-NW. Shipper may install and operate check measuring equipment provided it does not interfere with the use of PG&E GT-NW's equipment.
- 4.2 Testing Meter Equipment: The accuracy of either PG&E GT-NW's or Shippers measuring equipment shall be verified by test, using means and methods acceptable to the other party, at intervals mutually agreed upon, and at other times upon request. Notice of the time and nature of each test shall be given by the entity conducting the test to the other entity sufficiently in advance to permit convenient arrangement for the presence of the representative of the other entity. If, after notice, the other entity fails to have a representative present, the results of the test shall nevertheless be considered accurate until the next test. If any of the measuring equipment is found to be registering inaccurately in any percentage, it shall be adjusted at once to read as accurately as possible. All tests of such measuring equipment shall be made at the expense of the entity conducting the same, except that the other entity shall bear the expense of tests made at its request if the inaccuracy is found to be two percent (2%) or less. (Continued)

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FERC Docket: GT98- 17-000

Second Revised Sheet No. 59 Second Revised Sheet No. 59 : Effective
Superseding: First Revised Sheet No. 59

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

4. MEASURING EQUIPMENT (Continued)

4.3 Correction and Adjustment: If at any time any of the measuring equipment is registering inaccurately by an amount exceeding two percent (2%) at a reading corresponding to the average hourly rate of flow, the previous readings of such equipment shall be corrected to zero error for any period definitely known or agreed upon, or if not so known or agreed upon, the lesser of one-half (1/2) of the elapsed time since the last test or six months from the production month with a three-month rebuttal period, provided, however, that this limitation shall not apply in the case of a deliberate omission or misrepresentation or mutual mistake of fact. The parties' other statutory or contractual rights shall not otherwise be diminished by this limitation. If the measuring equipment is out-of-service, the volume of gas delivered during such period shall be determined:

- (a) By using the data recorded by any check measuring equipment accurately registering; or
- (b) If such check measuring equipment is not registering accurately but the percentage of error is ascertainable by a calibration test, by using the data recorded, corrected to zero error; or
- (c) If neither of the methods provided in (a) and (b) above can be used, by estimating the quantity delivered, by reference to deliveries under similar conditions during a period when the equipment was registering accurately.

No correction shall be made in the recorded volumes of gas delivered hereunder for measuring equipment inaccuracies of two percent (2%) or less, and in no event shall inaccuracies less than 25 Mcf be considered for adjustment.

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Third Revised Sheet No. 60 Third Revised Sheet No. 60 : Effective
Superseding: Second Revised Sheet No. 60

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

5. MEASUREMENTS

- 5.1 Metering: The gas shall be metered by one or more orifice, turbine, ultrasonic, displacement or other-type meters, at the discretion of PG&E GT-NW. All meters shall be installed and maintained, and volumes shall be measured, in accordance with applicable A.G.A. standards for the meter in question.
- 5.2 Specific Gravity: The specific gravity of the gas delivered hereunder shall be determined from the read-outs of continuously operating measuring instruments. The method shall consist of one of the following:
- (a) gravitometer
 - (b) gas chromatography
 - (c) other instruments acceptable to both parties

Analysis of chromatograph shall comply with the standards set forth in ASTM D 1945. Calculation of the specific gravity from compositional analysis by gas chromatography shall comply with the standards set forth in ASTM D 3588. Measurement of the specific gravity with a gravitometer shall comply with the standards set forth in ASTM D 1070.

- 5.3 Flowing Temperature: Flowing gas temperature shall be continuously measured and used in flow calculations.

(Continued)

Sixth Revised Sheet No. 61 Sixth Revised Sheet No. 61 : Effective
Superseding: Fifth Revised Sheet No. 61

TRANSPORTATION GENERAL TERMS AND CONDITIONS (Continued)

6. INSPECTION OF EQUIPMENT AND RECORDS

- 6.1 Inspection of Equipment and Data: PG&E GT-NW and Shipper shall have the right to inspect equipment installed or furnished by the other, and the charts and other measurement or test data of the other, at all times during business hours; but the reading, calibration and adjustment of such equipment and changing of charts shall be done only by the entity installing or furnishing same. Unless PG&E GT-NW and Shipper otherwise agree, each shall preserve all original test data, charts and other similar records in such party's possession, for a period of at least six (6) years.
- 6.2 Information for Billing: When information necessary for billing by PG&E GT-NW is in the control of Shipper, Shipper shall furnish such information, estimated if actual is not available, to PG&E GT-NW on or before the third (3rd) working day of the month following the month transportation service was rendered. If shipper furnishes estimated information, the actual information shall be furnished to PG&E GT-NW on or before the fifth (5th) working day of the month following the month transportation service was rendered.
- 6.3 Verification of Computations: PG&E GT-NW and Shipper shall have the right to examine at reasonable times the books, records and charts of the other to the extent necessary to verify the accuracy of any statement, charge or computation made pursuant to these Transportation General Terms and Conditions and to the rate schedules to which they apply, within twelve (12) months of any such statement, charge or computation. The time limitation for disputing allocations shall be six (6) months from the date of initial month-end allocation with a three-month rebuttal period, provided, however, that this limitation shall not apply in the case of a deliberate omission or misrepresentation or mutual mistake of fact, and shall not diminish the parties' other statutory or contractual rights. A meter adjustment or correction becomes a prior period adjustment after the fifth (5th) business day following the Business Month. Any measurement of prior period adjustments are taken back to the production month. These provisions are in accordance with GISB Standard 2.3.7, Version 1.4, which establishes a cutoff for the closing of measurement of 5 business days after business month.

(Continued)

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Fourth Revised Sheet No. 61A Fourth Revised Sheet No. 61A : Effective
Superseding: Third Revised Sheet No. 61A

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

6. INSPECTION OF EQUIPMENT AND RECORDS (Continued)

6.3 Verification of Computations: (Continued)

In accordance with GISB Standard 2.3.14, Version 1.4, measurement data corrections should be processed within 6 months of the production month with a 3-month rebuttal period. However, it is recognized that this latter standard shall not apply in the case of deliberate omission or misrepresentation or mutual mistake of fact. Parties' other statutory or contractual rights shall not be diminished by this standard.

7. BILLING

7.1 Billing under all Rate Schedules: On or before the ninth (9th) business day of each month, PG&E GT-NW shall render a bill to each Shipper under all applicable Rate Schedules for the service(s) rendered during the preceding month, which is in accordance with GISB Standard 3.3.14, Version 1.4, which provides that the imbalance statement should be rendered prior to or with the invoice, and the transportation invoice should be prepared on or before the 9th business day after the end of the production month. Rendered is defined as postmarked, time-stamped, and delivered to the designated site.

(Continued)

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FERC Docket: RP01-501-000

Eighth Revised Sheet No. 62 Eighth Revised Sheet No. 62 : Effective
Superseding: Seventh Revised Sheet No. 62

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

8. PAYMENT

- 8.1 Payment under all Rate Schedules: On or before the tenth day following the date PG&E GT-NW's bill is rendered in accordance with Paragraph 7.1 of these General Terms and Conditions, each Shipper under all applicable Rate Schedules shall pay to or upon the order of PG&E GT-NW in lawful money of the United States at PG&E GT-NW's office in Portland, Oregon, the amount of the bill rendered by PG&E GT-NW. In accordance with GISB Standard 3.3.17, Version 1.4, party making payment should submit supporting documentation; party receiving payment should apply payment per supporting documentation provided by the paying party; and if payment differs from invoiced amount, remittance detail should be provided with the payment except when payment is made by electronic funds transfer (EFT), in which case, the remittance detail is due within two Business Days of the payment due date. Shipper shall identify invoice numbers on all payments. In the event a Shipper disputes any portion of the invoice, Shipper shall pay that portion of the invoice not in dispute and provide supporting documentation identifying the basis for the dispute.
- 8.2 Interest on Unpaid Amounts: Should Shipper fail to pay the amount of any bill rendered by PG&E GT-NW when such amount is due, interest thereon shall accrue from the due date until paid at the rate of interest effective from time to time under 18 CFR Section 154.67.
- 8.3 Remedies for Failure to Pay: If a Shipper's failure to pay the undisputed portion of an invoice continues for thirty (30) days after payment is due, PG&E GT-NW, in addition to any other remedy it may have, may suspend further delivery of gas until such amount is paid.
- 8.4 Late Billing: If presentation of a bill by PG&E GT-NW is delayed after the date specified in Paragraph 7.1 hereof, then the time for payment shall be extended correspondingly unless Shipper is responsible for such delay.
- 8.5 Adjustment of Billing Error: In accordance with GISB Standard 3.3.15, Version 1.4, prior period adjustment time limits should be 6 months from the date of the initial transportation invoice and 7 months from date of initial sales invoice with a 3-month rebuttal period, excluding government-required rate changes. This standard shall not apply in the case of deliberate omission or misrepresentation or mutual mistake of fact. Parties' other statutory or contractual rights shall not otherwise be diminished by this standard.

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Second Revised Sheet No. 63 Second Revised Sheet No. 63 : Effective
Superseding: First Revised Sheet No. 63

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

9. NOTICE OF CHANGES IN OPERATING CONDITIONS

PG&E GT-NW and Shipper shall each ensure that the other is notified from time to time as necessary of expected changes in the rates of delivery or receipt of gas, or in the pressures or other operating conditions, and the reason for such expected changes, so that they may be accommodated when they occur.

10. FORCE MAJEURE

10.1 If either party shall fail to perform any obligation imposed upon it by these Transportation General Terms and Conditions or by an executed Transportation Service Agreement, and such failure shall be caused, or materially contributed to, by force majeure which means any acts of God, strikes, lockouts, or other industrial disturbances, acts of public enemies, sabotage, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, floods, storms, fires, washouts, extreme cold or freezing weather, arrests and restraints of rulers and people, civil disturbances, explosions, breakage of or accident to machinery or lines of pipe, hydrate obstructions of lines of pipe, inability to obtain pipe, materials or equipment, legislative, administrative or judicial action which has been resisted in good faith by all reasonable legal means, any acts, omissions or causes whether of the kind herein enumerated or otherwise not reasonably within the control of the party invoking this paragraph and which by the exercise of due diligence such party could not have prevented, the necessity for making repairs to, replacing, or reconditioning machinery, equipment, or pipelines not resulting from the fault or negligence of the party invoking this paragraph, such failure shall be deemed not to be a breach of the obligation of such party, but such party shall use reasonable diligence to put itself in a position to carry out its obligations. Nothing contained herein shall be construed to require either party to settle a strike or lockout by acceding against its judgment to the demands of the opposing parties.

(Continued)

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Superseding: First Revised Sheet No. 64

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

10. FORCE MAJEURE (Continued)

10.2 No such cause as described in Paragraph 10.1 affecting the performance of either party shall continue to relieve such party from its obligation after the expiration of a reasonable period of time within which by the use of due diligence such party could have remedied the situation preventing its performance, nor shall any such cause relieve either party from any obligation unless such party shall give notice thereof in writing to the other party with reasonable promptness; and like notice shall be given upon termination of such cause.

10.3 No cause whatsoever, including without limitation the failure of PG&E GT-NW to perform including the causes specified in Paragraph 10.1, shall relieve Shipper from its obligations to make payments due, including the payments of reservation charges for the duration of such cause except as provided for in Paragraphs 3.10 and 3.11 of Rate Schedule FTS-1.

11. WARRANTY OF ELIGIBILITY FOR TRANSPORTATION

Any Shipper transporting gas on the PG&E GT-NW system under this FERC Gas Tariff First Revised Volume No. 1-A warrants for itself, its successors and assigns, that it will have at the time of delivery of the gas to PG&E GT-NW hereunder good title to such gas and that all gas delivered to PG&E GT-NW for transportation hereunder is eligible for the requested transportation in interstate commerce under applicable rules, regulations or orders of the FERC, or other agency having jurisdiction. Shipper will indemnify PG&E GT-NW and save it harmless from all suits, actions, damages, costs, losses, expenses (including reasonable attorney fees) and costs connected with regulatory proceedings, arising from breach of this warranty.

12. POSSESSION OF GAS AND RESPONSIBILITY

PG&E GT-NW shall be deemed to be in control and possession of, and responsible for, all gas delivered from the time that such gas is received by it at the point of receipt to the time that it is delivered at the point of delivery.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 65 First Revised Sheet No. 65 : Effective
Superseding: Original Sheet No. 65

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

13. INDEMNIFICATION

Shipper agrees to indemnify and hold harmless PG&E GT-NW, its officers, agents, employees and contractors against any liability, loss or damage whatsoever occurring in connection with or relating in any way to the executed Transportation Service Agreement, including costs and attorneys' fees, whether or not such liability, loss or damage results from any demand, claim, action, cause of action, or suit brought by Shipper or by any person, association or entity, public or private, that is not a party to the executed Transportation Service Agreement, where such liability, loss or damage is suffered by PG&E GT-NW, its officers, agents, employees or contractors as a direct or indirect result of any breach of the executed Transportation Service Agreement or sole or concurrent negligence or gross negligence or other tortious act(s) or commission(s) by Shipper, its officers, agents, employees or contractors.

14. ARBITRATION

Any arbitration provided for or agreed to by Shipper and PG&E GT-NW shall be conducted in accordance with the following procedures and principles: Upon the written demand of either PG&E GT-NW or Shipper and within ten (10) days from the date of such demand, each entity shall appoint an arbitrator and the two arbitrators so appointed shall promptly thereafter appoint a third. If either PG&E GT-NW or Shipper shall fail to appoint an arbitrator within ten (10) days from the date of such demand, then the arbitrator shall be appointed by a Superior Court of the State of California in accordance with the California Code of Civil Procedure. If the two arbitrators shall fail within ten (10) days from their appointment to agree upon and appoint the third arbitrator, then upon the application of either PG&E GT-NW or Shipper such third arbitrator shall be appointed by a Superior Court of the State of California in accordance with the California Code of Civil Procedure.

The arbitrators shall proceed immediately to hear and determine the matter in controversy. The award of the arbitrators, or a majority of them, shall be made within forty-five (45) days after the appointment of the third arbitrator, subject to any reasonable delay due to unforeseen circumstances. The award of the arbitrators shall be drawn up in writing and signed by the arbitrators, or a majority of them, and shall be final and binding on both PG&E GT-NW and Shipper, and PG&E GT-NW and Shipper shall abide by the award and perform the terms and conditions thereof. Unless otherwise determined by the arbitrators, the fees and expenses of the arbitrator named for each party shall be paid by that party and the fees and expenses of the third arbitrator shall be paid in equal proportion by both PG&E GT-NW and Shipper.

(Continued)

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First Revised Sheet No. 66 First Revised Sheet No. 66 : Effective
Superseding: Original Sheet No. 66

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

15. GOVERNMENTAL REGULATIONS

These Transportation General Terms and Conditions, the rate schedules to which they apply, and any executed Transportation Service Agreement are subject to valid laws, orders, rules and regulations of duly constituted authorities having jurisdiction.

16. MISCELLANEOUS PROVISION

16.1 Waiver of Default: No waiver by either PG&E GT-NW or Shipper of any default by the other in the performance of any provisions of an executed Transportation Service Agreement shall operate as a waiver of any continuing or future default, whether of a like or different character.

16.2 Assignability: An executed Transportation Service Agreement shall bind and inure to the respective successors and assignees of PG&E GT-NW and Shipper thereto, but no assignment shall release either party thereto from such party's obligations without the written consent of the other party, which consent shall not be unreasonably withheld; provided, however, nothing contained herein shall give Shipper the right to reassign or broker its right to ship the quantities of gas specified in the Transportation Service Agreement on PG&E GT-NW's system to others. Further, nothing contained herein shall prevent either party from pledging, mortgaging or assigning its rights as security for its indebtedness and either party may assign to the pledgee or mortgagee (or to a trustee for the holder of such indebtedness) any money due or to become due under any service agreement.

16.3 Effect of Headings: The headings used throughout these Transportation General Terms and Conditions, the rate schedules to which they apply, and the executed Transportation Service Agreements are inserted for reference purposes only and are not to be considered or taken into account in construing the terms and provisions of any paragraph nor to be deemed in any way to qualify, modify or explain the effects of any such terms or provisions.

17. TRANSPORTATION SERVICE AGREEMENT

17.1 Form: Shipper shall enter into a contract with PG&E GT-NW utilizing PG&E GT-NW's appropriate standard form of Transportation Service Agreement.

17.2 Term: The term of the Transportation Service Agreement shall be agreed upon between Shipper and PG&E GT-NW at the time of the execution thereof.

(Continued)

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Fourth Revised Sheet No. 67 Fourth Revised Sheet No. 67 : Effective
Superseding: Third Revised Sheet No. 67

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18 OPERATING PROVISIONS

18.0 Requests For Service:

- (A) A prospective shipper desiring service on PG&E GT-NW's system must fully complete the Service Request Form set out in PG&E GT-NW's EBB. Alternatively, a prospective shipper may request a hard-copy of the Service Request Form by contacting PG&E GT-NW's Service and Contract Coordinator at the following location:

PG&E Gas Transmission, Northwest Corporation
Services and Contract Coordinator
2100 Southwest River Parkway
Portland, OR 97201
Phone: 503/833-4310 or 503/833-4306

- (B) If Shipper requests service under Section 311(a), Shipper must provide a certification that the service qualifies under 18 C.F.R. § 284.102. To enable PG&E GT-NW to verify that the requested transportation service will qualify under 18 C.F.R. § 284.102, the certification must provide facts showing that:
- (a) the "On Behalf Of" party will have physical custody of and transport the natural gas at some point; or
 - (b) the "On Behalf Of" party will hold title to the natural gas at some point, which may occur prior to, during, or after the time that the gas is transported by PG&E GT-NW, for a purpose related to the "On Behalf Of" party's status and function as an intrastate pipeline or its status and function as a local distribution company; or
 - (c) the gas will be delivered to a customer that is either located in the "On Behalf Of" party's service area, if the "On Behalf Of" party is a local distribution company, or is physically able to receive direct deliveries of gas from the "On Behalf Of" party, if the "On Behalf Of" party is an interstate pipeline, and that "On Behalf Of" party has certified that it is on its behalf that PG&E GT-NW will be providing the requested transportation service.

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First Revised Sheet No. 67A First Revised Sheet No. 67A : Effective
Superseding: Original Sheet No. 67A

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18 OPERATING PROVISIONS (Continued)

18.0 Requests For Service (Continued)

- (C) Submission of this Service Request Form will allow PG&E GT-NW to begin processing Shipper's Request For Service, but does not guarantee service will be available. PG&E GT-NW will not provide service until Shipper has executed a service contract. Shipper also shall be required to meet other provisions of this FERC Gas Tariff, including the credit requirements set out in Section 18.3 of this Tariff. Standard form service contracts for each service offered by PG&E GT-NW are set out in the Form of Service Agreement portion of this Tariff.

Shipper shall not be entitled to receive transportation service under this FERC Gas Tariff, First Revised Volume No. 1-A if Shipper is not current in its payments to PG&E GT-NW for any charge, rate or fee authorized by the Commission for transportation service; provided, however, if the amount not current pertains to a bona fide dispute, including but not limited to force majeure claims relating to this FERC Gas Tariff, Shipper shall be entitled to receive or continue to receive transportation service if Shipper posts a bond satisfactory to PG&E GT-NW to cover the payment due PG&E GT-NW.

18.1 Firm Service

The provisions of this Paragraph 18.1 shall be applicable to firm transportation service under Rate Schedules FTS-1 and LFS-1 contained in this First Revised Volume No. 1-A. Firm transportation service under this First Revised Volume No. 1-A shall be provided when, and to the extent that, PG&E GT-NW determines that firm capacity is available on PG&E GT-NW's existing facilities. PG&E GT-NW shall not be required to provide firm transportation service in the event firm capacity is unavailable or to construct new facilities to provide firm service.

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FERC Docket: RP02-362-000

Sixth Revised Sheet No. 68 Sixth Revised Sheet No. 68 : Effective
Superseding: Substitute Fifth Revised Sheet No. 68
TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.1 Firm Service (Continued)

For capacity that becomes available other than through the circumstances identified in Paragraphs 28 and 33, requests for firm capacity shall be accommodated in the following manner and subject to the following conditions and limitations:

- (a) In order to be eligible for firm capacity, a party requesting service (requestor) must be deemed credit-worthy per Paragraph 18.3 and submit a valid request in accordance with the provisions herein.
- (b) Pre-Arranged Capacity: PG&E GT-NW may enter into a pre-arranged service agreement with any party for available unsubscribed capacity or capacity that becomes available and is not subject to a right of first refusal; provided that PG&E GT-NW will post the terms of the pre-arranged transaction and other parties will have an opportunity to bid on the capacity. If another party submits a bid with a higher incremental economic value, the pre-arranged Shipper will have a one-time right to match the higher bid in order to retain the capacity. If the pre-arranged Shipper elects not to match a higher competing bid, the capacity will be awarded to the highest creditworthy bidder in accordance with Paragraph 18.1(e).
- (c) Available Capacity: PG&E GT-NW will post available capacity on its Internet website. A requestor that submits a valid request may submit a bid via the website for the available capacity subsequent to PG&E GT-NW's posting of such capacity on the website. The Bid Period will be a minimum of 1 business day for capacity available for up to 1 month; a minimum of 3 business days for capacity available for greater than one month but less than one year; and a minimum of 5 business days for capacity available for one year or more. All bids not withdrawn prior to the close of the Bidding Period shall be binding. At the end of the Bidding Period, PG&E GT-NW will evaluate the bids and determine the bid(s) having the greatest economic value as determined in Paragraph 18.1(e) below.

(Continued)

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Second Revised Sheet No. 68A Second Revised Sheet No. 68A : Effective
Superseding: First Revised Sheet No. 68A
TRANSPORTATION GENERAL TERMS AND CONDITIONS

18. OPERATING PROVISIONS (Continued)

18.1 Firm Service (Continued)

(d) After the close of the Bidding Period, PG&E GT-NW may tender a Service Agreement for execution to the requestor(s) submitting the bid(s) having the greatest economic value for the capacity available, subject to the provisions of Paragraph 18.1(f).

(e) Valuation of Bids

Unless otherwise specified in its open season posting, the bid(s) with the greatest economic value will be the bid(s) with the highest net present value ("NPV") based on the reservation charge and any proposed usage charge revenues guaranteed by a minimum volume commitment or otherwise that requestor(s) would pay at the rates the requestor(s) has bid, over the term of service specified in the request. If the economic values of separate bids are equal, then service shall be offered to such requestors on a pro-rata basis. The NPV is the discounted cash flow of the bid according to the following formula, net of revenues lost or affected by the requests for service:

$$\text{Present Value per} = P * R * \frac{(1 + i)^n - 1}{i(1 + i)}$$

where: P = percent of the rate or charge that the Shipper is willing to pay.

R = Rate or charge calculated as: The applicable maximum authorized reservation charge(s) per Dth in effect at the time of the bid for service.

i = FERC's annual interest rate divided by 12.

n = number of periods for which the bidder wishes to contract.

The NPV formula will be affected by the term and rate requested. In the event PG&E GT-NW intends to entertain bids for service under index-based or other Negotiated Rate Formulae, the future value of which cannot be determined at the time of the bidding, PG&E GT-NW shall estimate the future revenues to be received under the Negotiated Rate Formula using currently available data.

(Continued)

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First Revised Sheet No. 68B First Revised Sheet No. 68B : Effective
Superseding: Original Sheet No. 68B

TRANSPORTATION GENERAL TERMS AND CONDITIONS

18. OPERATING PROVISIONS (Continued)

18.1 Firm Service (Continued)

(e) Valuation of Bids (Continued)

The specific bid evaluation methodology to be used, including, where appropriate, the data to be used for evaluation of Negotiated Rate Formula bids, will be included as part of PG&E GT-NW's open season posting under Paragraph 18.1(c) with sufficient specificity to allow a prospective shipper to calculate the value of its bid and duplicate PG&E GT-NW's results.

Irrespective of whether a bid(s) has the highest NPV of the bids received, PG&E GT-NW may reject bids for service that (i) may detrimentally impact the operational integrity of Transporter's system; (ii) do not satisfy all the terms of the specified posting; or (iii) contain terms and conditions other than those set forth in PG&E GT-NW's FERC Gas Tariff.

If the NPV of any Negotiated Rate revenues would exceed the NPV of the revenue stream produced by paying the Maximum Rate over the same period of time, then the Shipper bidding the Negotiated Rate shall be considered to be paying the Maximum Rate for purposes of determining the bid with the greatest economic value.

(Continued)

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Fourth Revised Sheet No. 69 Fourth Revised Sheet No. 69 : Effective
Superseding: Third Revised Sheet No. 69

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.1 Firm Service (Continued)

- (f) If PG&E GT-NW accepts the winning bid(s) and tenders a Service Agreement, requestor(s) shall complete and return the Service Agreement within thirty (30) days.
- (g) Except as provided in Paragraph 28, PG&E GT-NW shall not be obligated to tender or execute a Service Agreement for service at any rate less than the Maximum Rate set forth in the Statement of Effective Rates and Charges applicable to the service requested.
- (h) A Shipper receiving service under FTS-1 shall not lose its priority for purposes of Paragraph 19 by the renewal or extension of term of that service; provided, however, any renewal or extension must be pursuant to a rollover or evergreen provision of the Service Agreement. Shipper's preexisting priority shall not apply, however, to any increase in transportation quantity or new primary point of delivery.

18.2 Interruptible Service

The provisions of this Paragraph 18.2 shall be applicable to interruptible transportation service under Rate Schedule ITS-1 contained in this First Revised Volume No. 1-A.

- (a) Interruptible transportation service under this First Revised Volume No. 1-A shall be provided when, and to the extent that, capacity is available in PG&E GT-NW's existing facilities, which capacity is not subject to a prior claim under a pre-existing agreement pursuant to Rate Schedule FTS-1 or under another class of firm service.
- (b) In the event where natural gas tendered by Shipper to PG&E GT-NW at the receipt point(s) for transportation, or delivered by PG&E GT-NW to Shipper (or for Shipper's account) at the delivery point(s), is commingled with other natural gas at the time of measurement, the determination of deliveries applicable to Shipper shall be made in accordance with operating arrangements satisfactory to Shipper, PG&E GT-NW and any third party transporting to or from PG&E GT-NW's system.

(Continued)

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Second Revised Sheet No. 70 Second Revised Sheet No. 70 : Effective

Superseding: First Revised Sheet No. 70

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.2 Interruptible Service (Continued)

- (c) PG&E GT-NW shall process the requests of potential Shippers requesting similar interruptible transportation service under this FERC Gas Tariff First Revised Volume No. 1-A on a first-come, first-served basis, to the extent practicable, taking into account the nature and character of the service requested. Available interruptible capacity shall be allocated by PG&E GT-NW on a first-come, first-served basis as provided in Paragraph 19 and determined by the date and time PG&E GT-NW receives a completed request for service under this FERC Gas Tariff which conforms to Paragraph 18 of these Transportation General Terms and Conditions.
- (d) A Shipper receiving service under ITS-1 shall not lose its priority for purposes of Paragraph 19 by the renewal or extension of term of that service; provided, however, any renewal or extension must be pursuant to a rollover or evergreen provision of the Service Agreement. Shipper's pre-existing priority shall not apply, however, to any increase in transportation quantity or new primary points of delivery.
- (e) If Shipper fails to nominate and tender gas within the later of: (a) fifteen (15) days after initial notification by PG&E GT-NW of the availability of service, (b) receipt of any necessary regulatory approvals, or (c) the installation of any necessary facilities, Shipper's priority date shall be deemed null and void, and the day Shipper first tenders gas to PG&E GT-NW at any receipt point shall be Shipper's new assigned priority date for service. Shipper's priority date designation pursuant to Section 2.3 of the Transportation Service Agreement shall not be deemed null and void if Shipper's failure to nominate and tender gas is caused by an event of force majeure as defined in PG&E GT-NW's Transportation General Terms and Conditions.

