Table of Contents

Second Revised Sheet No. 0	13
Sixth Revised Sheet No. 1	14
Eleventh Revised Sheet No. 2	15
Fifth Revised Sheet No. 3	16
Fourth Revised Sheet No. 4	17
Sixth Revised Sheet No. 5	18
Third Revised Sheet No. 6	19
Fifth Revised Sheet No. 7	20
Eighth Revised Sheet No. 8	21
Tenth Revised Sheet No. 9	22
Sixth Revised Sheet No. 10	23
Seventh Revised Sheet No. 11	24
Fourth Revised Sheet No. 12	25
Original Sheet No. 13	26
First Revised Sheet No. 15	27
Original Sheet No. 16	28
Original Sheet No. 17	29
Original Sheet No. 18	30
Ninetieth Revised Sheet No. 25	31
Eleventh Revised Sheet No. 25A	32
First Revised Sheet No. 25C	33
Eighty-Eighth Revised Sheet No. 26	34
Third Revised Sheet No. 26A	35
Eighty-Seventh Revised Sheet No. 27	36
Third Revised Sheet No. 27A	37
Seventy-Fifth Revised Sheet No. 28	38
Third Revised Sheet No. 28A	39
Twelfth Revised Sheet No. 28B	40
Sub Twenty-Fourth Revised Sheet No. 29	41
Tenth Revised Sheet No. 29A	42
Twentieth Revised Sheet No. 30	43
Thirty-Ninth Revised Sheet No. 30A	44
Sixth Revised Sheet No. 30B	45
Fourth Revised Sheet No. 30C	46
Fourth Revised Sheet No. 30.1	47
Twenty-Third Revised Sheet No. 31	48
Fifth Revised Sheet No. 31A	49
Original Sheet No. 32	50
Eighteenth Revised Sheet No. 44	51
Nineteenth Revised Sheet No. 44	52
Second Revised Sheet No. 44A	53
First Revised Sheet No. 45	54
Second Revised Sheet No. 46	55
First Revised Sheet No. 47	56
First Revised Sheet No. 48	57

First Revised Sheet No. 49	58
Original Sheet No. 54	59
Second Revised Sheet No. 55	60
First Revised Sheet No. 56	61
First Revised Sheet No. 57	62
Second Revised Sheet No. 58	63
First Revised Sheet No. 59	64
Third Revised Sheet No. 60	65
Substitute Original Sheet No. 60A	66
Second Revised Sheet No. 61	67
Substitute Original Sheet No. 61A	68
First Revised Sheet No. 62	69
Second Revised Sheet No. 64	70
Substitute First Revised Sheet No. 65	71
Third Revised Sheet No. 66	72
First Revised Sheet No. 67	73
First Revised Sheet No. 68	74
Second Revised Sheet No. 70	75
First Revised Sheet No. 71	76
Second Revised Sheet No. 72	77
Second Revised Sheet No. 75	78
First Revised Sheet No. 76	79
First Revised Sheet No. 77	80
Second Revised Sheet No. 78	81
First Revised Sheet No. 79	82
Second Revised Sheet No. 80	83
Second Revised Sheet No. 82	84
First Revised Sheet No. 83	85
Second Revised Sheet No. 84	86
First Revised Sheet No. 85	87
Third Revised Sheet No. 86	88
First Revised Sheet No. 87	89
Second Revised Sheet No. 88	90
First Revised Sheet No. 89	91
Second Revised Sheet No. 90	92
First Revised Sheet No. 91	93
Second Revised Sheet No. 92	94
First Revised Sheet No. 93	95
Third Revised Sheet No. 94	96
Original Sheet No. 95	97
First Revised Sheet No. 95A	98
Original Sheet No. 95B	99
Second Revised Sheet No. 96	100
Second Revised Sheet No. 98	101
Substitute Original Sheet No. 99	102
Second Revised Sheet No. 99A	103

First Revised Sheet No. 99B	104
First Revised Sheet No. 99C	105
Original Sheet No. 99D	106
First Revised Sheet No. 99E	107
Original Sheet No. 99F	108
First Revised Sheet No. 99G	109
Original Sheet No. 99H	110
First Revised Sheet No. 99I	111
Original Sheet No. 99J	112
First Revised Sheet No. 99K	113
Original Sheet No. 99L	114
First Revised Sheet No. 99M	115
Original Sheet No. 099N	116
Third Revised Sheet No. 99O	117
First Revised Sheet No. 99P	118
First Revised Sheet No. 99Q	119
Original Sheet No. 99R	120
Fourth Revised Sheet No. 100	121
Fifth Revised Sheet No. 101	123
Original Sheet No. 102	124
Fourth Revised Sheet No. 105	125
Fifth Revised Sheet No. 105	127
Second Revised Sheet No. 106	129
Third Revised Sheet No. 106	130
Third Revised Sheet No. 107	131
Seventh Revised Sheet No. 108	132
Eighth Revised Sheet No. 108	133
Original Sheet No. 109	134
First Revised Sheet No. 115	135
Sixth Revised Sheet No. 116	136
Original Sheet No. 116A	138
Fourth Revised Sheet No. 117	139
Original Sheet No. 118	140
First Revised Sheet No. 120	141
Second Revised Sheet No. 121	142
Third Revised Sheet No. 122	143
Fifth Revised Sheet No. 123	144
Fifth Revised Sheet No. 124	145
Second Substitute Original Sheet No. 125	146
Fourth Revised Sheet No. 130	147
First Revised Sheet No. 131	149
Second Revised Sheet No. 131	150
Third Revised Sheet No. 132	152
Fourth Revised Sheet No. 132	153
Fourth Revised Sheet No. 133	155
Original Sheet No. 134	156

First Revised Sheet No. 145	157
Third Revised Sheet No. 146	158
Fourth Revised Sheet No. 147	159
Seventh Revised Sheet No. 147A	160
Original Sheet No. 148	161
Third Revised Sheet No. 165	162
Fifth Revised Sheet No. 166	164
Fifth Revised Sheet No. 167	166
Fifth Revised Sheet No. 168	168
Fourth Revised Sheet No. 169	169
Third Revised Sheet No. 170	170
Eighth Revised Sheet No. 171	171
Original Sheet No. 172	172
First Revised Sheet No. 180	173
First Revised Sheet No. 181	174
Second Revised Sheet No. 182	175
First Revised Sheet No. 183	176
Fourth Revised Sheet No. 184	177
Fourth Revised Sheet No. 185	178
Original Sheet No. 186	179
Second Revised Sheet No. 195	180
Sixth Revised Sheet No. 196	181
Eighth Revised Sheet No. 196	182
Fifth Revised Sheet No. 197	184
Seventh Revised Sheet No. 197	185
Eighth Revised Sheet No. 197	187
Original Sheet No. 198	189
First Revised Sheet No. 205	190
Substitute Third Revised Sheet No. 206	191
First Revised Sheet No. 207	192
Second Revised Sheet No. 207	193
Third Revised Sheet No. 207	194
Third Revised Sheet No. 208	195
Substitute Second Revised Sheet No. 209	196
Original Sheet No. 210	197
First Revised Sheet No. 215	198
First Revised Sheet No. 216	199
Fourth Revised Sheet No. 217	200
Fifth Revised Sheet No. 217	201
Sixth Revised Sheet No. 217	202
Original Sheet No. 218	203
First Revised Sheet No. 220	204
First Revised Sheet No. 221	205
Original Sheet No. 222	206
First Revised Sheet No. 223	207
First Revised Sheet No. 224	208

First Revised Sheet No. 225	209
First Revised Sheet No. 227	210
Third Revised Sheet No. 228	211
Second Revised Sheet No. 228	213
Third Revised Sheet No. 229	215
Fourth Revised Sheet No. 229	217
First Revised Sheet No. 230	219
Original Sheet No. 241	220
First Revised Sheet No. 242	221
Original Sheet No. 243	222
First Revised Sheet No. 244	224
First Revised Sheet No. 245	226
First Revised Sheet No. 246	227
Original Sheet No. 248	228
Original Sheet No. 249	230
First Revised Sheet No. 250	231
Original Sheet No. 251	232
First Revised Sheet No. 252	233
Original Sheet No. 253	235
Original Sheet No. 254	237
Original Sheet No. 255	238
Original Sheet No. 256	239
Substitute Original Sheet No. 260	240
Seventh Revised Sheet No. 261	241
Thirteenth Revised Sheet No. 262	242
Original Sheet No. 263	243
Fourth Revised Sheet No. 265	244
Tenth Revised Sheet No. 266	245
Ninth Revised Sheet No. 267	246
Ninth Revised Sheet No. 268	248
First Revised Sheet No. 268A	249
Third Revised Sheet No. 269	250
Second Revised Sheet No. 270	251
Second Revised Sheet No. 271	252
Second Revised Sheet No. 272	253
Second Revised Sheet No. 273	254
Original Sheet No. 274	255
Fourth Revised Sheet No. 275	256
Fourth Revised Sheet No. 276	257
Third Revised Sheet No. 277	259
Original Sheet No. 278	260
Eleventh Revised Sheet No. 280	261
First Revised Sheet No. 280A	263
Fourteenth Revised Sheet No. 281	264
Original Sheet No. 281A	266
Tenth Revised Sheet No. 282	267

Seventh Revised Sheet No. 283	268
Second Revised Sheet No. 283A	270
Original Sheet No. 284	272
Second Revised Sheet No. 290	273
First Revised Sheet No. 291	274
First Revised Sheet No. 292	276
First Revised Sheet No. 293	278
First Revised Sheet No. 294	279
Seventh Revised Sheet No. 295	280
Third Revised Sheet No. 295A	281
Original Sheet No. 295B	282
Fourth Revised Sheet No. 296	283
Third Revised Sheet No. 297	285
Original Sheet No. 297A	286
First Revised Sheet No. 297B	287
Third Revised Sheet No. 298	288
First Revised Sheet No. 299	290
Original Sheet No. 300	291
Fifth Revised Sheet No. 305	292
Seventh Revised Sheet No. 306	293
Sixth Revised Sheet No. 307	294
Seventh Revised Sheet No. 307A	295
First Revised Sheet No. 308	296
Sixth Revised Sheet No. 309	297
Ninth Revised Sheet No. 310	298
Fifth Revised Sheet No. 311	299
First Revised Sheet No. 312	300
Third Revised Sheet No. 313	301
Original Sheet No. 314	303
Fourth Revised Sheet No. 315	304
Second Revised Sheet No. 316	306
Original Sheet No. 317	307
Eighth Revised Sheet No. 320	308
Fourth Revised Sheet No. 321	309
First Revised Sheet No. 321A	310
Original Sheet No. 321B	311
Original Sheet No. 321C	312
Fifth Revised Sheet No. 322	313
Original Sheet No. 322A	315
Second Revised Sheet No. 323	316
Original Sheet No. 324	318
Fourth Revised Sheet No. 330	319
Second Revised Sheet No. 331	320
Original Sheet No. 331A	322
Original Sheet No. 332	323
First Revised Sheet No. 335	324

Original Sheet No. 336	325
Second Revised Sheet No. 340	326
First Revised Sheet No. 341	328
Original Sheet No. 342	329
Fifth Revised Sheet No. 345	330
Original Sheet No. 346	331
Fifth Revised Sheet No. 350	332
First Revised Sheet No. 350A	333
Eighth Revised Sheet No. 351	334
Eighth Revised Sheet No. 352	336
Tenth Revised Sheet No. 353	338
Second Revised Sheet No. 353A	339
First Revised Sheet No. 353A	340
Seventh Revised Sheet No. 354	341
Fifth Revised Sheet No. 355	342
Fifth Revised Sheet No. 356	344
First Revised Sheet No. 356A	345
Third Revised Sheet No. 357	346
Original Sheet No. 358	348
First Revised Sheet No. 365	349
Original Sheet No. 366	350
Third Revised Sheet No. 370	351
Sixth Revised Sheet No. 371	352
Fourth Revised Sheet No. 372	353
Fifth Revised Sheet No. 373	354
Seventh Revised Sheet No. 374	355
Original Sheet No. 375	356
Third Revised Sheet No. 380	357
Original Sheet No. 380A	358
Fourth Revised Sheet No. 381	359
Fourth Revised Sheet No. 382	361
Original Sheet No. 383	363
Ninth Revised Sheet No. 385	364
First Revised Sheet No. 385A	366
First Revised Sheet No. 386	367
Original Sheet No. 387	368
Eighth Revised Sheet No. 390	369
Fifth Revised Sheet No. 390	371
First Revised Sheet No. 390A	372
Original Sheet No. 390A	373
Eighth Revised Sheet No. 391	374
Sixth Revised Sheet No. 391	375
First Revised Sheet No. 392	376
Second Revised Sheet No. 392	377
Original Sheet No. 393	378
Thirteenth Revised Sheet No. 395	379

Original Sheet No. 396	380
First Revised Sheet No. 397	381
Original Sheet No. 398	382
Second Revised Sheet No. 399	383
First Revised Sheet No. 400	384
Original Sheet No. 401	385
Second Revised Sheet No. 402	386
Original Sheet No. 403	387
Substitute Sixth Revised Sheet No. 405	388
Fourth Revised Sheet No. 406	390
Second Sub Fifth Revised Sheet No. 406	392
Substitute Seventh Revised Sheet No. 406	394
Third Revised Sheet No. 407	396
Substitute Fourth Revised Sheet No. 407	397
Substitute First Revised Sheet No. 408	399
Original Sheet No. 409	400
Substitute Second Revised Sheet No. 410	401
First Revised Sheet No. 411	402
First Revised Sheet No. 412	403
Second Revised Sheet No. 413	404
First Revised Sheet No. 414	405
Second Revised Sheet No. 415	406
Second Revised Sheet No. 416	407
Original Sheet No. 417	408
Second Revised Sheet No. 420	409
Original Sheet No. 421	410
Substitute Original Sheet No. 425	411
Original Sheet No. 426	412
Third Revised Sheet No. 428	413
Original Sheet No. 429	414
Third Revised Sheet No. 430	415
Original Sheet No. 431	416
Second Revised Sheet No. 433	417
Original Sheet No. 434	418
Second Revised Sheet No. 435	419
Third Revised Sheet No. 436	420
First Revised Sheet No. 437	421
First Revised Sheet No. 438	423
First Revised Sheet No. 439	425
Original Sheet No. 440	426
Fifth Revised Sheet No. 443	427
Original Sheet No. 444	428
Fourth Revised Sheet No. 445	429
Original Sheet No. 446	430
Fourth Revised Sheet No. 448	431
Fourth Revised Sheet No. 449	432

