

120 FERC ¶ 61,100  
UNITED STATES OF AMERICA  
FEDERAL ENERGY REGULATORY COMMISSION

July 27, 2007

In Reply Refer To:  
Viking Gas Transmission Company  
Docket No. RP07-493-000

ONEOK Partners GP LLC  
100 West Fifth Street  
Tulsa, OK 74102-4298

Attention: J. Phill May, Vice President  
Commercial

Reference: Tariff Sheets Adding and Modifying Exhibits to *Pro Forma* Firm  
Transportation Agreement

Ladies and Gentlemen:

1. On June 26, 2007, Viking Gas Transmission Company (Viking) filed tariff sheets<sup>1</sup> to (1) correct an incorrect reference in the *pro forma* Firm Transportation Agreement to one of its Exhibits; (2) add a new Exhibit to the *pro forma* Firm Transportation Agreement; and (3) modify an existing *pro forma* Firm Transportation Agreement Exhibit to create consistent Exhibits for documenting negotiated and discounted rate agreements. Viking requests that the proposed tariff sheets become effective August 1, 2007.
2. For the reasons set forth below, the Commission accepts the revised tariff sheets, to become effective August 1, 2007, other than Seventh Revised Sheet No. 97A and Original Sheet No. 97B, which we reject.
3. Public notice of Viking's filing was issued on June 28, 2007, with interventions and protests due as provided in section 154.210 of the Commission's regulations, 18 C.F.R. § 154.210 (2007). Pursuant to Rule 214, 18 C.F.R. § 385.214 (2007), all timely filed motions to intervene and any motions to intervene out-of-time filed before the date of issuance of this order are granted. Granting late intervention at this stage of the proceeding will not disrupt the proceeding or place additional burdens on existing parties. On July 3,

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<sup>1</sup> Ninth Revised Sheet No. 88, Fifth Revised Sheet No. 97, Seventh Revised Sheet No. 97A, and Original Sheet No. 97B to its FERC Gas Tariff, First Revised Volume No. 1.

2007, Michigan Consolidated Gas Company (MichCon) filed a motion to intervene and comments. On July 17, 2007, Viking filed an answer to MichCon's comments.

4. Specifically, Viking is proposing to add a new Exhibit C to its *pro forma* Firm Transportation Agreement to standardize documentation of discounted rate agreements. Viking states that the proposed change is consistent with section 5.2 of Rate Schedule FT-A, and makes the implementation of discounted transportation arrangements on Viking's system more routine and less cumbersome. Currently, section 5.2 of Rate Schedule FT-A states:

Company has the right at any time and from time to time to adjust the Reservation and Commodity Rates applicable to any service upon agreement with Shipper to any level not less than the minimum or more than the maximum Reservation and Commodity Rates established for this Rate Schedule and set forth on the effective Tariff Sheet Nos. 5-5H.

5. Viking asserts that the Statement of Rates for Rate Schedule FT-A sets out maximum and minimum Reservation Rates and maximum and minimum commodity rates. Furthermore, Viking avers that section 17.2 of the General Terms and Conditions specifies that Viking can discount its rates and identifies factors that can be considered in discounting, as well as methods of providing discounts. Therefore, Viking proposes Exhibit C which allows discount agreements to be memorialized in a "fill-in-the-blank" form and standardizes the form for memorializing discounts. In addition, Viking proposes to modify Exhibit B of its *pro forma* Firm Transportation Agreement to become more consistent with Viking's newly proposed Exhibit C.

6. MichCon states that it has no regulatory issues with Viking's filing, nor does MichCon oppose the filing. However, MichCon states that it found certain tariff sheet revisions proposed by Viking to be confusing and possibly inconsistent with Viking's currently effective FERC Gas Tariff.

7. MichCon argues that Viking's proposed Seventh Revised Sheet No. 97A and Original Sheet No. 97B only reference the Zone 1-2 route even though Viking's currently effective tariff provides commodity rates for three different rate routes: Zone 1-1, Zone 1-2, and Zone 2-2. MichCon asserts that referencing all three rate routes would be more consistent with Viking's tariff. In addition, the proposed tariff sheets only refer to Category 1 Maximum Tariff rates. MichCon states that Nineteenth Revised Sheet No. 5B of Viking's tariff does not provide rate categories for Viking's commodity rates, but Twelfth Revised Sheet No. 5 of Viking's tariff, which lists Viking's Currently-Effective Term-Differentiated Monthly Reservation Rates, does provide three rate categories by contract term. MichCon

argues that Viking's filing would appear more consistent with its tariff if Viking were to reference its three Term-Differentiated Rate Categories in the proposed tariff sheets.

8. In Viking's answer, Viking states that in order to provide greater clarity in the tariff language, Viking is submitting, in a separate docket, revised tariff sheets that make clear that the generic discounting and negotiated rate provisions will be applied to all service zones on Viking's system. Viking asserts that the revised tariff sheets, filed in Docket No. RP07-530-000, address the concerns raised by MichCon. The Commission agrees with MichCon, and in light of Viking's answer, rejects Seventh Revised Sheet No. 97A and Original Sheet No. 97B.

By direction of the Commission.

Kimberly D. Bose,  
Secretary.