(Continued)

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Second Revised Sheet No. 70A Second Revised Sheet No. 70A : Effective
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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.3 Credit-worthiness

(A) Credit-worthiness for Firm Transportation Service

- (1) PG&E GT-NW shall not be required to perform or to continue transportation service under this FERC Gas Tariff First Revised Volume 1-A on behalf of any Shipper who is or has become insolvent or who, after PG&E GT-NW's request, fails within a reasonable period to establish or confirm credit-worthiness. Shippers shall provide, initially and on a continuing basis, financial statements, evidence of debt and/or credit ratings, and other such information as is reasonably requested by PG&E GT-NW to establish or confirm Shipper's qualification for service. Credit limits will be established based on the level of requested service and Shipper credit-worthiness as established by the following:

- (a) Credit-worthiness must be evidenced by at least a long term bond (or other senior debt) rating of BBB or an equivalent rating.

Such rating may be obtained in one of three ways:

- (i) The rating will be determined by Standard and Poors or another recognized U.S. or Canadian debt rating service;
- (ii) If Shipper's debt is not rated by a recognized debt rating service, an equivalent rating as determined by PG&E GT-NW, based on the financial rating methodology, criteria and ratios for the industry of the Shipper as published by the above rating agencies from time to time. In general, such equivalent rating will be based on the audited financial statements for the Shipper's two most recent fiscal years, all interim reports, and any other relevant information;

(Continued)

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Fourth Revised Sheet No. 71 Fourth Revised Sheet No. 71 : Effective
Superseding: Third Revised Sheet No. 71

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.3 (A) Credit-worthiness for Firm Transportation Service
(Continued)

- (iii) Shipper may, at its own expense, obtain a private rating from a recognized debt rating service, or request that an independent accountant or financial advisor, mutually acceptable to PG&E GT-NW and the Shipper, prepare an equivalent evaluation based on the financial rating methodology, criteria, and ratios for the industry of the Shipper as published by the above rating agencies from or
 - (b) Approval by PG&E GT-NW's lenders; or
 - (c) If Shipper is requesting credit to bid on a parcel that is for one year (365 days) or less of service through PG&E GT-NW's Capacity Release Program contained in Paragraph 28, and this option is selected by the Releasing Shipper, Shipper may demonstrate credit-worthiness by providing two years of audited financial statements for itself, or for its parent company if it is a subsidiary which is consolidated with its parent company and does not issue stand-alone financial statements, demonstrating adequate financial strength to justify the amount of credit to be extended. PG&E GT-NW shall apply consistent evaluation practices to determine credit-worthiness.
- (2) If Shipper does not establish or maintain credit-worthiness as described above, Shipper has the option of receiving transportation service under this FERC Gas Tariff by providing to PG&E GT-NW one of the following alternatives:

(Continued)

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Fourth Revised Sheet No. 72 Fourth Revised Sheet No. 72 : Effective
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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.3 (A) Credit-worthiness for Firm Transportation Service
(Continued)

- (a) A guarantee of Shipper's financial performance in a form satisfactory to PG&E GT-NW and for the term of the Gas Transportation Agreement from a corporate affiliate of the Shipper or a third party either of which meets the credit-worthiness standard discussed above.
- (b) Other security acceptable to PG&E GT-NW's lenders.

18.3 (B) Credit-worthiness for Interruptible Transportation Service

- (1) PG&E GT-NW shall not be required to perform or to continue interruptible transportation service under this FERC Gas Tariff First Revised Volume No. 1-A on behalf of any Shipper who is or has become insolvent or who, at PG&E GT-NW's request, fails within a reasonable period to demonstrate credit-worthiness. Shipper's credit-worthiness shall be determined by providing proof of least two of the items listed below:
 - (a) A long-term bond or commercial paper rating from Standard and Poors or Moody's equivalent to a "Ba" or better, or a commercial paper rating from Standard and Poors or Moody's equivalent to Prime-3 or better.
 - (b) Audited financial statements for itself, or for its parent company if it is a subsidiary which is consolidated with its parent company and does not issue stand-alone financial statements, for the two preceding years showing good financial strength.
 - (c) An estimated financial strength rating by Dun and Bradstreet sufficient to cover the credit to be extended and a corresponding Dun and Bradstreet composite credit appraisal of "fair" or better.

(Continued)

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Superseding: First Revised Sheet No. 73

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.3 (B) Credit-worthiness for Interruptible Transportation Service
(Continued)

- (d) A demonstration by the Shipper that the Company has sufficient financial capacity or backing to warrant an extension of credit. This demonstration could include proof of banking relationships sufficient to cover the service agreement, or a detailed listing of credit references within the industry, exhibiting a good credit history.
- (2) If Shipper does not demonstrate credit-worthiness, Shipper has the option of receiving interruptible transportation service under this FERC Gas Tariff First Revised Volume No. 1-A if Shipper provides PG&E GT-NW a letter of credit in an amount equal to the cost of performing the maximum level of service requested for a three (3) month period of time. The letter of credit must be from a credit worthy financial institution and be in place before the Transportation Service Agreement can be signed. The Shipper also has the option of receiving transportation service if Shipper prepays for transportation services on a month-to-month basis pursuant to the following terms:
 - (a) For a calendar month in which transportation service is desired (delivery month), Shipper must notify PG&E GT-NW no later than eight (8) business days prior to the commencement of delivery month (estimation date) of its estimation of the maximum, cumulative gas deliveries (monthly estimation) desired for the delivery month. (For Shipper's initial monthly estimation, the delivery month, or remaining portion thereof, shall commence eight (8) days after the estimation date.) Notice of monthly estimation may be telephonic or written; telephonic notices must be confirmed in writing and received by PG&E GT-NW within five (5) business days. PG&E GT-NW will advise Shipper within forty-eight (48) hours of the estimation date of the exact dollar amount of the prepayment. Shipper shall not deliver or receive gas in excess of the monthly estimation during delivery month. (Continued)

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Second Revised Sheet No. 74 Second Revised Sheet No. 74 : Effective
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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.3 (B) Credit-Worthiness for Interruptible Transportation
Service (Continued)

- (b) No later than three (3) business days (settlement date) prior to commencement of delivery month, Shipper shall pay to PG&E GT-NW and PG&E GT-NW shall have received from Shipper lawful money of the United States in an amount equal to the prepayment amount provided to Shipper by PG&E GT-NW described above.
- (c) On or before the twentieth (20th) day following delivery month, PG&E GT-NW shall provide statement to Shipper detailing the transportation service provided during the delivery month. The statement will reconcile the amount prepaid in accordance with the monthly estimation, credit to Shipper, if applicable. Any such credit will be deducted from the prepayment for the following month. Should the Shipper elect not to receive transportation services for the following month, Shipper shall so notify PG&E GT-NW in writing; PG&E GT-NW will issue a check to the Shipper within seven (7) business days following receipt by PG&E GT-NW of such notice.

18.3 (C) Credit-worthiness for Firm and Interruptible
Transportation Service

For purposes of this FERC Gas Tariff First Revised Volume No. 1-A the insolvency of a Shipper shall be evidenced by the filing by such Shipper or any parent entity thereof (hereinafter collectively referred in this paragraph to as "the Shipper") of a voluntary petition in bankruptcy or the entry of a decree or order by a court having jurisdiction in the premises adjudging the Shipper as bankrupt or insolvent, or approving as properly filed a petition seeking reorganization, arrangement, adjustment or composition of or in respect of the Shipper under the Federal Bankruptcy Act or any Act or any other applicable federal or state law, or appointing a receiver, liquidator, assignee, trustee, sequestrator (or other similar official) of the Shipper

(Continued)

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Superseding: First Revised Sheet No. 75

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.3 (C) Credit-worthiness for Firm and Interruptible
Transportation Service (Continued)

or composition of or in respect of the Shipper under the Federal Bankruptcy Act or any Act or any other applicable federal or state law, or appointing a receiver, liquidator, assignee, trustee, sequestrator (or other similar official) of the Shipper or of any substantial part of its property, or the ordering of the winding-up liquidation of its affairs, with said order or decree continuing unstayed and in effect for a period of sixty (60) consecutive days.

(Continued)

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Third Revised Sheet No. 76 Third Revised Sheet No. 76 : Effective
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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

- 18.4 Upon request of PG&E GT-NW, Shipper shall from time to time submit estimates of daily, monthly and annual quantities of gas to be transported, including peak day requirements.

- 18.5 PG&E GT-NW shall not be obligated to install additional facilities, other than those specified in Paragraph 4.1 herein, that are required to provide service under this FERC Gas Tariff First Revised Volume No. 1-A; provided, however, PG&E GT-NW may install or Shipper may pay all of the expenses incurred for installing additional facilities on a nondiscriminatory basis and under terms that are mutually agreeable. In the event PG&E GT-NW incurs the cost of installing additional facilities on behalf of a Shipper, Shipper shall pay, in addition to the rate(s) stated in the applicable rate schedule, the prorated (based on Transportation Contract Demand) cost of service attributable to any such additional facilities until such time as a different allocation procedure is specified by Commission order.

- 18.6 Reserved

- 18.7 Reserved

(Continued)

Effective Date: 09/15/1998 Status: Effective

FERC Docket: RP98-375-000

Third Revised Sheet Nos. 77 - 80 Third Revised Sheet Nos. 77 - 80 : Effective

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

Sheet Nos. 77-80 are reserved for future use.

Third Revised Sheet No. 78 Third Revised Sheet No. 78 : Effective
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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.8 Transportation Request Form (Continued)

6. If Shipper requests service under Section 311(a), provide the following information concerning the party on whose behalf the transportation will be provided (the "On Behalf of" party):
- (a) The exact legal name of the "On Behalf Of" party:

 - (b) The "On Behalf Of" party's address (if other than Shipper):

 - (c) Is the "On Behalf Of" party:
A Local Distribution Company _____
An Intrastate Pipeline _____
7. If Shipper requests service under Section 311(a), Shipper must provide a certification that the service qualifies under 18 C.F.R. § 284.102. To enable PG&E GT-NW to verify that the requested transportation service will qualify under 18 C.F.R. § 284.102, the certification must provide facts showing that:
- (a) the "On Behalf Of" party will have physical custody of and transport the natural gas at some point; or
 - (b) the "On Behalf Of" party will hold title to the natural gas at some point, which may occur prior to , during, or after the time that the gas is transported by PG&E GT-NW, for a purpose related to the "On Behalf Of" party's status and function as an intrastate pipeline or its status and function as a local distribution company; or
 - (c) the gas will be delivered to a customer that is either located in the "On Behalf Of" party's service area, if the "On Behalf Of" party is a local distribution company, or is physically able to receive direct deliveries of gas from the "On Behalf Of" party, if the "On Behalf Of" party is an interstate pipeline, and that "On Behalf Of" party has certified that it is on its behalf that PG&E GT-NW will be providing the requested transportation service. (The "On Behalf Of" party's certification must be submitted with the Transportation Request Form.)

(Continued)

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Superseding: Second Revised Sheet No. 79

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.8 Transportation Request Form (Continued)

8. The intended use of the gas is:
_____ utility or pipeline system supply
_____ end use by industry or commerce
_____ other (specify)

9. Requested Commencement Date _____ (not to exceed
3 months from request date)
Termination Date _____
Evergreen clause desired (Complete for Part 284 Interruptible or
Firm Service only): Yes _____ No _____

10. Transportation Quantities:
a) Total Maximum Daily Quantity (MDQ): _____ Dth/day
b) Total quantity for contract period: _____ Dth

11. Notices to:

Mailing Address		

City	State	Zip

Street Address (if P.O. Box was used above)		

City	State	Zip

Attention	Title	

Telephone Number	Fax Number	

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

18. OPERATING PROVISIONS (Continued)

18.8 Transportation Request Form (Continued)

Invoices to:

Mailing Address		
City	State	Zip
Street Address (if P.O. Box was used above)		
City	State	Zip
Attention	Title	
Telephone Number	Fax Number	

(Continued)

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Superseding: Third Revised Sheet No. 81

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING, AND NOMINATIONS

19.1 Priority of Firm Service

Firm service shall have the highest priority on PG&E GT-NW's System. From time to time, PG&E GT-NW may not have sufficient capacity to accommodate all nominations for firm service through a given segment of its pipeline, Receipt Point, or Delivery Point. In that event, PG&E GT-NW shall schedule firm service using the following priorities.

19.1A FIRM SCHEDULING PRIORITIES THROUGH PIPELINE SEGMENTS.

PG&E GT-NW shall first schedule nominations for service within a shipper's Primary Path. In the event PG&E GT-NW has insufficient capacity to schedule all nominations for service within Shippers' Primary Paths, PG&E GT-NW shall schedule service to Shippers nominating for service along Primary Paths on a pro rata basis in accordance with each shipper's MDQ.

PG&E GT-NW will next schedule nominations for service within a shipper's Reverse Path. In the event PG&E GT-NW has insufficient capacity to schedule all nominations for service within Shippers' Reverse Paths, PG&E GT-NW shall schedule service to Shippers nominating for service along Reverse Paths on a pro rata basis in accordance with each shipper's MDQ.

19.1B FIRM SCHEDULING PRIORITIES THROUGH RECEIPT POINTS.

First, PG&E GT-NW shall schedule service to those shippers for whom the constrained receipt point is a Primary Receipt Point, up to each shipper's MDQ at that point (plus an allowance for fuel). In the event full service cannot be provided to shippers holding Primary Receipt Point rights, service will be scheduled on a pro rata basis based on each shipper's primary MDQ at that point.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.3 Priority of Authorized Overrun Service

Authorized overrun service shall have a priority lower than firm or interruptible as defined above. Priority within the overrun class shall be determined using a first-come, first-serve procedure.

19.4 Nominations

19.4(a) Information to be Provided with Nomination

A Shipper may nominate for transportation service on PG&E GT-NW electronically in accordance with Section 34 of the General Terms and Conditions of this Tariff. In accordance with GISB Standard 1.3.5, version 1.4, all nominations should include Shipper-defined begin dates and end dates. All nominations excluding intraday nominations should have roll-over options. Specifically, Shippers should have the ability to nominate for several days, months, or years, provided the nomination begin and end dates are within the term of Shipper's contract.

All nominations shall include, at a minimum:

a daily quantity of gas to be transported (expressed in Dekatherms);

previously approved and valid receipt and delivery points; and

shipper defined begin dates and end dates.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.5 Priority of Parking and Authorized Imbalance Service

Parking and Authorized Imbalance Service shall have the lowest priority on PG&E GT-NW's system. All other transportation service, including rectification of imbalances, have superior priority to these services.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

20. CURTAILMENT

PG&E GT-NW shall have the right to curtail, interrupt, or discontinue Transportation Service on any portion of its system at any time for reasons of Force Majeure or when capacity, supply, or operating conditions so require or it is necessary or desirable to make modifications, repairs, or operating changes to its system. PG&E GT-NW shall provide notice of such occurrences as is reasonable under the circumstances.

Capacity may become constrained at individual receipt points, delivery points or on segments of the pipeline. PG&E GT-NW shall exercise this curtailment provision only at the point(s) or segment(s) of the pipeline affected by the constraint. When capacity is constrained or otherwise insufficient to serve all the transportation requirements which are scheduled to receive service, PG&E GT-NW shall curtail Authorized Imbalance Service; followed by Interruptible Service, and finally Firm service.

Curtailment of Authorized Imbalance Service, if necessary, shall be performed in the opposite order of scheduling as set forth in Section 19.3 of this Tariff.

Curtailment of Interruptible Service, if necessary, will be performed in the opposite order of scheduling set forth in Section 19.2 of this Tariff

Curtailment of firm service if necessary, will be performed pro rata based on the MDQ across the contracts scheduled to use the capacity at the applicable receipt points, delivery point(s) or mainline segment(s) of pipeline.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.1B FIRM SCHEDULING PRIORITIES THROUGH RECEIPT POINTS. (Continued)

PG&E GT-NW shall then schedule service to those shippers for whom the constrained receipt point is a Secondary Receipt Point. In the event full service cannot be provided, service will be scheduled on a pro rata basis based on each shipper's MDQ.

19.1C FIRM SCHEDULING PRIORITIES THROUGH DELIVERY POINTS.

PG&E GT-NW shall first schedule service to those shippers for whom the constrained Delivery point is a Primary Delivery Point, up to each shipper's MDQ at that point. In the event full service cannot be provided to shippers holding Primary Delivery Point rights, service will be scheduled on a pro rata basis based on each shipper's MDQ at that point.

PG&E GT-NW shall then schedule service to those shippers for whom the constrained Delivery point is a Secondary Delivery Point. In the event full service cannot be provided, service will be scheduled on a pro rata basis based on each shipper's MDQ.

19.1D SCHEDULING PRIORITY FOR CAPACITY RELEASE

The Scheduling Priorities set out in this Section 19.1 also apply for capacity released under PG&E GT-NW's capacity release program, and are subject to the terms and conditions as specified in an executed firm service agreement between PG&E GT-NW and Shipper. All service under the capacity release program shall be considered firm for purposes of priority of service.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS (Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(a) Information to be Provided with Nomination
(Continued)

Shipper shall provide as a component of its nomination such business conditional data sets as may be required by PG&E GT-NW to enable it to identify, confirm, and schedule the nomination. Shipper shall also prioritize nominated receipts and deliveries when there is more than one supplier and more than one Shipper customer, respectively. Shipper designated priorities will be used to allocate gas when upstream and downstream nominations vary from PG&E GT-NW's Shipper nominations.

Shipper may nominate for any period of days, provided the nomination begin and end dates are within the term of the Shipper's Transportation Service Agreement or exhibit. Such nominations shall be deemed "Standing Nominations." All types of Nominations must be clearly and separately identified so that priorities of service can be distinguished. As required by GISB Standard 1.3.19, Version 1.4, overrun quantities should be requested on a separate transaction.

The receipt of the nomination is notice that all necessary regulatory approvals have been received and that valid upstream and downstream transportation and other contractual arrangements are in place.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)
19.4 Nominations (Continued)

19.4(b) Nomination Cycles

In accordance with GISB Standard 1.3.2, Version 1.4, PG&E GT-NW will utilize the following standard nomination cycles:

(i) THE TIMELY NOMINATION CYCLE:

11:30 a.m. (CCT) (9:30 a.m. PCT) nominations leave control of the nominating party;

11:45 a.m. (CCT) (9:45 a.m. PCT) receipt of nominations by PG&E GT-NW;

12:00 noon (CCT) (2:00 p.m. PCT) PG&E GT-NW sends Quick Response;

3:30 p.m. (CCT) (1:30 p.m. PCT) receipt of completed confirmations by PG&E GT-NW from upstream and downstream connected parties;

4:30 p.m. (CCT) (2:30 p.m. PCT) receipt of scheduled quantities by shipper and point operator (central clock time on the day prior to flow).

(ii) THE EVENING NOMINATION CYCLE:

6:00 p.m. (CCT) (4:00 p.m. PCT) nominations leave control of the nominating party;

6:15 p.m. (CCT) (4:15 p.m. PCT) receipt of nominations by PG&E GT-NW;

6:30 p.m. (CCT) (4:30 p.m. PCT) PG&E GT-NW sends Quick Response;

9:00 p.m. (CCT) (7:00 p.m. PCT) receipt of completed confirmations by PG&E GT-NW from upstream and downstream connected parties;

10:00 p.m. (CCT) (8:00 p.m. PCT) PG&E GT-NW provides scheduled quantities to affected shippers and point operators, and provides scheduled quantities and notice to bumped parties. Advance notice to bumped parties shall be provided by telephone, facsimile, or electronic mail, at the shipper's option.

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(b) Nomination Cycles (continued)

Scheduled quantities resulting from an Evening Nomination will be effective at 9:00 a.m. (CCT) (7:00 a.m. PCT) on gas day.

(iii) THE INTRADAY 1 NOMINATION CYCLE:

10:00 a.m. (CCT) (8:00 a.m. PCT) nominations leave control of the nominating party;

10:15 a.m. (CCT) (8:15 a.m. PCT) receipt of nominations by PG&E GT-NW;

10:30 a.m. (CCT) (8:30 a.m. PCT) PG&E GT-NW sends Quick Response;

1:00 p.m. (CCT) (11:00 a.m. PCT) receipt of completed confirmations by PG&E GT-NW from upstream and downstream connected parties;

2:00 p.m. (CCT) (12:00 noon PCT) PG&E GT-NW provides scheduled quantities to affected shippers and point operators, and provides scheduled quantities and notice to bumped parties. Advance notice to bumped parties shall be provided by telephone, facsimile, or electronic mail, at the shipper's option.

Scheduled quantities resulting from Intraday 1 Nominations should be effective at 5:00 p.m. (CCT) (3:00 P.M. PCT) on gas day.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(b) Nomination Cycles

(iv) THE INTRADAY 2 NOMINATION CYCLE:

5:00 p.m. (CCT) (3:00 p.m. PCT) nominations leave control of the nominating party;

5:15 p.m. (CCT) (3:15 p.m. PCT) receipt of nominations by PG&E GT-NW;

5:30 p.m. (CCT) (3:30 p.m. PCT) PG&E GT-NW sends Quick Response;

8:00 p.m. (CCT) (6:00 p.m. PCT) receipt of completed confirmations by PG&E GT-NW from upstream and downstream connected parties;

9:00 p.m. (CCT) (7:00 p.m. PCT) PG&E GT-NW provides scheduled quantities to affected shippers and point operators.

Scheduled quantities resulting from Intraday 2 Nominations should be effective at 9:00 p.m. (CCT) (7:00 p.m. PCT) on gas day.

Firm intraday nominations during the Intraday 2 Nomination Cycle may not bump nominated and scheduled interruptible volumes.

- (v) For purposes of GISB Standards 1.3.2 ii, iii, and iv (reflected in Paragraphs 19.4(b) (ii) through 19.4(b) (iv) above), "provide" shall mean, for transmittals pursuant to GISB Standards 1.4.x, receipt at the designated site, and for purposes of other forms of transmittal, it shall mean send or post.

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[TIME LINE]

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(b) Scheduling Timelines (Continued)

Transporter shall, at the end of each business day, make available to each Shipper information containing scheduled quantities including scheduled intraday nominations and any other scheduling changes.

PG&E GT-NW shall have the discretion to accept nominations at such later times as operating conditions permit and without detrimental impact to other shippers and upon confirmation that corresponding upstream and downstream arrangements in a manner satisfactory to PG&E GT-NW have been made. In the event later nominations are accepted, PG&E GT-NW will schedule those nominations after the nominations received before the nominations deadline, which is in accordance with GISB Standard 1.3.6, Version 1.4, that states nominations received after nomination deadline should be scheduled after the nominations received before the nomination deadline.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(c) Changes to Nominations

(1) Changes to Standing Nominations

In accordance with GISB Standard 1.3.7, Version 1.4, all nominations should be considered original nominations and should be replaced to be changed. When a nomination for a date range is received, each day within that range is considered an original nomination. When a subsequent nomination is received for one or more days within that range, the previous nomination is superseded by the subsequent nomination only to the extent of the days specified. The days of the previous nomination outside the range of the subsequent nomination are unaffected. Nominations have a prospective effect only. A nomination for a period within the start and end dates of a Standing Nomination replaces the Standing Nomination for the specific gas day(s) only and does not replace the remainder of the Standing Nomination.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(c) Changes to Nominations (Continued)

Such nominations must be received by PG&E GT-NW's Transportation Department in accordance with the scheduling timelines set out in Section 19.4(b).

In the event PG&E GT-NW does not receive information of upstream or downstream adjustments, PG&E GT-NW shall use the lesser of the new nomination or the previous nomination.

(2) Intraday Nominations

In accordance with GISB Standard 1.3.8, Version 1.4, all transportation service providers should allow for intraday nominations. Requests to amend previously scheduled nominations may be accepted during the gas day, subject to operational conditions and, further that corresponding upstream and downstream adjustments in a manner satisfactory to PG&E GT-NW can be confirmed. Such intraday nominations can be used to request increases or decreases in total flow, changes to receipt points, or changes to delivery points of scheduled gas. A request to increase a nomination for firm transportation up to the MDQ specified in the Service Agreement will be accommodated to the extent operating conditions permit. Firm intraday nominations other than during the Intraday 2 Nomination Cycle shall have priority over nominated and scheduled interruptible volumes. A request to increase a nomination for interruptible transportation shall be permitted only to the extent that capacity is available and that no displacement of other interruptible transportation occurs. Such changes will become effective only when system operating conditions, as determined by PG&E GT-NW, permit changes to occur.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS (Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(c) Changes to Nominations (Continued)

Intraday Nominations do not have roll-over options and will replace the Standing Nomination only for the duration of the Gas Day. Quantities for Intraday Nominations will be expressed in Dekatherms, and represent the total quantities to be delivered prior to the end of the effective Gas Day.

- (3) In accordance with GISB Standard 1.3.9, Version 1.4, all nominations, including Intraday Nominations, should be based on a daily quantity; thus, an Intraday Nominator need not submit an hourly nomination. Intraday nominations should include an effective date and time. The interconnected parties should agree on the hourly flows of the Intraday Nomination, if not otherwise addressed in transporter's contract or tariff.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

19. PRIORITY OF SERVICE, SCHEDULING AND NOMINATIONS (Continued)

19.4 Nominations (Continued)

19.4(d) Information Reliability

PG&E GT-NW shall be allowed to rely conclusively on the information submitted as part of the nomination in confirming the nomination for scheduling and allocation. Shipper must provide electronically to PG&E GT-NW Shipper's current designated contact, after hours and emergency telephone numbers. Such information must be updated as often as changes to such information occurs. PG&E GT-NW may rely solely upon the information provided by Shipper and will not be liable to Shipper if Shipper's contact information is outdated and communication attempts with such Shipper are unsuccessful.

19.4(e) Uniform Hourly Rates

Scheduled quantities will be received and delivered at a uniform hourly rate of confirmed quantity divided by 24, unless as determined by PG&E GT-NW, variance from the hourly rate will not be detrimental to the operation of the pipeline or adversely affect other PG&E GT-NW Shippers.

19.4(f) Gas Industry Standards Board Standards:

Nominations for service on PG&E GT-NW shall be further governed by the following standards adopted by the Gas Industry Standards Board. Unless otherwise specified, all standards are Version No. 1.4:

1.2.5; 1.2.6; 1.3.13; 1.3.14; 1.3.16; 1.3.22;
and 1.3.23.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

21. BALANCING

Balancing of thermally equivalent quantities of gas received and delivered by PG&E GT-NW shall be achieved as nearly as feasible on a daily basis, with any cumulative imbalance accounted for on a monthly basis. Correction of imbalances shall be the responsibility of the Shipper whether or not notified by PG&E GT-NW at the time of incurrence of the imbalance. Correction of imbalances shall be scheduled with PG&E GT-NW using the nomination process as soon as an imbalance is known to exist based on the best available current data. Nominations to correct imbalances shall have the lowest priority for scheduling purposes and shall be subject to the availability of capacity and other operational constraints for imbalance correction. If on any day capacity is insufficient to schedule all imbalance nominations, all such nominations shall be prorated accordingly. To maintain the operational integrity of its system, PG&E GT-NW shall have the right to balance any Shipper's account as conditions may warrant.