Original Sheet No. 450	433
Eighth Revised Sheet No. 452	434
Sixth Revised Sheet No. 453	435
Original Sheet No. 454	436
Fourteenth Revised Sheet No. 456	437
Second Revised Sheet No. 457	438
Fifth Revised Sheet No. 458	439
Original Sheet No. 459	441
Third Revised Sheet No. 460	442
First Revised Sheet No. 461	444
Original Sheet No. 462	445
Sixth Revised Sheet No. 463	446
Original Sheet No. 464	447
First Revised Sheet No. 465	448
Substitute Fourth Revised Sheet No. 466	449
Substitute First Revised Sheet No. 467	450
Original Sheet No. 468	451
First Revised Sheet No. 470	452
Original Sheet No. 471	453
Third Revised Sheet No. 475	454
First Revised Sheet No. 476	455
First Revised Sheet No. 477	456
Seventh Revised Sheet No. 480	457
Third Revised Sheet No. 481	459
Original Sheet No. 482	460
Fifth Revised Sheet No. 483	461
Fourth Revised Sheet No. 484	462
Fourth Revised Sheet No. 485	463
Substitute Original Sheet No. 486	464
Second Revised Sheet No. 487	465
First Revised Sheet No. 488	466
Third Revised Sheet No. 489	467
Original Sheet No. 490	468
Tenth Revised Sheet No. 500	469
Second Revised Sheet No. 500A	471
Twenty-Second Revised Sheet No. 500B	472
Fourth Revised Sheet No. 500C	474
Twelfth Revised Sheet No. 501	475
2nd Revised Eighth Revised Sheet No. 501	476
Ninth Revised Sheet No. 501	477
Sixth Revised Sheet No. 501A	478
2nd Revised Third Revised Sheet No. 501A	479
Fourth Revised Sheet No. 501A	480
Sixth Revised Sheet No. 502	481
Fifth Revised Sheet No. 502	482
Fifth Revised Sheet No. 502A	483

Sixth Revised Sheet No. 502B	484
2nd Rev Second Revised Sheet No. 502B	485
Third Revised Sheet No. 502B	486
Tenth Revised Sheet No. 503	487
Ninth Revised Sheet No. 503	488
Fourth Revised Sheet No. 503A	489
Third Revised Sheet No. 503A	490
Fifth Revised Sheet No. 503.01	491
Fourth Revised Sheet No. 503.01	492
Third Revised Sheet No. 504	493
Fifth Revised Sheet No. 505	494
Third Revised Sheet No. 505A	495
Original Sheet No. 506	496
Seventh Revised Sheet No. 510	497
Second Revised Sheet No. 510A	499
Eighth Revised Sheet No. 511	500
Seventh Revised Sheet No. 511	501
Original Sheet No. 512	502
Sixth Revised Sheet No. 514	503
Second Revised Sheet No. 515	505
Original Sheet No. 516	506
Sixth Revised Sheet No. 518	507
Second Revised Sheet No. 519	509
Original Sheet No. 520	510
First Revised Sheet No. 525	511
Original Sheet No. 526	512
Fourth Revised Sheet No. 530	513
Second Revised Sheet No. 531	514
Original Sheet No. 532	515
Fourth Revised Sheet No. 535	516
First Revised Sheet No. 536	517
Seventh Revised Sheet No. 538	518
Sixth Revised Sheet No. 538	520
First Revised Sheet No. 538A	522
Original Sheet No. 538A	523
Fourth Revised Sheet No. 539	524
Third Revised Sheet No. 540	526
Second Revised Sheet No. 540	527
First Revised Sheet No. 540A	528
Original Sheet No. 540A	530
First Revised Sheet No. 540B	532
Original Sheet No. 540B	533
First Revised Sheet No. 540C	534
Original Sheet No. 540C	536
First Revised Sheet No. 540D	537
Original Sheet No. 540D	538

First Revised Sheet No. 541	539
First Revised Sheet No. 542	541
Original Sheet No. 543	542
First Revised Sheet No. 550	543
Fifth Revised Sheet No. 551	544
Second Revised Sheet No. 552	545
Second Revised Sheet No. 553	546
Second Revised Sheet No. 554	547
First Revised Sheet No. 555	548
Original Sheet No. 556	549
First Revised Sheet No. 557	550
Original Sheet No. 558	551
Original Sheet No. 559	552
First Revised Sheet No. 560	553
Original Sheet No. 561	554
Original Sheet No. 562	555
First Revised Sheet No. 565	556
First Revised Sheet No. 566	557
First Revised Sheet No. 567	558
Original Sheet No. 568	559
First Revised Sheet No. 570	560
Second Revised Sheet No. 571	561
Second Revised Sheet No. 572	562
Second Revised Sheet No. 573	563
Original Sheet No. 574	564
Sixth Revised Sheet No. 575	565
Second Revised Sheet No. 576	567
First Revised Sheet No. 577	568
Original Sheet No. 578	569
Third Revised Sheet No. 580	570
Sixth Revised Sheet No. 581	571
Second Revised Sheet No. 582	572
First Revised Sheet No. 583	573
Original Sheet No. 584	574
Sixth Revised Sheet No. 585	575
Original Sheet No. 586	577
First Revised Sheet No. 590	578
Original Sheet No. 591	579
Original Sheet No. 592	580
First Revised Sheet No. 595	581
First Revised Sheet No. 596	582
Substitute Original Sheet No. 597	583
Substitute Original Sheet No. 598	585
Original Sheet No. 599	586
Original Sheet No. 600	587
Second Revised Sheet No. 605	588

Original Sheet No. 606	589
Sixth Revised Sheet No. 610	590
Fourth Revised Sheet No. 611	591
Second Revised Sheet No. 612	592
First Revised Sheet No. 613	593
Second Revised Sheet No. 614	595
Second Revised Sheet No. 615	596
Original Sheet No. 616	597
First Revised Sheet No. 617	598
Original Sheet No. 618	599
Original Sheet No. 619	600
Substitute Original Sheet No. 620	601
Original Sheet No. 624	602
Substitute Original Sheet No. 628	603
Original Sheet Nos. 632-639	604
First Revised Sheet No. 640	605
Original Sheet Nos. 649-656	606
Second Revised Sheet No. 657	607

FERC GAS TARIFF

SECOND REVISED VOLUME NO. 1

(Superseding First Revised Volume No. 1)

of

COLUMBIA GAS TRANSMISSION CORPORATION

FILED WITH

THE FEDERAL ENERGY REGULATORY COMMISSION

Communications concerning this Tariff should be addressed to:

Mr. Carl W. Levander, Vice President
Columbia Gas Transmission Corporation
12801 Fair Lakes Parkway
Post Office Box 10146
Fairfax, VA 22030-0146
Phone (703) 227-3245
Fax (703) 227-3308

TABLE OF CONTENTS

Volume No. 1 Sheet No.

Preliminary Statement 15

Map of Market Areas 16

Description of Market Areas 17

Currently Effective Rates 25

Rate Schedules

Firm Transportation Service (FTS). 100

No Notice Transportation Service (NTS) 105

Storage Service Transportation (SST) 115

General Transportation Service (GTS) 120

Off-Peak Firm Transportation Service (OPT) 130

Interruptible Transportation Service (ITS) 145

Firm Storage Service (FSS) 165

Interruptible Storage Service (ISS). 180

Storage In Transit Service (SIT) 195

Aggregation Service (AS) 205

Interruptible Paper Pools (IPP). 215

Merchant Sales Service (MS) 222

LNG Storage Service (LSS). 224

Parking and Lending Service (PAL) 227

Firm Balancing Service (FBS) 241

Third Party Storage Transportation (TPS) 248

Summer Hourly No Notice Transportation Service (NTS-S) 252

General Terms and Conditions

General Terms and Conditions (Table of Contents) 260

TABLE OF CONTENTS (Cont'd)

Volume No. 1 (Cont'd) Sheet No.

Form of Service Agreement for Service Under:

Rate Schedules FTS, NTS, NTS-S, SST, OPT, ITS, GTS, and TPS. 500

Reference to Customers Having Non-Conforming Service Agreements Pursuant to Section 154.112(B) of the Commission's Regulations 500B

Rate Schedule FTS-LAT 506

Rate Schedule FSS 510

Rate Schedule ISS 514

Rate Schedule SIT 518

Rate Schedule AS 530

Rate Schedule IPP 535

Rate Schedule PAL 538

Rate Schedule FBS 541

Miscellaneous Forms

Request for Service - New Agreement 550

Request for Service - Shipper Name or Address Change. 560

Request for Service - Revise Receipt/Delivery Points on Existing Agreement. 565

Request for Service - Increase in Quantity of an Existing Agreement 570

Form of Release Notice 575

Form of Assignment Agreement 580

Informational Posting Form for Prearranged Assignments 585

Form of Electronic Contracting Agreement 590

Operational Balancing Agreement 595

Form of Agreement for Construction of Transmission Facilities and For Facility Charges 605

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules

X-1 - Notice of Cancellation 5

X-2 - Transportation Agreement with Kentucky West Virginia Gas Company 28

X-3 - Exchange Agreement with Cabot Corporation 32

X-4 - Notice of Cancellation 34

X-5 - Notice of Cancellation 40

X-6 - Notice of Cancellation 48

X-7 - Notice of Cancellation 57

X-8 - Notice of Cancellation 61

X-9 - Notice of Cancellation 65

X-10 - Notice of Cancellation 83

X-11 - Notice of Cancellation 92

X-12 - Notice of Cancellation 101

X-13 - Notice of Cancellation 106

X-14 - Notice of Cancellation 142

X-15 - Notice of Cancellation 177

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-16 - Notice of Cancellation 185

X-17 - Notice of Cancellation 193

X-18 - Notice of Cancellation 198

X-19 - Notice of Cancellation 205

X-20 - Agreement for the sale of natural gas from Well No. A-584 to Consolidated Gas Supply Corporation 219

X-21 - Notice of Cancellation 230

X-22 - Notice of Cancellation 237

X-23 - Notice of Cancellation 244

X-24 - Notice of Cancellation 248

X-25 - Notice of Cancellation 256

X-26 - Notice of Cancellation 273

X-27 - Notice of Cancellation..... 283

X-28 - Notice of Cancellation 286

X-29 - Notice of Cancellation 290

TABLE OF CONTENTS (Cont'd)

Volume No. 2

Special Rate Schedules (Cont'd) Sheet No.

X-30 - Notice of Cancellation 295

X-31 - Notice of Cancellation 302

X-32 - Notice of Cancellation 324

X-33 - Notice of Cancellation 330

X-34 - Notice of Cancellation 340

X-35 - Exchange Agreement with Consolidated Gas Supply Corporation 358

X-36 - Exchange Agreement with Texas Eastern Transmission Corporation 366

X-37 - Notice of Cancellation 370

X-38 - Notice of Cancellation 381

X-39 - Exchange Agreement with Washington Gas Light Company 388

X-40 - Notice of Cancellation 394

X-41 - Notice of Cancellation 405

X-42 - Notice of Cancellation 417

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-43 - Notice of Cancellation 425

X-44 - Notice of Cancellation 429

X-45 - Notice of Cancellation 439

X-46 - Notice of Cancellation 443

X-47 - Notice of Cancellation 450

X-48 - Notice of Cancellation 459

X-49 - Notice of Cancellation 469

X-50 - Notice of Cancellation 479

X-51 - Notice of Cancellation 488

X-52 - Notice of Cancellation 498

X-53 - Notice of Cancellation 509

X-54 - Transportation Agreement with City of Somerset, Kentucky 520

X-55 - Notice of Cancellation 525

X-56 - Notice of Cancellation 535

X-57 - Notice of Cancellation 546

X-58 - Notice of Cancellation 556

X-59 - Notice of Cancellation 567

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-60 - Notice of Cancellation 577
X-61 - Notice of Cancellation 587
X-62 - Notice of Cancellation 599
X-63 - Notice of Cancellation 611
X-64 - Notice of Cancellation 623
X-65 - Notice of Cancellation 633
X-66 - Notice of Cancellation 643
X-67 - Notice of Cancellation 655
X-68 - Notice of Cancellation 665
X-69 - Notice of Cancellation 670
X-70 - Notice of Cancellation 681
X-71 - Notice of Cancellation 698
X-72 - Notice of Cancellation 709
X-73 - Notice of Cancellation 717
X-74 - Notice of Cancellation 723
X-75 - Notice of Cancellation 733

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-76 - Notice of Cancellation 743

X-77 - Notice of Cancellation 754

X-78 - Notice of Cancellation 764

X-79 - Notice of Cancellation 774

X-80 - Notice of Cancellation 805

X-81 - Notice of Cancellation 814

X-82 - Notice of Cancellation 820

X-83 - Notice of Cancellation 826

X-84 - Exchange Agreement with Consolidated Gas Supply Corporation 835

X-85 - Notice of Cancellation 846

X-86 - Notice of Cancellation 871

X-87 - Notice of Cancellation 890

X-88 - Notice of Cancellation 901

X-89 - Notice of Cancellation 916

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-90 - Notice of Cancellation..... 931

X-91 - Notice of Cancellation 955

X-92 - Notice of Cancellation 966

X-93 - Notice of Cancellation 1003

X-94 - Transportation and Exchange Agreement with Transcontinental Gas Pipe Line Corporation and Columbia Gulf Transmission Company 1016

X-95 - Notice of Cancellation 1057

X-96 - Notice of Cancellation 1078

X-97 - Notice of Cancellation..... 1089

X-98 - Notice of Cancellation 1096

X-99 - Notice of Cancellation 1105

X-100 - Notice of Cancellation 1119

X-101 - Notice of Cancellation 1135

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-102 - Notice of Cancellation 1147

X-103 - Exchange Agreement with Transcontinental Gas Pipe Line Corporation 1157

X-104 - Notice of Cancellation 1174

X-105 - Notice of Cancellation 1186

X-106 - Notice of Cancellation 1198

X-107 - Notice of Cancellation 1236

X-108 - Notice of Cancellation 1246

X-109 - Notice of Cancellation 1290

X-110 - Notice of Cancellation 1293

X-111 - Notice of Cancellation 1298

X-112 - Notice of Cancellation 1309

X-113 - Notice of Cancellation 1318

X-114 - Notice of Cancellation 1327

TABLE OF CONTENTS (Cont'd)

Volume No. 2 Sheet No.

Special Rate Schedules (Cont'd)

X-115 - Notice of Cancellation..... 1336

X-116 - Notice of Cancellation 1339

X-117 - Notice of Cancellation 1348

X-118 - Notice of Cancellation 1362

X-119 - Notice of Cancellation 1372

X-120 - Notice of Cancellation 1391

X-121 - Notice of Cancellation 1400

X-122 - Notice of Cancellation 1412

X-123 - Transportation and Exchange Agreement with Tennessee Gas Pipeline Company 1424

X-124 - Notice of Cancellation 1441

X-125 - Notice of Cancellation 1451

X-126 - Notice of Cancellation 1465

TABLE OF CONTENTS (Cont'd)

Sheet No.