Imbalances shall exist as defined below and be subject to the applicable charges and penalties if not corrected.

a) Actual delivered quantity exceeds MDQ

An imbalance shall exist if the actual delivered quantity on any day exceeds the MDQ and the delivered quantity in excess of the MDQ has not been authorized by PG&E GT-NW (authorized Overrun).

Penalty: A Shipper shall be assessed \$5/Dth for the quantity that is greater than 10% of the MDQ or 1000 Dth, whichever is greater.

In addition, the quantity delivered in excess of the MDQ shall be charged the Authorized Overrun charge as provided in the applicable rate schedule of Shipper.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

21. BALANCING (Continued)

(b) Actual delivered quantity exceeds receipt quantity

A net positive imbalance shall exist if the difference between the delivered quantity and the quantity received, taking into account the reduction in quantity for compressor fuel use, yields a positive result. Commencing upon notification by PG&E GT-NW of the existence of the imbalance, Shipper shall have 3 days to correct the imbalance.

Penalty: If, at the end of the 3 day period the difference between the actual delivered quantity and the receipt quantity is in excess of 10% of the delivered quantity or 1000 Dth, whichever is greater, the Shipper shall be assessed a charge of \$5/Dth applied to the excess quantities. If the imbalance is not corrected within 45 days of PG&E GT-NW's notice of an imbalance, the Shipper shall be assessed an additional charge of \$5/Dth, applied to the net imbalance remaining at the end of the 45 day balancing period.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

21. BALANCING (Continued)

(c) Actual quantity received exceeds delivered quantity

A net negative imbalance shall exist if the difference between the delivered quantity and the quantity received taking into account the reduction in quantity for compressor fuel use, yields a negative result. Commencing upon notification by PG&E GT-NW of the existence of the imbalance, Shipper shall have 3 days to correct the imbalance.

Penalty: If, at the end of the 3 day period the difference between the actual quantity received and the delivered quantity is in excess of 10% of the delivered quantity or 1000 Dth, whichever is greater, the Shipper shall be assessed a penalty of \$2/Dth applied to the excess quantity. If the imbalance is not corrected within 45 days of PG&E GT-NW's notice of an imbalance, PG&E GT-NW shall be able to retain the remaining imbalance quantity without compensation to the Shipper and free and clear of any adverse claim.

(d) Scheduled delivery quantity exceeds actual delivered quantity

An imbalance shall exist when the quantity scheduled (nominated and confirmed) for delivery exceeds the actual delivered quantity.

Penalty: When the difference between the scheduled delivery quantity and actual delivered quantity is in excess of 10% of the actual deliveries, or 1000 Dth, whichever is greater, the Shipper shall be assessed the maximum applicable interruptible transportation rate applied to the excess quantities.

(Continued)

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Substitute Third Revised Sheet No. 84A Substitute Third Revised Sheet No. 84A : Effective
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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

21. BALANCING (Continued)

- (e) Actual delivered quantity exceeds scheduled delivery quantity

An imbalance shall exist when the quantity delivered exceeds the quantity scheduled (nominated and confirmed).

Penalty: When the difference between the actual delivered quantity and the scheduled delivery quantity is in excess of 10% of the scheduled quantity or 1000 Dth whichever is greater, the Shipper shall be assessed a charge of \$5/Dth applied to the excess quantity.

Imbalance determinations as described above will be performed on a daily basis and each daily occurrence will constitute a separate incident. It is recognized and understood that more than one penalty provision may apply to each imbalance incident.

In the event that any penalty would otherwise be applicable under these provisions as a direct consequence of any action or failure to take action by PG&E GT-NW or the failure of any facility under PG&E GT-NW's control, or an event of force majeure as defined in these Transportation General Terms and Conditions, said penalty shall not apply.

Interruptible Shippers will be notified whether penalties will apply on the day their volumes are reduced. PG&E GT-NW shall waive non-critical penalties for bumped shippers on the day of the bump. Waiver of non-critical penalties shall not relieve the shipper from the obligation to take corrective action to eliminate ongoing imbalances.

The payment of a penalty in dollars pursuant to Paragraph 21 shall under no circumstances be considered as giving any Shipper the right to deliver or take overrun quantities.

Upon termination of a Service Agreement, Shipper shall have 60 days to correct any remaining imbalances. After his period has elapsed, PG&E GT-NW shall have the right to retain any negative imbalance quantity without compensation to the Shipper and shall assess a charge of \$5/Dth for any positive imbalance quantity as applicable.

(Continued)

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Superseding: No. 84b

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

21. BALANCING (Continued)

- (f) Imbalance Netting: A Shipper may net imbalances between its service agreements, provided that PG&E GT-NW will be reimbursed for any transportation and fuel necessary to effectuate such netting. Resolution of imbalances by netting the Shipper's service agreements shall be scheduled with PG&E GT-NW using the nomination process.
- (g) Imbalance Trading:
 - (1) A Shipper, or its agent, may trade imbalances with other Shippers, their agents or other third-party firms that may conduct imbalance trading for Shippers, provided that PG&E GT-NW will be reimbursed for any transportation and fuel necessary to effectuate such trading. Resolution of imbalances by trading imbalances between Shippers shall be scheduled with PG&E GT-NW using the nomination process.
 - (2) Any trading of imbalances must result in each Shipper's imbalance decreasing.
 - (3) PG&E GT-NW shall process all imbalance trades at no additional administrative charge.
- (h) Posting Imbalance Trades:
 - (1) PG&E GT-NW shall provide free of charge an "Imbalance Trading" location on its Internet website to allow posting of imbalances to facilitate trading.
 - (2) PG&E GT-NW shall post a Shipper's imbalance if the Shipper provides written authorization to PG&E GT-NW authorizing it to post such imbalance information on the "Imbalance Trading" section of its Internet website.

(Continued)

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FERC Docket: MT00- 9-000

Fourth Revised Sheet No. 85 Fourth Revised Sheet No. 85 : Effective
Superseding: Third Revised Sheet No. 85

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

22. ANNUAL CHARGE ADJUSTMENT (ACA) PROVISION

- 22.1 Purpose: PG&E GT-NW shall recover from Shippers the annual charge assessed to PG&E GT-NW by the Federal Energy Regulatory Commission for budgetary expenses pursuant to Section 154.38(d)(6) of the Commission's regulations and Order No. 472 issued May 29, 1987. PG&E GT-NW shall recover this charge by means of an Annual Charge Adjustment (ACA); a per unit rate equivalent to the unit rate assessed against PG&E GT-NW by the Commission shall be included in PG&E GT-NW's transportation rates. (During the period that this ACA provision is in effect, PG&E GT-NW shall not recover in a Natural Gas Act Section 4 rate case annual charges recorded in FERC Account No. 928 assessed to PG&E GT-NW by the Commission pursuant to Order No. 472.)
- 22.2 Filing Procedure: The notice period and proposed effective date of filings pursuant to this paragraph shall be as permitted under Section 4 of the Natural Gas Act; provided, however, that any such filing shall not become effective unless they become effective without suspension or refund obligation.
- 22.3 ACA Unit Rate Adjustment: PG&E GT-NW's ACA unit rate shall be the unit rate used by the Commission to determine the annual charge assessment to PG&E GT-NW, and shall be reflected in the Statement of Effective Rates and Charges of this FERC Gas Tariff First Revised Volume No. 1-A.
- 22.4 Affected Rate Schedules: The ACA provision shall apply to all rate schedules contained in PG&E GT-NW's FERC Gas Tariff First revised Volume No. 1-A.

23. SHARED OPERATING PERSONNEL AND FACILITIES

PG&E GT-NW does not share any operating personnel or facilities with its Marketing Affiliates. To the extent PG&E elects service under Rate Schedule USS-1, PG&E GT-NW employees involved with the implementation of USS-1 service will operate independently from PG&E GT-NW's pipeline operating employees.

(Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

Second Revised Sheet No. 86 Second Revised Sheet No. 86 : Effective

Superseding: First Revised Sheet No. 86

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

24. COMPLAINT PROCEDURES

- 24.1 Any Shipper or potential Shipper may register a complaint regarding requested or provided transportation service. The complaint may be communicated to PG&E GT-NW primarily by use of PG&E GT-NW's Electronic Bulletin Board (EBB) and secondarily either orally, and/or in writing. Oral complaints should be made to PG&E GT-NW's Manager of Gas Transportation and Services, telephone (503) 833-4300. Written complaints should be sent via registered or certified mail, facsimile (FAX No. (503) 833-4396), or hand delivered to:

PG&E Gas Transmission, Northwest Corporation
2100 Southwest River Parkway
Portland, OR 97201
Attention: Manager of Gas Transportation and Services

Oral, written and EBB-submitted complaints must contain the following minimum information:

- Shipper or potential Shipper's name, address, and FAX and telephone numbers;
- Shipper or potential Shipper's contact representative;
- A clear, concise statement of the complaint.

Each complaint will be recorded in PG&E GT-NW's Transportation Service Complaint Log maintained by PG&E GT-NW's Gas Transportation and Services Department located in Portland. Complaints will be logged by date and time received by PG&E GT-NW.

- 24.2 PG&E GT-NW will initially respond to each complaint within forty-eight (48) hours after PG&E GT-NW receives it. PG&E GT-NW will provide a written response to each complaint within thirty (30) days after PG&E GT-NW receives it. PG&E GT-NW's written response will be sent to Shipper or potential Shipper by certified or registered mail. If the complaint was filed by the EBB, then PG&E GT-NW shall respond via the EBB. A copy of all complaints will be filed in the Transportation Service Complaint Log.

(Continued)

Effective Date: 09/15/1998 Status: Effective
FERC Docket: RP98-375-000

Fourth Revised Sheet No. 87 Fourth Revised Sheet No. 87 : Effective
Superseding: Third Revised Sheet No. 87

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

25. INFORMATION CONCERNING AVAILABILITY AND PRICING OF TRANSPORTATION
SERVICE AND CAPACITY AVAILABLE FOR TRANSPORTATION

25.1 Any affiliated or nonaffiliated Shipper or potential Shipper
may obtain information concerning the availability and pricing
of PG&E GT-NW's transportation services and the pipeline
capacity available for transportation by:

- (a) Contacting PG&E GT-NW at:
PG&E Gas Transmission - Northwest
Marketing and Transportation Department
2100 Southwest River Parkway
Portland, OR 97201
Telephone: (503) 833-4300

Inquiries may be made orally or in writing.
Upon request, PG&E GT-NW will provide to any Shipper or
potential Shipper a copy of its FERC Gas Tariff, First
Revised Volume No. 1-A, as well as any published notices
concerning discounts then available to existing Shippers
on the PG&E GT-NW system.

- (b) Subscribing to PG&E GT-NW's twenty-four (24) hour
Electronic Bulletin Board by calling 1-503-833-4310.
The Electronic Bulletin Board provides current
information concerning the availability and pricing of
transportation service on the PG&E GT-NW system,
including all effective rates and discount notices, and
capacity available for transportation.

- (c) Accessing PG&E GT-NW's Internet Web site through
WWW.PGE-NW.COM/OPERATIONS. This web site provides the
same information as available on PG&E GT-NW's Electronic
Bulletin Board.

25.2 The procedures to be followed by a potential Shipper requesting
transportation service from PG&E GT-NW or by an existing
Shipper requesting an amendment to its existing service or
additional service from PG&E GT-NW are specified in Paragraph
18 of these Transportation General Terms and Conditions.

(Continued)

Effective Date: 10/29/2001 Status: Pending

FERC Docket: RP99-518-023

Fifth Revised Sheet No. 87 Fifth Revised Sheet No. 87 : Pending

Superseding: Fourth Revised Sheet No. 87

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

25. INFORMATION CONCERNING AVAILABILITY AND PRICING OF TRANSPORTATION SERVICE AND CAPACITY AVAILABLE FOR TRANSPORTATION
- 25.1 Any affiliated or nonaffiliated Shipper or potential Shipper may obtain information concerning the availability and pricing of PG&E GT-NW's transportation services and the pipeline capacity available for transportation by:
- (a) Contacting PG&E GT-NW at:
PG&E Gas Transmission - Northwest
Marketing and Transportation Department
2100 Southwest River Parkway
Portland, OR 97201
Telephone: (503) 833-4300

Inquiries may be made orally or in writing.
Upon request, PG&E GT-NW will provide to any Shipper or potential Shipper a copy of its FERC Gas Tariff, First Revised Volume No. 1-A, as well as any published notices concerning discounts then available to existing Shippers on the PG&E GT-NW system.
 - (b) Subscribing to PG&E GT-NW's twenty-four (24) hour Electronic Bulletin Board by calling 1-503-833-4310. The Electronic Bulletin Board provides current information concerning the availability and pricing of transportation service on the PG&E GT-NW system, including all effective rates and discount notices, and capacity available for transportation.
 - (c) Accessing PG&E GT-NW's Internet Web site through WWW.PGE-NW.COM/OPERATIONS. This web site provides the same information as available on PG&E GT-NW's Electronic Bulletin Board.
 - (d) Accessing PG&E GT-NW's capacity postings under the capacity option in the info postings menu on PG&E GT-NW's Internet Website at www.pge-nw.com/info_post/.
- 25.2 The procedures to be followed by a potential Shipper requesting transportation service from PG&E GT-NW or by an existing Shipper requesting an amendment to its existing service or additional service from PG&E GT-NW are specified in Paragraph 18 of these Transportation General Terms and Conditions.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Third Revised Sheet No. 88 Third Revised Sheet No. 88 : Effective
Superseding: Second Revised Sheet No. 88

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

25. INFORMATION CONCERNING AVAILABILITY AND PRICING OF TRANSPORTATION
SERVICE AND CAPACITY AVAILABLE FOR TRANSPORTATION (Continued)

25.3 The procedures to be followed by Shippers for submitting
nominations for transportation service are specified in
Paragraph 19 of these Transportation General Terms and
Conditions.

26. MARKET CENTERS

The Market Center is defined as a point of interconnection between
PG&E GT-NW and other pipelines and local distribution companies.
PG&E GT-NW shall provide for Market Centers on PG&E GT-NW. Parties
wishing to use Market Centers on the PG&E GT-NW system shall contact
PG&E GT-NW for this service. At these Market Centers, entities may
trade gas quantities without actively shipping the gas either
upstream or downstream of the Market Center. Such entities must
nominate for the gas transactions in accordance with the nomination
procedures of the Transportation General Terms and Conditions of
First Revised Volume No. 1-A. An entity's nomination for upstream
supply and downstream delivery must match the corresponding upstream
Shipper nomination and the downstream customer request.

(Continued)

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FERC Docket: RP98-375-000

Second Revised Sheet No. 88A Second Revised Sheet No. 88A : Effective
Superseding: First Revised Sheet No. 88A

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

27. PLANNED PG&E GT-NW CAPACITY CURTAILMENTS AND INTERRUPTIONS

- 27.1 When PG&E GT-NW needs to temporarily curtail or interrupt service to any Shipper hereunder for the purpose of making planned alterations or repairs, PG&E GT-NW shall give Shipper as much notice as possible of the process so that each Shipper's firm transportation requirements are taken into account in the planning process.
- 27.2 In the spring of each year PG&E GT-NW shall publish on its Internet Web Site and its electronic bulletin board (EBB) to all Shippers a schedule of planned major maintenance and repairs which affect system capacity. The schedule shall show the estimated delivery point capacity for the next 12 months.
- 27.3 On a daily basis PG&E GT-NW shall post, on its Internet Web Site and its EBB, capacity for each forthcoming gas day plus the estimated capacity for the next two gas days.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 89 Second Revised Sheet No. 89 : Effective
Superseding: First Revised Sheet No. 89

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE

28.1 Eligibility to Release

Any firm Shipper which contracts for firm transportation service under Part 284 of the Commission's regulations (Releasing Shipper) is eligible to release all or part of its capacity (Parcel) for use by another party (Replacement Shipper). Any Replacement Shipper which has previously contracted for a Parcel may also release its capacity to another party as a secondary release subject to the terms and conditions described herein.

Upon releasing a Parcel, consistent with the terms and conditions described herein, all Releasing Shippers shall remain ultimately liable for all reservation charges billable for the originally contracted service. The Releasing Shipper, whether a primary or secondary capacity holder, must post the capacity it seeks to release on PG&E GT-NW's Electronic Bulletin Board (EBB) prior to the close of the Posting Period defined herein.

A Releasing Shipper may release all or a portion of its capacity for the remainder of the term of its contract and extinguish its contractual obligations to PG&E GT-NW with respect to that portion provided that: 1) the Replacement Shipper for this capacity is creditworthy pursuant to PG&E GT-NW's credit standards; and 2) that the rate paid by the Replacement Shipper be no less than the rate contracted between the Releasing Shipper and PG&E GT-NW for the maximum volume, for the remaining term of the contract or the Releasing Shipper's maximum tariff rate. The release may be structured such that the right of first refusal may transfer to the Replacement Shipper even if the release has recall provisions and has been recalled by the Releasing Shipper at the end of the service agreement.

(Continued)

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FERC Docket: RP01-427-000

Seventh Revised Sheet No. 90 Seventh Revised Sheet No. 90 : Superseded
Superseding: Sixth Revised Sheet No. 90

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.2 Types of Release

A Releasing Shipper may release a Parcel for a term (Release Term) up to or equivalent to the remaining term under its service agreement with PG&E GT-NW. Types of releases include:

NON-PREARRANGED - BIDDING REQUIRED

- (1) Greater than or equal to one day, is not prearranged and requires bidding.

PREARRANGED RELEASES - BIDDING REQUIRED

- (1) Greater than or equal to one day and less than three hundred and sixty-five days. This type of release is prearranged, requires bidding, has no rate cap on allowable bids and allows for the right of first refusal. Bidding is pursuant to the methodology selected by the Releasing Shipper.
- (2) Greater than or equal to three hundred and sixty-five days at a rate less than the maximum applicable tariff rate. This type of release is prearranged, allows for bidding up to the maximum applicable tariff rate and allows for the right of first refusal. Bidding is pursuant to the methodology selected by the Releasing Shipper.

PREARRANGED RELEASES - BIDDING NOT REQUIRED

- (1) Less than or equal to thirty-one days. This type of release is prearranged and does not require bidding. This release cannot be rolled-over, renewed or otherwise extended beyond the term described above unless the Releasing Shipper follows the posting and bidding procedures that apply to the particular term sought contained in this Paragraph 28. The Releasing Shipper may not re-release this Parcel to the same Replacement Shipper until 28 days after the term of the initial release has ended.
- (2) Greater than or equal to three hundred and sixty-five days at the maximum applicable tariff rate. This type of release is prearranged and does not require bidding.

(Continued)

Effective Date: 09/01/2001 Status: Effective
FERC Docket: RP01-501-000

Seventh Revised Sheet No. 91 Seventh Revised Sheet No. 91 : Effective
Superseding: Sixth Revised Sheet No. 91

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.3 Notice Requirements

Any Releasing Shipper electing to release capacity shall submit a notice via PG&E GT-NW's EBB that it elects to release firm capacity. The notice shall set forth the following information:

- (a) Releasing Shipper's legal name, contract number, and the name, title, address, telephone number, and fax number of the individual responsible for authorizing the release of capacity.
- (b) Rate schedule of the Releasing Shipper.
- (c) In accordance with GISB Standard 5.3.26, Version 1.4, Releasing Shipper has choice to specify dollars and cents or percents of maximum tariff rate in the denomination of bids and all transportation service providers should support this. Once the choice is made by the Releasing Shipper, the bids should comport with the choice. In accordance with GISB Standard 5.3.27, Version 1.4, for purposes of bidding and awarding, maximum/minimum rates specified by the Releasing Shipper should include the tariff reservation rate and all demand surcharges, as a total number or as stated separately. If a volumetric rate is used, Releasing Shipper must indicate whether bids on a reservation charge basis will be accepted as well and if so must specify the method of evaluating the two types of bids. Releasing Shipper also should indicate whether bids will be accepted on a dollar basis or as a percentage of the Releasing Shipper's as-billed rate.
- (d) Daily quantity of capacity to be released, expressed in Dth/d, at the designated delivery point(s). (This must not exceed Releasing Shipper's maximum contract demand available for capacity release and shall state the minimum quantity expressed in Dth/d acceptable for release.)

(Continued)

Effective Date: 06/01/2001 Status: Effective
FERC Docket: RP01-400-000

Sixth Revised Sheet No. 92 Sixth Revised Sheet No. 92 : Effective
Superseding: Fifth Revised Sheet No. 92

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.3 Notice Requirements (Continued)

- (e) The term of the release, identifying the date release is to begin and terminate. The minimum release term acceptable to PG&E GT-NW shall be one day.
- (f) Whether the Releasing Shipper is willing to consider release for a shorter period of time than that specified in (e) above and if so, the minimum acceptable period of release.
- (g) The receipt and delivery point.
- (h) Whether Option 1, 2, or 3 shall be used to determine the highest valued bid (see Section 28.7(a) for a description of bid evaluation options 1, 2 and 3).
- (i) Whether the Releasing Shipper wants PG&E GT-NW to market its released capacity.
- (j) Whether the Releasing Shipper requests to waive the creditworthiness requirements and agrees in such event to remain liable for all charges, or, if the release is for one year (365 days) or less, whether Releasing Shipper requests that the creditworthiness provisions of Paragraph 18.3(A) (1) (c) shall apply.
- (k) Whether Releasing Shipper is a marketing or other affiliate of PG&E GT-NW.
- (l) If release is a prearranged release, the Prearranged Shipper must be qualified pursuant to the criteria of Paragraph 28.6(a) unless waived above. Releasing Shipper shall include the Prearranged Shipper bid information pursuant to Paragraph 28.6(b) with its release information and shall indicate whether the Prearranged Shipper is affiliated with PG&E GT-NW or the Releasing Shipper.
- (m) Any special nondiscriminatory terms and conditions applicable to the release.

(Continued)

Effective Date: 06/01/2001 Status: Effective

FERC Docket: RP01-400-000

Third Revised Sheet No. 93 Third Revised Sheet No. 93 : Effective

Superseding: Second Revised Sheet No. 93

TRANSPORTATION GENERAL TERMS AND CONDITIONS

(Continued)

28. CAPACITY RELEASE (Continued)

28.3 Notice Requirements (Continued)

- (n) Tie-breaker method preferred: (1) pro rata, (2) lottery, (3) order of submission (first-come/first-serve). If none are selected, the system defaults to pro rata.
- (o) Recall provisions. These provisions must be objectively stated, nondiscriminatory, applicable to all bidders, operationally and administratively feasible as determined by PG&E GT-NW and in accordance with PG&E GT-NW's tariff.
- (p) The minimum rate (percentage of: reservation charge or a volumetric equivalent of the maximum reservation charge applicable to the Parcel on a 100% load-factor basis) acceptable to Releasor for this Parcel. Releasing Shipper also should indicate whether bids will be accepted on a dollar basis or as a percentage of the Releasing Shipper's as-billed rate.
- (q) Whether the Releasing Shipper is willing to accept contingent bids that extend beyond the close of the Bid Period and, if so, any nondiscriminatory terms and conditions applicable to such contingencies including the date by which such contingency must be satisfied (which date shall not be later than the last day upon which PG&E GT-NW must award capacity) and whether, or for what time period, the next highest bidder(s) will be obligated to acquire the capacity should the winning contingent bidder be unable to satisfy the contingency specified in its bid.
- (r) Whether the Releasing Shipper wants to specify a longer bidding period for its Parcel than specified at Paragraph 28.8.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 94 First Revised Sheet No. 94 : Effective
Superseding: Substitute Original Sheet No. 94
TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.4 Marketing of Capacity Fee

PG&E GT-NW may act as a facilitator between a Releasing Shipper and a Replacement Shipper(s) that wishes to contract for that Releasing Shipper's capacity. All such Parcels must be posted on the EBB initially. A posting of a Parcel facilitated by PG&E GT-NW will include both the Parcel by the Releasing Shipper and the bid by the Prearranged Shipper. A marketing of capacity fee shall be negotiated between PG&E GT-NW and Releasing Shipper in a nondiscriminatory manner. Such a fee will apply when: a Releasing Shipper requests PG&E GT-NW to market released capacity, PG&E GT-NW actively markets such capacity beyond posting on the EBB, and such marketing results in capacity being released to a Replacement Shipper.

28.5 Posting of a Parcel

The posting of a Parcel constitutes an offer to release the capacity provided a willing Replacement Shipper submits a valid bid consistent with PG&E GT-NW's Transportation General Terms and Conditions. The posting must contain the information contained in Paragraph 28.3. Any specific conditions posted by the Releasing Shipper must be operationally feasible, nondiscriminatory to other shippers, and in conformance with PG&E GT-NW's tariffs. If the Parcel is being released as a secondary release, then any recall provisions included in the primary release which may affect the re-release of this capacity must be included in the terms and conditions of the secondary release. Each Parcel will be reviewed by PG&E GT-NW prior to posting on the EBB for bidding. The receipt of a valid release will be acknowledged by the issuance of a release confirmation to the Releasing Shipper's EBB mailbox by PG&E GT-NW.

It is the Releasing Shipper's sole responsibility to provide release and Prearranged Shipper bid information in advance of the close of the Posting Period.

(Continued)

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FERC Docket: RP01-501-000

Sixth Revised Sheet No. 95 Sixth Revised Sheet No. 95 : Effective
Superseding: Fifth Revised Sheet No. 95

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.5 Posting of a Parcel (Continued)

Releasing Shippers who elect to release capacity based on nondiscriminatory recall provisions and/or special terms and conditions are required to submit their request to release capacity by at least two business days before the close of the Posting Period as stated in Section 28.8. This is to ensure adequate time for PG&E GT-NW to review and validate that any recall and/or special terms and conditions are not discriminatory.

All Prearranged Shipper bids are subject to the Prearranged Shipper(s) meeting the preliminary qualifications as defined in Paragraph 28.6(a) for Replacement Shippers.

A Parcel may be revised or withdrawn by the Releasing Shipper at any time prior to the close of the Posting Period. A Parcel cannot be revised after the close of the Posting Period. In accordance with GISB Standard 5.3.14, Version 1.4 offers should be binding until written or electronic notice of withdrawal is received by the capacity release service provider. Parcels may be withdrawn subsequent to the close of the Posting Period and up until the close of the Bid Period only in situations where the Releasing Shipper has an unanticipated need for the capacity. In such instances, Releasing Shipper shall notify PG&E GT-NW electronically of its need to withdraw the Parcel due to an unanticipated need for the capacity. The withdrawal or revision of a Parcel will terminate all bids submitted for that Parcel to date. Replacement Shippers will need to resubmit their bids for the Parcel if the Parcel is resubmitted for release.

(Continued)

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Superseding: Second Revised Sheet No. 96

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.6 Bidding for a Parcel

(a) Preliminary Qualification

Replacement Shippers are encouraged to pre-qualify in advance of any postings on PG&E GT-NW's EBB as credit requirements will take differing amounts of time to process depending on the particular financial profile of Replacement Shippers. The pre-qualification process will authorize a pre-set maximum monthly financial exposure level for the Replacement Shipper. Such exposure levels may be adjusted by PG&E GT-NW periodically re-evaluating a Replacement Shipper's credit-worthiness.

Releasing Shippers may exercise their option to waive the credit requirements for any Replacement Shipper wishing to bid on a Parcel posted by that Releasing Shipper. Such waiver must be made on a nondiscriminatory basis. PG&E GT-NW must be informed of such waiver via the EBB before it will authorize such Replacement Shipper's participation with respect to that particular Parcel. In this instance, no pre-set maximum monthly financial exposure level is applicable.

Should a Releasing Shipper waive the credit requirements for a Replacement Shipper, the Releasing Shipper shall be liable for all charges incurred by the Replacement Shipper in the event such Replacement Shipper defaults on payment to PG&E GT-NW for such capacity release service.