Volume No. 2

Special Rate Schedules (Cont'd)

X-127 - Notice of Cancellation 1480

X-128 - Notice of Cancellation 1492

X-129 - Notice of Cancellation 1506

X-130 - Exchange Agreement with Texas Eastern Transmission Corporation 1538

X-131 - Liquefied Natural Gas Storage Service Agreement with the City of Richmond, Virginia 1553

X-132 - Liquefied Natural Gas Storage Service Agreement with Commonwealth Gas Services, Inc. 1567

X-133 - Liquefied Natural Gas Storage Service Agreement with Virginia Natural Gas, Inc. 1587

X-134 - Notice of Cancellation 1602

SHEET NOS. 13 AND 14,
ARE BEING
RESERVED FOR FUTURE USE

PRELIMINARY STATEMENT

Columbia Gas Transmission Corporation (Transporter) is a company engaged in the business of selling and transporting natural gas and operating underground natural gas storage fields in interstate commerce under authorization granted by and subject to the jurisdiction of the Federal Energy Regulatory Commission. The facilities operated by Transporter consist of a natural gas pipeline network located in Delaware, Kentucky, Maryland, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Tennessee, Virginia, and West Virginia.

The sale, transportation and storage of natural gas are and will be undertaken by Transporter only under written contracts acceptable to Transporter upon consideration of existing commitments, gas supply, delivery capability, and any other factors deemed pertinent by Transporter.

In accordance with the provisions of this Tariff, Transporter is committed to providing reliable service of equal quality under each Rate Schedule in this Tariff.

System Map

COLUMBIA GAS TRANSMISSION CORPORATION
INDEX OF MARKET AREAS

MAP NO.	MARKET AREA NAME
1	TOLEDO
2	PARMA
3	LIMA
4	ALLIANCE
5	COLUMBUS
6	DAYTON
7	SANDUSKY
8	MANSFIELD
9	OHIO MISCELLANEOUS
10	CINCINNATI
11	ABERDEEN
12	LEXINGTON
13	MANCHESTER
14	WEST LIBERTY
15	PORTSMOUTH
16	LANCER
17	LEWISBURG
18	KY/WV MISCELLANEOUS
19	CLENDENIN
20	BINGHAMTON
21	BUENA VISTA
22	HANOVER
23	EASTON
24	WEST DEPTFORD
25	LANCASTER
26	BEDFORD
27	CUMBERLAND
28	CONOWINGO
29	DOWNINGTOWN
30	ROCKVILLE
31	CHARLOTTESVILLE
32	ELKINS
33	RICHMOND
34	NORFOLK
35	PITTSBURGH
36	OLEAN
37	ERIE
38	RIMERSBURG
39	NEW CASTLE
40	PA/WV MISCELLANEOUS

A detailed description of each Market Area is posted on Seller's Electronic Bulletin Board.

SHEET NOS. 18 THROUGH 24, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Ninetieth Revised Sheet No. 25 Ninetieth Revised Sheet No. 25
Superseding: Eighty-Eighth Revised Sheet No. 25

Currently Effective Rates
Applicable to Rate Schedule FTS, NTS and NTS-S
Rate Per Dth

		Base	Transportation Cost Rate Adjustment		Electric Power Costs Adjustment		Annual Charge	Total
Effective Daily Rate		Tariff Rate 1/	Current	Surcharge	Current	Surcharge	Adjustment 2/	Rate
Rate Schedule FTS								
Reservation Charge 3/ 0.1954	$	5.612	0.323	-0.015	0.027	-0.002	-	5.945
Commodity								
Maximum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Minimum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Overrun 21.47	¢	19.49	1.29	-0.01	0.41	0.12	0.17	21.47
Rate Schedule NTS								
Reservation Charge 3/4/ 0.2452	$	7.126	0.323	-0.015	0.027	-0.002	-	7.459
Commodity								
Maximum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Minimum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Overrun 26.45	¢	24.47	1.29	-0.01	0.41	0.12	0.17	26.45

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ Minimum reservation charge is $0.00.
4/ The rates shown above for Service under Rate Schedule NTS shall be applicable to Service under Rate Schedule NTS-S except that the maximum Reservation Fee shall be adjusted to reflect the applicable expedited period of gas flow (EPF) utilizing the following formula, rounded to 3 decimal places:

NTS-S = NTS * (24/EPF) where:
NTS-S = NTS-S Reservation Fee
NTS = Applicable NTS Reservation Fee
24 = Number of Hours in a Gas Day
EPF - MDQ/MHQ

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Eleventh Revised Sheet No. 25A Eleventh Revised Sheet No. 25A
Superseding: Tenth Revised Sheet No. 25A

Currently Effective Rates
Applicable to Rate Schedule TPS
Rate Per Dth

		Base	Transportation Cost Rate Adjustment		Electric Power Costs Adjustment		Annual Charge	Total
Effective Daily Rate		Tariff Rate 1/	Current	Surcharge	Current	Surcharge	Adjustment 2/	Rate
Rate Schedule TPS								
Reservation Charge 3/ 0.1954	$	5.612	0.323	-0.015	0.027	-0.002	-	5.945
Commodity								
Maximum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Minimum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Overrun 21.47	¢	19.49	1.29	-0.01	0.41	0.12	0.17	21.47

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA)
and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ Minimum reservation charge is $0.00.

First Revised Sheet No. 25C First Revised Sheet No. 25C
Superseding: Original Sheet No. 25C

THIS SHEET IS BEING RESERVED FOR FUTURE USE.

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Eighty-Eighth Revised Sheet No. 26 Eighty-Eighth Revised Sheet No. 26
Superseding: Eighty-Seventh Revised Sheet No. 26

Currently Effective Rates
Applicable to Rate Schedule SST and GTS
Rate Per Dth

		Base	Transportation Cost Rate Adjustment		Electric Power Costs Adjustment		Annual Charge	Total Effective Daily
		Tariff Rate 1/	Current	Surcharge	Current	Surcharge	Adjustment 2/	Rate
Rate Schedule SST								
Reservation Charge 3/	$	5.442	0.323	-0.015	0.027	-0.002	-	5.775
0.1898								
Commodity								
Maximum	¢	1.02	0.23	0.04	0.32	0.13	0.17	1.91
1.91								
Minimum	¢	1.02	0.23	0.04	0.32	0.13	0.17	1.91
1.91								
Overrun	¢	18.91	1.29	-0.01	0.41	0.12	0.17	20.89
20.89								
Rate Schedule GTS								
Commodity								
Maximum	¢	74.77	2.35	-0.06	0.50	0.12	0.17	77.85
77.85								
Minimum	¢	3.08	0.23	-0.06	0.32	0.12	0.17	3.86
3.86								
MFCC	¢	71.69	2.12	0.00	0.18	0.00	-	73.99
73.99								

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA)
and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ Minimum reservation charge is $0.00.

Effective Date: 06/01/1997 Status: Suspended
FERC Docket: RP97-167-002

Third Revised Sheet No. 26A Third Revised Sheet No. 26A : Suspended
Superseding: Second Revised Sheet No. 26A
Currently Effective Rates
Applicable to Rate Schedule SST and GTS (DOCKET NO. RP95-408-COLLECTION RATES)
Rate Per Dth

	Base Tariff Rate 1/	Transportation Costs Rate Adjustment Current	Transportation Costs Rate Adjustment Surcharge	Electric Power Costs Adjustment Current	Electric Power Costs Adjustment Surcharge	Stranded Facilities Charge	Annual Charge Adjustment 2/	General R&D Funding Unit 3/	Total Effective Daily Rate
Rate Schedule SST									
Reservation Charge 4/									
Maximum 1	$ 6.536	0.191	0.011	0.028	-0.004	0.182	-	0.260	7.204
Maximum 2	$ 6.536	0.191	0.011	0.028	-0.004	0.182	-	0.160	7.104
Commodity									
Maximum	› 1.26	0.23	0.04	0.14	-0.08	0.00	0.20	0.88	2.67
Minimum	› 1.21	0.23	0.00	0.14	0.00	0.00	0.20	0.00	1.78
Overrun	› 22.75	0.86	0.08	0.23	-0.09	0.60	0.20	0.88	25.51
Rate Schedule GTS									
Commodity									
Maximum	› 86.40	1.50	0.11	0.32	-0.11	1.20	0.20	2.00	91.62
Minimum	› 3.59	0.23	0.00	0.14	0.00	0.00	0.20	0.00	4.16
MFCC	› 82.81	1.27	0.11	0.18	-0.11	1.20	-	-	85.46

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ GRI assessed where applicable pursuant to Section 154.401 of the Commission's Regulations. The Maximum 1 rate is applicable to shippers with load factors exceeding 50%; Maximum 2 rate is applicable to shippers with load factors equal to or less than 50%.
4/ Minimum reservation charge is $0.00.

NOTE: Docket No. RP95-408 Collection Rates are applicable to shippers not wanting to be subject to the surcharge condition associated with the paying the Settlement Rates.

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Eighty-Seventh Revised Sheet No. 27 Eighty-Seventh Revised Sheet No. 27
Superseding: Eighty-Sixth Revised Sheet No. 27

Currently Effective Rates
Applicable to Rate Schedule OPT
Rate Per Dth

		Base	Transportation Cost Rate Adjustment		Electric Power Costs Adjustment		Annual Charge	Total
Effective Daily Rate		Tariff Rate 1/	Current	Surcharge	Current	Surcharge	Adjustment 2/	Rate
Rate Schedule OPT								
30 Days Interruption7								
Reservation Charge 3/ 0.1788	$	5.138	0.296	-0.014	0.025	-0.002	-	5.443
60 Days Interruption								
Reservation Charge 3/ 0.1627	$	4.669	0.270	-0.013	0.023	-0.002	-	4.947
Commodity								
Maximum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Minimum 1.93	¢	1.04	0.23	0.04	0.32	0.13	0.17	1.93
Overrun								
30 Days Interruption 19.81	¢	17.93	1.20	-0.01	0.40	0.12	0.17	19.81
60 Days Interruption 18.20	¢	16.39	1.12	0.00	0.40	0.12	0.17	18.20

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ Minimum reservation charge is $0.00.

Effective Date: 06/01/1997 Status: Suspended
FERC Docket: RP97-167-002

Third Revised Sheet No. 27A Third Revised Sheet No. 27A : Suspended
Superseding: Second Revised Sheet No. 27A
Currently Effective Rates
Applicable to Rate Schedule OPT (DOCKET NO. RP95-408-COLLECTION RATES)
Rate Per Dth

	Base Tariff Rate	Transportation Costs Rate Adjustment Current	Transportation Costs Rate Adjustment Surcharge	Electric Power Costs Adjustment Current	Electric Power Costs Adjustment Surcharge	Stranded Facilities Charge	Annual Charge Adjustment	General R&D Funding Unit	Total Effective Daily Rate 1/	2/	3/
Rate Schedule OPT											
Reservation Charge 4/											
30 Days Interruption											
Maximum 1	$ 6.262	0.175	0.010	0.026	-0.004	0.166	- 0.260	6.895	0.227		
Maximum 2	$ 6.262	0.175	0.010	0.026	-0.004	0.166	- 0.160	6.795	0.223		
60 Days Interruption											
Maximum 1	$ 5.687	0.159	0.009	0.023	-0.003	0.151	- 0.260	6.286	0.207		
Maximum 2	$ 5.687	0.159	0.009	0.023	-0.003	0.151	- 0.160	6.186	0.203		
Commodity											
Maximum	› 1.28	0.23	0.04	0.14	-0.08	0.00	0.20	0.88	2.69	2.69	
Minimum	› 1.23	0.23	0.00	0.14	0.00	0.00	0.20	0.00	1.80	1.80	
Overrun											
30 Days Interruption	› 21.87	0.81	0.07	0.23	-0.09	0.55	0.20	0.88	24.52	24.52	
60 Days Interruption	› 19.98	0.75	0.07	0.22	-0.09	0.50	0.20	0.88	22.51	22.51	

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ GRI assessed where applicable pursuant to Section 154.401 of the Commission's Regulations. The Maximum 1 rate is applicable to shippers with load factors exceeding 50%; Maximum 2 rate is applicable to shippers with load factors equal to or less than 50%.
4/ Minimum reservation charge is $0.00.

NOTE: Docket No. RP95-408 Collection Rates are applicable to shippers not wanting to be subject to the surcharge condition associated with the paying the Settlement Rates.

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Seventy-Fifth Revised Sheet No. 28 Seventy-Fifth Revised Sheet No. 28
Superseding: Seventy-Fourth Revised Sheet No. 28

Currently Effective Rates
Applicable to Rate Schedule ITS
Rate Per Dth

Commodity		Winter Maximum ¢	Winter Minimum ¢	Summer Maximum ¢	Summer Minimum ¢
Base Tariff Rate	1/	19.49	1.04	13.34	1.04
Transportation Cost Rate Adjustment					
Current		1.29	0.23	0.94	0.23
Surcharge		-0.01	0.04	0.01	0.04
Electric Power Costs Adjustment					
Current		0.41	0.32	0.38	0.32
Surcharge		0.13	0.13	0.13	0.13
Annual Charge Adjustment	2/	0.17	0.17	0.17	0.17
Total Effective Rate		21.48	1.93	14.97	1.93
Daily Rate		21.48	1.93	14.97	1.93

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.

Effective Date: 06/01/1997 Status: Suspended
FERC Docket: RP97-167-002

Third Revised Sheet No. 28A Third Revised Sheet No. 28A : Suspended
Superseding: Second Revised Sheet No. 28A
Currently Effective Rates
Applicable to Rate Schedule ITS (DOCKET NO. RP95-408-COLLECTION RATES)
Rate Per Dth

Commodity		Winter Maximum	Winter Minimum	Summer Maximum	Summer Minimum
		›	›	›	›
Base Tariff Rate	1/	23.84	1.23	16.35	1.23
Transportation Costs Rate Adjustment					
Current		0.87	0.23	0.65	0.23
Surcharge		0.08	0.00	0.06	0.00
Electric Power Costs Adjustment					
Current		0.23	0.14	0.20	0.14
Surcharge		-0.09	0.00	-0.09	0.00
Stranded Facilities Charge		0.60	0.00	0.40	0.00
Article X Surcharge	2/	1.00	0.00	1.00	0.00
Annual Charge Adjustment	3/	0.20	0.20	0.20	0.20
General R&D Funding Unit	4/	0.88	0.00	0.88	0.00
Total Effective Rate		27.61	1.80	19.65	1.80
Daily Rate		27.61	1.80	19.65	1.80

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively. For rates by function, see Sheet No. 30A.
2/ Assessed pursuant to Section 42 of the General Terms and Conditions.
3/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
4/ GRI assessed where applicable pursuant to Section 154.401 of the Commission's Regulations.

NOTE: Docket No. RP95-408 Collection Rates are applicable to shippers not wanting to be subject to the surcharge associated with the paying the Settlement Rates.

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Twelfth Revised Sheet No. 28B Twelfth Revised Sheet No. 28B
Superseding: Eleventh Revised Sheet No. 28B

Currently Effective Rates
Applicable to Rate Schedule PAL
Rate Per Dth

		Winter Season Total Effective Daily Rate	Summer Season Total Effective Daily Rate
Rate Schedule PAL			
Account Balance Charge			
Maximum	¢	19.49	13.34
Minimum	¢	0.00	0.00

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-072

Sub Twenty-Fourth Revised Sheet No. 29 Sub Twenty-Fourth Revised Sheet No. 29
Superseding: Twenty-Fourth Revised Sheet No. 29

Currently Effective Rates
Applicable to Rate Schedule FSS, ISS, and SIT
Rate Per Dth

		Base	Transportation Cost Rate Adjustment		Electric Power Costs Adjustment		Annual Charge	Total Effective
Daily Rate		Tariff Rate 1/	Current	Surcharge	Current	Surcharge	Adjustment 2/	Rate
Rate Schedule FSS								
Reservation Charge	$	1.505	-	-	-	-	-	1.505
0.0495								
Capacity	¢	2.89	-	-	-	-	-	2.89
2.89								
Injection	¢	1.53	-	-	-	-	-	1.53
1.53								
Withdrawal	¢	1.53	-	-	-	-	-	1.53
1.53								
Overrun	¢	10.90	-	-	-	-	-	10.90
10.90								
Rate Schedule ISS								
Commodity								
Maximum	¢	5.94	-	-	-	-	-	5.94
5.94								
Minimum	¢	0.00	-	-	-	-	-	0.00
0.00								
Injection	¢	1.53	-	-	-	-	-	1.53
1.53								
Withdrawal	¢	1.53	-	-	-	-	-	1.53
1.53								
Rate Schedule SIT								
Commodity								
Maximum	¢	4.12	-	-	-	-	-	4.12
4.12								
Minimum	¢	1.53	-	-	-	-	-	1.53
1.53								

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA)
and Electric Power Costs Adjustment (EPCA), respectively.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Tenth Revised Sheet No. 29A Tenth Revised Sheet No. 29A
Superseding: Ninth Revised Sheet No. 29A

Currently Effective Rates
Applicable to Rate Schedule FBS
Rate Per Dth

Effective		Daily Rate 1/	Transportation Cost Rate Adjustment Current	Transportation Cost Rate Adjustment Surcharge	Electric Power Costs Adjustment Current	Electric Power Costs Adjustment Surcharge	Annual Charge Adjustment 2/	Total Rate
Rate Schedule FBS								
Reservation Charge	$	0.0495	-	-	-	-	-	0.0495
Capacity	¢	2.89	-	-	-	-	-	2.89
Injection	¢	1.53	-	-	-	-	-	1.53
Withdrawal	¢	1.53	-	-	-	-	-	1.53
Overrun	¢	10.90	-	-	-	-	-	10.90

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA)
and Electric Power Costs Adjustment (EPCA), respectively.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.

Effective Date: 08/01/2004 Status: Effective
FERC Docket: RP04-375-000

Twentieth Revised Sheet No. 30 Twentieth Revised Sheet No. 30 : Effective
Superseding: Nineteenth Revised Sheet No. 30

Currently Effective Rates
Applicable to Gathering
Rate Per Dth

		Base	Transportation Costs Rate Adjustment		Electric Power Costs Adjustment		Annual Charge	Total
Effective Daily Rate		Tariff Rate 1/	Current	Surcharge	Current	Surcharge	Adjustment 2/	Rate
Gathering 3/								
Firm:								
Reservation Charge 4/								
Maximum	$	8.030	-	-	-	-	-	8.030
0.264								
Commodity								
Maximum	¢	0.60	-	-	-	-	-	0.60
0.60								
Minimum	¢	0.60	-	-	-	-	-	0.60
0.60								
Overrun	¢	27.00	-	-	-	-	-	27.00
27.00								
Interruptible:								
Commodity								
Maximum	¢	27.00	-	-	-	-	-	27.00
27.00								
Minimum	¢	0.60	-	-	-	-	-	0.60
0.60								
Processing 5/	¢	-	-	-	-	-	-	-
-								

1/ Excludes Account 858 expenses and Electric Power Costs which are recovered through Columbia's Transportation Costs Rate Adjustment (TCRA) and Electric Power Costs Adjustment (EPCA), respectively.
2/ ACA assessed where applicable pursuant to Section 154.402 of the Commission's Regulations.
3/ The gathering rates and service will not be unduly discriminatory or preferential. The gathering rates and service are subject to the applicable provisions of the General Terms and Conditions as referenced in the form of gathering service agreements set forth in this Tariff, and not inconsistent with the terms and conditions applicable to Part 284 transportation. The gathering rates will be assessed under the separate, non-jurisdictional form of gathering service agreements set forth in this Tariff.
4/ Minimum reservation charge is $0.00.
5/ The processing rates and service will not be unduly discriminatory or preferential. The processing rates and service are subject to the applicable provisions of the General Terms and Conditions and are not inconsistent with the terms and conditions applicable to Part 284 transportation.

Effective Date: 02/01/2009 Status: Effective
FERC Docket: RP95-408-071

Thirty-Ninth Revised Sheet No. 30A Thirty-Ninth Revised Sheet No. 30A
Superseding: Thirty-Eighth Revised Sheet No. 30A

Currently Effective Base Tariff Rates by Function
Rates per Dth

		Gathering	Storage	Transmission	Other Gas Supply	Products Extraction	Total Base Rate
Rate Schedule FTS							
Reservation Charge	$	-	0.171	5.441	-	-	5.612
Commodity - Maximum	¢	-	0.02	1.02	-	-	1.04
Rate Schedule NTS 1/							
Reservation Charge	$	-	1.688	5.438	-	-	7.126
Commodity - Maximum	¢	-	0.02	1.02	-	-	1.04
Rate Schedule TPS							
Reservation Charge	$	-	0.171	5.441	-	-	5.612
Commodity - Maximum	¢	-	0.02	1.02	-	-	1.04
Rate Schedule SST							
Reservation Charge	$	-	-	5.442	-	-	5.442
Commodity - Maximum	¢	-	-	1.02	-	-	1.02
Rate Schedule GTS							
Commodity - Maximum	¢	-	40.78	33.99	-	-	74.77
Rate Schedule OPT							
Reservation Charge							
30 Days Interruption	$	-	0.157	4.981	-	-	5.138
60 Days Interruption	$	-	0.143	4.526	-	-	4.669
Commodity - Maximum	¢	-	0.02	1.02	-	-	1.04
Rate Schedule ITS							
Commodity - Maximum							
Winter Period	¢	-	0.58	18.91	-	-	19.49
Summer Period	¢	-	0.39	12.95	-	-	13.34

1/ For service under Rate Schedule NTS-S, the reservation charge is adjusted for accelerated hourly flow rates.

Sheet No. 30B is being RESERVED FOR FUTURE USE.

Effective Date: 02/01/1997 Status: Effective
FERC Docket: RP95-408-018

Fourth Revised Sheet No. 30C Fourth Revised Sheet No. 30C : Effective
Superseding: Fourth Revised Sheet No. 30B

SHEET NOS. 30C THROUGH 30F
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 11/01/1997 Status: Effective
FERC Docket: RP97-524-000

Fourth Revised Sheet No. 30.1 Fourth Revised Sheet No. 30.1 : Effective
Superseding: Third Revised Sheet No. 30.1

Sheet No. 30.1 is being RESERVED FOR FUTURE USE.

Effective Date: 04/01/2008 Status: Effective
FERC Docket: RP08-244-000

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

Rates Applicable to Certain X-Rate Schedules Contained in
Columbia's Original Volume No. 2 Tariff

Liquefied Natural Gas X-131, X-132 and X-133		Base Rate	Electric Power Costs Adjustment Current	Surcharge	Daily Rate
Demand	$	0.640	0.140	0.02	0.026
Capacity	$	0.257	0.054	0.008	0.011

Sheet No. 31A is being RESERVED FOR FUTURE USE.

SHEET NOS. 32 THROUGH 43
ARE BEING
RESERVED FOR FUTURE USE

RETAINAGE PERCENTAGES

Transportation Retainage	2.154%
Gathering Retainage	0.694%
Storage Gas Loss Retainage	0.150%
Processing Retainage	---

Nineteenth Revised Sheet No. 44 Nineteenth Revised Sheet No. 44
Superseding: Eighteenth Revised Sheet No. 44

RETAINAGE PERCENTAGES

Transportation Retainage	2.128%
Gathering Retainage	1.051%
Storage Gas Loss Retainage	0.160%
Columbia Processing Retainage /1	0%

1/ The Columbia Processing Retainage shall be assessed separately from the processing retainage applicable to
third party processing plants set forth in Section 25.3 (f) of the General Terms and Conditions.

Sheet No. 44A is being RESERVED FOR FUTURE USE.

CANCELLATION OF ALLOCATION OF LNG CONVERSION COSTS

Notice is hereby given that effective August 16, 1996, the "Allocation of LNG Conversion Costs", constituting

Substitute Original Sheet No. 45

of FERC Gas Tariff, Second Revised Volume No. 1 of Columbia Gas Transmission Corporation, is cancelled.

Sheet No. 45 is being

RESERVED FOR FUTURE USE

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 46 Second Revised Sheet No. 46 : Effective
Superseding: Sheet Nos. 46 - 48

Second Revised Sheet No. 46 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 46
First Revised Sheet No. 47
First Revised Sheet No. 48

Sheet Nos. 46, 47 and 48 are being RESERVED FOR FUTURE USE.

ALLOCATION OF TRANSCO ORDER 528 AMOUNTS

LINE NO.	CUSTOMER	FACTOR	ALLOCATED AMOUNT $
51	EMPIRE-DETROIT STEEL	0.014678%	280
52	ENERGY MARKETING SERVICES, INC.	0.098236%	1,874
53	ENERGY PRODUCTION COMPANY	0.004823%	92
54	ENRON ACCESS CORP.	1.470759%	28,057
55	EQUITABLE GAS COMPANY	1.059049%	20,203
56	FUEL SERVICES GROUP	0.019291%	368
57	GAS TRANSPORT, INC.	0.124918%	2,383
58	GASCO DISTRIBUTION SYSTEMS, INC.	0.002202%	42
59	GENERAL MOTORS ENERGY SUPPLY	0.066102%	1,261
60	HONDA OF AMERICA MANUFACTURING, INC.	0.259848%	4,957
61	IESCO	0.004980%	95
62	INDECK OLEAN LIMITED PARTNERSHIP	0.238146%	4,543
63	INTERSTATE GAS MARKETING	0.104055%	1,985
64	INTERSTATE GAS SUPPLY	0.089324%	1,704
65	INTERSTATE UTILITIES CO.	0.006133%	117
66	JESSOP STEEL	0.022017%	420
67	JONES HAMILTON COMPANY	0.002254%	43
68	KALIDA NATURAL GAS COMPANY, INC.	0.005924%	113
69	KANE GAS LIGHT AND HEATING	0.007339%	140
70	KENTUCKY OHIO GAS COMPANY, INC.	0.001468%	28
71	KRUPP & ASSOCIATES	0.021545%	411
72	LAKESIDE GAS COMPANY	0.001573%	30
73	LANCASTER GLASS	0.007339%	140
74	LATROBE STEEL COMPANY	0.029408%	561
75	LEXMARK INTERNATIONAL INC	0.003093%	59
76	LUKENS STEEL COMPANY	0.055618%	1,061
77	MARATHON OIL COMPANY	0.014363%	274
78	MARK RESOURCES	0.013210%	252
79	MEAD CORPORATION	0.033077%	631
80	MIAMI VALLEY RESOURCES	0.012057%	230
81	MOUNTAINEER GAS COMPANY	5.092643%	97,150
82	MT. OLIVET NATURAL GAS COMPANY	0.003669%	70
83	MURPHY GAS, INC.	0.001311%	25
84	NASHVILLE GAS COMPANY	0.146987%	2,804
85	NATIONAL FUEL GAS DISTRIBUTION CORP.	0.384609%	7,337
86	NATIONAL FUEL GAS SUPPLY CORP.	0.000157%	3
87	NATIONAL GAS & OIL COMPANY	0.027992%	534
88	NEW JERSEY NATURAL GAS COMPANY	0.146987%	2,804
89	NEW YORK STATE ELECTRIC & GAS CORP.	1.547765%	29,526
90	NORTH CAROLINA NATURAL GAS CO.	0.367467%	7,010
91	NORTHEAST OHIO NATURAL	0.002202%	42
92	NORTHEAST OHIO NATURAL GAS CORP.	0.004403%	84
93	O & R ENERGY, INC.	0.003460%	66
94	OHIO CUMBERLAND GAS COMPANY	0.014625%	279
95	ORANGE AND ROCKLAND UTILITIES, INC.	1.647626%	31,431
96	ORWELL GAS CO.	0.014625%	279
97	OSRAM SYLVANIA INC	0.050009%	954
98	PARAMOUNT / VILLAGE OF TARLTON	0.002254%	43
99	PEDRICKTOWN COGENERATION	0.088171%	1,682
100	PENN FUEL GAS, INC.	0.366943%	7,000

Effective Date: 05/08/1995 Status: Effective
FERC Docket: RP95-231-000

First Revised Sheet No. 48 First Revised Sheet No. 48 : Superseded
Superseding: Original Sheet No. 48