(Continued)

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FERC Docket: RP02-164-000

Second Revised Sheet No. 97 Second Revised Sheet No. 97 : Effective
Superseding: First Revised Sheet No. 97

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.6 Bidding for a Parcel (Continued)

(a) Preliminary Qualification (Continued)

Any potential Replacement Shipper may submit a bid for parcels posted for release. PG&E GT-NW will determine the highest valued bid, based on the bid evaluation method selected by the Releasing Shipper, and verify that the Shipper placing the bid meets PG&E GT-NW's credit requirements before awarding the parcel. Upon notification by PG&E GT-NW of an award of a Parcel, PG&E GT-NW shall complete a new FTS-1 or LFS-1 contract with the particulars of the awarded Parcel and Replacement Shipper shall execute this new contract electronically through the use of an authorization code procedure on the EBB.

Once a Replacement Shipper has acquired capacity, authority is granted to the Replacement Shipper to release that capacity, unless the Releasing Shipper has specified that the Parcel cannot be re-released.

The execution of the FTS-1 or LFS-1 service agreement will constitute an obligation on the part of the Replacement Shipper to be bound by the terms and conditions of PG&E GT-NW's capacity release program as set forth in these Transportation General Terms and Conditions.

(b) Submitting a Bid

All bids must be submitted through the use of PG&E GT-NW's EBB. Such bids shall be "open" for all participants to review. The particulars of all bids will be available for review but not the identity of bidders. PG&E GT-NW will post the identity of the winning bidder(s) only.

A Replacement Shipper cannot request that its bid be "closed", nor can a Releasing Shipper specify that "closed" bids be submitted on its releases. A Replacement Shipper may submit only one bid per Parcel posted at any one point in time. Bids received after the close of the Bid Period shall be invalid. The Replacement Shipper may bid for no more than the quantity of the Parcel posted by the Releasing Shipper. Simultaneous bids for more than one Parcel are permitted.

(Continued)

Effective Date: 03/27/2002 Status: Effective

FERC Docket: RP02-164-000

Second Revised Sheet No. 98 Second Revised Sheet No. 98 : Effective
Superseding: First Revised Sheet No. 98

Reserved for future use.

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FERC Docket: RP00-567-000

Third Revised Sheet No. 99 Third Revised Sheet No. 99 : Effective
Superseding: Second Revised Sheet No. 99

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.6 Bidding for a Parcel (Continued)

(b) Submitting a Bid (Continued)

A valid bid to contract for a Parcel must contain the following information:

- (1) Replacement Shipper's legal name, address, telephone and fax numbers and the name and title of the individual responsible for authorizing the bid.
- (2) The identification of the Parcel bid on.
- (3) Term of service requested. The term of service must not exceed the term included in the Parcel.
- (4) Percentage of the applicable maximum rate, as identified in the Parcel, that Replacement Shipper is willing to pay, or price in dollars and cents per Dth/d, that the Replacement Shipper is willing to pay. A Replacement Shipper may not bid below the minimum applicable charge or rate. Effective until September 30, 2002, or such other date as the Commission shall determine, a Replacement Shipper bidding for capacity with a term of less than one year may bid above the maximum authorized charge or rate for the Parcel.
- (5) The quantity desired not to exceed the quantity contained in the Parcel, expressed on a Dth/d delivered basis and greater than the minimum quantity acceptable to Replacement Shipper.
- (6) Whether or not Replacement Shipper is an affiliate of the Releasing Shipper.
- (7) A statement as to whether or not Replacement Shipper is an affiliate of the Releasing Shipper.

(Continued)

Effective Date: 09/01/2001 Status: Effective
FERC Docket: RP01-501-000

Fifth Revised Sheet No. 100 Fifth Revised Sheet No. 100 : Effective
Superseding: Fourth Revised Sheet No. 100

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.6 Bidding for a Parcel (Continued)

(b) Submitting a Bid (Continued)

(8) An affirmative statement that Replacement Shipper agrees to be bound by the terms and conditions of Rate Schedule FTS-1 and PG&E GT-NW's capacity release provisions in its tariff.

(9) Whether the bid is a contingent bid and the contingencies which must be satisfied by the date specified by the Releasing Shipper in its posting of the Parcel.

(c) Confirmation of Bids

The receipt of a valid bid by PG&E GT-NW will be Shipper's EBB mailbox by PG&E GT-NW. It is the Replacement Shipper's sole responsibility to verify the correctness of the submitted bid and to take any corrective action necessary by resubmitting a bid when notified of an invalid or incomplete bid by PG&E GT-NW via the EBB. This must be done before the close of the Bid Period.

(d) Withdrawn or Revision of Bids

A previously submitted bid may be withdrawn or revised and resubmitted at any time prior to the close of the Bid Period with no obligation on the Replacement Shipper's part. Resubmitted bids must be equal to or greater in value than the initial bids. Lower valued bids will be invalid. In accordance with GISB Standard 5.3.13, Version 1.4, bids should be binding until written or electronic notice of withdrawal is received by the capacity release service provider.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS (Continued)

28. CAPACITY RELEASE (Continued)

28.7 Allocation of Parcels

(a) Primary Allocation

Winning bids for Parcels shall be awarded based on one of the following three options to be selected by the Releasing Shipper when posting a Parcel:

Option 1 - Highest Rate Equivalent

Bids will be given priority based on the maximum rate bid as represented by (1) a Replacement Shipper's bid of the percentage of the maximum authorized reservation charge or a volumetric equivalent of the maximum reservation charge applicable to the Parcel on a 100% load factor basis, or (2) a Replacement Shipper's bid in terms of absolute dollars and cents per Dth. Effective until September 30, 2002, or such other date as the Commission shall determine, for releases with a term less than one year, the percentage rate bid by Replacement Shippers may be in excess of 100% of the maximum authorized reservation charge or rate. A bid queue will be maintained for each individual Parcel.

Option 2 - Present Value

Bids will be given priority based on the net present value of the bid according to the following formula:

$$\text{Present Value per} = P * R * \frac{(1 + i)^n - 1}{i (1 + i)}$$

where: P = percent of the rate or charge that the Replacement Shipper is willing to pay.
Effective until September 30, 2002, or such other date as the Commission shall determine, for releases with a term of less than one year, the percentage rate bid by Replacement Shippers may be in excess of 100% of the maximum authorized reservation charge or rate.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.7 Allocation of Parcels (Continued)

(a) Primary Allocation (Continued)

R = Rate or charge calculated as: The applicable maximum authorized reservation charge(s) per Dth (or a volumetric equivalent of the maximum reservation charge(s) applicable to the Parcel on a 100% load factor basis) in effect at the time of the bid for service from the same receipt point to the same delivery point under the Releasing Shipper's rate schedule.

i = FERC's annual interest rate divided by 12.

n = number of periods for which the bidder wishes to contract, not to exceed the maximum periods to be released by the Releasing Shipper. For releases greater than or equal to one month, the period is the number of months. For releases less than one month the period is the number of days.

A bid queue will be maintained for each individual Parcel.

Option 3 - Net Revenue. Bids will be given priority based on the net revenue for the term of the bid.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.7 Allocation of Parcels (Continued)

(a) Primary Allocation (Continued)

If Releasing Shipper does not specify an option for determining best bid, Option 2 will be the default option used.

Under all options, PG&E GT-NW will evaluate and rank all bids for Parcels.

(b) Right of First Refusal

In the case of a Prearranged Shipper's bid for a Parcel with a term equal to one month or greater, at a rate other than at the highest valued bid, pursuant to the methodology specified by the Releasing Shipper, if the bid submitted by a subsequent Replacement Shipper exceeds the value of the Prearranged Shipper's bid, the Prearranged Shipper will be allowed to match the higher valued bid. The Prearranged Shipper will be allowed a match period, as specified in Section 28.8, to match the higher valued bid, otherwise, the allocation will be awarded to subsequent Replacement Shipper(s) in accordance with the primary and secondary allocation mechanisms.

(c) Secondary Allocation

To the extent there is more than one Replacement Shipper submitting a winning bid, the Parcel shall be allocated based on one of the following tie-breaker methodologies to be selected by the Releasing Shipper: pro rata, lottery, or order of submission (first come/first serve).

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.7 Allocation of Parcels (Continued)

(d) Confirmation of Allocation

Upon each completion of an allocation, the successful Replacement Shipper(s) will be notified of the terms under which they have contracted for the awarded Parcel. The notification will be provided in the form of an e-mail to the Replacement Shipper(s). The notice will include the Replacement Shipper's Rate Schedule FTS-1 or LFS-1 service agreement number and the pertinent terms of the Replacement Shipper's bid as well as any additional terms specified by the Releasing Shipper. The Releasing Shipper will be notified of the terms under which its Parcel has been awarded. The notification will be provided in the form of an e-mail to the Releasing Shipper. The notification will include all of the pertinent terms of the Releasing Shipper's parcel.

(e) Purging of Expired Bids

All unfulfilled bids, as well as any unfulfilled portions of bids which receive a partial award, will become ineffective as of the completion of bid reconciliation and the close of the Bid Period. Each unsuccessful Replacement Shipper which has bid shall receive a notice by e-mail indicating the ineffectiveness of the bid.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.7 Allocation of Parcels (Continued)

(e) Purging of Expired Bids (Continued)

Information regarding all bids for all Parcels shall be archived off-line before being purged from the system.

28.8 Scheduling of Parcels, Bids and Notifications

In accordance with GISB Standard 5.3.2, Version 1.4, the following timelines apply to capacity release transactions.

For short-term releases, less than 5 months (all times listed are Central Clock Time):

1:00 P.M. (11:00 A.M. PCT)	Offers should be tendered by 1:00 P.M. on the day before nominations for short-term releases;
2:00 P.M. (12:00 P.M. PCT)	Open season ends no later than 2 P.M. on the day before nominations are due; Evaluation period begins at 2 P.M. during which contingency eliminated, determination of best bid is made, and ties are broken;
3:15 P.M. (1:15 P.M. PCT)	Evaluation period ends at 3:15 P.M.; Match or award is communicated by 3:15 P.M.;
4:00 P.M. (2:00 P.M. PCT)	Match response by 4 P.M.;
5:00 P.M. (3:00 P.M. PCT)	Award posting by 5 P.M.;

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.8 Scheduling of Parcels, Bids and Notifications (Continued)

9:00 A.M. (7:00 A.M. PCT) Posting of prearranged deals not
(Following Day) subject to bid by 9 A.M. the day
of nominations (including
release types "Prearranged Deal
A" and "Prearranged Deal B" as
defined in Section 28.2);

10:00 A.M. (8:00 A.M. PCT) Contract tendered with contract
(Following Day) # by 10 A.M.; contract executed:
nomination possible for next day
gas flow.

For Longer Term Releases (5 months or more):

1:00 P.M. (11:00 A.M. PCT) Offers should be tendered by
1:00 P.M. four business days
before award for long-term
releases;

2:00 P.M. (12:00 P.M. PCT) Open season ends no later than 2
P.M. on the day before
nominations are due (open season
is three business days);

Evaluation period begins at 2
P.M. during which contingency is
eliminated, determination of
best bid is made, and ties are
broken;

3:15 P.M. (1:15 P.M. PCT) Evaluation period ends at 3:15
P.M.;

Match or award is communicated
by 3:15 P.M.;

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.8 Scheduling of Parcels, Bids and Notifications (Continued)

4:00 P.M. (2:00 P.M. PCT) Match response by 4 P.M.;

5:00 P.M. (3:00 P.M. PCT) Award posting by 5 P.M.;

9:00 A.M. (7:00 A.M. PCT) Posting of prearranged deals not
(Following Day) subject to bid by 9 A.M. the day
of nominations;

10:00 A.M. (8:00 A.M. PCT) Contract tendered with contract
(Following Day) # by 10 A.M.; contract
executed; nomination possible
for next day gas flow.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.9 Capacity Recall and Reput

28.9(a) Capacity Recall

Releasing Shipper(s) may, to the extent permitted as a condition of capacity release, recall released capacity (scheduled or unscheduled) at the Timely Nomination cycle and the Evening Nomination cycle, and recall unscheduled released capacity at the Intra-Day 1 and Intra-Day 2 Nomination cycles by providing notice to the Transporter by the following times for each cycle: 8:00 A.M. CCT (6:00 A.M. PCT) for the Timely Nomination cycle; 5:00 P.M. CCT (3:00 P.M. PCT) for the Evening Nomination cycle; 8:00 A.M. (6:00 A.M. PCT) for the Intra-Day 1 Nomination cycle; and 3:00 P.M. (1:00 P.M. PCT) for the Intra-Day 2 Nomination cycle. Notification to replacement shippers shall be provided by Transporter within one hour of receipt of recall notification.

28.9(b) Capacity Reput

In accordance with GISB Standard 5.3.7, Version 1.4, capacity that has been recalled by the Releasing Shipper may be reput to the Replacement Shipper in accordance with the reput provisions of the release (See Section 28.3(o)). Shipper seeking to reput capacity shall notify PG&E GT-NW of the reput by 8:00 A.M. Central Clock Time (6:00 A.M. PCT). It is the Releasing Shipper's obligation to notify and secure any necessary agreement by the Replacement Shipper to accept the reput under the terms of the release prior to notifying PG&E GT-NW.

28.9(c) In accordance with GISB Standard 5.3.8, Version 1.4, reput method and rights should be specified at the time of the deal. Reput method and rights are individually negotiated between the Releasing Shipper and Replacement Shipper.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

28.10 Crediting, Billing Adjustments and Refunds

(a) Eligibility

PG&E GT-NW shall provide revenue credits to any Releasing Shipper which releases capacity to a Replacement Shipper pursuant to the provisions of Paragraph 28. PG&E GT-NW and Shipper may, in connection with a Negotiated Rate Agreement under a firm rate schedule, agree upon payment obligations and crediting mechanisms in the event of a capacity release that vary from, or are in addition to, those set forth in this Section 28.10; provided, however, that terms and conditions of service may not be negotiated.

(b) Monthly Crediting Procedure

Revenue credits for released capacity shall be credited monthly as an offset to a Releasing Shipper's reservation charge (or the volumetric equivalent of the reservation charge on a 100% load-factor basis applicable to the Releasing Shipper. This shall also be referred to in this Paragraph 28.9 as the equivalent volumetric rate) payable to PG&E GT-NW under the applicable rate schedule for the service that has been released. PG&E GT-NW shall credit each month to the Releasing Shipper's account 100% of the revenues from the charges invoiced to the Replacement Shipper(s) for the reservation charge (or equivalent volumetric rate).

(c) Billing Adjustments

PG&E GT-NW shall apply the revenues received from Replacement Shippers first to the reservation charge (or equivalent volumetric rate), next to the GRI reservation surcharge.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS

28. CAPACITY RELEASE (Continued)

28.10 Crediting, Billing Adjustments and Refunds (Continued)

(c) Billing Adjustments (Continued)

Should Replacement shipper default on payment to PG&E GT-NW of the reservation charge (or equivalent volumetric rate) PG&E GT-NW shall bill Releasing Shipper for such unpaid charges and apply interest to such adjustments in accordance with the provisions of Paragraph 8 of the Transportation General Terms and Conditions.

(d) Excess Revenue Credits

Releasing Shipper is entitled to excess revenue credits resulting when the reservation charge (or equivalent volumetric rate) revenues actually received by PG&E GT-NW from the Replacement Shipper(s) exceed the reservation charge (or equivalent volumetric rate) revenues which would have been received by PG&E GT-NW from the Releasing Shipper if capacity was not released.

(e) Refunds

PG&E GT-NW shall track all changes in its rates approved by the Commission. In the event the Commission orders refunds of any such rates charged by PG&E GT-NW and previously approved, PG&E GT-NW shall make corresponding refunds to all affected Shippers including Shippers receiving capacity release service

In such instances when rates to Replacement Shippers are reduced, PG&E GT-NW shall make corresponding adjustments to the crediting of revenues to Releasing Shippers for the period such refunds are payable.

28.11 Adoption of GISB Capacity Release Standards

The following GISB Standards are adopted by, and clarify, the capacity release provisions set forth in this Section 28. Unless otherwise specified, all standards are Version 1.4:

5.3.1, 5.3.4; 5.3.5; 5.3.9; 5.3.11; 5.3.12; 5.3.16; and 5.3.19.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

Sheet Nos. 111 - 115 are reserved for future use.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

(CAPACITY RELEASE TIMELINE GRAPH)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

(CAPACITY RELEASE TIMELINE GRAPH)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

(CAPACITY RELEASE TIMELINE GRAPH)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

28. CAPACITY RELEASE (Continued)

(CAPACITY RELEASE TIMELINE GRAPH)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

29. FLEXIBLE RECEIPT AND DELIVERY POINTS

29.1 Firm Service

(a) Addition of a Receipt Point

Any firm Shipper receiving service under Part 284 of the Commission's regulations is entitled to use the receipt point specified in its service agreement as a primary receipt point. A firm Shipper may add a secondary receipt point at any time during the life of the contract provided that secondary receipt point is within the Shipper's Primary Path.

Firm Shippers who are billed under a reservation charge and a delivery rate will continue to be billed reservation charges based on the primary receipt point while delivery rates, including fuel, will be calculated on the receipt point actually used.

To the extent additional meter station capacity or other facilities are required to effect the receipt point change, PG&E GT-NW will construct the additional capacity consistent with Paragraph 18.5.

(b) Changing a Receipt Point

A firm Shipper may change primary receipt points to a different receipt point within its Original Primary Path but will continue to be billed reservation charges based on the original primary receipt point. A firm shipper may not change its Primary Receipt Point to a location that would change the direction of flow of the shipper's Primary Path as defined in Section 1.31 of this Gas Tariff. Changes in primary receipt points will be permitted provided sufficient receipt point capacity exists at the receiving meter station and subject to any operating constraints. To the extent additional meter station capacity or other facilities are required to effect the receipt point change, PG&E GT-NW will construct the additional capacity at the firm Shipper's expense consistent with Paragraph 18.5.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

29. FLEXIBLE RECEIPT AND DELIVERY POINTS (Continued)

29.1 Firm Service (Continued)

(c) Addition of a Delivery Point

Each firm Shipper is entitled to an allocation of its MDQ to a delivery point(s) as its primary delivery point(s).

A firm Shipper may add secondary delivery points at any time during the life of the contract provided that the secondary delivery points are within the Shipper's Primary Path. In this case, the firm Shipper will continue to be billed any applicable reservation charges based on the primary delivery point; however, delivery rates, including fuel, will be calculated based on the delivery point actually used.

A firm Shipper with primary deliveries allocated to a minor delivery point may add secondary delivery points to its contract provided that the addition of the secondary delivery point does not materially impact service to other firm Shippers.

To the extent additional meter station capacity is required to effect the delivery point(s) change, and subject to any operating constraints PG&E GT-NW will construct the additional capacity consistent with Paragraph 18.5.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

29. FLEXIBLE RECEIPT AND DELIVERY POINTS (Continued)

29.1 Firm Service (Continued)

(d) Changing a Delivery Point

A firm Shipper may change primary delivery points to a different delivery point within its Primary Path but will continue to be billed reservation charges based on the original primary delivery point. A firm shipper may not change its Primary Delivery Point to a location that would change the direction of flow of the Shipper's Primary Path as defined in Section 1.31 of this Gas Tariff. Changes in delivery points will be permitted provided sufficient delivery point capacity exists at the delivery meter station. To the extent additional meter station and subject to any operating constraints capacity is required to effect the delivery point change, PG&E GT-NW will construct the additional capacity at the firm Shipper's expense consistent with Paragraph 18.5.

A firm Shipper with primary deliveries allocated to a minor delivery point may change primary delivery points in its contract provided that the change of primary delivery point does not materially impact service to other firm Shippers.

29.2 Interruptible Service

(a) Change of a Receipt/Delivery Point

Interruptible Shippers will have the right to flexible receipt and delivery points, at a lower priority than firm or released services.

(b) Addition of a Receipt or Delivery Point

Except as otherwise provided in this paragraph, Shippers receiving service under any Part 284 interruptible transportation rate schedule shall be deemed to have access to all receipt and delivery points available under the interruptible transportation rate schedule under which that Shipper is taking service.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

RESERVED FOR FUTURE USE

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

RESERVED FOR FUTURE USE

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

30. GAS SUPPLY RESTRUCTURING TRANSITION COSTS (Continued)

30.3 Applicability of GSR Transition Costs

GSR Transition Costs shall be applicable to all Shippers except those firm Shippers paying incremental rates on PG&E GT-NW which are also Supporting Parties to the FERC-approved settlement in Docket No. RS92-46-000.

30.4 Recovery of Surcharge Amounts

PG&E GT-NW shall recover from each Shipper meeting the applicability criteria defined in Paragraph 30.3 the affected Shipper's GSR Surcharge amounts and Direct Bill, if applicable, during the Initial GSR Cost Collection Period and shall continue to recover such amounts during any applicable Carryover GSR Cost Collection Period as necessary to complete the full recovery (but no overrecovery) of PG&E GT-NW's GSR Costs.

30.5 Transition Cost Recovery Mechanism

(a) Absorption -- PG&E GT-NW's shareholder shall absorb 25% of all Approved GSR Costs.

(b) Direct Bill -- 25% of all Approved GSR Costs will be recovered by PG&E GT-NW through a Direct Bill. A Direct Bill will be assessed to PG&E for 100% of the Direct Bill amount, excluding the amount to be collected from the Northwest Shippers and credited against the Direct Bill portion as defined in Paragraph 30.5(d). PG&E may pay its Direct Bill in a lump sum, plus carrying charges on the principal amount accrued, in accordance with Paragraph 30.5(e) until the payment is made. In lieu of paying the Direct Bill in a lump sum, PG&E may elect one of three payment schedules. PG&E's Direct Bill amount and the monthly amount due under each extended payment option, which shall include carrying charges accrued on the unpaid balance in accordance with Paragraph 30.5(e), shall be specified in the Statement of Effective Rates and Charges of First Revised Volume No. 1-A.

(c) GSR Transition Cost Surcharge -- 50% of all Approved GSR Costs will be recovered by PG&E GT-NW through a volumetric MMBtu-mile surcharge. The GSR Transition Cost Surcharge shall include any applicable carrying charges accruing on the unrecovered balance. The GSR Transition Cost Surcharge shall be stated in the Statement of Effective Rates and Charges of PG&E GT-NW's FERC Gas Tariff First Revised Volume No. 1-A as the same may change from time to time, depending on PG&E GT-NW's GSR Costs. (Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
 (Continued)

30. GAS SUPPLY RESTRUCTURING TRANSITION COSTS (Continued)

30.5 Transition Cost Recovery Mechanism (Continued)

(d) Northwest Shippers' GSR Cost Responsibility -- All Northwest Shippers (excluding Washington Natural Gas Company) shall pay a Direct Bill and Washington Natural Gas shall pay a GSR transition cost surcharge (different from that provided in (c) above) for their share of GSR transition costs. The Northwest Shippers' responsibility shall be equal to 1.3 percent of the Approved GSR costs that are not absorbed by PG&E GT-NW and in any event shall not exceed a total of \$1,454,000. Of this amount, one-third, up to \$485,000, will be credited against the amount allocated to the Direct Bill as described in Paragraph 30.5(b), and two-thirds, up to \$969,000, will be credited against the amount allocated to the GSR surcharge provided in Paragraph 30.5(c). The amounts allocated to the Northwest Shippers as a group will be allocated among the individual Northwest Shippers based on the percentages shown below and will not exceed the applicable total amount for each Shipper.

	Percentage	Total Amount
Washington Natural Gas Company	55.02% up to	\$ 800,000
Cascade Natural Gas Corporation	24.07% up to	350,000
Washington Water Power Company/ WP Natural Gas	18.57% up to	270,000
Northwest Natural Gas Company	2.34% up to	34,000
Total Northwest Shippers	100.00%	\$1,454,000

Washington Water Power Company/WP Natural Gas (WWP), Cascade Natural Gas Corporation (CNG), and Northwest Natural Gas Company (NNG) will be billed and will pay immediately all amounts of the Approved GSR Costs allocated to them up to the total maximums noted above. The total amount allocated to Washington Natural Gas Company (WNG) will be recovered through a volumetric surcharge over a three-year amortization period based on the approved commodity throughput for WNG. Any amounts not recovered at the end of the 36-month amortization period will be due and payable in one lump sum. Once the maximum GSR Costs applicable to Northwest Shipper(s), as such amounts may be adjusted pursuant to the application of rolled-in rates on the PG&E GT-NW system, have been collected then the GSR Cost tariff provisions will no longer apply to such Northwest Shipper(s).

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

30. GAS SUPPLY RESTRUCTURING TRANSITION COSTS (Continued)

30.5 Transition Cost Recovery Mechanism (Continued)

- (e) Carrying Charges -- Carrying charges shall accrue beginning on the effective date of PG&E GT-NW's filing to recover GSR costs or the date PG&E GT-NW initiates payment for GSR costs, whichever is later. Carrying charges shall be calculated in accordance with Section 154.67 of the Commission's regulations.

30.6 Reconciliation

- (a) At the conclusion of the Initial GSR Cost Collection Period, PG&E GT-NW will determine its GSR Costs and the actual amounts of GSR Transition Cost Surcharge revenues
- (b) If PG&E GT-NW's collections hereunder shall equal or exceed its GSR Costs, PG&E GT-NW shall file to terminate further collections hereunder. The amount of any excess collected shall be repaid to all Shippers affected hereby in proportion to the principal amount of GSR Transition Cost Surcharge payments they have provided pursuant to this Paragraph 30. Within ninety (90) days of the termination of collections pursuant to this Paragraph 30, PG&E GT-NW T will submit a report to the Commission setting out a comparison of its GSR costs and the amounts collected hereunder and any repayments to be provided hereunder. Within thirty (30) days of the Commission's approval of such report, repayments, with applicable carrying charges, shall be paid.
- (c) If PG&E GT-NW's collections hereunder are less than its GSR Costs, PG&E GT-NW shall be permitted to recover such deficiency, including carrying charges, during the Carryover GSR Cost Collection Period by filing with the Commission GSR Transition Cost Surcharges within ninety (90) days of the conclusion of the Initial GSR Cost Collection Period. The GSR Transition Cost Surcharge will be determined by dividing the remaining GSR costs by the applicable quantities underlying PG&E GT-NW's then-effective rates. The GSR Transition Cost Surcharge shall be effective on the first day of the month following Commission approval of such filing.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

31. NEGOTIATED RATES

31.1 Availability. Notwithstanding anything to the contrary contained in this Tariff, including the provisions of the rate schedules contained herein, PG&E GT-NW and Shipper may mutually agree to a Negotiated Rate under any Agreement, provided that Shipper has not acquired its capacity on a temporary basis under the capacity release provisions of Paragraph 28 of these Transportation General Terms and Conditions. If a portion of the capacity under any existing Agreement is agreed to be priced at Negotiated Rates, the existing maximum or discounted tariff rates will continue to apply to the capacity not subject to the Negotiated Rates. As a recourse to the Negotiated Rates, any Shipper may receive service at applicable maximum tariff rates, including surcharges. The Negotiated Rate may be less than, equal to, or greater than the maximum and minimum applicable tariff rate; may be based on a rate design other than straight-fixed variable; and may include a minimum quantity. PG&E GT-NW's Recourse Rates shall be available to any Shipper that does not agree to a Negotiated Rate. Recourse Rates are set forth on the Rate Sheets within this Tariff.