ALLOCATION OF TRANSCO ORDER 528 AMOUNTS

LINE NO.	CUSTOMER	FACTOR	ALLOCATED AMOUNT $
101	PENNSYLVANIA GAS AND WATER COMPANY	0.409508%	7,812
102	PIEDMONT NATURAL GAS CO. (CAROLINA)	0.881869%	16,823
103	PIKE NATURAL GAS COMPANY	0.035908%	685
104	PPG INDUSTRIES	0.009278%	177
105	PROVIDENCE GAS COMPANY	0.734829%	14,018
106	PUBLIC SERVICE ELECTRIC & GAS COMPANY	0.183681%	3,504
107	QUAKER STATE OIL REFINING CORP.	0.005924%	113
108	RICHMOND POWER ENTERPRISE LP	0.382145%	7,290
109	RICHMOND UTILITIES BOARD	0.073126%	1,395
110	ROANOKE GAS COMPANY	0.661179%	12,613
111	SCHULLER INTERNATIONAL, INC.	0.061751%	1,178
112	SHAWNEE	0.001992%	38
113	SHELDON GAS COMPANY	0.013996%	267
114	SOLAR TURBINES, INC.	0.205803%	3,926
115	SOUTH JERSEY GAS COMPANY	0.963015%	18,371
116	SOUTHERN GAS	0.047755%	911
117	STAND ENERGY CORPORATION	0.008911%	170
118	SUBURBAN NATURAL GAS	0.124918%	2,383
119	SWICKARD GAS COMPANY	0.007706%	147
120	TIMKEN COMPANY	0.196367%	3,746
121	TOYOTA	0.089115%	1,700
122	T. W. PHILLIPS GAS AND OIL CO. / ACME	0.355306%	6,778
123	UGI CORPORATION	1.534398%	29,271
124	UGI UTILITIES INC AS AGENT FOR XD LFT	0.740910%	14,134
125	USS/KOBE STEEL	0.080832%	1,542
126	VANCEBURG ELECTRIC L H & P SYSTEM	0.009016%	172
127	VERONA NATURAL GAS CO.	0.005871%	112
128	VILLAGE OF WILLIAMSPORT, OHIO	0.004561%	87
129	VIRGINIA ELECTRIC	0.631980%	12,056
130	VIRGINIA NATURAL GAS, INC.	1.572665%	30,001
131	VOLUNTEER ENERGY CORP.	0.038948%	743
132	WASHINGTON GAS LIGHT COMPANY	9.752293%	186,040
133	WASHINGTON STEEL	0.013210%	252
134	WATERVILLE GAS COMPANY	0.036589%	698
135	WATERVILLE GAS & OIL COMPANY	0.022698%	433
136	WEST MILLGROVE GAS COMPANY	0.000577%	11
137	WEST OHIO GAS COMPANY	1.419702%	27,083
138	WESTERN LEWIS-RECTORVILLE WATER & GAS	0.005137%	98
139	WESTVACO	0.138862%	2,649
140	WORTHINGTON INDUSTRIES	0.019238%	367
141	ZEBULON GAS ASSOCIATION, INC.	0.001468%	28
142	TOTAL	100.000000%	1,907,654

Effective Date: 05/08/1995 Status: Effective
FERC Docket: RP95-231-000

First Revised Sheet No. 49 First Revised Sheet No. 49 : Effective
Superseding: Sheet Nos. 49 - 53

First Revised Sheet No. 49 cancels and supersedes Columbia's Allocation of Fixed Monthly Demand Surcharges from Transco contained on the following tariff sheets:

Original Sheet No. 49
Original Sheet No. 50
Original Sheet No. 51
Original Sheet No. 52
Original Sheet No. 53

These sheets are being RESERVED FOR FUTURE USE.

SHEET NO. 54 IS BEING
RESERVED FOR FUTURE USE

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 55 Second Revised Sheet No. 55 : Effective
Superseding: Sheet Nos. 55 - 57

Second Revised Sheet No. 55 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 55
First Revised Sheet No. 56
First Revised Sheet No. 57

Sheet Nos. 55, 56 and 57 are being RESERVED FOR FUTURE USE.

ALLOCATION OF REMAINING ORDER 500/528
OVER / UNDER AMOUNTS APPLICABLE TO TRANSCO

LINE NO.	CUSTOMER	TOTAL OVER/UNDER AMOUNTS $
51	OHIO CUMBERLAND GAS CO.	591
52	ORANGE AND ROCKLAND UTILITIES, INC.	7,302
53	ORWELL GAS COMPANY	591
54	PENN FUEL GAS, INC.	5,160
55	PENNSYLVANIA GAS AND WATER COMPANY	5,405
56	PEOPLES NATURAL GAS COMPANY	1,774
57	PIEDMONT NATURAL GAS CO.	0
58	PIKE NATURAL GAS COMPANY	1,040
59	PROVIDENCE GAS COMPANY	29,921
60	RICHMOND UTILITIES BOARD	795
61	ROANOKE GAS COMPANY	16,337
62	SHAWNEE PIPELINE COMPANY	(1,081)
63	SHELDON GAS COMPANY	551
64	SOUTH JERSEY GAS COMPANY	37,936
65	SUBURBAN FUEL GAS, INC.	3,325
66	SWICKARD GAS COMPANY	184
67	T. W. PHILLIPS GAS AND OIL CO.	(13,155)
68	UGI CORPORATION	(156,131)
69	THE UNION LIGHT HEAT AND POWER CO.	10,647
70	VANCEBURG ELEC. LIGHT, HEAT & POWER SYSTEM	204
71	VERONA NATURAL GAS COMPANY	184
72	VILLAGE OF TARLTON, OHIO	61
73	VILLAGE OF WILLIAMSPORT, OHIO	163
74	VIRGINIA NATURAL GAS, INC.	2,815
75	WASHINGTON GAS LIGHT COMPANY	147,504
76	WATERVILLE GAS AND OIL COMPANY	979
77	WEST MILLGROVE GAS COMPANY	20
78	WEST OHIO GAS COMPANY	7,975
79	WESTERN LEWIS - RECTORVILLE WATER & GAS	143
80	ZEBULON GAS ASSOCIATION, INC.	(41)
81	TOTAL	(91,618)
82	RATE SCHEDULE FTS ONLY	
83	ACCESS ENERGY CORPORATION	816
84	ALLIED-SIGNAL, INC.	816
85	ARISTECH CHEMICAL	571
86	ATLANTIC PIPELINE CORP. OF AMERICA	979
87	ATLAS GAS	367
88	BETHLEHEM STEEL	18,377
89	BETHLEHEM STEEL	1,285
90	CENTRAN CORP.	3,161
91	CENTRAN CORP.	306
92	DAYTON FORGING & HEAT TREATING	286
93	EAST TENNESSEE NATURAL	2,998
94	EXCEL ENERGY	61
95	GAS ACCESS SYSTEMS	2,998
96	GENERAL MOTORS CORP.	8,872
97	GULF OHIO CORPORATION	122
98	HONDA OF AMERICA, INC.	5,976
99	HONDA OF AMERICA, INC.	4,589
100	INDUSTRIAL ENERGY SERVICES COMPANY	2,325

Effective Date: 05/08/1995 Status: Effective
FERC Docket: RP95-231-000

First Revised Sheet No. 57 First Revised Sheet No. 57 : Superseded
Superseding: Original Sheet No. 57

ALLOCATION OF REMAINING ORDER 500/528
OVER / UNDER AMOUNTS APPLICABLE TO TRANSCO

LINE NO.	CUSTOMER	TOTAL OVER/UNDER AMOUNTS $
101	INTERSTATE GAS MARKETING, INC.	2,468
102	INTERSTATE GAS MARKETING, INC.	61
103	LUKENS STEEL	2,264
104	MANVILLE SALES CORP.	449
105	MANVILLE SALES CORP.	755
106	NGC TRANSPORTATION, INC.	2,998
107	PSI AGENT, (MEAD)	1,285
108	PSI AGENT, INC.	326
109	ROSCOE GAS & OIL COMPANY	1,489
110	SOLAR TURBINES INCORPORATED	8,383
111	SOUTHERN GAS COMPANY, INC.	1,591
112	TIMKEN COMPANY	2,386
113	UGI CORPORATION / AGENT	8,974
114	UNITED STATES STEEL CORP.	3,284
115	TOTAL FTS AND OPT ONLY	91,618
116	TOTAL ALL CUSTOMERS	0

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 58 Second Revised Sheet No. 58 : Effective
Superseding: Sheet Nos. 58 - 59

Second Revised Sheet No. 58 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 58
First Revised Sheet No. 59

Sheet Nos. 58 and 59 are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-021

First Revised Sheet No. 59 First Revised Sheet No. 59 : Superseded
Superseding: Original Sheet No. 59

ALLOCATION OF NET CUSTOMER AMOUNTS
PANHANDLE EASTERN DOCKET NO. RP91-53 ET AL.

LINE NO.	CUSTOMER	TOTAL CUSTOMER (REFUND) OR BILLING AMOUNT
		(1) $
48	NORTH CAROLINA NATURAL GAS CO.	0
49	NORTHEAST OHIO NATURAL GAS CO.	0
50	OHIO CUMBERLAND GAS CO.	0
51	ORANGE AND ROCKLAND UTILITIES, INC.	(190,440)
52	ORWELL GAS CO.	0
53	PENN FUEL GAS, INC.	(82,055)
54	PENNSYLVANIA GAS AND WATER COMPANY	(196,801)
55	PEOPLES NATURAL GAS COMPANY	(7,687)
56	PIEDMONT NATURAL GAS COMPANY	0
57	PIKE NATURAL GAS COMPANY	(1,557)
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	(12,760)
60	ROANOKE GAS COMPANY	(75,156)
61	SHAWNEE PIPELINE CO.	(3,910)
62	SHELDON GAS COMPANY	(900)
63	SOUTH JERSEY GAS COMPANY	(26,548)
64	SUBURBAN FUEL GAS, INC.	(14,583)
65	SWICKARD GAS COMPANY	(596)
66	T. W. PHILLIPS GAS AND OIL CO.	(79,229)
67	UGI CORPORATION	(1,084,527)
68	THE UNION LIGHT, HEAT AND POWER CO.	(407,035)
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	(792)
70	VERONA NATURAL GAS CO.	(332)
71	VILLAGE OF TARLTON, OHIO	(270)
72	VILLAGE OF WILLIAMSPORT, OHIO	(144)
73	VIRGINIA NATURAL GAS, INC.	(340,972)
74	WASHINGTON GAS LIGHT COMPANY	(1,400,480)
75	WATERVILLE GAS AND OIL COMPANY	(6,887)
76	WEST MILLGROVE GAS COMPANY	32
77	WEST OHIO GAS COMPANY	(176,148)
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	(534)
79	ZEBULON GAS ASSOCIATION, INC.	(126)
80	TOTAL	(18,190,821)

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Third Revised Sheet No. 60 Third Revised Sheet No. 60 : Effective
Superseding: Sheet Nos. 60 - 60A

Third Revised Sheet No. 60 cancels and supercedes the following tariff sheets:

Substitute Second Revised Sheet No. 60
Substitute Original Sheet No. 60A

Sheet Nos. 60 and 60A are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-027

Substitute Original Sheet No. 60A Substitute Original Sheet No. 60A : Superseded

REALLOCATION OF
PANHANDLE EASTERN DOCKET NO. RP88-240
AMOUNTS APPLICABLE TO THE PERIOD
JUNE 1988 THROUGH OCTOBER 1990

LINE NO.	CUSTOMER	TOTAL ALLOCATED AMOUNT
		(1) $
48	NORTH CAROLINA NATURAL GAS CO.	0
49	NORTHEAST OHIO NATURAL GAS CO.	0
50	OHIO CUMBERLAND GAS CO.	0
51	ORANGE AND ROCKLAND UTILITIES, INC.	40,444
52	ORWELL GAS CO.	0
53	PENN FUEL GAS, INC.	(25,754)
54	PENNSYLVANIA GAS AND WATER COMPANY	17,960
55	PEOPLES NATURAL GAS COMPANY	6,703
56	PIEDMONT NATURAL GAS COMPANY	0
57	PIKE NATURAL GAS COMPANY	2,950
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	12,137
60	ROANOKE GAS COMPANY	39,959
61	SHAWNEE PIPELINE CO.	(5,031)
62	SHELDON GAS COMPANY	1,464
63	SOUTH JERSEY GAS COMPANY	63,704
64	SUBURBAN FUEL GAS, INC.	21,349
65	SWICKARD GAS COMPANY	87
66	T. W. PHILLIPS GAS AND OIL CO.	(29,030)
67	UGI CORPORATION	(236,295)
68	UNION LIGHT, HEAT AND POWER CO.	226,143
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	(4)
70	VERONA NATURAL GAS CO.	68
71	VILLAGE OF TARLTON, OHIO	160
72	VILLAGE OF WILLIAMSPORT, OHIO	383
73	VIRGINIA NATURAL GAS, INC.	10,432
74	WASHINGTON GAS LIGHT COMPANY	382,838
75	WATERVILLE GAS AND OIL COMPANY	(4,533)
76	WEST MILLGROVE GAS COMPANY	47
77	WEST OHIO GAS COMPANY	33,302
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	200
79	ZEBULON GAS ASSOCIATION, INC.	(215)
80	TOTAL	0

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 61 Second Revised Sheet No. 61 : Effective
Superseding: Sheet Nos. 61 - 61A

Second Revised Sheet No. 61 cancels and supercedes the following tariff sheets:

Substitute First Revised Sheet No. 61
Substitute Original Sheet No. 61A

Sheet Nos. 61 and 61A are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-027

Substitute Original Sheet No. 61A Substitute Original Sheet No. 61A : Superseded

REALLOCATION OF
PANHANDLE EASTERN DOCKET NO. RP89-10
AMOUNTS APPLICABLE TO THE PERIOD
JUNE 1988 THROUGH OCTOBER 1990

LINE NO.	CUSTOMER	TOTAL ALLOCATED AMOUNT
		(1) $
48	NORTH CAROLINA NATURAL GAS CO.	0
49	NORTHEAST OHIO NATURAL GAS CO.	0
50	OHIO CUMBERLAND GAS CO.	0
51	ORANGE AND ROCKLAND UTILITIES, INC.	2,743
52	ORWELL GAS CO.	0
53	PENN FUEL GAS, INC.	(1,855)
54	PENNSYLVANIA GAS AND WATER COMPANY	1,159
55	PEOPLES NATURAL GAS COMPANY	468
56	PIEDMONT NATURAL GAS COMPANY	0
57	PIKE NATURAL GAS COMPANY	(157)
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	847
60	ROANOKE GAS COMPANY	2,771
61	SHAWNEE PIPELINE CO.	(355)
62	SHELDON GAS COMPANY	108
63	SOUTH JERSEY GAS COMPANY	5,650
64	SUBURBAN FUEL GAS, INC.	1,495
65	SWICKARD GAS COMPANY	6
66	T. W. PHILLIPS GAS AND OIL CO.	(2,648)
67	UGI CORPORATION	(17,198)
68	UNION LIGHT, HEAT AND POWER CO.	18,095
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	0
70	VERONA NATURAL GAS CO.	4
71	VILLAGE OF TARLTON, OHIO	12
72	VILLAGE OF WILLIAMSPORT, OHIO	27
73	VIRGINIA NATURAL GAS, INC.	552
74	WASHINGTON GAS LIGHT COMPANY	26,182
75	WATERVILLE GAS AND OIL COMPANY	(342)
76	WEST MILLGROVE GAS COMPANY	3
77	WEST OHIO GAS COMPANY	2,249
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	13
79	ZEBULON GAS ASSOCIATION, INC.	(16)
80	TOTAL	0

FIRST REVISED SHEET NO. 62 CANCELS AND SUPERSEDES COLUMBIA'S ALLOCATION OF FIXED MONTHLY DEMAND SURCHARGES FROM PANHANDLE (DOCKET NO. RP85-203-011) UNDER ORDER NOS. 94/473 CONTAINED ON THE FOLLOWING TARIFF SHEETS:

ORIGINAL SHEET NO. 62
ORIGINAL SHEET NO. 63

THESE SHEETS ARE BEING RESERVED FOR FUTURE USE.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 64 Second Revised Sheet No. 64 : Effective
Superseding: Sheet Nos. 64 - 65

Second Revised Sheet No. 64 cancels and supercedes the following tariff sheets:

Substitute First Revised Sheet No. 64
Substitute First Revised Sheet No. 65

Sheet Nos. 64 and 65 are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-022

Substitute First Revised Sheet No. 65 Substitute First Revised Sheet No. 65 : Superseded
Superseding: Original Sheet No. 65

ALLOCATION OF ORDER 500/528 COSTS PER STIPULATION AND AGREEMENT
RELATING TO TAKE-OR-PAY ISSUES PENDING IN COLUMBIA'S BANKRUPTCY PROCEEDINGS
TEXAS GAS TRANSMISSION CORP. DOCKET NO. RP91-61, ET AL.

LINE NO.	CUSTOMER	TOTAL TEXAS GAS RP91-61 ALLOCATED AMOUNT
		$
41	MOUNTAINEER GAS COMPANY	35,849
42	MT. OLIVET NATURAL GAS COMPANY	37
43	MURPHY GAS, INC.	16
44	NATIONAL FUEL GAS SUPPLY CORP.	2,775
45	NATIONAL GAS AND OIL CORP.	283
46	NEW JERSEY NATURAL GAS COMPANY	0
47	NEW YORK STATE ELECTRIC & GAS CORP.	752
48	NORTH CAROLINA NATURAL GAS CO.	1,324
49	NORTHEAST OHIO NATURAL GAS CO.	6
50	OHIO CUMBERLAND GAS CO.	101
51	ORANGE AND ROCKLAND UTILITIES, INC.	10,299
52	ORWELL GAS COMPANY	33
53	PENN FUEL GAS, INC.	2,619
54	PENNSYLVANIA GAS AND WATER COMPANY	8,540
55	PEOPLES NATURAL GAS COMPANY	834
56	PIEDMONT NATURAL GAS CO.	0
57	PIKE NATURAL GAS COMPANY	504
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	857
60	ROANOKE GAS COMPANY	4,586
61	SHAWNEE PIPELINE COMPANY	47
62	SHELDON GAS COMPANY	153
63	SOUTH JERSEY GAS COMPANY	5,290
64	SUBURBAN FUEL GAS, INC.	1,109
65	SWICKARD GAS COMPANY	61
66	T. W. PHILLIPS GAS AND OIL CO.	850
67	UGI CORPORATION	40,523
68	THE UNION LIGHT HEAT AND POWER CO.	11,277
69	VANCEBURG ELEC. LIGHT, HEAT & POWER SYSTEM	93
70	VERONA NATURAL GAS COMPANY	54
71	VILLAGE OF TARLTON, OHIO	22
72	VILLAGE OF WILLIAMSPORT, OHIO	48
73	VIRGINIA NATURAL GAS, INC.	12,734
74	WASHINGTON GAS LIGHT COMPANY	74,193
75	WATERVILLE GAS AND OIL COMPANY	369
76	WEST MILLGROVE GAS COMPANY	6
77	WEST OHIO GAS COMPANY	9,679
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	56
79	ZEBULON GAS ASSOCIATION, INC.	27
80	TOTAL	783,823

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Third Revised Sheet No. 66 Third Revised Sheet No. 66 : Effective
Superseding: Sheet Nos. 66 - 67

Third Revised Sheet No. 66 cancels and supercedes the following tariff sheets:

Second Revised Sheet No. 66
First Revised Sheet No. 67

Sheet Nos. 66 and 67 are being RESERVED FOR FUTURE USE.

ALLOCATION OF ORDER 500/528 COSTS PER
STIPULATION AND AGREEMENT IN TEXAS GAS
DOCKET NO. RP 93-189, et. al.

LINE NO.	CUSTOMER	TOTAL ALLOCATED AMOUNT $
51	OHIO CUMBERLAND GAS CO.	42
52	ORANGE AND ROCKLAND UTILITIES, INC.	1,430
53	ORWELL GAS CO.	42
54	PARAMOUNT GAS CO.	7
55	PENN FUEL GAS, INC.	434
56	PENNSYLVANIA GAS AND WATER COMPANY	1,127
57	PEOPLES NATURAL GAS COMPANY	128
58	PIEDMONT NATURAL GAS	965
59	PIKE NATURAL GAS COMPANY	102
60	PROVIDENCE GAS CO.	420
61	RICHMOND UTILITIES BOARD	207
62	ROANOKE GAS COMPANY	860
63	SHELDON GAS COMPANY	40
64	SOUTH JERSEY GAS COMPANY	1,468
65	SUBURBAN FUEL GAS, INC.	180
66	SWICKARD GAS COMPANY	22
67	T. W. PHILLIPS GAS AND OIL CO.	210
68	UGI CORPORATION	3,748
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	26
70	VERONA NATURAL GAS CO.	17
71	VILLAGE OF WILLIAMSPORT, OHIO	13
72	VIRGINIA NATURAL GAS	2,601
73	WASHINGTON GAS	8,659
74	WATERVILLE GAS AND OIL COMPANY	52
75	WATERVILLE GAS COMPANY	104
76	WEST MILLGROVE GAS COMPANY	2
77	WEST OHIO GAS COMPANY	798
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	15
79	ZEBULON GAS ASSOCIATION, INC.	4
80	TOTAL	97,337

SHEET NOS. 68 AND 69
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 70 Second Revised Sheet No. 70 : Effective
Superseding: Sheet Nos. 70 - 71

Second Revised Sheet No. 70 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 70
First Revised Sheet No. 71

Sheet Nos. 70 and 71 are being RESERVED FOR FUTURE USE.

First Revised Sheet No. 71 First Revised Sheet No. 71 : Superseded
Superseding: Original Sheet No. 71

ALLOCATION OF ORDER 500/528 COSTS PER STIPULATION AND AGREEMENT
RELATING TO TAKE-OR-PAY ISSUES PENDING IN COLUMBIA'S BANKRUPTCY PROCEEDINGS
TEXAS GAS TRANSMISSION CORP DOCKET NO. RP91-134, ET AL.

LINE NO.	CUSTOMER	TOTAL TEXAS GAS RP91-134 ALLOCATED AMOUNT $
41	MOUNTAINEER GAS COMPANY	28,917
42	MT. OLIVET NATURAL GAS COMPANY	15
43	MURPHY GAS, INC.	6
44	NATIONAL FUEL GAS SUPPLY CORP.	2,148
45	NATIONAL GAS AND OIL CORP.	108
46	NEW JERSEY NATURAL GAS COMPANY	0
47	NEW YORK STATE ELECTRIC & GAS CORP.	11,874
48	NORTH CAROLINA NATURAL GAS CO.	34
49	NORTHEAST OHIO NATURAL GAS CO.	1
50	OHIO CUMBERLAND GAS CO.	6
51	ORANGE AND ROCKLAND UTILITIES, INC.	8,672
52	ORWELL GAS COMPANY	0
53	PENN FUEL GAS, INC.	2,153
54	PENNSYLVANIA GAS AND WATER COMPANY	7,560
55	PEOPLES NATURAL GAS COMPANY	661
56	PIEDMONT NATURAL GAS CO.	0
57	PIKE NATURAL GAS COMPANY	195
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	727
60	ROANOKE GAS COMPANY	3,287
61	SHAWNEE PIPELINE COMPANY	18
62	SHELDON GAS COMPANY	59
63	SOUTH JERSEY GAS COMPANY	2,915
64	SUBURBAN FUEL GAS, INC.	879
65	SWICKARD GAS COMPANY	23
66	T. W. PHILLIPS GAS AND OIL CO.	1,229
67	UGI CORPORATION	27,718
68	THE UNION LIGHT HEAT AND POWER CO.	11,953
69	VANCEBURG ELEC. LIGHT, HEAT & POWER SYSTEM	36
70	VERONA NATURAL GAS COMPANY	20
71	VILLAGE OF TARLTON, OHIO	9
72	VILLAGE OF WILLIAMSPORT, OHIO	18
73	VIRGINIA NATURAL GAS, INC.	10,745
74	WASHINGTON GAS LIGHT COMPANY	63,462
75	WATERVILLE GAS AND OIL COMPANY	142
76	WEST MILLGROVE GAS COMPANY	2
77	WEST OHIO GAS COMPANY	8,740
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	21
79	ZEBULON GAS ASSOCIATION, INC.	11
80	TOTAL	657,899

SHEET NOS. 72 THROUGH 74, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 75 Second Revised Sheet No. 75 : Effective
Superseding: Sheet Nos. 75 - 77

Second Revised Sheet No. 75 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 75
First Revised Sheet No. 76
First Revised Sheet No. 77

Sheet Nos. 75, 76 and 77 are being RESERVED FOR FUTURE USE.

Effective Date: 05/08/1995 Status: Effective
FERC Docket: RP95-231-000

First Revised Sheet No. 76 First Revised Sheet No. 76 : Superseded
Superseding: First Revised Sheet No. 72

ALLOCATION OF NET CUSTOMER AMOUNTS
TEXAS EASTERN TRANSMISSION CORPORATION
DOCKET NO. RP91-72

LINE NO.	CUSTOMER	ALLOCATED AMOUNT $
53	ENERGY PRODUCTION COMPANY	0
54	ENRON ACCESS CORP.	0
55	EQUITABLE GAS COMPANY	12
56	FUEL SERVICES GROUP	0
57	GAS TRANSPORT, INC.	(25)
58	GASCO DISTRIBUTION SYSTEMS, INC.	0
59	GENERAL MOTORS ENERGY SUPPLY	1
60	HONDA OF AMERICA MANUFACTURING, INC.	4
61	IESCO	0
62	INCO ALLOYS	0
63	INDECK OLEAN LIMITED PARTNERSHIP	3
64	INTERSTATE GAS MARKETING	1
65	INTERSTATE GAS SUPPLY	1
66	INTERSTATE UTILITIES CO.	(1)
67	JESSOP STEEL	0
68	JONES HAMILTON COMPANY	0
69	KALIDA NATURAL GAS COMPANY, INC.	0
70	KANE GAS LIGHT AND HEATING	(4)
71	KENTUCKY OHIO GAS COMPANY, INC.	0
72	KRUPP & ASSOCIATES	0
73	LAKESIDE GAS COMPANY	0
74	LANCASTER GLASS	0
75	LATROBE STEEL COMPANY	1
76	LEXMARK INTERNATIONAL INC	0
77	LUKENS STEEL COMPANY	1
78	MARATHON OIL COMPANY	0
79	MARK RESOURCES	0
80	MEAD CORPORATION	0
81	MIAMI VALLEY RESOURCES	0
82	MINNESOTA MINING & MANUFACTURING	0
83	MOUNTAINEER GAS COMPANY	(470)
84	MT. OLIVET NATURAL GAS COMPANY	(1)
85	MURPHY GAS, INC.	0
86	NASHVILLE GAS COMPANY	2
87	NATIONAL FUEL GAS DISTRIBUTION CORP.	4
88	NATIONAL FUEL GAS SUPPLY CORP.	(40)
89	NATIONAL GAS & OIL COMPANY	(3)
90	NEW ENGLAND POWER COMPANY	10
91	NEW JERSEY NATURAL GAS COMPANY	2
92	NEW YORK STATE ELECTRIC & GAS CORP.	(202)
93	NORTH CAROLINA NATURAL GAS CO.	(6)
94	NORTHEAST OHIO NATURAL	0
95	NORTHEAST OHIO NATURAL GAS CORP.	0
96	NORSTAR ENERGY LIMITED PARTNERSHIP	0
97	OHIO CUMBERLAND GAS COMPANY	0
98	ORANGE AND ROCKLAND UTILITIES, INC.	(136)
99	ORWELL GAS CO.	0
100	OSRAM SYLVANIA INC	1
101	OWENS-BROCKWAY GLASS CONTAINER CORP.	1
102	PARAMOUNT / VILLAGE OF TARLTON	0
103	PEDRICKTOWN COGENERATION	1
104	PENN FUEL GAS, INC.	(35)

Effective Date: 05/08/1995 Status: Effective
FERC Docket: RP95-231-000

First Revised Sheet No. 77 First Revised Sheet No. 77 : Superseded
Superseding: First Revised Sheet No. 72

ALLOCATION OF NET CUSTOMER AMOUNTS
TEXAS EASTERN TRANSMISSION CORPORATION
DOCKET NO. RP91-72

LINE NO.	CUSTOMER	ALLOCATED AMOUNT $
105	PENNSYLVANIA GAS AND WATER COMPANY	(128)
106	PEOPLES NATURAL GAS COMPANY	(12)
107	PIEDMONT NATURAL GAS CO. (CAROLINA)	10
108	PIKE NATURAL GAS COMPANY	(6)
109	POWER GAS MARKETING	0
110	PPG INDUSTRIES	0
111	PROVIDENCE GAS COMPANY	9
112	PUBLIC SERVICE ELECTRIC & GAS COMPANY	2
113	QUAKER STATE OIL REFINING CORP.	0
114	RICHMOND POWER ENTERPRISE LP	4
115	RICHMOND UTILITIES BOARD	(11)
116	ROANOKE GAS COMPANY	(59)
117	SCHULLER INTERNATIONAL, INC.	1
118	SHAWNEE	(1)
119	SHELDON GAS COMPANY	(2)
120	SOLAR TURBINES, INC.	2
121	SOUTH JERSEY GAS COMPANY	(64)
122	SOUTHERN GAS	1
123	STAND ENERGY CORPORATION	1
124	SUBURBAN NATURAL GAS	(15)
125	SWICKARD GAS COMPANY	(1)
126	TIMKEN COMPANY	2
127	TOYOTA	2
128	T. W. PHILLIPS GAS AND OIL CO. / ACME	(8)
129	UNION LIGHT HEAT & POWER	(165)
130	UGI CORPORATION	(581)
131	UGI UTILITIES INC AS AGENT FOR XD LFT	9
132	USS/KOBE STEEL	1
133	VANCEBURG ELECTRIC L H & P SYSTEM	(1)
134	VERONA NATURAL GAS CO.	(1)
135	VILLAGE OF WILLIAMSPORT, OHIO	(1)
136	VINELAND COGENERATION LTD PARTNERSHIP	2
137	VIRGINIA ELECTRIC	7
138	VIRGINIA NATURAL GAS, INC.	(175)
139	VOLUNTEER ENERGY CORP.	1
140	WASHINGTON GAS LIGHT COMPANY	(1,017)
141	WASHINGTON STEEL	0
142	WATERVILLE GAS COMPANY	1
143	WATERVILLE GAS & OIL COMPANY	(4)
144	WEST MILLGROVE GAS COMPANY	0
145	WEST OHIO GAS COMPANY	(134)
146	WESTERN LEWIS-RECTORVILLE WATER & GAS	(1)
147	WESTVACO	2
148	WORTHINGTON INDUSTRIES	0
149	ZEBULON GAS ASSOCIATION, INC.	0
150	TOTAL	(10,590)