PG&E GT-NW and a Shipper may agree to a Negotiated Rate for the entire term of a Transportation Service Agreement, or may agree to a Negotiated Rate for some portion of the term of a Transportation Agreement. PG&E GT-NW and Shipper may agree to apply the Negotiated Rate to all or a portion of capacity under Shipper's Firm Transportation Service Agreement.

During the period a Negotiated Rate is in place, the Negotiated Rate shall govern and apply to the Shipper's service under the Negotiated Rate Agreement and the otherwise applicable rate, rate component, charge or credit which the parties have agreed to replace with the Negotiated Rate shall not apply to, or be available to, the Shipper. Only those rates, rate components, charges or credits identified by PG&E GT-NW and Shipper in writing as being superceded by a Negotiated Rate shall be ineffective during the period that the Negotiated Rate is effective; all other rates, rate components, charges, or credits prescribed, required, established or imposed by this Rate Schedule or Tariff shall remain in effect. At the end of the period during which the Negotiated Rate is in effect, the otherwise applicable tariff rates or charges shall govern any service provided to Shipper.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

31. NEGOTIATED RATES (Continued)

- 31.2 Filing requirement. Unless PG&E GT-NW executes and files a non-conforming agreement, PG&E GT-NW will submit to the Commission on or before the commencement of service under a Negotiated Rate Contract a tariff sheet stating the exact legal name of the Shipper, Negotiated Rate, the rate schedule, the receipt and delivery points, the contract quantities and, where applicable, the Negotiated Rate Formula underlying a Negotiated Rate for any Negotiated Rate Agreement. The filing will contain a provision that the Negotiated Rate Agreement does not deviate any material respect from the Form of Agreement in the tariff for the applicable rate schedule.
- 31.3 Rate Treatment. PG&E GT-NW shall have the right to seek in future general rate proceedings discount-type adjustments in the design of its rates related to Negotiated Rate Agreements that were converted from pre-existing discount Agreements to Negotiated Rate Agreements. In those situations, PG&E GT-NW may seek a discount-type adjustment based upon the greater of: (a) the Negotiated Rate revenue received; or (b) the discounted tariff rate revenues which otherwise would have been received.
- 31.4 Limitations. This Paragraph 31 does not authorize PG&E GT-NW to negotiate terms and conditions of service.
- 31.5 Capacity Release. Negotiated Rates do not apply as the price cap for capacity release transactions. Further, capacity release bids must conform to PG&E GT-NW's applicable tariff rates, as further described in Section 28.6(b)(4) of these Transportation General Terms and Conditions.
- 31.6 Accounting Treatment. PG&E GT-NW shall maintain separate records for all revenues associated with Negotiated Rate transactions. Transactions related to Negotiated Rate Agreements which originated as a pre-existing discounted service and were subsequently converted will be recorded separately from those originating as Negotiated Rate Agreements. PG&E GT-NW shall record each volume transported, billing determinants, rate component, surcharge, and the revenue associated with its Negotiated Rates so that this information can be filed, separately identified, and separately totaled, as part of and in the format of Statements G, I, and J in PG&E GT-NW's next general rate change application.

(Continued)

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Superseding: Third Revised Sheet No. 129

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

32. EQUALITY OF TRANSPORTATION SERVICE

PG&E GT-NW hereby states that the terms and conditions of service for all unbundled sales and transportation services provided in PG&E GT-NW's FERC Gas Tariff, First Revised Volume No. 1-A, are provided on a basis that is equal in quality for all Shippers. All Shippers can access all sellers of gas and receive the same quality of service on PG&E GT-NW whether their gas supplies are purchased from PG&E GT-NW or any other seller. Furthermore, no preference is accorded to any affiliate of PG&E GT-NW for sales and transportation services provided by PG&E GT-NW.

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Superseding: Second Revised Sheet No. 130

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

33. RIGHT OF FIRST REFUSAL UPON TERMINATION OF FIRM SHIPPER'S SERVICE AGREEMENT

Firm Shippers (original capacity holders) under PG&E GT-NW's firm transportation rate schedules of First Revised Volume No. 1-A who hold capacity for terms greater than or equal to one year at the maximum authorized reservation charge or rate shall have the right of first refusal at the expiration of their service agreements, subject to the following procedures. Original capacity holders must notify PG&E GT-NW one year prior to the primary expiration date of their service agreements whether they elect to terminate or not to terminate the service agreements.

One year prior to the expiration of the service agreement, PG&E GT-NW will post a notice on its EBB that the original capacity holder's service agreement will expire and whether the original capacity holder has either elected or not elected to terminate.

33.1 In the event original capacity holder elects termination, PG&E GT-NW shall subject this capacity to a bidding process. PG&E GT-NW will commence open bidding no later than 3 months prior to the service agreement expiration. The bid period will be no less than 5 business days in duration. PG&E GT-NW will announce the bid winner(s) as soon as practicable after the close of the bid period, provided, however, that PG&E GT-NW will have no obligation to accept any bid(s) at rates less than the maximum applicable rate in effect. Tied bids will be awarded on a pro rata basis. Winning Shipper(s) and PG&E GT-NW must execute a new firm transportation service agreement prior to service commencement.

33.2 In the event original capacity holder does not elect termination, PG&E GT-NW will commence open bidding no later than 3 months prior to the service agreement expiration. The bid period will be no less than 5 business days in duration. PG&E GT-NW will notify the original capacity holder of the highest bid(s) as soon as practicable, provided, however, that PG&E GT-NW will have no obligation to accept any bid(s) at rates less than the maximum applicable rate in effect. In the event that PG&E GT-NW does not receive any acceptable bids, the original capacity holder shall not be entitled to continue to receive transportation service upon the expiration of its contract except by agreeing to pay the maximum applicable tariff rate. If PG&E GT-NW accepts any bid(s) the original capacity holder will have 2 weeks from the date of notice to match the highest bid(s), provided that original capacity

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

33. RIGHT OF FIRST REFUSAL UPON TERMINATION OF FIRM SHIPPER'S
SERVICE AGREEMENT (Continued)

33.2 (Continued)

holder shall not have to match any term greater than five years; and provided further that the original capacity holder shall not have to match any bid rate higher than the maximum applicable rate. PG&E GT-NW will announce the winning bid(s) as soon as practicable after the close of the match period. If the original capacity holder matches the highest bid(s), the capacity is awarded to the original capacity holder. If the original capacity holder does not match the highest bid(s), the capacity shall be awarded to the highest acceptable bid(s). If there is more than one winning bid, PG&E GT-NW shall award capacity on a pro rata basis. New Shippers must execute a firm transportation service agreement with PG&E GT-NW prior to service commencement. Original capacity holder is allowed to retain a portion of its capacity by matching price and term according to the procedure outlined in this provision, provided that the original contract path is maintained.

33.3 Bids shall be evaluated on the net present value incorporating price and term. The net present value of revenues to be received from a Shipper bidding a Negotiated Rate shall be calculated using the proposed reservation charge revenues and any proposed usage charge revenues guaranteed by a minimum volume commitment or otherwise. Where the Negotiated Rate is based on a Negotiated Rate Formula, the future value of which cannot be determined at the time of the bidding, PG&E GT-NW shall estimate the future revenues to be received under the Negotiated Rate Formula using currently available data.

33.4 If there are no competing bids other than that of the original capacity holder, the rate and terms of continuing service is to be negotiated between existing capacity holder and PG&E GT-NW. In addition, in this instance, if the existing capacity holder agrees to pay the maximum authorized rate, the existing capacity holder may determine the term it desires and PG&E GT-NW must extend its contract to the existing capacity holder accordingly.

33.5 Shippers who terminate their service agreements are not liable for any reservation charges or other charges applicable to the new Shipper contracting for this capacity.

(Continued)

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Original Sheet No. 131A Original Sheet No. 131A : Effective

Superseding: No. 131a

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

33. RIGHT OF FIRST REFUSAL UPON TERMINATION OF FIRM SHIPPER'S
SERVICE AGREEMENT (Continued)

- 33.6 Only bona fide bids will be accepted. A bona fide bid offer shall be: (a) submitted via PG&E GT-NW's EBB; (b) accepted in principle; and (c) pursuant to an arms-length transaction. If the Service Agreement is not executed within 30 days, the request for capacity shall expire without prejudice to the prospective Shipper's right to submit a new request for capacity. PG&E GT-NW shall then notify the Shipper via the EBB of the acceptable offer, if any, having the next greatest economic value in accordance with the provisions of this Paragraph. If there is no other acceptable offer, the Shipper may continue service in accordance with this Paragraph.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

34. ELECTRONIC COMMUNICATIONS

34.1 Electronic Bulletin Board

PG&E GT-NW shall maintain an Electronic Bulletin Board (EBB) which will provide a range of electronic pipeline services and information to all parties on a nondiscriminatory basis. The EBB is available to any party that has compatible equipment for electronic communication and transmission of data. Access to the EBB is obtained by contacting PG&E GT-NW's EBB Administrator at 503/833-4310 and requesting a user identification. The EBB will operate 24 hours a day; however, certain functions may be limited to specific operating times during the business day. There is no usage fee associated with or charged by PG&E GT-NW for using the EBB.

PG&E GT-NW shall exercise reasonable efforts to ensure the accuracy and security of information presented on the EBB.

34.2 Services Available through the EBB.

PG&E GT-NW's EBB provides information and services to allow shippers to perform a variety of business functions on PG&E GT-NW's system. Information and services include:

(a) Capacity Release

The EBB provides the functionality for all capacity release activities, allowing a Shipper to post capacity for release, review capacity available for release, bid on capacity posted for release, and similar activities. Capacity Release activities include:

- Posting capacity release offers
- Bidding on posted capacity release offers
- Review/download available parcel data
- Review/download historic capacity release data.

(b) Nominations and Confirmations

The EBB provides the functionality for a shipper to create or modify a nomination, receive confirmations, and gain information about the status of the shipper's account.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

34. ELECTRONIC COMMUNICATIONS (Continued)

34.2 Services Available Through the EBB (Con't).

(c) Shipper Account Information

The EBB allows a shipper to obtain a variety of information about its account.

(d) Operations, Information and Bulletins

The EBB provides operational bulletins and maintenance schedules, capacity availability, and credit information.

(e) Want Adds

The EBB provides a forum for Shippers to solicit interest in acquiring or releasing capacity.

(f) Requests For Service

The EBB provides the transportation service request form. This form must be completed in order for a shipper to request new service or receive authorization to bid for capacity posted for release.

(g) Tariff and Rates

The EBB provides PG&E GT-NW's Tariff in searchable form, as well as a summary of PG&E GT-NW's rates for service at major paths.

(h) IT Queue

The EBB provides PG&E GT-NW's IT Queue.

(i) Available Firm Service

The EBB provides information about PG&E GT-NW's available firm service.

(j) Marketing Affiliate Information

The EBB provides the marketing affiliate information required by the Commission's regulations.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

34. ELECTRONIC COMMUNICATIONS (Continued)

34.2 Services Available Through the EBB (Con't)

(k) Complaint Procedures

The EBB outlines procedures for filing complaints.

(l) File Download Area

The EBB allows a shipper to directly download a variety of information, as required by Commission Regulations or as otherwise made available by PG&E GT-NW from time to time.

(m) Help & Contact Information

The EBB provides help and contact information.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

Sheet No. 135 is reserved for future use.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

34. ELECTRONIC COMMUNICATIONS (Continued)

34.3 Historical Information

PG&E GT-NW will back up daily transaction information on the EBB. This historical information shall be kept for a three-year period and may be archived off-line. Information that may be accessed includes Parcel information and bid information associated with that Parcel, including the identity of the winning bid and bidder.

PG&E GT-NW will provide access to historical data in one of the following manners:

- (a) Direct access by parties via the EBB. In such cases, data may be viewed, down loaded to a computer or printed by the party.
- (b) PG&E GT-NW may elect to archive historical data off-line. Parties may access this data by sending a written or an electronic mail request to the PG&E GT-NW Capacity Release System Administrator requesting such historical data. PG&E GT-NW will make such information available to Shippers.

34.4 PG&E GT-NW Internet Web Site

PG&E GT-NW maintains an Internet Web Site at
WWW.PGE-NW.COM.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

34. ELECTRONIC COMMUNICATIONS (Continued)

34.5 Electronic Data Interface

PG&E GT-NW shall maintain an electronic data interface ("EDI") as required by the standards for electronic delivery mechanisms promulgated by GISB and incorporated in Paragraph 40 of this tariff. EDI is available to any party with access to compatible equipment for electronic communication and transmission of data in accordance with the GISB standards. Access to PG&E GT-NW's EDI system is obtained by contacting PG&E GT-NW's Gas Transportation Department at 503-833-4300.

35. Reserved

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

35. Competitive Equalization Surcharge Revenue Credit

- (a) Applicability. Competitive Equalization Surcharge ("CES") revenues received by PG&E GT-NW will be credited to Eligible Shippers as set forth below.
- (b) Eligible Shippers. A Shipper shall be eligible to receive a credit of CES revenues if it takes service under Rate Schedule FTS-1, LFS-1, or ITS-1.
- (c) Timing of Credits. Within 45 days after November 1st of each year, PG&E GT-NW shall determine the total amount of the CES revenues received during the previous 12-month period and the portion of such amount to be credited to each Eligible Shipper as described below. Such revenue credits shall be reflected as a credit billing adjustment on the next bills rendered to the Eligible Shippers. In the event that such credit billing adjustment would result in a net credit on the total bill to any Shipper, or in the event the Eligible Shipper no longer is a shipper on PG&E GT-NW's system, PG&E GT-NW will pay to such Shipper its share of the CES revenues within 15 days after determination of the amount of the credit due to the Shipper.
- (d) Allocation Method. CES revenues shall be credited to each Eligible Shipper based on the proportion of the revenues received during the 12-month period from each Eligible Shipper for service rendered under Rate Schedules FTS-1, LFS-1 and ITS-1 (exclusive of service rendered on the Extensions) divided by the total revenue received from Eligible Shippers during such period.
- (e) Payment of Interest. PG&E GT-NW shall pay interest to Eligible Shippers on any revenue credits from the date such credits accrue. Such interest shall be calculated based upon the methodology of interest specified in Section 154.501(d) of the Commission's Regulations.

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

35A. CREDITING OF INTERRUPTIBLE TRANSPORTATION REVENUES ON EXTENSIONS

- (1) Interruptible Transportation Revenue Credits on Coyote Springs Extension
 - (a) Applicability. Revenue credits from interruptible transportation revenues received by PG&E GT-NW from Rate Schedule ITS-1 (E-3) Shippers shall be provided to PG&E GT-NW's firm Shippers under Rate Schedules FTS-1 (E-3) ("Eligible Shippers"), excluding Shippers receiving service under a Capacity Release Service Agreement.
 - (b) Crediting Percentage. PG&E GT-NW shall credit to Eligible Shippers 90 percent of interruptible transportation revenues received during each 12-month period, commencing November 1st of each year, but only to the extent that such transportation revenues exceed the amount of fixed costs which were allocated to interruptible transportation (Cost Allocation Amount) by PG&E GT-NW as part of designing PG&E GT-NW's effective transportation rates during such 12-month period. To the extent that PG&E GT-NW is required to provide interruptible transportation revenue credits during any period during which this Paragraph 35A shall be or shall have been in effect for less than 12 months, a "Short Period", PG&E GT-NW shall pro rate the Cost Allocation Amount by the number of days during such Short Period as compared to the total number of days in such 12 months. To calculate the interruptible transportation revenue credit due under the provisions of this paragraph, where applicable, such pro rated Cost Allocation Amount shall be compared to PG&E GT-NW's actual interruptible revenues for the Short Period.
 - (c) Timing of Credits. Within 45 days after November 1st of each 12-month period or after the end of a Short Period, if applicable, PG&E GT-NW shall determine the total amount of the applicable Rate Schedule ITS-1 (E-3) revenues received during the 12-month period or Short Period and the distribution of the interruptible revenue credits due to Eligible Shippers as described below. Such revenue credits shall be reflected as a credit billing adjustment in the next invoices rendered to the Eligible Shippers. In the event that such credit billing adjustment would result in a credit total invoice to any Shipper, PG&E GT-NW will refund the excess credit billing adjustment to the Shipper in cash within 15 days after determination of the amount of the credit due to the Shipper. (Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

- 35A. CREDITING OF INTERRUPTIBLE TRANSPORTATION REVENUES ON EXTENSIONS
(Continued)
- (1) Interruptible Transportation Revenue Credits on Coyote Springs Extension (Continued)
- (d) Exclusion. Revenue credits shall not be awarded for that portion of interruptible revenues that are attributable to: (1) the recovery by PG&E GT-NW of variable costs, which portion shall be equal to the minimum usage charge for Rate Schedule ITS-1 (E-3), and (2) relate to other volumetric surcharges such as GRI and ACA.
- (e) Distribution Method. Interruptible transportation revenue credits shall be credited to each Eligible Shipper on a pro rata basis in proportion to the reservation revenues received during the 12-month period or Short Period from each Eligible Shipper divided by the total reservation revenue for each Eligible Shipper received during such period. The reservation revenues shall include the reservation charges which the Eligible Shippers actually pay prior to the distribution of all revenue credits, and including reservation charges applicable to capacity which was released into PG&E GT-NW's Capacity Release Programs during the 12-month period year or Short Period by the Eligible Shipper.
- (f) PG&E GT-NW shall pay interest to Eligible Shippers on any revenue credits from the date such credits accrue. Such interest shall be calculated based upon the rate of interest specified in Section 154.67(c) of the Commission's regulations.

(Continued)

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TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

35A. CREDITING OF INTERRUPTIBLE TRANSPORTATION REVENUES ON EXTENSIONS
(Continued)

- (2) Interruptible Transportation Revenue Credits on Medford Extension
- (a) Applicability. Revenue credits from interruptible transportation revenues received by PG&E GT-NW from Rate Schedule ITS-1 (E-1) Shippers shall be credited to the deferred account for Washington Water Power Company's WP Natural Gas subsidiary in accordance with the mechanism approved by Order of June 1, 1995, 71 FERC Paragraph 61,268.
- (b) Crediting Percentage. PG&E GT-NW shall credit to the deferred account 90 percent of interruptible transportation revenues received during each 12-month period, commencing November 1st of each year, but only to the extent that such transportation revenues exceed the amount of fixed costs which were allocated to interruptible transportation (Cost Allocation Amount) by PG&E GT-NW as part of designing PG&E GT-NW's effective transportation rates during such 12-month period. To the extent that PG&E GT-NW is required to provide interruptible transportation revenue credits during any period during which this Paragraph 35A shall be or shall have been in effect for less than 12 months, a "Short Period", PG&E GT-NW shall pro rate the Cost Allocation Amount by the number of days during such Short Period as compared to the total number of days in such 12 months. To calculate the interruptible transportation revenue credit due under the provisions of this paragraph, where applicable, such pro rated Cost Allocation Amount shall be compared to PG&E GT-NW's actual interruptible revenues for the Short Period.
- (c) Exclusion. Revenue credits shall not be awarded for that portion of interruptible revenues that are attributable to the recovery by PG&E GT-NW of variable costs, which portion shall be equal to the minimum usage charge for Rate Schedule ITS-1 (E-1).

(Continued)

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Fourth Revised Sheet No. 139 Fourth Revised Sheet No. 139 : Effective

Superseding: Substitute Third Revised Sheet No. 139

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

36. DISCOUNT POLICY

36.1 PG&E GT-NW may from time to time offer a discount from the maximum applicable rate for service under any service agreement governed by this FERC Gas Tariff. If and when PG&E GT-NW offers a discount, such discount shall first be applied to the GRI Surcharge and last to the base tariff rate.

36.2 Types Of Discounts

From time to time, PG&E GT-NW and Shipper may agree in writing on a level of discount of the otherwise applicable rates and charges in addition to a basic discount from the maximum rates. For example, PG&E GT-NW may provide a specific discount rate based on:

- 1) achievement of a specified quantity levels (including quantity levels above, below, or equal to a specified level);
- 2) specified time periods;
- 3) specified points of receipt, points of delivery, supply areas, defined geographic areas; or transportation paths; or
- 4) a specified relationship to the quantities actually transported (i.e., that the rates shall be adjusted in a specified relationship to the quantities actually transported).

In all circumstances the discounted rate shall be between the maximum rate and the minimum rate applicable to the service provided.

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GENERAL TERMS AND CONDITIONS
(Continued)

37. ADJUSTMENT MECHANISM FOR FUEL, LINE LOSS, AND OTHER UNACCOUNTED FOR
GAS PERCENTAGES

The effective fuel and line loss percentages under Rate Schedules
FTS-1 and ITS-1 shall be adjusted downward to reflect reductions and
may be adjusted upward to reflect increases in fuel usage and line
loss in accordance with this Section 37.

37.1 Computation of Effective Fuel and Line Loss Percentage

The effective fuel and line loss percentage shall be the sum
of the current fuel and line loss percentage and the fuel and
line loss surcharge percentage.

37.2 The Current Fuel and Line Loss Percentage

- (a) For each month, the current fuel and line loss
percentage shall be determined in accordance with
Section 37.2(c) hereof. The current fuel and line
loss shall be effective from the first day of such
month and shall remain in effect for the month.
- (b) The current fuel and line loss percentage to be
applicable for the month shall be posted on PG&E GT-NW's
Electronic Bulletin Board not less than seven (7)
days prior to the beginning of the month.
- (c) The current fuel and line loss percentage for the
month shall be determined on the basis of (1) the
estimated quantities of gas to be received by PG&E
GT-NW for the account of Shippers during such month and
(2) the projected quantities of gas that shall be
required for fuel and line loss during such month,
adjusted for overrecoveries or underrecoveries of fuel
and line loss during such month preceding the month in
which the current fuel and line loss percentage is
posted; provided, that the percentage shall not
exceed the maximum current fuel and line loss
percentage and shall not be less than the minimum
current fuel and line loss percentage set forth on
the Statement of Effective Rates and Charges.

(Continued)

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GENERAL TERMS AND CONDITIONS
(Continued)

37. ADJUSTMENT MECHANISM FOR FUEL, LINE LOSS AND OTHER UNACCOUNTED
FOR GAS PERCENTAGES (Continued)

37.2 The Current Fuel and Line Loss Percentage (Continued)

- (d) At least thirty (30) days prior to July 1 and January 1, PG&E GT-NW shall file with the Commission schedules supporting the current fuel and line loss percentages applicable during the six (6) months ending April 30 and October 31, respectively.

37.3 The Fuel and Line Loss Surcharge Percentage

- (a) For each six (6) month period beginning July 1 and January 1, the fuel and line loss surcharge percentage shall be determined in accordance with Section 37.3(c) hereof. The fuel and line loss surcharge percentage shall become effective on July 1 and January 1 and shall remain in effect for the six (6) month period ending December 31 and June 30, respectively.
- (b) At least thirty (30) days prior to each July 1 and January 1, PG&E GT-NW shall file with the Commission and post, as defined by Section 154.2(d) of the Commission's regulations, the fuel and line loss surcharge percentage, together with supporting documentation.
- (c) The fuel and line loss percentage shall be computed by (i) determining PG&E GT-NW's actual fuel and line loss for the six (6) month period ending April 30, if the effective date is July 1, or October 31, if the effective date is January 1, (ii) subtracting the actual quantities retained by PG&E GT-NW during such six (6) month period, and (iii) dividing the result by the estimated quantities of gas to be delivered by PG&E GT-NW for the account of Shippers during the six month period beginning with the effective date of the fuel and line loss surcharge percentage. If the percentage so determined is 0.0001% or less, the fuel and line loss surcharge percentage shall be deemed to be zero.

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

Second Revised Sheet No. 142 Second Revised Sheet No. 142 : Effective
Superseding: First Revised Sheet No. 142

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

38. Reserved.

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

Fourth Revised Sheet No. 143 Fourth Revised Sheet No. 143 : Effective
Superseding: Third Revised Sheet No. 143

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

39. SALES OF EXCESS GAS

PG&E GT-NW may from time to time purchase or sell gas on an interruptible basis at its Stanfield or Kingsgate receipt points as necessary to manage system pressure and maintain system integrity . Prior to purchasing or selling gas pursuant to this section, PG&E GT-NW shall post notice of its intent to purchase or sell gas through its EBB. Purchase or sale of gas shall be made on a nondiscriminatory basis.

Eighth Revised Sheet No. 144 Eighth Revised Sheet No. 144 : Effective
Superseding: Seventh Revised Sheet No. 144

TRANSPORTATION GENERAL TERMS AND CONDITIONS
(Continued)

40. Gas Industry Standards

In addition to the GISB standards incorporated within the text of other provisions of this FERC Gas Tariff, PG&E GT-NW incorporates by reference the following standards. Unless otherwise specified, all standards are Version 1.4:

- 0.1.1; 0.0.2; 0.3.1; 1.2.1; 1.2.2; 1.2.3; 1.2.4; 1.2.8; 1.2.9;
- 1.2.10; 1.2.11; 1.2.12; 1.3.3; 1.3.4; 1.3.15; 1.3.17; 1.3.18;
- 1.3.20; 1.3.21; 1.3.24; 1.3.25; 1.3.26; 1.3.27; 1.3.28; 1.3.29;
- 1.3.30; 1.3.31; 1.3.32; 1.3.33; 1.3.34; 1.3.35; 1.3.36; 1.3.37;
- 1.3.38; 1.3.39; 1.3.40; 1.3.41; 1.3.42; 1.3.43; 1.3.44; 1.3.45;
- 1.3.46; 1.3.47; 1.3.48; 1.3.49; 1.3.50; 1.3.51; 1.3.52; 1.3.53;
- 1.3.54; 1.3.55; 1.3.56; 1.3.57; 1.3.58; 1.3.59; 1.3.60; 1.3.61;
- 1.3.62; 1.3.63; 1.3.79; 1.4.1; 1.4.2; 1.4.3; 1.4.4; 1.4.5; 1.4.6;
- 1.4.7; 2.2.1; 2.3.1; 2.3.2; 2.3.3; 2.3.4; 2.3.5; 2.3.6; 2.3.8;
- 2.3.10; 2.3.12; 2.3.13; 2.3.15; 2.3.16; 2.3.17; 2.3.18; 2.3.19;
- 2.3.20; 2.3.21; 2.3.22; 2.3.23; 2.3.24; 2.3.25; 2.3.27; 2.3.28;
- 2.3.31; 2.3.32; 2.3.33; 2.3.34; 2.4.1; 2.4.2; 2.4.3; 2.4.4; 2.4.5;
- 2.4.6; 3.3.1; 3.3.2; 3.3.3; 3.3.4; 3.3.5; 3.3.6; 3.3.7; 3.3.8;
- 3.3.9; 3.3.10; 3.3.11; 3.3.12; 3.3.13; 3.3.16; 3.3.20; 3.3.21;
- 3.3.22; 3.3.23; 3.3.24; 3.3.25; 3.4.1; 3.4.2; 3.4.3; 3.4.4; 4.1.16;
- 4.1.17; 4.1.18; 4.1.19; 4.1.20; 4.1.21; 4.1.22; 4.1.23; 4.1.24;
- 4.1.25; 4.1.26; 4.1.27; 4.1.28; 4.1.29; 4.1.30; 4.1.31; 4.1.32;
- 4.1.33; 4.1.34; 4.1.35; 4.1.36; 4.1.37; 4.1.38; 4.2.1; 4.2.2; 4.2.3;
- 4.2.4; 4.2.5; 4.2.6; 4.2.7; 4.2.8; 4.2.9; 4.2.10; 4.2.11; 4.2.12;
- 4.2.13; 4.2.14; 4.2.15; 4.2.16; 4.2.17; 4.2.18; 4.2.19; 4.3.1;
- 4.3.2; 4.3.3; 4.3.5; 4.3.6; 4.3.7; 4.3.8; 4.3.9; 4.3.10; 4.3.11;
- 4.3.12; 4.3.13; 4.3.14; 4.3.15; 4.3.16; 4.3.17; 4.3.18; 4.3.19;
- 4.3.20; 4.3.21; 4.3.22; 4.3.23; 4.3.24; 4.3.25; 4.3.26; 4.3.27;
- 4.3.28; 4.3.29; 4.3.30; 4.3.31; 4.3.32; 4.3.33; 4.3.34; 4.3.35;
- 4.3.36; 4.3.37; 4.3.38; 4.3.39; 4.3.40; 4.3.41; 4.3.42; 4.3.43;
- 4.3.44; 4.3.45; 4.3.46; 4.3.47; 4.3.48; 4.3.49; 4.3.50; 4.3.51;
- 4.3.52; 4.3.53; 4.3.54; 4.3.55; 4.3.56; 4.3.57; 4.3.58; 4.3.59;
- 4.3.60; 4.3.61; 4.3.62; 4.3.63; 4.3.64; 4.3.65; 4.3.66; 4.3.67;
- 4.3.68; 4.3.69; 4.3.70; 4.3.71; 4.3.72; 4.3.73; 4.3.74; 4.3.75;
- 4.3.76; 4.3.77; 4.3.78; 4.3.79; 4.3.80; 4.3.81; 4.3.82; 4.3.83;
- 4.3.84; 4.3.85; 5.2.1; 5.2.2; 5.3.10; 5.3.17; 5.3.18; 5.3.20;
- 5.3.21; 5.3.22; 5.3.23; 5.3.24; 5.3.25; 5.3.30; 5.3.31; 5.3.32;
- 5.3.33; 5.3.34; 5.3.35; 5.3.36; 5.3.37; 5.3.38; 5.3.39; 5.3.40;
- 5.3.41; 5.3.42; 5.4.1; 5.4.2; 5.4.3; 5.4.4; 5.4.5; 5.4.6; 5.4.7;
- 5.4.8; 5.4.9; 5.4.10; 5.4.11; 5.4.12; 5.4.13; 5.4.14; 5.4.15;
- 5.4.16; 5.4.17; 5.4.18; 5.4.19; 6.3.3; 6.5.1; and 6.5.2.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000
No. 145-150 No. 145-150 : Effective
Superseding: No. 145-150

Reserved for future use.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 151 First Revised Sheet No. 151 : Effective
Superseding: Original Sheet No. 151
FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1

THIS AGREEMENT is made and entered into this ____ day of _____, 19__,
by and between

PG&E Gas Transmission, Northwest Corporation, a California corporation
(hereinafter referred to as "PG&E GT-NW"),

and

_____, a corporation existing
under the laws of the State or Province of _____,
(hereinafter referred to as "Shipper"), on behalf of _____
(hereinafter referred to as _____).