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 78 Second Revised Sheet No. 78 : Effective
Superseding: Sheet Nos. 78 - 79

Second Revised Sheet No. 78 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 78
First Revised Sheet No. 79

Sheet Nos. 78 and 79 are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-021

First Revised Sheet No. 79 First Revised Sheet No. 79 : Superseded
Superseding: Original Sheet No. 79

ALLOCATION OF NET CUSTOMER AMOUNTS
TEXAS EASTERN TRANSMISSION CORPORATION
DOCKET NOS. RP91-72, RP91-73, RP91-74, RP91-75

LINE NO.	CUSTOMER	TOTAL CUSTOMER (REFUND) OR BILLING AMOUNT $
43	MURPHY GAS, INC.	(88)
44	NATIONAL FUEL GAS SUPPLY CORP.	(724,483)
45	NATIONAL GAS & OIL COMPANY	(2,063)
46	NEW JERSEY NATURAL GAS COMPANY	0
47	NEW YORK STATE ELECTRIC & GAS CORP.	1,491
48	NORTH CAROLINA NATURAL GAS CO.	2,269
49	NORTHEAST OHIO NATURAL GAS CO.	(4)
50	OHIO CUMBERLAND GAS CO.	131
51	ORANGE AND ROCKLAND UTILITIES, INC.	(501,612)
52	ORWELL GAS CO.	74
53	PENN FUEL GAS, INC.	(139,509)
54	PENNSYLVANIA GAS AND WATER COMPANY	(325,755)
55	PEOPLES NATURAL GAS COMPANY	9,188
56	PIEDMONT NATURAL GAS COMPANY	0
57	PIKE NATURAL GAS COMPANY	1,589
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	(15,609)
60	ROANOKE GAS COMPANY	(90,917)
61	SHAWNEE PIPELINE CO.	(15,049)
62	SHELDON GAS COMPANY	1,672
63	SOUTH JERSEY GAS COMPANY	75,459
64	SUBURBAN FUEL GAS, INC.	(13,642)
65	SWICKARD GAS COMPANY	(1,284)
66	T. W. PHILLIPS GAS AND OIL CO.	(310,805)
67	UGI CORPORATION	(3,589,127)
68	THE UNION LIGHT, HEAT AND POWER CO.	(352,651)
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	(1,496)
70	VERONA NATURAL GAS CO.	89
71	VILLAGE OF TARLTON, OHIO	(230)
72	VILLAGE OF WILLIAMSPORT, OHIO	325
73	VIRGINIA NATURAL GAS, INC.	(945,038)
74	WASHINGTON GAS LIGHT COMPANY	(2,728,518)
75	WATERVILLE GAS AND OIL COMPANY	(8,620)
76	WEST MILLGROVE GAS COMPANY	78
77	WEST OHIO GAS COMPANY	(481,044)
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	(496)
79	ZEBULON GAS ASSOCIATION, INC.	(739)
80	TOTAL	(46,838,317)

SHEET NOS. 80 AND 81
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 82 Second Revised Sheet No. 82 : Effective
Superseding: Sheet Nos. 82 - 83

Second Revised Sheet No. 82 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 82
First Revised Sheet No. 83

Sheet Nos. 82 and 83 are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-028

First Revised Sheet No. 83 First Revised Sheet No. 83 : Superseded
Superseding: First Revised Sheet No. 80

AMORTIZATION PERIOD
RELATING TO ORDER NO. 500/528 COSTS

LINE NO.	CUSTOMER	CUSTOMERS ELECTED AMORTIZATION PERIOD (MONTHS)
41	MOUNTAINEER GAS COMPANY	LUMP SUM
42	MT. OLIVET NATURAL GAS COMPANY	LUMP SUM
43	MURPHY GAS, INC.	LUMP SUM
44	NATIONAL FUEL GAS SUPPLY CORP.	LUMP SUM
45	NATIONAL GAS AND OIL CORP.	LUMP SUM
46	NEW JERSEY NATURAL GAS COMPANY	LUMP SUM
47	NEW YORK STATE ELECTRIC & GAS CORP.	LUMP SUM
48	NORTH CAROLINA NATURAL GAS CO.	LUMP SUM
49	NORTHEAST OHIO NATURAL GAS CO.	LUMP SUM
50	OHIO CUMBERLAND GAS CO.	LUMP SUM
51	ORANGE AND ROCKLAND UTILITIES, INC.	LUMP SUM
52	ORWELL GAS COMPANY	LUMP SUM
53	PENN FUEL GAS, INC.	LUMP SUM
54	PENNSYLVANIA GAS AND WATER COMPANY	LUMP SUM
55	PEOPLES NATURAL GAS COMPANY	LUMP SUM
56	PIEDMONT NATURAL GAS CO.	LUMP SUM
57	PIKE NATURAL GAS COMPANY	LUMP SUM
58	PROVIDENCE GAS COMPANY	LUMP SUM
59	RICHMOND UTILITIES BOARD	LUMP SUM
60	ROANOKE GAS COMPANY	12
61	SHAWNEE PIPELINE COMPANY	LUMP SUM
62	SHELDON GAS COMPANY	36
63	SOUTH JERSEY GAS COMPANY	36
64	SUBURBAN FUEL GAS, INC.	36
65	SWICKARD GAS COMPANY	LUMP SUM
66	T. W. PHILLIPS GAS AND OIL CO.	LUMP SUM
67	UGI CORPORATION	LUMP SUM
68	THE UNION LIGHT HEAT AND POWER CO.	LUMP SUM
69	VANCEBURG ELEC. LIGHT, HEAT & POWER SYSTEM	36
70	VERONA NATURAL GAS COMPANY	LUMP SUM
71	VILLAGE OF TARLTON, OHIO	LUMP SUM
72	VILLAGE OF WILLIAMSPORT, OHIO	LUMP SUM
73	VIRGINIA NATURAL GAS, INC.	LUMP SUM
74	WASHINGTON GAS LIGHT COMPANY	LUMP SUM
75	WATERVILLE GAS AND OIL COMPANY	LUMP SUM
76	WEST MILLGROVE GAS COMPANY	LUMP SUM
77	WEST OHIO GAS COMPANY	LUMP SUM
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	36
79	ZEBULON GAS ASSOCIATION, INC.	LUMP SUM

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 84 Second Revised Sheet No. 84 : Effective
Superseding: Sheet Nos. 84 - 85

Second Revised Sheet No. 84 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 84
First Revised Sheet No. 85

Sheet Nos. 84 and 85 are being RESERVED FOR FUTURE USE.

Effective Date: 04/18/1994 Status: Effective
FERC Docket: RP91- 41-021

First Revised Sheet No. 85 First Revised Sheet No. 85 : Superseded
Superseding: Original Sheet No. 85

ALLOCATION OF ORDER 500/528 COSTS PER STIPULATION AND AGREEMENT
RELATING TO TAKE-OR-PAY ISSUES PENDING IN COLUMBIA'S BANKRUPTCY PROCEEDINGS
TEXAS EASTERN TRANSMISSION CORP. DOCKET NO. TM91-7-17

LINE NO.	CUSTOMER	TOTAL TETCO DOCKET NO. TM91-7-17 ALLOCATED AMOUNTS $
44	NATIONAL FUEL GAS SUPPLY CORP.	50
45	NATIONAL GAS & OIL COMPANY	36
46	NEW JERSEY NATURAL GAS COMPANY	0
47	NEW YORK STATE ELECTRIC & GAS CORP.	59
48	NORTH CAROLINA NATURAL GAS CO.	25
49	NORTHEAST OHIO NATURAL GAS CO.	0
50	OHIO CUMBERLAND GAS CO.	1
51	ORANGE AND ROCKLAND UTILITIES, INC.	1,083
52	ORWELL GAS CO.	1
53	PENN FUEL GAS, INC.	224
54	PENNSYLVANIA GAS AND WATER COMPANY	852
55	PEOPLES NATURAL GAS COMPANY	101
56	PIEDMONT NATURAL GAS COMPANY	0
57	PIKE NATURAL GAS COMPANY	64
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	83
60	ROANOKE GAS COMPANY	356
61	SHAWNEE PIPELINE CO.	6
62	SHELDON GAS COMPANY	20
63	SOUTH JERSEY GAS COMPANY	506
64	SUBURBAN FUEL GAS, INC.	84
65	SWICKARD GAS COMPANY	7
66	T. W. PHILLIPS GAS AND OIL CO.	46
67	UGI CORPORATION	2,743
68	THE UNION LIGHT, HEAT AND POWER CO.	949
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	12
70	VERONA NATURAL GAS CO.	6
71	VILLAGE OF TARLTON, OHIO	3
72	VILLAGE OF WILLIAMSPORT, OHIO	6
73	VIRGINIA NATURAL GAS, INC.	1,025
74	WASHINGTON GAS LIGHT COMPANY	7,655
75	WATERVILLE GAS AND OIL COMPANY	46
76	WEST MILLGROVE GAS COMPANY	1
77	WEST OHIO GAS COMPANY	1,146
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	6
79	ZEBULON GAS ASSOCIATION, INC.	4
	TOTAL	75,494

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Third Revised Sheet No. 86 Third Revised Sheet No. 86 : Effective
Superseding: Sheet Nos. 86 - 87

Third Revised Sheet No. 86 cancels and supercedes the following tariff sheets:

Second Revised Sheet No. 86
First Revised Sheet No. 87

Sheet Nos. 86 and 87 are being RESERVED FOR FUTURE USE.

Effective Date: 09/30/1994 Status: Effective
FERC Docket: RP94-412-000

First Revised Sheet No. 87 First Revised Sheet No. 87 : Superseded
Superseding: First Revised Sheet No. 86

Allocation Factors Applicable to
Texas Gas Docket No. RP91-100

	%
Mt. Olivet Natural Gas Company	0.0043926
Murphy Gas, Inc.	0.0019323
National Fuel Gas Supply Corporation	0.3253072
National Gas & Oil Company	0.0329242
New Jersey Natural Gas Company	0.0000000
New York State Electric & Gas Corporation	0.0911417
North Carolina Natural Gas Company	0.0000000
Northeast Ohio Natural Gas Company	0.0000000
Ohio Cumberland Gas Company	0.0000000
Orange and Rockland Utilities, Inc.	1.3093734
Orwell Gas Company	0.0000000
Penn Fuel Gas, Inc.	0.3251031
Pennsylvania Gas and Water Company	1.1432898
Peoples Natural Gas Company	0.0993391
Piedmont Natural Gas Company	0.0000000
Pike Natural Gas Company	0.0585863
Providence Gas Company	0.0000000
Richmond Utilities Board	0.1099520
Roanoke Gas Company	0.4847828
Shawnee Pipeline Company	0.0053623
Sheldon Gas Company	0.0177246
South Jersey Gas Company	0.4930085
Suburban Fuel Gas, Inc.	0.1322893
Swickard Gas Company	0.0070576
T. W. Phillips Gas & Oil Company	0.2049317
UGI Corporation	4.0437744
Union Light, Heat & Power Co.	1.8648814
Vanceburg Electric Light, Heat, and Power System	0.0108502
Verona Natural Gas Company	0.0061417
Village of Tarlton, OH	0.0026578
Village of Williamsport, OH	0.0054413
Virginia Natural Gas, Inc.	1.6243984
Washington Gas Light Company	9.5934532
Waterville Gas & Oil Company	0.0428658
West Millgrove Gas Company	0.0007399
West Ohio Gas Company	1.3271319
Western Lewis-Rectorville Water & Gas	0.0064433
Zebulon Gas Association, Inc.	0.0031355
Total	100.0000000

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 88 Second Revised Sheet No. 88 : Effective
Superseding: Sheet Nos. 88 - 89

Second Revised Sheet No. 88 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 88
First Revised Sheet No. 89

Sheet Nos. 88 and 89 are being RESERVED FOR FUTURE USE.

Effective Date: 09/30/1994 Status: Effective
FERC Docket: RP94-412-000

First Revised Sheet No. 89 First Revised Sheet No. 89 : Superseded
Superseding: First Revised Sheet No. 86

Allocation Factors Applicable to
Texas Gas Docket No. RP91-101

	%
Mt. Olivet Natural Gas Company	0.0077388
Murphy Gas, Inc.	0.0034137
National Fuel Gas Supply Corporation	0.0643412
National Gas & Oil Company	0.0580858
New Jersey Natural Gas Company	0.0000000
New York State Electric & Gas Corporation	0.0975841
North Carolina Natural Gas Company	0.0000000
Northeast Ohio Natural Gas Company	0.0000000
Ohio Cumberland Gas Company	0.0000000
Orange and Rockland Utilities, Inc.	1.7872544
Orwell Gas Company	0.0000000
Penn Fuel Gas, Inc.	0.3652076
Pennsylvania Gas and Water Company	1.4298035
Peoples Natural Gas Company	0.1653210
Piedmont Natural Gas Company	0.0000000
Pike Natural Gas Company	0.1033033
Providence Gas Company	0.0000000
Richmond Utilities Board	0.1336866
Roanoke Gas Company	0.5198941
Shawnee Pipeline Company	0.0094546
Sheldon Gas Company	0.0312591
South Jersey Gas Company	0.8154348
Suburban Fuel Gas, Inc.	0.1099574
Swickard Gas Company	0.0124393
T. W. Phillips Gas & Oil Company	0.0536176
UGI Corporation	2.4088615
Union Light, Heat & Power Co.	0.0000000
Vanceburg Electric Light, Heat, and Power System	0.0191415
Verona Natural Gas Company	0.0108308
Village of Tarlton, OH	0.0046826
Village of Williamsport, OH	0.0095976
Virginia Natural Gas, Inc.	1.6798856
Washington Gas Light Company	10.7235265
Waterville Gas & Oil Company	0.0755830
West Millgrove Gas Company	0.0013047
West Ohio Gas Company	1.6015587
Western Lewis-Rectorville Water & Gas	0.0113669
Zebulon Gas Association, Inc.	0.0055226
Total	100.0000000

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 90 Second Revised Sheet No. 90 : Effective
Superseding: Sheet Nos. 90 - 91

Second Revised Sheet No. 90 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 90
First Revised Sheet No. 91

Sheet Nos. 90 and 91 are being RESERVED FOR FUTURE USE.