WHEREAS, PG&E GT-NW owns and operates a natural gas pipeline transmission
system which extends from a point of interconnection with the pipeline
facilities of Alberta Natural Gas Company Ltd (ANG) at the International
Boundary near Kingsgate, British Columbia, through the states of Idaho,
Washington and Oregon to a point of interconnection with Pacific Gas and
Electric Company at the Oregon-California border near Malin, Oregon; and

WHEREAS, Shipper desires PG&E GT-NW, on a firm basis, to transport
certain quantities of natural gas from _____ to
_____ for ultimate delivery to _____ (specify
end-user, local distribution company, intrastate or interstate pipeline)
on behalf of _____ (specify local distribution company or
intrastate pipeline); and

(Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 152 First Revised Sheet No. 152 : Effective

Superseding: Original Sheet No. 152

FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1
(Continued)

WHEREAS, PG&E GT-NW is willing to transport certain quantities of natural gas for Shipper, on a firm basis,

NOW, THEREFORE, the parties agree as follows:

I
Governmental Authority

- 1.1 This Firm Transportation Agreement ("Agreement") is made pursuant to the regulations of the Federal Energy Regulatory Commission (FERC) contained in 18 CFR Part 284, as amended from time to time.
- 1.2 This Agreement is subject to all valid legislation with respect to the subject matters hereof, either state or federal, and to all valid present and future decisions, orders, rules, regulations and ordinances of all duly constituted governmental authorities having jurisdiction.
- 1.3 Shipper shall reimburse PG&E GT-NW for any and all filing fees incurred by PG&E GT-NW in seeking governmental authorization for the initiation, extension, or termination of service under this Agreement and Rate Schedule FTS-1. Shipper shall reimburse PG&E GT-NW for such fees at PG&E GT-NW's designated office within ten (10) days of receipt of notice from PG&E GT-NW that such fees are due and payable. Additionally, Shipper shall reimburse PG&E GT-NW for any and all penalty fees or fines assessed PG&E GT-NW caused by the negligence of Shipper in not obtaining all proper Canadian and domestic import/export licenses, surety bonds or any other documents and approvals related to the Canadian exportation and subsequent domestic importation of natural gas transported by PG&E GT-NW hereunder.

(Continued)

Effective Date: 08/01/2000 Status: Effective
FERC Docket: RP00-205-000

Third Revised Sheet No. 153 Third Revised Sheet No. 153 : Effective
Superseding: Second Revised Sheet No. 153
FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1
(Continued)

II
Quantity of Gas and Priority of Service

- 2.1 Subject to the terms and provisions of this Agreement and PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule FTS-1, daily receipts of gas by PG&E GT-NW from Shipper at the point(s) of receipt shall be equal to daily deliveries of gas by PG&E GT-NW to Shipper at the point(s) of delivery; provided, however, Shipper shall deliver to PG&E GT-NW an additional quantity of natural gas at the point(s) of receipt as compressor station fuel, line loss and unaccounted for gas as specified in the Statement of Effective Rates and Charges applicable to Rate Schedule FTS-1. Any limitations of the quantities to be received from each point of receipt and/or delivered to each point of delivery shall be as specified on the Exhibit A attached hereto.
- 2.2 The maximum quantities of gas to be delivered by PG&E GT-NW for shipper's account at the point(s) of delivery are set forth in Exhibit A.
- 2.3 In providing service to its existing or new customers, PG&E GT-NW will use the priorities of service specified in Paragraph 19 of PG&E GT-NW's Transportation General Terms and Conditions on file with the FERC.
- 2.4 Prior to initiation of service, Shipper shall provide PG&E GT-NW with any information required by the FERC, as well as all information identified in PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule FTS-1.

III
Term of Agreement

- 3.1 This Agreement shall become effective _____, and shall continue in full force and effect until _____.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 154 First Revised Sheet No. 154 : Effective
Superseding: Original Sheet No. 154
FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1
(Continued)

IV
Points of Receipt and Delivery

- 4.1 The point(s) of receipt of gas deliveries to PG&E GT-NW is as designated in Exhibit A, attached hereto.
- 4.2 The point(s) of delivery of gas to Shipper is as designated in Exhibit A, attached hereto.
- 4.3 Shipper shall deliver or cause to be delivered to PG&E GT-NW the gas to be transported hereunder at pressures sufficient to deliver such gas into PG&E GT-NW's system at the point(s) of receipt. PG&E GT-NW shall deliver the gas to be transported hereunder to or for the account of Shipper at the pressures existing in PG&E GT-NW's system at the point(s) of delivery.

V
Operating Procedure

- 5.1 Shipper shall conform to the operating procedures set forth in PG&E GT-NW's Transportation General Terms and Conditions.
- 5.2 Nothing in Section 5.1 shall compel PG&E GT-NW to transport gas pursuant to Shipper's request on any given day. PG&E GT-NW shall have the right to interrupt or curtail the transport of gas for the account of Shipper pursuant to PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate schedule FTS-1.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Second Revised Sheet No. 155 Second Revised Sheet No. 155 : Effective
Superseding: First Revised Sheet No. 155

FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1
(Continued)

VI

Rate(s), Rate Schedules,
and General Terms and Conditions of Service

- 6.1 Shipper shall pay PG&E GT-NW each month for services rendered pursuant to this Agreement in accordance with PG&E GT-NW's Rate Schedule FTS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC. In the event PG&E GT-NW and Shipper agree on a Negotiated Rate, that rate, and any provisions governing such Negotiated Rate, shall be set forth in Exhibit B attached hereto.
- 6.2 Shipper shall compensate PG&E GT-NW each month for compressor station fuel, line loss and other unaccounted for gas associated with this transportation service provided herein in accordance with PG&E GT-NW's Rate Schedule FTS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC.
- 6.3 This Agreement in all respects shall be and remains subject to the applicable provisions of Rate Schedule FTS-1, or superseding rate schedule(s) and of the applicable Transportation General Terms and Conditions of PG&E GT-NW's FERC Gas Tariff First Revised Volume No. 1-A on file with the FERC, all of which are by this reference made a part hereof.
- 6.4 PG&E GT-NW shall have the unilateral right from time to time to propose and file with FERC such changes in the rates and charges applicable to transportation services pursuant to this Agreement, the rate schedule(s) under which this service is hereunder provided, or any provisions of PG&E GT-NW's Transportation General Terms and Conditions applicable to such services. Shipper shall have the right to protest any such changes proposed by PG&E GT-NW and to exercise any other rights that Shipper may have with respect thereto.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 156 Second Revised Sheet No. 156 : Effective
Superseding: First Revised Sheet No. 156
FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1
(Continued)

VII
Miscellaneous

- 7.1 This Agreement shall be interpreted according to the laws of the State of California.
- 7.2 Shipper warrants that upstream and downstream transportation arrangements are in place, or will be in place as of the requested effective date of service, and that it has advised the upstream and downstream transporters of the receipt and delivery points under this Agreement and any quantity limitations for each point as specified on Exhibit(s) _____ attached hereto.
- 7.3 Shipper agrees to indemnify and hold PG&E GT-NW harmless for refusal to transport gas hereunder in the event any upstream or downstream transporter fails to receive or deliver gas as contemplated by this Agreement.
- 7.4 Unless herein provided to the contrary, any notice called for in this Agreement shall be in writing and shall be considered as having been given if delivered by registered mail or telex with all postage or charges prepaid, to either PG&E GT-NW or Shipper at the place designated below. Routine communications, including monthly statements and payment, shall be considered as duly delivered when received by ordinary mail. Unless changed, the addresses of the parties are as follows:

"PG&E GT-NW" PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
2100 Southwest River Parkway
Portland, OR 97201
Attention: President & CEO

"Shipper" _____

Attention: _____

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-003

First Revised Sheet No. 157 First Revised Sheet No. 157 : Effective
Superseding: Original Sheet No. 157

FORM OF SERVICE AGREEMENT

APPLICABLE TO FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE FTS-1
(Continued)

- 7.5 A waiver by either party of any one or more defaults by the other hereunder shall not operate as a waiver of any future default or defaults, whether of a like or of a different character.
- 7.6 This Agreement may only be amended by an instrument in writing executed by both parties hereto.
- 7.7 Nothing in this Agreement shall be deemed to create any rights or obligations between the parties hereto after the expiration of the term set forth herein, except that termination of this Agreement shall not relieve either party of the obligation to correct any quantity imbalances or Shipper of the obligation to pay any amounts due hereunder to PG&E GT-NW.
- 7.8 This Agreement shall terminate upon the expiration of any transportation authority which is not superseded, for whatever reason, by permanent transportation authority.
- 7.9 Exhibit(s) ___ attached hereto is/are incorporated herein by reference and made a part hereof for all purposes.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed as of the day and year first above written.

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
By: _____
Name: _____
Title: _____

SHIPPER
By: _____
Name: _____
Title: _____

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 158 First Revised Sheet No. 158 : Effective
Superseding: Original Sheet No. 158

EXHIBIT A
TO THE FIRM TRANSPORTATION AGREEMENT
Dated _____ Between PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
and _____

Receipt Point	Delivery Point	Maximum Daily Quantity (Delivered) MMBtu/d
------------------	-------------------	--

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 159 First Revised Sheet No. 159 : Effective
Superseding: Original Sheet No. 159
FORM OF SERVICE AGREEMENT
(Applicable to Service Under Rate Schedule FTS-1)

EXHIBIT C
TO THE FIRM TRANSPORTATION SERVICE AGREEMENT
Dated _____ Between
PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
and _____

Type of Replacement Service:

Replacement Shipper:

Receipt Point:

Delivery Point:

Maximum Daily Quantity:

Commencement of Credit:

Termination of Credit:

Level of Credit: __ percent of the maximum rate defined
as: _____
applicable for service under Rate Schedule FTS-1.

Other Terms and Conditions:

1. _____
2. _____
3. _____

Effective _____

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 160 First Revised Sheet No. 160 : Effective
Superseding: Original Sheet No. 160
FORM OF SERVICE AGREEMENT
(Applicable to Service Under Rate Schedule FTS-1 for Capacity Release)

THIS AGREEMENT is made and entered into this ____ day of _____, 19__,
by and between

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION, a California
corporation (hereinafter referred to as "PG&E GT-NW"),

and

_____, a _____
corporation existing under the laws of the State or Province of
_____ (hereinafter referred to as "Shipper").

WHEREAS, PG&E GT-NW owns and operates a natural gas interstate pipeline
transmission system which extends from a point of interconnection with
the pipeline facilities of Alberta Natural Gas Company Ltd. (ANG) at
the International Boundary near Kingsgate, British Columbia, through
the states of Idaho, Washington and Oregon to a point of
interconnection with Pacific Gas and Electric Company at the
Oregon-California border near Malin, Oregon; and

WHEREAS, Shipper desires PG&E GT-NW, to transport certain quantities of
natural gas from the International Boundary in the vicinity of
Kingsgate, British Columbia and/or from Stanfield, Oregon (receipt
points) to various delivery points as specified in Exhibit R of this
Agreement; and

WHEREAS, PG&E GT-NW is willing to transport certain quantities of natural
as for Shipper, utilizing its pipeline facilities,

NOW, THEREFORE, the parties agree as follows:

I. GOVERNMENTAL AUTHORITY

- 1.1 This Transportation Agreement ("Agreement") is made pursuant to
the regulations of the Federal Energy Regulatory Commission
(FERC) contained in 18 CFR Part 284, as amended from time to
time.
- 1.2 This Agreement is subject to all valid legislation with respect
to the subject matters hereof, either state or federal, and to
all valid present and future decisions, orders, rules,
regulations and ordinances of all duly constituted governmental
authorities having jurisdiction.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 161 First Revised Sheet No. 161 : Effective
Superseding: Original Sheet No. 161

FORM OF SERVICE AGREEMENT
(Applicable to Service Under Rate Schedule FTS-1 for Capacity Release)
(Continued)

II. QUANTITY OF GAS

- 2.1 The Maximum Daily Quantity of gas, as defined in Paragraph 1 of the Transportation General Terms and Conditions of this FERC Gas Tariff First Revised Volume No. 1-A, which is the maximum quantity of gas that PG&E GT-NW is required to deliver for Shipper's account to Shipper's point(s) of delivery is set forth in Exhibit R, attached hereto and made a part hereof.
- 2.2 The maximum quantity of gas which Shipper has a right to deliver to PG&E GT-NW at Shipper's point(s) of receipt, as identified in Exhibit R, equals the Maximum Daily Quantity plus an amount for fuel and line losses as set forth in of PG&E GT-NW's Rate Schedule FTS-1 of this FERC Gas Tariff First Revised Volume No. 1-A.
- 2.3 PG&E GT-NW's obligation to deliver Shipper's gas from the Shipper's point(s) of receipt to the Shipper's point(s) of delivery is limited to the actual quantity of gas received by PG&E GT-NW for Shipper's account at Shipper's point(s) of receipt less Shipper's requirement to provide fuel and line losses, as set forth in of PG&E GT-NW's Rate Schedule FTS-1, up to Shipper's Maximum Daily Quantity.

III. TERM OF AGREEMENT

- 3.1 The term of service shall be as provided on Exhibit R of this agreement.

IV. POINTS OF RECEIPT AND DELIVERY

- 4.1 The point(s) of receipt of gas deliveries to PG&E GT-NW is/are as designated in Exhibit R, attached hereto.
- 4.2 The point(s) of delivery of gas is/are as designated in Exhibit R, attached hereto.
- 4.3 Shipper shall deliver or cause to be delivered to PG&E GT-NW the gas to be transported hereunder at pressures sufficient to deliver such gas into PG&E GT-NW's system at the point(s) of receipt. PG&E GT-NW shall deliver the gas to be transported hereunder to or for the account of Shipper at the pressures existing in PG&E GT-NW's system at the point(s) of delivery.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 162 First Revised Sheet No. 162 : Effective
Superseding: Original Sheet No. 162

FORM OF SERVICE AGREEMENT
(Applicable to Service Under Rate Schedule FTS-1 for Capacity Release)
(Continued)

V. OPERATING PROCEDURES

- 5.1 Shipper shall conform to all of the operating procedures set forth in the Transportation General Terms and Conditions of the FERC Gas Tariff First Revised Volume No. 1-A.
- 5.2 Shipper shall furnish gas for compressor fuel and line loss as set forth in PG&E GT-NW's Rate Schedule FTS-1.

VI. RATE(S)

- 6.1 Shipper shall pay PG&E GT-NW each month all rates applicable to services rendered pursuant to this Agreement in accordance with PG&E GT-NW's Rate Schedule FTS-1, or superseding rate schedule(s), and PG&E GT-NW's current Statement of Effective Rates and Charges in this FERC Gas Tariff First Revised Volume No. 1-A, on file with and subject to the jurisdiction of the FERC and as adjusted by Exhibit R of this Agreement. This Agreement in all respects shall be and remains subject to the applicable provisions of PG&E GT-NW's Rate Schedule FTS-1, or superseding rate schedule(s), and of the Transportation General Terms and Conditions of PG&E GT-NW's FERC Gas Tariff First Revised Volume No. 1-A on file with the FERC, all of which are by this reference made a part hereof.
- 6.2 PG&E GT-NW shall have the right from time to time to propose, file and cause to be made effective with the FERC such changes in the rates and charges or service obligations applicable to transportation services pursuant to this Agreement, the rate schedule under which this service is hereunder provided, or any provisions of PG&E GT-NW's Transportation General Terms and Conditions applicable to such services. Shipper shall have the right to protest any such changes proposed by PG&E GT-NW and to exercise any other rights that Shipper may have with respect thereto.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 163 Second Revised Sheet No. 163 : Effective
Superseding: First Revised Sheet No. 163
FORM OF SERVICE AGREEMENT
(Applicable to Service Under Rate Schedule FTS-1 for Capacity Release)
(Continued)

VII. MISCELLANEOUS

- 7.1 This Agreement shall be interpreted according to the laws of the state of California.
- 7.2 Unless herein provided to the contrary, any notice called for in this Agreement and/or PG&E GT-NW's Transportation General Terms and Conditions shall be in writing and shall be considered as having been given if delivered by facsimile or registered mail, with all postage or charges prepaid, to either PG&E GT-NW or Shipper at the place designated below. Routine communications, including monthly statements and payment, shall be considered as duly delivered when received by ordinary mail or facsimile. Shipper's daily nominations shall be considered as duly delivered when received by electronic data interchange. Unless changed, the addresses of the parties are as follows:

"PG&E GT-NW" PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
2100 Southwest River Parkway
Portland, OR 97201
Attention: President & CEO

"Shipper" _____

Attention: _____

- 7.3 Prior to initiation of service, Shipper shall provide PG&E GT-NW with any information required by the FERC, as well as all information identified in PG&E GT-NW's Transportation General Terms and Conditions applicable to service under PG&E GT-NW's Rate Schedule FTS-1 and this Agreement.
- 7.4 A waiver by either party of any one or more defaults by the other hereunder shall not operate as a waiver of any future default or defaults, whether of a like or of a different character.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 164 First Revised Sheet No. 164 : Effective
Superseding: Original Sheet No. 164

FORM OF SERVICE AGREEMENT
(Applicable to Service Under Rate Schedule FTS-1 for Capacity Release)
(Continued)

VII. MISCELLANEOUS (Continued)

- 7.5 Nothing in this Agreement shall be deemed to create any rights or obligations between the parties hereto after the expiration of the Initial or Subsequent Term(s) set forth herein, except that expiration of this Agreement shall not relieve either party of the obligation to correct any quantity imbalances or Shipper of the obligation to pay any amounts due to PG&E GT-NW to the date of expiration.
- 7.6 Shipper warrants for itself, its successors and assigns, that it will have at the time of delivery of the gas to PG&E GT-NW hereunder good title to such gas and that all gas delivered to PG&E GT-NW for transportation hereunder is eligible for all requested transportation in interstate commerce under applicable rules, regulations or orders of the FERC, or other agency having jurisdiction. Shipper will indemnify PG&E GT-NW and save and hold it harmless from all suits, action, damages (including reasonable attorneys' fees) and costs connected with regulatory or legal proceedings, arising from the breach of this warranty.
- 7.7 This Agreement constitutes the full agreement between Shipper and PG&E GT-NW and any subsequent changes to this Agreement must be made in writing by an amendment to this Agreement. This Agreement may only be amended by an instrument in writing executed by both parties hereto.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed as of the day and year first above written.

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION

By: _____

Name: _____

Title: President & CEO

Date: _____

By: _____

Name: _____

Title: _____

Date: _____

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 165 First Revised Sheet No. 165 : Effective

Superseding: Original Sheet No. 165

FORM OF SERVICE AGREEMENT

(Applicable to Service Under Rate Schedule FTS-1 for Capacity Release)

EXHIBIT R

TO THE FIRM TRANSPORTATION AGREEMENT

Dated _____ Between

PG&E Gas Transmission, Northwest Corporation

and _____

Receipt Point:

Delivery Point:

Maximum Daily Quantity:

Commencement of Service:

Termination of Service:

Rate or Charge: _____ percent of the maximum rate defined as

Other Terms and Conditions:

- 1. _____
- 2. _____
- 3. _____

Effective _____

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 166 First Revised Sheet No. 166 : Effective
Superseding: Original Sheet No. 166
FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1

THIS AGREEMENT is made and entered into this _____ day of _____,
19____, by and between PG&E GAS TRANSMISSION, NORTHWEST CORPORATION, a
California corporation (hereinafter referred to as "PG&E GT-NW"),
and

_____, a corporation existing
under the laws of the State or Province of _____ (hereinafter
referred to as "Shipper"), on behalf of _____
(hereinafter referred to as _____).

WHEREAS, PG&E GT-NW owns and operates a natural gas pipeline transmission
system which extends from a point of interconnection with the pipeline
Facilities of Alberta Natural Gas Company Ltd. (ANG) at the International
Boundary near Kingsgate, British Columbia, through the states of Idaho,
Washington and Oregon to a point of interconnection with Pacific Gas and
Electric Company at the Oregon-California border near Malin, Oregon; and

WHEREAS, Shipper desires PG&E GT-NW, on an interruptible basis, to
Transport certain quantities of natural gas from _____ to
_____ for ultimate delivery to _____ (specify
end-user, local distribution company, intrastate or interstate pipeline)
on behalf of _____ (specify local
distribution company or intrastate pipeline); and

(Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 167 First Revised Sheet No. 167 : Effective
Superseding: Original Sheet No. 167

FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1
(Continued)

WHEREAS, PG&E GT-NW is willing to transport certain quantities of natural gas for Shipper, on an interruptible basis,

NOW, THEREFORE, the parties agree as follows:

I
Governmental Authority

- 1.1 This Interruptible Transportation Agreement ("Agreement") is made pursuant to the regulations of the Federal Energy Regulatory Commission (FERC) contained in 18 CFR Part 284, as amended from time to time.
- 1.2 This Agreement is subject to all valid legislation with respect to the subject matters hereof, either state or federal, and to all valid present and future decisions, orders, rules, regulations and ordinances of all duly constituted governmental authorities having jurisdiction.
- 1.3 Shipper shall reimburse PG&E GT-NW for any and all filing fees incurred by PG&E GT-NW in seeking governmental authorization for the initiation, extension, or termination of service under this Agreement and Rate Schedule ITS-1. Shipper shall reimburse PG&E GT-NW for such fees at PG&E GT-NW's designated office within ten (10) days of receipt of notice from PG&E GT-NW that such fees are due and payable. Additionally, Shipper shall reimburse PG&E GT-NW for any and all penalty fees or fines assessed PG&E GT-NW caused by the negligence of Shipper in not obtaining all proper Canadian and domestic import/export licenses, surety bonds or any other documents and approvals related to the Canadian exportation and subsequent domestic importation of natural gas transported by PG&E GT-NW hereunder.

(Continued)

Effective Date: 10/25/2000 Status: Effective
FERC Docket: RP00-566-000

Fourth Revised Sheet No. 168 Fourth Revised Sheet No. 168 : Effective
Superseding: Second Revised Sheet No. 168

FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1
(Continued)

II

Quantity of Gas and Priority of Service

- 2.1 Subject to the terms and provisions of this Agreement and PG&E GT-NW's Transportation General Terms and Conditions applicable to rate Schedule ITS-1, daily receipts of gas by PG&E GT-NW from Shipper at the point(s) of receipt shall be equal to daily deliveries of gas by PG&E GT-NW to Shipper at the point(s) of delivery; provided, however, Shipper shall deliver to PG&E GT-NW an additional quantity of natural gas at the point(s) of receipt as compressor station fuel, line loss and unaccounted for gas as specified in the. Statement of Effective Rates and Charges of PG&E GT-NW's FERC Gas Tariff. Any limitations of the quantities to be received from each point of receipt and/or delivered to each point of delivery shall be as specified on the Exhibit A attached hereto. The service under this Agreement shall be conditioned upon the availability of capacity sufficient to provide the service without detriment or disadvantage to those customers of PG&E GT-NW that have a higher priority of service.
- 2.2 The maximum quantities of gas to be delivered by PG&E GT-NW for Shipper's account at the point(s) of delivery are set forth in Exhibit A.
- 2.3 In providing service to its existing or new customers, PG&E GT-NW will use the priorities of service specified in Paragraph 19 of PG&E GT-NW's Transportation General Terms and Conditions on file with the FERC.
- 2.4 Prior to initiation of service, Shipper shall provide PG&E GT-NW with any information required by the FERC, as well as all information identified in PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule ITS-1.

III

Term of Agreement

- 3.1 This Agreement shall become effective _____, and shall continue in full force and effect until _____.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 169 First Revised Sheet No. 169 : Effective
Superseding: Original Sheet No. 169
FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1
(Continued)

IV
Points of Receipt and Delivery

- 4.1 The point(s) of receipt of gas deliveries to PG&E GT-NW is as designated in Exhibit A, attached hereto.
- 4.2 The point(s) of delivery of gas to Shipper is as designated in Exhibit A, attached hereto.
- 4.3 Shipper shall deliver or cause to be delivered to PG&E GT-NW the gas to be transported hereunder at pressures sufficient to deliver such gas into PG&E GT-NW's system at the point(s) of receipt. PG&E GT-NW shall deliver the gas to be transported hereunder to or for the account of Shipper at the pressures existing in PG&E GT-NW's system at the point(s) of delivery.

V
Operating Procedure

- 5.1 Shipper shall conform to the operating procedures set forth in PG&E GT-NW's Transportation General Terms and Conditions.
- 5.2 Nothing in Section 5.1 shall compel PG&E GT-NW to transport gas pursuant to Shipper's request on any given day. PG&E GT-NW shall have the right to interrupt or curtail the transport of gas for the account of Shipper pursuant to PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate schedule ITS-1.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Third Revised Sheet No. 170 Third Revised Sheet No. 170 : Effective
Superseding: Second Revised Sheet No. 170

FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1
(Continued)

VI

Rate(s), Rate Schedules,
and General Terms and Conditions of Service

- 6.1 Shipper shall pay PG&E GT-NW each month for services rendered pursuant to this Agreement in accordance with PG&E GT-NW's Rate Schedule ITS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC. In the event PG&E GT-NW and Shipper agree on a Negotiated Rate, that rate, and any provisions governing such Negotiated Rate, shall be set forth in Exhibit B attached hereto.
- 6.2 Shipper shall compensate PG&E GT-NW each month for compressor station fuel line loss and other unaccounted for gas associated with this transportation service provided herein in accordance with PG&E GT-NW's Statement of Effective Rates and Charges and Rate Schedule ITS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC.
- 6.3 This Agreement in all respects shall be and remains subject to the applicable provisions of Rate Schedule ITS-1, or superseding rate schedule(s) and of the applicable Transportation General Terms and Conditions of PG&E GT-NW's FERC Gas Tariff on file with the FERC, all of which are by this reference made a part hereof.
- 6.4 PG&E GT-NW shall have the unilateral right from time to time to propose and file with FERC such changes in the rates and charges applicable to transportation services pursuant to this Agreement, the rate schedule(s) under which this service is hereunder provided, or any provisions of PG&E GT-NW's Transportation General Terms and Conditions applicable to such services. Shipper shall have the right to protest any such changes proposed by PG&E GT-NW and to exercise any other rights that Shipper may have with respect thereto.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 171 Second Revised Sheet No. 171 : Effective
Superseding: First Revised Sheet No. 171
FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1
(Continued)

VII
Miscellaneous

- 7.1 This Agreement shall be interpreted according to the laws of the state of California.
- 7.2 Shipper warrants that upstream and downstream transportation arrangements are in place, or will be in place as of the requested effective date of service, and that it has advised the upstream and downstream transporters of the receipt and delivery points under this Agreement and any quantity limitations for each point as specified on Exhibit(s) _____ attached hereto.
- 7.3 Shipper agrees to indemnify and hold PG&E GT-NW harmless for refusal to transport gas hereunder in the event any upstream or downstream transporter fails to receive or deliver gas as contemplated by this Agreement.
- 7.4 Unless herein provided to the contrary, any notice called for in this Agreement shall be in writing and shall be considered as having been given if delivered by registered mail or telex with all postage or charges prepaid, to either PG&E GT-NW or Shipper at the place designated below. Routine communications, including monthly statements and payment, shall be considered as duly delivered when received by ordinary mail. Unless changed, the addresses of the parties are as follows:

"PG&E GT-NW" PG&E Gas Transmission - Northwest
2100 Southwest River Parkway
Portland, OR 97201
Attention: President & CEO

"Shipper" _____

Attention: _____

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 172 First Revised Sheet No. 172 : Effective
Superseding: Original Sheet No. 172

FORM OF SERVICE AGREEMENT

APPLICABLE TO INTERRUPTIBLE TRANSPORTATION SERVICE
UNDER RATE SCHEDULE ITS-1
(Continued)

VII
Miscellaneous
(Continued)

- 7.5 A waiver by either party of any one or more defaults by the other hereunder shall not operate as a waiver of any future default or defaults, whether of a like or of a different character.
- 7.6 This Agreement may only be amended by an instrument in writing executed by both parties hereto.
- 7.7 Nothing in this Agreement shall be deemed to create any rights or obligations between the parties hereto after the expiration of the term set forth herein, except that termination of this Agreement shall not relieve either party of the obligation to correct any quantity imbalances or Shipper of the obligation to pay any amounts due hereunder to PG&E GT-NW.
- 7.8 Reserved for future use.
- 7.9 Exhibit(s) ___ attached hereto is/are incorporated herein by reference and made a part hereof for all purposes.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed as of the day and year first above written.

PG&E Gas Transmission, Northwest Corporation
By: _____
Name: _____
Title: _____

SHIPPER
By: _____
Name: _____
Title: _____

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 173 Second Revised Sheet No. 173 : Effective
Superseding: First Revised Sheet No. 173

EXHIBIT A
TO THE INTERRUPTIBLE TRANSPORTATION AGREEMENT

Dated _____ Between
PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
and _____

Receipt Point	Delivery Point	Maximum Daily Quantity (Delivered) MMBtu/d
------------------	-------------------	--

Notes:

- 1) Shipper's priority date of service under this Agreement has been established as _____.
- 2) Rates for transportation service under this Agreement and gas to be supplied by Shipper at Shipper's point(s) of receipt for fuel, line loss, and unaccounted for purposes are listed in the Statement of Effective Rates and Charges of PG&E GT-NW's FERC Gas Tariff

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 174 First Revised Sheet No. 174 : Effective
Superseding: Original Sheet No. 174

FORM OF SERVICE AGREEMENT

APPLICABLE TO PARKING SERVICE
UNDER RATE SCHEDULE PS-1

THIS AGREEMENT is made and entered into this _____ day of _____,
19__ , by and between PG&E GAS TRANSMISSION, NORTHWEST CORPORATION,
a California corporation (hereinafter referred to as "PG&E GT-NW"), and
_____, a corporation
existing under the laws of the State or Province of _____
(hereinafter referred to as "Shipper"), on behalf of
_____ (hereinafter referred to as
_____).

WHEREAS, PG&E GT-NW owns and operates a natural gas pipeline transmission
system which extends from a point of interconnection with the pipeline
facilities of Alberta Natural Gas Company Ltd. (ANG) at the
International Boundary near Kingsgate, British Columbia, through the
states of Idaho, Washington and Oregon to a point of interconnection
with Pacific Gas and Electric Company at the Oregon-California border
near Malin, Oregon; and

WHEREAS, Shipper desires PG&E GT-NW, on an interruptible basis,
to park certain quantities of natural gas; and

WHEREAS, PG&E GT-NW is willing to park certain quantities of natural
gas for Shipper, on an interruptible basis,

NOW, THEREFORE, the parties agree as follows:

I
Governmental Authority

- 1.1 This Parking Service Agreement ("Agreement") is made pursuant to
the regulations of the Federal Energy Regulatory Commission (FERC)
contained in 18 CFR Part 284, as amended from time to time.
- 1.2 This Agreement is subject to all valid legislation with respect
to the subject matters hereof, either state or federal, and to
all valid present and future decisions, orders, rules, regulations
and ordinances of all duly constituted governmental authorities
having jurisdiction.
- 1.3 Shipper shall reimburse PG&E GT-NW for any and all filing fees
incurred by PG&E GT-NW in seeking governmental authorization for
the initiation, extension, or termination of service under this
Agreement and Rate Schedule PS-1. Shipper shall reimburse PG&E
GT-NW for such fees at PG&E GT-NW's designated office within ten
(10) days of receipt of notice from PG&E GT-NW that such fees are
due and payable. (Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 175 First Revised Sheet No. 175 : Effective
Superseding: Original Sheet No. 175

FORM OF SERVICE AGREEMENT

APPLICABLE TO PARKING SERVICE
UNDER RATE SCHEDULE PS-1
(Continued)

II

Quantity of Gas and Priority of Service

- 2.1 Quantities parked under Rate Schedule PS-1 will be as specified in Shipper's delivery schedule to be provided to PG&E GT-NW
- 2.2 The service under this Agreement shall be conditioned upon the availability of capacity sufficient to provide the service without detriment or disadvantage to those customers of PG&E GT-NW that have a higher priority of service.
- 2.3 Prior to initiation of service, Shipper shall provide PG&E GT-NW with any information required by the FERC, as well as all information identified in PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule PS-1.

III

Term of Agreement

- 3.1 This Agreement shall become effective _____, and shall continue in full force and effect until _____.

IV

Points of Receipt

- 4.1 The point(s) of receipt of gas deliveries to PG&E GT-NW is as designated in Exhibit A, attached hereto.
- 4.2 Shipper shall deliver or cause to be delivered to PG&E GT-NW the gas to be parked hereunder at pressures sufficient to deliver such gas into PG&E GT-NW's system at the point(s) of receipt.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Second Revised Sheet No. 176 Second Revised Sheet No. 176 : Effective
Superseding: First Revised Sheet No. 176

FORM OF SERVICE AGREEMENT
APPLICABLE TO PARKING SERVICE UNDER RATE SCHEDULE PS-1

V. Operating Procedure

- 5.1 Shipper shall conform to the operating procedures set forth in PG&E GT-NW's Transportation General Terms and Conditions.
- 5.2 Nothing in Section 5.1 shall compel PG&E GT-NW to park gas pursuant to Shipper's request on any given day. PG&E GT-NW shall have the right to interrupt or curtail the parking of gas for the account of Shipper pursuant to PG&E GT-NW's Rate Schedule PS-1.

VI. Rate(s), Rate Schedules,
and General Terms and Conditions of Service

- 6.1 Shipper shall pay PG&E GT-NW each month for services rendered pursuant to this Agreement in accordance with PG&E GT-NW's Rate Schedule PS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC. In the event PG&E GT-NW and Shipper agree on a Negotiated Rate, that rate, and any provisions governing such Negotiated Rate, shall be set forth in Exhibit B attached hereto.
- 6.2 This Agreement in all respects shall be and remains subject to the applicable provisions of Rate Schedule PS-1, or superseding rate schedule(s) and of the applicable Transportation General Terms and Conditions of PG&E GT-NW's FERC Gas Tariff First Revised Volume No. 1-A on file with the FERC, all of which are by this reference made a part hereof.
- 6.3 PG&E GT-NW shall have the unilateral right from time to time to propose and file with FERC such changes in the rates and charges applicable to Parking Service pursuant to this Agreement, the rate schedule(s) under which this service is hereunder provided, or any provisions of PG&E GT-NW's Transportation General Terms and Conditions applicable to such services. Shipper shall have the right to protest any such changes proposed by PG&E GT-NW and to exercise any other rights that Shipper may have with respect thereto.

VII. Miscellaneous

- 7.1 This Agreement shall be interpreted according to the laws of the state of California.
- 7.2 Shipper agrees to indemnify and hold PG&E GT-NW harmless for refusal to park gas hereunder in the event any upstream transporter fails to deliver gas as contemplated by this Agreement. (Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 177 Second Revised Sheet No. 177 : Effective
Superseding: First Revised Sheet No. 177

FORM OF SERVICE AGREEMENT

APPLICABLE TO PARKING SERVICE
UNDER RATE SCHEDULE PS-1
(Continued)

VII
Miscellaneous
(Continued)

7.3 Unless herein provided to the contrary, any notice called for in this Agreement shall be in writing and shall be considered as having been given if delivered by registered mail or telex with all postage or charges prepaid, to either PG&E GT-NW or Shipper at the place designated below. Routine communications, including monthly statements and payment, shall be considered as duly delivered when received by ordinary mail. Unless changed, the addresses of the parties are as follows:

"PGE GT-NW" PG&E GAS TRANSMISSION - NORTHWEST
2100 Southwest River Parkway
Portland, OR 97201
Attention: President & CEO

"Shipper" _____

Attention: _____

- 7.4 A waiver by either party of any one or more defaults by the other hereunder shall not operate as a waiver of any future default or defaults, whether of a like or of a different character.
- 7.5 This Agreement may only be amended by an instrument in writing executed by both parties hereto.
- 7.6 Nothing in this Agreement shall be deemed to create any rights or obligations between the parties hereto after the expiration of the term set forth herein, except that termination of this Agreement shall not relieve either party of the obligation to correct any quantity imbalances or Shipper of the obligation to pay any amounts due hereunder to PG&E GT-NW.
- 7.7 Exhibit(s) ___ attached hereto is/are incorporated herein by reference and made a part hereof for all purposes.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 178 First Revised Sheet No. 178 : Effective
Superseding: Original Sheet No. 178

FORM OF SERVICE AGREEMENT

APPLICABLE TO PARKING SERVICE
UNDER RATE SCHEDULE PS-1
(Continued)

VII
Miscellaneous
(Continued)

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be
executed as of the day and year first above written.

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION

By: _____
Name: _____
Title: _____

SHIPPER

By: _____
Name: _____
Title: _____

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 179 First Revised Sheet No. 179 : Effective
Superseding: Original Sheet No. 179

EXHIBIT A
TO THE PARKING SERVICE AGREEMENT
Dated _____
Between PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
and _____

Receipt Point (s)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 180 First Revised Sheet No. 180 : Effective
Superseding: Original Sheet No. 180

FORM OF SERVICE AGREEMENT
APPLICABLE TO AUTHORIZED IMBALANCE SERVICE
UNDER RATE SCHEDULE AIS-1

THIS AGREEMENT is made and entered into this ____ day of
_____, 19__, by and between

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION, a California corporation
(hereinafter referred to as "PG&E GT-NW"), and
_____, a corporation existing under the laws of the
State or Province of _____ (hereinafter referred to as
"Shipper"), on behalf of _____ (hereinafter referred to as
_____)

WHEREAS, PG&E GT-NW owns and operates a natural gas pipeline transmission
system which extends from a point of interconnection with the pipeline
facilities of Alberta Natural Gas Company Ltd. (ANG) at the International
Boundary near Kingsgate, British Columbia, through the states of Idaho,
Washington and Oregon to a point of interconnection with Pacific Gas and
Electric Company at the Oregon-California border near Malin, Oregon; and

WHEREAS, Shipper desires PG&E GT-NW, on an interruptible basis, to obtain
short-term advances of certain quantities of natural gas; and

WHEREAS, PG&E GT-NW is willing to advance, on a short-term basis, certain
quantities of natural gas for Shipper, on an interruptible basis,

NOW, THEREFORE, the parties agree as follows:

I
Governmental Authority

- 1.1 This Authorized Imbalance Service Agreement ("Agreement") is made pursuant to the regulations of the Federal Energy Regulatory Commission (FERC) contained in 18 CFR Part 284, as amended from time to time.
- 1.2 This Agreement is subject to all valid legislation with respect to the subject matters hereof, either state or federal, and to all valid present and future decisions, orders, rules, regulations and ordinances of all duly constituted governmental authorities having jurisdiction.
- 1.3 Shipper shall reimburse PG&E GT-NW for any and all filing fees incurred by PG&E GT-NW in seeking governmental authorization for the initiation, extension, or termination of service under this Agreement and Rate Schedule AIS-1. Shipper shall reimburse PG&E GT-NW for such fees at PG&E GT-NW's designated office within ten (10) days of receipt of notice from PG&E GT-NW that such fees are due and payable. (Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 181 First Revised Sheet No. 181 : Effective
Superseding: Original Sheet No. 181

FORM OF SERVICE AGREEMENT

APPLICABLE TO AUTHORIZED IMBALANCE SERVICE
UNDER RATE SCHEDULE AIS-1

(Continued)

II

Quantity of Gas and Priority of Service

- 2.1 Beginning on the date specified in Article III and continuing for the remaining term specified in Article III, PG&E GT-NW agrees to advance quantities of gas to Shipper up to the Maximum Quantity (MQ) specified in Exhibit A.
- 2.2 The service under this Agreement shall be conditioned upon the availability of capacity sufficient to provide the service without detriment or disadvantage to those customers of PG&E GT-NW that have a higher priority of service.
- 2.3 Prior to initiation of service, Shipper shall provide PG&E GT-NW with any information required by the FERC, as well as all information identified in PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule AIS-1.

III

Term of Agreement

- 3.1 This Agreement shall become effective _____, and shall continue in full force and effect until _____.

IV

Points of Delivery

- 4.1 The point(s) of delivery of gas advanced to Shipper is as designated in Exhibit A, attached hereto.

(Continued)

Effective Date: 10/30/1999 Status: Effective
FERC Docket: RP99-518-000

Second Revised Sheet No. 182 Second Revised Sheet No. 182 : Effective
Superseding: First Revised Sheet No. 182

FORM OF SERVICE AGREEMENT
APPLICABLE TO AUTHORIZED IMBALANCE SERVICE
UNDER RATE SCHEDULE AIS-1

V. Operating Procedure

- 5.1 Shipper shall conform to the operating procedures set forth in PG&E GT-NW's Transportation General Terms and Conditions.
- 5.2 Nothing in Section 5.1 shall compel PG&E GT-NW to advance gas pursuant to Shipper's request on any given day. PG&E GT-NW shall have the right to interrupt or curtail the advancement and return of gas for the account of Shipper pursuant to PG&E GT-NW's Rate Schedule AIS-1.

VI. Rate(s), Rate Schedules,
and General Terms and Conditions of Service

- 6.1 Shipper shall pay PG&E GT-NW each month for services rendered pursuant to this Agreement in accordance with PG&E GT-NW's Rate Schedule AIS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC. In the event PG&E GT-NW and Shipper agree on a Negotiated Rate, that rate, and any provisions governing such Negotiated Rate, shall be set forth in Exhibit B attached hereto.
- 6.2 This Agreement in all respects shall be and remains subject to the applicable provisions of Rate Schedule AIS-1, or superseding rate schedule(s) and of the applicable Transportation General Terms and Conditions of PG&E GT-NW's FERC Gas Tariff First Revised Volume No. 1-A on file with the FERC, all of which are by this reference made a parthereof.
- 6.3 PG&E GT-NW shall have the unilateral right from time to time to propose and file with FERC such changes in the rates and charges applicable to Authorized Imbalance Service pursuant to this Agreement, the rate schedule(s) under which this service is hereunder provided, or any provisions of PG&E GT-NW's Transportation General Terms and Conditions applicable to such services. Shipper shall have the right to protest any such changes proposed by PG&E GT-NW and to exercise any other rights that Shipper may have with respect thereto.

VII. Miscellaneous

- 7.1 This Agreement shall be interpreted according to the laws of the State of California.
- 7.2 Shipper agrees to indemnify and hold PG&E GT-NW harmless for refusal to advance gas hereunder in the event any downstream Transporter fails to receive gas as contemplated by this Agreement.

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

Second Revised Sheet No. 183 Second Revised Sheet No. 183 : Effective
Superseding: First Revised Sheet No. 183
FORM OF SERVICE AGREEMENT

APPLICABLE TO AUTHORIZED IMBALANCE SERVICE
UNDER RATE SCHEDULE AIS-1
(Continued)

VII
Miscellaneous
(Continued)

7.3 Unless herein provided to the contrary, any notice called for in this Agreement shall be in writing and shall be considered as having been given if delivered by registered mail or telex with all postage or charges prepaid, to either PG&E GT-NW or Shipper at the place designated below. Routine communications, including monthly statements and payment, shall be considered as duly delivered when received by ordinary mail. Unless changed, the addresses of the parties are as follows:

"PG&E GT-NW" PG&E GAS TRANSMISSION - NORTHWEST
2100 Southwest River Parkway
Portland, OR 97201
Attention: President & CEO

"Shipper" _____

Attention: _____

- 7.4 A waiver by either party of any one or more defaults by the other hereunder shall not operate as a waiver of any future default or defaults, whether of a like or of a different character.
- 7.5 This Agreement may only be amended by an instrument in writing executed by both parties hereto.
- 7.6 Nothing in this Agreement shall be deemed to create any rights or obligations between the parties hereto after the expiration of the term set forth herein, except that termination of this Agreement shall not relieve either party of the obligation to correct any quantity imbalances or Shipper of the obligation to pay any amounts due hereunder to PG&E GT-NW.
- 7.7 Exhibit(s) ___ attached hereto is/are incorporated herein by reference and made a part hereof for all purposes.

(Continued)

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 184 First Revised Sheet No. 184 : Effective

Superseding: Original Sheet No. 184

FORM OF SERVICE AGREEMENT

APPLICABLE TO AUTHORIZED IMBALANCE SERVICE
UNDER RATE SCHEDULE AIS-1
(Continued)

VII
Miscellaneous
(Continued)

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be
executed as of the day and year first above written.

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION

By: _____

Name: _____

Title: _____

SHIPPER

By: _____

Name: _____

Title: _____

Effective Date: 02/02/1998 Status: Effective

FERC Docket: GT98- 17-000

First Revised Sheet No. 185 First Revised Sheet No. 185 : Effective
Superseding: Original Sheet No. 185

EXHIBIT A

TO THE AUTHORIZED IMBALANCE SERVICE AGREEMENT

Dated _____ Between PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
and _____

Maximum
Quantity (MQ) Point(s) of Gas Advance

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 186 First Revised Sheet No. 186 : Effective
Superseding: Original Sheet No. 186

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

THIS ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT (the "Agreement"), is made as of the _____ day of _____, 199_, by and between PG&E Gas Transmission, Northwest Corporation, a California corporation, with its principal office at 2100 Southwest River Parkway, Portland, Oregon 97201 ("PG&E GT-NW"), and _____, a _____, with its principal office at _____ (the "User").

RECITALS

WHEREAS, the parties desire to facilitate transactions, reports and other information exchanged ("Transactions") by electronically transmitting and receiving data in agreed formats (the "EDI Process") in substitution for on-line transmittal and/or for conventional paper-based documents; and

WHEREAS, the parties desire to assure that such Transactions are not legally invalid or unenforceable as a result of the use of available electronic technologies for the mutual benefit of the parties; and

WHEREAS, the parties desire to enter into this Agreement to govern their relationship with respect to electronic data interchange ("EDI") Transactions.

NOW THEREFORE, in consideration of the premises and covenants herein contained, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties, intending to be legally bound, hereby agree as follows:

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 187 First Revised Sheet No. 187 : Effective
Superseding: Original Sheet No. 187

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

Section 1. Prerequisites.

1.1. Documents: Standards. Each party may electronically transmit to or receive from the other party any of the transaction sets listed in the Exhibit(s) of Appendix A, and transaction sets which the parties by written agreement add to Appendix A (individually a "Document"; collectively "Documents"). Any transmission of data which is not a Document shall have no force or effect between the parties. Documents shall be transmitted in accordance with the terms and conditions of Appendix A attached hereto. Additional Exhibit(s) may be added from time to time, upon written agreement by the parties, and such Exhibit(s) shall be made a part of this Agreement.

In the event of a conflict between the provisions in Appendix A or an Exhibit and the terms and conditions of the body of this Agreement, the terms and conditions of the body of this Agreement shall govern.

1.2. Third Party Service Providers.

1.2.1. Documents will be transmitted electronically to each party either, as specified in Appendix A, directly or through any third party service provider ("Provider") with which either party may contract. Either party may modify its election to use, not use or change a Provider upon 30 days prior written notice to the other party to this Agreement.

1.2.2. Each party shall be responsible for the costs of any Provider with which it contracts, unless otherwise set forth in Appendix A. Unless otherwise stated in Appendix A, the sending party shall pay all costs to transmit its data to the receiving party's Receipt Computer and the receiving party shall pay all costs to retrieve the data.

1.2.3. Due to the uncertain nature of the Worldwide Web/Internet, the parties acknowledge and agree that each

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 188 First Revised Sheet No. 188 : Effective
Superseding: Original Sheet No. 188

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

party shall be liable for the acts or omissions of its Provider with regard to the transmission, receiving, storing or handling of Documents on behalf of such party; provided, that if both the parties use the same Provider to effect the transmission, receipt, storing and/or handling of a Document, the originating party shall be liable with regard to the transmission, receiving, storing or handling of such Document. This provision does not limit any claim of a party against a Provider in respect of any act or omission. NOTWITHSTANDING THE GENERALITY OF THE FOREGOING PROVISIONS OF THIS SECTION 1.2.3, USER ACKNOWLEDGES AND AGREES THAT USER IS SOLELY RESPONSIBLE FOR THE ACCURACY OF ALL INFORMATION AND DATA THAT USER TRANSMITS TO PG&E GT-NW AND PG&E GT-NW SHALL NOT BE LIABLE FOR ANY SUCH INACCURACIES.

1.3. System Operations. Each party, at its own expense, shall provide and maintain the equipment, software, services and testing necessary to effectively and reliably transmit and receive Documents. Any special data retention requirements shall be set forth in Appendix A.

1.4. Security Procedures. Each party shall properly use those security procedures, including those specified in Appendix A, if any, which are reasonably sufficient to ensure that all transmissions of Documents are authorized and to protect its business records and data from improper access.

1.5. Signatures. Each party shall adopt as its signature an electronic identification consisting of symbol(s) or code(s) which are to be affixed to or contained, where required, in the Document transmitted by such party ("Signature Code(s)"). Each Signature Code(s) shall be specified in Appendix A. In such cases where a Signature Code(s) is required for one or more Transaction Set(s), the requirement shall be specified in Appendix A applicable to such Transaction Set(s). Each party agrees that the Signature Code(s) of each party affixed to or contained in any transmitted Document shall be sufficient to verify such party originated such

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 189 First Revised Sheet No. 189 : Effective
Superseding: Original Sheet No. 189

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

Document(s). Neither party shall disclose to any unauthorized person the Signature Code(s) of the other party. User shall take all commercially reasonable measures to maintain the secrecy and confidentiality of the Signature Code of User. Without limiting the generality of the foregoing sentence, User shall, at all times, provide PG&E GT-NW with a list of all currently authorized representatives of User having access to the User's Signature Code and shall be solely responsible for any transmission utilizing User's Signature Code by anyone not set forth on such list and any and all consequences resulting from such unauthorized use of the User's Signature Code.

Section 2. Transmissions.

2.1. Proper Receipt. Documents shall not be deemed to have been properly received, and no Document shall give rise to any obligation, until accessible to the receiving party at such party's Receipt Computer designated in Appendix A. Where the parties employ the services of Providers to transmit and receive Documents, the Receipt Computer shall be defined in Appendix A as the receiving party's electronic mailbox provided by the receiving party's Provider.

2.2. Verification.

2.2.1. Upon proper receipt of any Document, the receiving party shall promptly and properly transmit a functional acknowledgment in return, unless otherwise specified in Appendix A.

2.2.2. For the purposes of this Agreement, a "functional acknowledgment" means an ASC X.12 Transaction Set 997, which confirms a Document (in the format specified by such acknowledgment) has been received and whether all required portions of the Document are syntactically correct, but which does not confirm the substantive content(s) of the related Document.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 190 First Revised Sheet No. 190 : Effective
Superseding: Original Sheet No. 190

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

2.2.3. By mutual agreement, the parties may designate in Appendix A a "response document" Transaction Set as a substitute for or in addition to an ASC X.12 Transaction Set 997. A "response document" confirms that a Document (in the format specified by such acknowledgment) has been received, and whether all required portions of the Document are syntactically correct, and contains data sent by the receiving party to the sending party in response to the substantive content of the related Document. If the parties designate a response document as a substitute for a functional acknowledgment, the time requirements in Appendix A applicable to functional acknowledgments shall apply to such response documents.

2.2.4. A functional acknowledgment, or a response document that has been designated in Appendix A as a substitute for a functional acknowledgment, shall constitute conclusive evidence a Document has been properly received.

2.2.5. Except as to conditions governed under Section 2.4, in the event the receiving party fails to promptly and properly transmit a functional acknowledgment or response document in return for a properly received Document, where required, the originating party's records of the contents of the Document shall control.

2.3. Acceptance. Unless otherwise provided in Appendix A, all Documents shall require a document (the "Acceptance Document") accepting the initial transmitted document and no obligation shall arise with regard to any Document until the originating party has properly received in return an Acceptance Document. The form and nature of each such Acceptance Document for each designated type of Document shall be specified in Appendix A with respect to each such Document. The validity and enforcement of all Documents and all Acceptance Documents shall be governed by the terms and conditions set forth in Section 3.3 of this Agreement.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 191 First Revised Sheet No. 191 : Effective
Superseding: Original Sheet No. 191

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

2.4. Garbled Transmissions. If any transmitted Document is received in an unintelligible or garbled form, the receiving party shall promptly notify the originating party (if identifiable from the received Document) in a reasonable manner. In the absence of such a notice and where a functional acknowledgment or response document has resulted, the originating party's records of the contents of such Document shall control.

2.5. Retransmissions. If the originating party of a Document has not properly received a corresponding functional acknowledgment or response document within the Retransmission Timeframe indicated in Appendix A, the originating party shall retransmit the Document.

Section 3. Transaction Terms.

3.1. Terms and Conditions. All Transmissions made pursuant to this Agreement shall be subject to the terms and conditions of this Agreement and no other terms and conditions shall apply unless the parties specifically agree to the applicability of such other terms and conditions. User agrees that it shall be bound by all the terms and conditions of this Agreement, as well as any and all applicable tariffs currently in effect for PGT as approved by the Federal Energy Regulatory Commission ("FERC"), or which may hereafter be implemented. Such tariffs are matters of public record, which User warrants it has reviewed and will review in the future.

3.2. Confidentiality. No information contained in any Document or otherwise exchanged between the parties shall be considered confidential, except to the extent provided in Section 1.5, as shown in Appendix A, by written agreement between the parties, or by applicable law.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 192 First Revised Sheet No. 192 : Effective
Superseding: Original Sheet No. 192

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

3.3. Validity: Enforceability.

3.3.1. This Agreement has been executed by the parties to evidence their mutual intent to create binding obligations pursuant to the electronic transmission and receipt of Documents specifying certain of the applicable terms.

3.3.2. Any Document properly transmitted pursuant to this Agreement shall be considered, in connection with any Transaction, or this Agreement, to be a "writing" or "in writing"; and any such Document when containing, or to which there is affixed, a Signature Code ("Signed Documents") shall be deemed for all purposes (a) to have been "signed" and (b) to constitute an "original" when printed from electronic files or records established and maintained by PG&E GT-NW in the normal course of PG&E GT-NW's business (the "PG&E GT-NW Electronic Files").

3.3.3. The conduct of the parties pursuant to this Agreement, including the use of Signed Documents properly transmitted pursuant to this Agreement, shall, for all legal purposes, evidence a course of dealing and a course of performance accepted by the parties in furtherance of this Agreement and any Transaction.

3.3.4. Parties agree not to contest the validity or enforceability of Signed Documents under the provisions of any applicable law relating to whether certain agreements are to be in writing or signed by the party to be bound thereby. In the event a conflict exists between Signed Documents maintained on PG&E GT-NW's Electronic Files (hereinafter referred to as "PG&E GT-NW Electronic Signed Documents") and Signed Documents maintained on User's electronic files, PG&E GT-NW Electronic Signed Documents will control. Signed Documents will be admissible as between the parties to the same extent and under the same conditions as other business records originated and maintained in documentary form. Neither party shall contest the admissibility of the above mentioned copies of Signed Documents under either the business records exception to the hearsay rule or the best evidence rule on the basis that the Signed Documents were not originated or maintained in documentary form.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 193 First Revised Sheet No. 193 : Effective
Superseding: Original Sheet No. 193

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

Section 4. Miscellaneous.

4.1. Term; Termination and Modification of EDI Process.

4.1.1 This Agreement shall be effective as of the date first set forth above and shall remain in effect until terminated by either party as provided in this Section 4.1; provided, however, that written notice for purposes of this Section 4.1 shall not include notice provided pursuant to an EDI Transaction; further provided, however, that any termination shall not affect the respective obligations or rights of the parties arising under any Documents or otherwise under this Agreement prior to the effective date of termination.

4.1.1.1 Either party may terminate this Agreement upon not less than thirty (30) days prior written notice specifying the effective date of termination.

4.1.1.2 PG&E GT-NW may terminate this Agreement as provided by applicable tariff, and may further terminate, upon fifteen (15) days prior notice by PG&E GT-NW, for cause, including User's failure to honor this Agreement, failure to honor any Contract entered through the EDI Process, failure to pay required reservation or demand charges, failure to meet PG&E GT-NW's applicable credit requirements, or failure to comply with all applicable tariffs currently or hereafter in effect for PG&E GT-NW as approved by FERC (as such term is defined in Section 3.1).

4.1.2 PG&E GT-NW has the right to propose modifications to FERC related to the EDI Process and this Agreement, and in the event FERC approves any modifications to the EDI Process and this Agreement, the parties agree to be bound by such modifications.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 194 First Revised Sheet No. 194 : Effective
Superseding: Original Sheet No. 194

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

4.2. Severability. Any provision of this Agreement which is determined to be invalid or unenforceable will be ineffective to the extent of such determination without invalidating the remaining provisions of this Agreement or affecting the validity or enforceability of such remaining provisions.

4.3. Entire Agreement. This Agreement and Appendix A constitute the complete agreement of the parties relating to the matters specified in this Agreement and supersede all prior representations or agreements, whether oral or written, with respect to such matters. No oral modification or waiver of any of the provisions of this agreement shall be binding on either party. No obligation to enter into any Transaction is to be implied from the execution or delivery of this Agreement. This Agreement is solely for the benefit of, and shall be binding solely upon, the parties, their agents and their respective successors and permitted assigns. This Agreement is not intended to benefit and shall not be for the benefit of any party other than the parties hereto and no other party shall have any right, claim or action as a result of this Agreement.

4.4. Governing Law; Dispute Resolution. User agrees that the laws of the State of California, without giving effect to choice of law provisions, shall govern the interpretation and enforcement of this Agreement. Any dispute or controversy arising from this Agreement or from the operation of the EDI Process, whether arising in tort, contract or otherwise, including any claims for punitive or exemplary damages, shall be submitted by the parties to binding arbitration for resolution.

4.4.1. Notice of a dispute or controversy by PG&E GT-NW or User shall be made in writing, delivered to the other party, by means of a written demand containing the substance of the party's dispute or claim and requesting resolution by binding arbitration.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-002

Substitute First Revised Sheet No. 195 Substitute First Revised Sheet No. 195 : Effective
Superseding: First Revised Sheet No. 195

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

4.4.2. Within thirty (30) days of receipt of the written demand, set forth in Section 4.4.1, or as soon thereafter as is practicable for the parties and the Arbitrator(s), the parties shall enter into binding arbitration. The proceeding shall be conducted pursuant to the Commercial Arbitration Rules of the American Arbitration Association then in effect. The parties shall select and agree upon a single Arbitrator and that one Arbitrator shall render the decision. If the parties are unable to agree upon a single Arbitrator, PG&E GT-NW and the User shall each select a single neutral arbitrator, and the two selected neutral Arbitrators shall select and agree upon a third neutral Arbitrator, and the three (3) Arbitrators shall render the decision. In the event that the two neutral Arbitrators selected by the parties are unable to select and agree upon a third neutral Arbitrator, PG&E GT-NW or the User may apply to any federal or state court of competent jurisdiction for appointment of a third neutral Arbitrator. Any arbitration award must be in writing, and must contain the Findings of Fact and Conclusions of Law upon which the Arbitrator(s) relied in making the decision. In the event there is a single Arbitrator, the arbitration award shall be rendered by a majority and signed by such Arbitrator. In the event the above provisions require three (3) Arbitrators, a decision shall be rendered by a majority and signed by all of the Arbitrators. Any arbitration award may be entered as a judgment in any court having jurisdiction over the non-prevailing party. The Arbitrator(s) shall award all reasonable costs, including attorney fees, to the prevailing party. Arbitration proceedings shall take place in Portland, Oregon.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 196 First Revised Sheet No. 196 : Effective
Superseding: Original Sheet No. 196

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

4.5 Force Majeure. If either party hereto shall fail to perform any obligation imposed upon it by this Agreement, and such failure shall be caused, or materially contributed to, by "force majeure," which means any act of God, strikes, lockouts, or other industrial disturbances, acts of public enemies, sabotage (whether or not performed by persons affiliated with parties hereto), wars, blockades, insurrections, riots, epidemics, landslides, lighting, electrical power failures, telecommunication system failures, earthquakes, floods, storms, fires, washouts, extreme cold or freezing weather, arrests and restraints of rulers or people, civil disturbances, explosions, breakage of or accident to machinery or lines of pipe, materials or equipment, computer hardware or software failure, legislative, administrative or judicial action which has been resisted in good faith by all reasonable legal means, any acts, omissions or causes whether of the kind herein enumerated or otherwise not reasonably within the control of the party invoking this paragraph and which by the exercise of due diligence such party could not have prevented the necessity for making repairs to, replacing, or reconditioning machinery, hardware, software, equipment, or pipelines, not resulting from the fault or negligence of the party involving this paragraph, such failure shall be deemed not to be a breach of the obligation of such party, but such party shall use reasonable diligence to put itself in a position to carry out its obligations.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-002

Substitute First Revised Sheet No. 197 Substitute First Revised Sheet No. 197 : Effective
Superseding: Original Sheet No. 197

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

4.5.1. Nothing contained herein shall be construed to require either party to settle a strike or lockout by acceding against its judgment to the demands of the opposing parties. No such cause described in paragraph 4.5 affecting the performance of either party shall continue to relieve such party from its obligation after the expiration of a reasonable period of time within which by the use of due diligence such party could have remedied the situation preventing its performance, nor shall any such cause relieve either party from any obligation unless such party shall give notice thereof in writing to the other party with reasonable promptness; and like notice shall be given upon termination of such cause. Further, inasmuch as this Agreement relates solely to the EDI Process, no such cause as described in paragraph 4.5 shall, by the force of this Agreement, have any effect on other agreements or tariffs affecting the parties; specifically, no such cause as described in paragraph 4.5 shall affect User's obligation to pay any charges otherwise due to PG&E GT-NW.

4.6. Exclusion of Certain Damages. Neither party shall be liable to the other for any special, incidental, exemplary or consequential damages arising from or as a result of any delay, omission or error in the electronic transmission or receipt of any Documents pursuant to this Agreement, even if either party has been advised of the possibility of such damages and REGARDLESS OF NEGLIGENCE OR FAULT. Any limitation on direct damages to software and hardware arising from this Agreement shall be set forth in Appendix A.

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-002

Substitute First Revised Sheet No. 198 Substitute First Revised Sheet No. 198 : Effective
Superseding: First Revised Sheet No. 198

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

4.7. Notices. All notices required or permitted to be given with respect to this Agreement shall be given by mailing the same postage prepaid, or given by fax or by courier, or by other methods specified in Appendix A to the addressee party at such party's address as set forth in Appendix A. Either party may change its address for the purpose of notice hereunder by giving the other party no less than five (5) days prior written notice of such new address in accordance with the preceding provisions.

4.8. Assignment. This Agreement may not be assigned or transferred by either party without the prior written approval of the other party, which approval shall not be unreasonably withheld; provided, any assignment or transfer, whether by merger or otherwise, to a party's affiliate or successor in interest shall be permitted without prior consent if such party assumes this Agreement.

4.9. Waivers. No forbearance by any party to require performance of any provisions of this Agreement shall constitute or be deemed a waiver of such provision or the right thereafter to enforce it.

4.10. Counterparts. This Agreement may be executed in any number of original counterparts all of which shall constitute but one and the same instrument.

4.11. Reasonable Care of User. User agrees to exercise due and reasonable care in the use of the EDI Process.

Each party has caused this Agreement to be properly executed on its behalf as of the date first above written.

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION

By: _____
Name: _____
Title: _____

[INSERT NAME OF "USER"]

By: _____
Name: _____
Title: _____

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 199 First Revised Sheet No. 199 : Effective
Superseding: Original Sheet No. 199

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE
APPENDIX A
ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT
(DATE) _____ (DATE) _____
TO BE EFFECTIVE _____

GENERAL PARTY INFORMATION
PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
2100 Southwest River Parkway
Portland OR 97201

ATTENTION: _____
(NAME, TITLE)

PHONE: _____ FAX: _____

OTHER NOTICE METHOD & ADDRESS:

DUNS NUMBER: _____

USER COMPANY NAME: _____

STREET ADDRESS: _____

CITY: _____ STATE/PROVINCE: _____

ZIP/POSTAL CODE: _____

ATTENTION: _____
(NAME, TITLE)

PHONE: _____ FAX: _____

OTHER NOTICE METHOD & ADDRESS:

DUNS NUMBER: _____

ALLOCATION OF COSTS:
Sender: Pays all costs to get its data to receiving
party's Receipt Computer
Receiver: Pays all costs to retrieve the data

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 200A First Revised Sheet No. 200A : Effective
Superseding: Original Sheet No. 200A
FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

EXHIBIT XXX (Sequential Number)
ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT
DATED _____ TO BE EFFECTIVE _____ (DATE)
COVERING TRANSACTION SET NUMBER _____

DOCUMENT SPECIFIC OPERATING INFORMATION:
(This section covers only the originating Document and its
Functional Acknowledgement or identification and timing of
substitute Response Document.)

NATURAL GAS DESCRIPTIVE NAME:

ASCX12 VERSION/RELEASE NO.:

VAN ACCOUNT ID (as applicable):

ROW NO.	ITEMS	ORIGINATING PARTY	RECEIVING PARTY
1	COMPANY NAME		
2	EDI COMMUNICATION PHONE NUMBER		
3	THIRD PARTY SERVICE PROVIDER NAME		
4	RECEIPT COMPUTER/ PHONE NUMBER		
5	ISA QUALIFIER		
6	ISA ID CODE		
7	GS ID CODE		
8	FUNCTIONAL 997 DOCUMENT ACKNOWLEDGMENT (FA) (Y/N)	N/A	

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-002

Substitute First Revised Sheet No. 200B Substitute First Revised Sheet No. 200B : Effective
Superseding: First Revised Sheet No. 200b

FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

ROW	ITEMS	ORIGINATING PARTY	RECEIVING NO. PARTY
9	FA RETURN TIME FRAME	N/A	
10	RESPONSE DOCUMENT (RSP) NUMBER/NAME	N/A	
11	FUNCTIONAL ACKNOWLEDGEMENT OF RESPONSE	N/A	
12	RSP RETURN TIME FRAME	N/A	
13	ACCEPTANCE DOCUMENT (ACPT)	N/A	
14	FUNCTIONAL ACKNOWLEDGMENT OF ACCEPTANCE		N/A
15	ACPT RETURN TIME FRAME	N/A	
16	RETRANSMIT TIME FRAME (ORIGINAL DOCUMENT)		N/A
17	SIGNATURE CODE		

(Continued)

Effective Date: 02/02/1998 Status: Effective
FERC Docket: GT98- 17-000

First Revised Sheet No. 200C First Revised Sheet No. 200C : Effective
Superseding: Original Sheet No. 200C
FORM OF SERVICE AGREEMENT
APPLICABLE TO ELECTRONIC DATA INTERFACE

EXHIBIT XXX (Sequential Number)
ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT
DATED _____
TO BE EFFECTIVE _____ (DATE)
COVERING TRANSACTION SET NUMBER _____

2. SECURITY PROCEDURES: (Define security procedures, including but not limited to encryption and authentication, if any.) _____

3. LIST OF AUTHORIZED USERS: (List of authorized users of User's signature code as set forth in Section 1.5 of this Agreement. _____

4. ADDITIONAL TERMS AND CONDITIONS: (If no special terms and conditions have been agreed upon, enter "None".) _____

5. LIMITATION ON DIRECT DAMAGES: (If no limitation has been agreed upon, enter "NONE".) _____

6. CONFIDENTIAL INFORMATION: (See Section 3.2. If no limitation has been agreed upon, enter "None".) _____

The undersigned do hereby execute this Exhibit pursuant to the Agreement referenced above and to which this exhibit is to be attached and do hereby ratify said Agreement for all purposes set forth in this Exhibit.

COMPANY NAME: _____
BY: _____
PRINTED NAME: _____
TITLE: _____

COMPANY NAME: _____
BY: _____
PRINTED NAME: _____
TITLE: _____

Effective Date: 03/27/2002 Status: Effective
FERC Docket: RP02-164-000

Original Sheet No. 201 Original Sheet No. 201 : Effective
Superseding: No. 201

FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1

THIS AGREEMENT is made and entered into this ____ day of _____, 20__,
by and between

PG&E Gas Transmission, Northwest Corporation, a California corporation
(hereinafter referred to as "PG&E GT-NW"),

and

_____, a corporation existing
under the laws of the State or Province of _____,
(hereinafter referred to as "Shipper"), on behalf of _____
(hereinafter referred to as _____).

WHEREAS, PG&E GT-NW owns and operates a natural gas pipeline transmission
system which extends from a point of interconnection with the pipeline
facilities of Alberta Natural Gas Company Ltd (ANG) at the International
Boundary near Kingsgate, British Columbia, through the states of Idaho,
Washington and Oregon to a point of interconnection with Pacific Gas and
Electric Company at the Oregon-California border near Malin, Oregon; and

WHEREAS, Shipper desires PG&E GT-NW, on a limited basis, to transport
certain quantities of natural gas from _____ to
_____ for ultimate delivery to _____ (specify
end-user, local distribution company, intrastate or interstate pipeline)
on behalf of _____ (specify local distribution company or
intrastate pipeline); and

(Continued)

Effective Date: 03/27/2002 Status: Effective
FERC Docket: RP02-164-000

Original Sheet No. 202 Original Sheet No. 202 : Effective
Superseding: No. 202

FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1
(Continued)

WHEREAS, PG&E GT-NW is willing to transport certain quantities of natural gas for Shipper, on a limited basis,

NOW, THEREFORE, the parties agree as follows:

I
Governmental Authority

- 1.1 This Limited Transportation Agreement ("Agreement") is made pursuant to the regulations of the Federal Energy Regulatory Commission (FERC) contained in 18 CFR Part 284, as amended from time to time.
- 1.2 This Agreement is subject to all valid legislation with respect to the subject matters hereof, either state or federal, and to all valid present and future decisions, orders, rules, regulations and ordinances of all duly constituted governmental authorities having jurisdiction.
- 1.3 Shipper shall reimburse PG&E GT-NW for any and all filing fees incurred by PG&E GT-NW in seeking governmental authorization for the initiation, extension, or termination of service under this Agreement and Rate Schedule LFS-1. Shipper shall reimburse PG&E GT-NW for such fees at PG&E GT-NW's designated office within ten (10) days of receipt of notice from PG&E GT-NW that such fees are due and payable. Additionally, Shipper shall reimburse PG&E GT-NW for any and all penalty fees or fines assessed PG&E GT-NW caused by the negligence of Shipper in not obtaining all proper Canadian and domestic import/export licenses, surety bonds or any other documents and approvals related to the Canadian exportation and subsequent domestic importation of natural gas transported by PG&E GT-NW hereunder.

(Continued)

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Superseding: No. 203

FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1
(Continued)

II

Quantity of Gas and Priority of Service

- 2.1 Subject to the terms and provisions of this Agreement and PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule LFS-1, daily receipts of gas by PG&E GT-NW from Shipper at the point(s) of receipt shall be equal to daily deliveries of gas by PG&E GT-NW to Shipper at the point(s) of delivery; provided, however, Shipper shall deliver to PG&E GT-NW an additional quantity of natural gas at the point(s) of receipt as compressor station fuel, line loss and unaccounted for gas as specified in the Exhibit A attached hereto. Any limitations of the quantities to be received from each point of receipt and/or delivered to each point of delivery shall be as specified on the Exhibit A attached hereto.
- 2.2 The maximum quantities of gas to be delivered by PG&E GT-NW for shipper's account at the point(s) of delivery are set forth in Exhibit A.
- 2.3 In providing service to its existing or new customers, PG&E GT-NW will use the priorities of service specified in Paragraph 19 of PG&E GT-NW's Transportation General Terms and Conditions on file with the FERC.
- 2.4 Prior to initiation of service, Shipper shall provide PG&E GT-NW with any information required by the FERC, as well as all information identified in PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule LFS-1.

III

Term of Agreement and Number of Limited Days

- 3.1 This Agreement shall become effective _____, and shall continue in full force and effect until _____.
- 3.2 Shipper and PG&E GT-NW agree that the minimum number of Limited Days will be _____ and the maximum number of Limited Days will be _____.
- 3.3 Shipper _____ agrees _____ does not agree to accept "partial volume day" limiting at the discretion of PG&E GT-NW.

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Original Sheet No. 204 Original Sheet No. 204 : Effective
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FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1
(Continued)

IV
Points of Receipt and Delivery

- 4.1 The point(s) of receipt of gas deliveries to PG&E GT-NW is as designated in Exhibit A, attached hereto.
- 4.2 The point(s) of delivery of gas to Shipper is as designated in Exhibit A, attached hereto.
- 4.3 Shipper shall deliver or cause to be delivered to PG&E GT-NW the gas to be transported hereunder at pressures sufficient to deliver such gas into PG&E GT-NW's system at the point(s) of receipt. PG&E GT-NW shall deliver the gas to be transported hereunder to or for the account of Shipper at the pressures existing in PG&E GT-NW's system at the point(s) of delivery.

V
Operating Procedure

- 5.1 Shipper shall conform to the operating procedures set forth in PG&E GT-NW's Transportation General Terms and Conditions.
- 5.2 Nothing in Section 5.1 shall compel PG&E GT-NW to transport gas pursuant to Shipper's request on any given day. PG&E GT-NW shall have the right to interrupt or curtail the transport of gas for the account of Shipper pursuant to PG&E GT-NW's Transportation General Terms and Conditions applicable to Rate Schedule LFS-1.

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Superseding: No. 205

FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1
(Continued)

VI

Rate(s), Rate Schedules,
and General Terms and Conditions of Service

- 6.1 Shipper shall pay PG&E GT-NW each month for services rendered pursuant to this Agreement in accordance with PG&E GT-NW's Rate Schedule LFS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC. In the event PG&E GT-NW and Shipper agree on a Negotiated Rate, that rate, and any provisions governing such Negotiated Rate, shall be set forth in Exhibit B attached hereto.
- 6.2 Shipper shall compensate PG&E GT-NW each month for compressor station fuel, line loss and other unaccounted for gas associated with this transportation service provided herein in accordance with PG&E GT-NW's Rate Schedule LFS-1, or superseding rate schedule(s), on file with and subject to the jurisdiction of FERC.
- 6.3 This Agreement in all respects shall be and remains subject to the applicable provisions of Rate Schedule LFS-1, or superseding rate schedule(s) and of the applicable Transportation General Terms and Conditions of PG&E GT-NW's FERC Gas Tariff First Revised Volume No. 1-A on file with the FERC, all of which are by this reference made a part hereof.
- 6.4 PG&E GT-NW shall have the unilateral right from time to time to propose and file with FERC such changes in the rates and charges applicable to transportation services pursuant to this Agreement, the rate schedule(s) under which this service is hereunder provided, or any provisions of PG&E GT-NW's Transportation General Terms and Conditions applicable to such services. Shipper shall have the right to protest any such changes proposed by PG&E GT-NW and to exercise any other rights that Shipper may have with respect thereto.

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Effective Date: 03/27/2002 Status: Effective
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Original Sheet No. 206 Original Sheet No. 206 : Effective
Superseding: No. 206

FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1
(Continued)

VII
Miscellaneous

- 7.1 This Agreement shall be interpreted according to the laws of the State of California.
- 7.2 Shipper warrants that upstream and downstream transportation arrangements are in place, or will be in place as of the requested effective date of service, and that it has advised the upstream and downstream transporters of the receipt and delivery points under this Agreement and any quantity limitations for each point as specified on Exhibit(s) _____ attached hereto.
- 7.3 Shipper agrees to indemnify and hold PG&E GT-NW harmless for refusal to transport gas hereunder in the event any upstream or downstream transporter fails to receive or deliver gas as contemplated by this Agreement.
- 7.4 Unless herein provided to the contrary, any notice called for in this Agreement shall be in writing and shall be considered as having been given if delivered by registered mail or telex with all postage or charges prepaid, to either PG&E GT-NW or Shipper at the place designated below. Routine communications, including monthly statements and payment, shall be considered as duly delivered when received by ordinary mail. Unless changed, the addresses of the parties are as follows:

"PG&E GT-NW" PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
1400 SW Fifth Avenue, Suite 900
Portland, OR 97201
Attention: Director of Gas Control and
Gas Transportation Services

"Shipper" _____

Attention: _____

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FERC Docket: RP02-164-000

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Superseding: No. 207

FORM OF SERVICE AGREEMENT

APPLICABLE TO LIMITED FIRM TRANSPORTATION SERVICE
UNDER RATE SCHEDULE LFS-1
(Continued)

- 7.5 A waiver by either party of any one or more defaults by the other hereunder shall not operate as a waiver of any future default or defaults, whether of a like or of a different character.
- 7.6 This Agreement may only be amended by an instrument in writing executed by both parties hereto.
- 7.7 Nothing in this Agreement shall be deemed to create any rights or obligations between the parties hereto after the expiration of the term set forth herein, except that termination of this Agreement shall not relieve either party of the obligation to correct any quantity imbalances or Shipper of the obligation to pay any amounts due hereunder to PG&E GT-NW.
- 7.8 This Agreement shall terminate upon the expiration of any transportation authority which is not superseded, for whatever reason, by permanent transportation authority.
- 7.9 Exhibit(s) ___ attached hereto is/are incorporated herein by reference and made a part hereof for all purposes.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed as of the day and year first above written.

PG&E GAS TRANSMISSION, NORTHWEST CORPORATION
By: _____
Name: _____
Title: _____

SHIPPER
By: _____
Name: _____
Title: _____

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Effective Date: 09/15/1995 Status: Effective
 FERC Docket: RP95-419-001

Sub. First Revised Sheet No. 210 Sub. First Revised Sheet No. 210 : Superseded
 Superseding: Original Sheet No. 210

INDEX OF SHIPPERS
 TRANSPORTATION SERVICES
 (Continued)

Name of Shipper	Rate Schedule	Signature Date	Service Agreement	
			Effective Date	Termination Date
Poco Petroleums Limited	FTS-1	10/26/93	07/01/95	10/31/05
Washington Natural Gas	FTS-1	10/26/93	11/01/93	10/31/23
Washington Water Power	FTS-1	10/26/93	11/01/93	10/31/23
WP Natural	FTS-1	10/26/93	11/01/93	10/31/23
Hermiston Generating Co. LP	FTS-1-T2	06/17/94	01/01/95	10/31/16
Pacific Interstate Trans.	FTS-1-T2	10/27/93	11/01/93	10/31/06
PanCanadian Petroleum Co.	FTS-1-T2	10/28/93	11/01/95	10/31/96
CanWest Gas Supply	FTS-1-T3	10/25/93	11/01/93	10/31/09
CanWest Gas Supply USA	FTS-1-T3	10/25/93	11/01/93	10/31/23
Chevron U.S.A.	FTS-1-T3	10/25/93	11/01/93	10/31/23
City of Burbank	FTS-1-T3	10/27/93	11/01/93	10/31/23
City of Glendale	FTS-1-T3	10/25/93	11/01/93	10/31/23
City of Pasadena	FTS-1-T3	10/25/93	11/01/93	10/31/23
Dekalb Energy Company	FTS-1-T3	10/25/93	11/01/93	10/31/23
IGI Resources	FTS-1-T3	10/25/93	11/01/93	10/31/13
Inverness Petroleum	FTS-1-T3	10/26/93	11/01/93	10/31/23
Northern Calif. Power Agency	FTS-1-T3	10/26/93	11/01/93	10/31/23
North Canadian Marketing	FTS-1-T3	10/27/93	11/01/93	10/31/23
North Canadian Oils	FTS-1-T3	10/26/93	11/01/93	10/31/23
Northwest Natural	FTS-1-T3	10/26/93	11/01/93	10/31/23
Pan-Alberta Gas	FTS-1-T3	10/26/93	11/01/93	10/31/23

(Continued)