Effective Date: 09/30/1994 Status: Effective
FERC Docket: RP94-412-000

First Revised Sheet No. 91 First Revised Sheet No. 91 : Superseded
Superseding: First Revised Sheet No. 86

Allocation Factors Applicable to
Texas Gas Docket No. RP91-102

	%
Mt. Olivet Natural Gas Company	0.0044374
Murphy Gas, Inc.	0.0019520
National Fuel Gas Supply Corporation	0.3327341
National Gas & Oil Company	0.0332597
New Jersey Natural Gas Company	0.0000000
New York State Electric & Gas Corporation	0.0925806
North Carolina Natural Gas Company	0.0000000
Northeast Ohio Natural Gas Company	0.0069510
Ohio Cumberland Gas Company	0.0117718
Orange and Rockland Utilities, Inc.	1.3269374
Orwell Gas Company	0.0000000
Penn Fuel Gas, Inc.	0.3300979
Pennsylvania Gas and Water Company	1.1596802
Peoples Natural Gas Company	0.1004318
Piedmont Natural Gas Company	0.0000000
Pike Natural Gas Company	0.0591838
Providence Gas Company	0.0000000
Richmond Utilities Board	0.1115594
Roanoke Gas Company	0.5601277
Shawnee Pipeline Company	0.0054170
Sheldon Gas Company	0.0179053
South Jersey Gas Company	0.6058939
Suburban Fuel Gas, Inc.	0.1382615
Swickard Gas Company	0.0071296
T. W. Phillips Gas & Oil Company	0.0986873
UGI Corporation	5.0109380
Union Light, Heat & Power Co.	1.5687503
Vanceburg Electric Light, Heat, and Power System	0.0109608
Verona Natural Gas Company	0.0062043
Village of Tarlton, OH	0.0026850
Village of Williamsport, OH	0.0054968
Virginia Natural Gas, Inc.	1.6505259
Washington Gas Light Company	9.7254794
Waterville Gas & Oil Company	0.0433031
West Millgrove Gas Company	0.0007474
West Ohio Gas Company	1.3114661
Western Lewis-Rectorville Water & Gas	0.0065090
Zebulon Gas Association, Inc.	0.0031675
Total	100.0000000

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 92 Second Revised Sheet No. 92 : Effective
Superseding: First Revised Sheet No. 92

Second Revised Sheet No. 92 cancels and supercedes the following tariff sheets:

First Revised Sheet No. 92
First Revised Sheet No. 93

Sheet Nos. 92 and 93 are being RESERVED FOR FUTURE USE.

Effective Date: 09/30/1994 Status: Effective
FERC Docket: RP94-412-000

First Revised Sheet No. 93 First Revised Sheet No. 93 : Superseded
Superseding: First Revised Sheet No. 86

Allocation Factors Applicable to
Texas Gas Docket No. RP91-134

	%
Mt. Olivet Natural Gas Company	0.0043926
Murphy Gas, Inc.	0.0019323
National Fuel Gas Supply Corporation	0.3253072
National Gas & Oil Company	0.0329242
New Jersey Natural Gas Company	0.0000000
New York State Electric & Gas Corporation	0.0911417
North Carolina Natural Gas Company	0.0000000
Northeast Ohio Natural Gas Company	0.0000000
Ohio Cumberland Gas Company	0.0000000
Orange and Rockland Utilities, Inc.	1.3093734
Orwell Gas Company	0.0000000
Penn Fuel Gas, Inc.	0.3251031
Pennsylvania Gas and Water Company	1.1432898
Peoples Natural Gas Company	0.0993391
Piedmont Natural Gas Company	0.0000000
Pike Natural Gas Company	0.0585863
Providence Gas Company	0.0000000
Richmond Utilities Board	0.1099520
Roanoke Gas Company	0.4847828
Shawnee Pipeline Company	0.0053623
Sheldon Gas Company	0.0177246
South Jersey Gas Company	0.4930085
Suburban Fuel Gas, Inc.	0.1322893
Swickard Gas Company	0.0070576
T. W. Phillips Gas & Oil Company	0.2049317
UGI Corporation	4.0437744
Union Light, Heat & Power Co.	1.8648814
Vanceburg Electric Light, Heat, and Power System	0.0108502
Verona Natural Gas Company	0.0061417
Village of Tarlton, OH	0.0026578
Village of Williamsport, OH	0.0054413
Virginia Natural Gas, Inc.	1.6243984
Washington Gas Light Company	9.5934532
Waterville Gas & Oil Company	0.0428658
West Millgrove Gas Company	0.0007399
West Ohio Gas Company	1.3271319
Western Lewis-Rectorville Water & Gas	0.0064433
Zebulon Gas Association, Inc.	0.0031355
Total	100.0000000

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Third Revised Sheet No. 94 Third Revised Sheet No. 94 : Effective
Superseding: Sheet Nos. 94 - 95

Third Revised Sheet No. 94 cancels and supercedes the following tariff sheets:

Second Revised Sheet No. 94
Original Sheet No. 95

Sheet Nos. 94 and 95 are being RESERVED FOR FUTURE USE.

ALLOCATION OF NET CUSTOMER AMOUNTS
TENNESSEE GAS PIPELINE DOCKET NO. RP86-119

LINE NO.	CUSTOMER	CUSTOMER LUMP SUM (REFUND) OR BILLING AMOUNT $
44	NATIONAL FUEL GAS SUPPLY CORP.	(2,688,128)
45	NATIONAL GAS AND OIL CORP.	16,830
46	NEW JERSEY NATURAL GAS COMPANY	0
47	NEW YORK STATE ELECTRIC & GAS CORP.	75,360
48	NORTH CAROLINA NATURAL GAS CO.	0
49	NORTHEAST OHIO NATURAL GAS CO.	0
50	OHIO CUMBERLAND GAS CO.	0
51	ORANGE AND ROCKLAND UTILITIES, INC.	(47,680)
52	ORWELL GAS COMPANY	0
53	PENN FUEL GAS, INC.	(48,711)
54	PENNSYLVANIA GAS AND WATER COMPANY	424,490
55	PEOPLES NATURAL GAS COMPANY	194,686
56	PIEDMONT NATURAL GAS CO.	0
57	PIKE NATURAL GAS COMPANY	41,407
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	(6,008)
60	ROANOKE GAS COMPANY	152,430
61	SHAWNEE PIPELINE CO.	(48,612)
62	SHELDON GAS COMPANY	17,900
63	SOUTH JERSEY GAS COMPANY	989,898
64	SUBURBAN FUEL GAS, INC.	75,311
65	SWICKARD GAS COMPANY	1,264
66	T. W. PHILLIPS GAS AND OIL CO./ACME NATURAL	(843,070)
67	UGI CORPORATION	(11,698,849)
68	VANCEBURG ELEC. LIGHT, HEAT & POWER SYSTEM	3,318
69	VERONA NATURAL GAS COMPANY	3,951
70	VILLAGE OF TARLTON, OHIO	1,378
71	VILLAGE OF WILLIAMSPORT, OHIO	5,061
72	VIRGINIA NATURAL GAS, INC.	(1,505,780)
73	WASHINGTON GAS LIGHT COMPANY	274,116
74	WATERVILLE GAS AND OIL COMPANY	(17,499)
75	WEST MILLGROVE GAS COMPANY	788
76	WEST OHIO GAS COMPANY	(170,498)
77	WESTERN LEWIS - RECTORVILLE WATER & GAS	3,188
78	ZEBULON GAS ASSOCIATION, INC.	(1,231)
79	TOTAL	(70,497,134)

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 95A First Revised Sheet No. 95A : Effective
Superseding: Sheet Nos. 95A - 95B

First Revised Sheet No. 95A cancels and supercedes the following tariff sheets:

Original Sheet No. 95A
Original Sheet No. 95B

Sheet Nos. 95A and 95B are being RESERVED FOR FUTURE USE.

REALLOCATION OF
TENNESSEE GAS PIPELINE DOCKET NO. RP85-178 AMOUNTS

LINE NO.	CUSTOMER	TOTAL ALLOCATED AMOUNT
		$
44	NATIONAL FUEL GAS SUPPLY CORP.	(172,352)
45	NATIONAL GAS AND OIL CORP.	(11,236)
46	NEW JERSEY NATURAL GAS COMPANY	0
47	NEW YORK STATE ELECTRIC & GAS CORP.	4,085
48	NORTH CAROLINA NATURAL GAS CO.	0
49	NORTHEAST OHIO NATURAL GAS CO.	0
50	OHIO CUMBERLAND GAS CO.	0
51	ORANGE AND ROCKLAND UTILITIES, INC.	245,895
52	ORWELL GAS COMPANY	0
53	PENN FUEL GAS, INC.	16,127
54	PENNSYLVANIA GAS AND WATER COMPANY	68,489
55	PEOPLES NATURAL GAS COMPANY	28,503
56	PIEDMONT NATURAL GAS CO.	0
57	PIKE NATURAL GAS COMPANY	(10,141)
58	PROVIDENCE GAS COMPANY	0
59	RICHMOND UTILITIES BOARD	(3,304)
60	ROANOKE GAS COMPANY	25,890
61	SHAWNEE PIPELINE CO.	(10,073)
62	SHELDON GAS COMPANY	(5,163)
63	SOUTH JERSEY GAS COMPANY	152,788
64	SUBURBAN FUEL GAS, INC.	(10,513)
65	SWICKARD GAS COMPANY	(3,967)
66	T. W. PHILLIPS GAS AND OIL CO./ACME NATURAL	(101,097)
67	UGI CORPORATION	(542,702)
68	VANCEBURG ELEC. LIGHT, HEAT & POWER SYSTEM	(3,620)
69	VERONA NATURAL GAS COMPANY	(2,919)
70	VILLAGE OF TARLTON, OHIO	(853)
71	VILLAGE OF WILLIAMSPORT, OHIO	(1,948)
72	VIRGINIA NATURAL GAS, INC.	925
73	WASHINGTON GAS LIGHT COMPANY	692,878
74	WATERVILLE GAS AND OIL COMPANY	(2,979)
75	WEST MILLGROVE GAS COMPANY	(214)
76	WEST OHIO GAS COMPANY	67,364
77	WESTERN LEWIS - RECTORVILLE WATER & GAS	(1,819)
78	ZEBULON GAS ASSOCIATION, INC.	(343)
79	TOTAL	0

Effective Date: 09/08/1997 Status: Effective
FERC Docket: RP94-158-008

Second Revised Sheet No. 96 Second Revised Sheet No. 96 : Effective
Superseding: First Revised Sheet Nos. 96 and 97

Second Revised Sheet No. 96 cancels and supersedes Columbia's Allocation of Account No. 191 Balance contained
in the following tariff sheets:

Substitute First Revised Sheet No. 96
Substitute First Revised Sheet No. 97

Sheet Nos. 96 and 97 are being RESERVED FOR FUTURE USE.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 98 Second Revised Sheet No. 98 : Effective
Superseding: Sheet Nos. 98 - 99

Second Revised Sheet No. 98 cancels and supercedes the following tariff sheets:

Substitute First Revised Sheet No. 98
Substitute Original Sheet No. 99

Sheet Nos. 98 and 99 are being RESERVED FOR FUTURE USE.

ALLOCATION OF ACCOUNT 191 AMOUNTS
BOOKED SUBSEQUENT TO DECEMBER 31, 1993

LINE NO.	CUSTOMER	TOTAL ALLOCATED AMOUNT $
47	NEW YORK STATE ELECTRIC & GAS CORP.	(33,115)
48	NORTH CAROLINA NATURAL GAS CO.	(5,126)
49	NORTHEAST OHIO NATURAL GAS CO.	(17)
50	OHIO CUMBERLAND GAS CO.	(321)
51	ORANGE AND ROCKLAND UTILITIES, INC.	(25,720)
52	ORWELL GAS CO.	(289)
53	PARAMOUNT GAS CO.	(95)
54	PENN FUEL GAS, INC.	(6,461)
55	PENNSYLVANIA GAS AND WATER COMPANY	(8,783)
56	PEOPLES NATURAL GAS COMPANY	(2,223)
57	PIEDMONT NATURAL GAS (CAROLINA)	(46,530)
58	PIEDMONT NATURAL GAS (NASHVILLE)	(6,425)
59	PIKE NATURAL GAS COMPANY	(1,003)
60	PROVIDENCE GAS CO.	(5,578)
61	RICHMOND UTILITIES BOARD	(3,060)
62	ROANOKE GAS COMPANY	(18,209)
63	SHELDON GAS COMPANY	(848)
64	SOUTH JERSEY GAS COMPANY	(24,136)
65	SUBURBAN FUEL GAS, INC.	(1,829)
66	SWICKARD GAS COMPANY	(250)
67	T. W. PHILLIPS GAS AND OIL CO.	(2,439)
68	UGI CORPORATION	(38,005)
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	(270)
70	VERONA NATURAL GAS CO.	(296)
71	VILLAGE OF WILLIAMSPORT, OHIO	(307)
72	VIRGINIA NATURAL GAS	(28,718)
73	WASHINGTON GAS LIGHT COMPANY	(239,588)
74	WATERVILLE GAS AND OIL COMPANY	(581)
75	WATERVILLE GAS COMPANY	(806)
76	WEST MILLGROVE GAS COMPANY	(11)
77	WEST OHIO GAS COMPANY	(20,829)
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	(212)
79	ZEBULON GAS ASSOCIATION, INC.	(60)
80	TOTAL	(1,689,290)

NOTE: THE ABOVE AMOUNTS EXCLUDE CARRYING CHARGES. SUCH AMOUNTS WILL BE ADJUSTED TO INCLUDE CARRYING CHARGES CALCULATED PURSUANT TO SECTION 154.67 OF THE COMMISSION'S REGULATIONS WHEN APPLICABLE.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

Second Revised Sheet No. 99A Second Revised Sheet No. 99A : Effective
Superseding: Sheet Nos. 99A - 99B

Second Revised Sheet No. 99A cancels and supercedes the following tariff sheets:

First Revised Sheet No. 99A
First Revised Sheet No. 99B

Sheet Nos. 99A and 99B are being RESERVED FOR FUTURE USE.

Effective Date: 02/01/1996 Status: Effective
FERC Docket: RP96- 94-000

First Revised Sheet No. 99B First Revised Sheet No. 99B : Superseded
Superseding: Original Sheet No. 99B

ALLOCATION OF ACCOUNT 191 AMOUNTS
(ADJUSTMENTS FOR THE PERIOD MARCH 1, 1995
THROUGH DECEMBER 31, 1995)

LINE NO.	CUSTOMER	TOTAL ALLOCATED AMOUNT
		(1) $
47	NEW YORK STATE ELECTRIC & GAS CORP.	(18,417)
48	NORTH CAROLINA NATURAL GAS CO.	(1,315)
49	NORTHEAST OHIO NATURAL GAS CO.	(2)
50	OHIO CUMBERLAND GAS CO.	(38)
51	ORANGE AND ROCKLAND UTILITIES, INC.	(15,917)
52	ORWELL GAS CO.	(14)
53	PARAMOUNT GAS CO.	(40)
54	PENN FUEL GAS, INC.	(3,133)
55	PENNSYLVANIA GAS AND WATER COMPANY	(3,883)
56	PEOPLES NATURAL GAS COMPANY	(1,355)
57	PIEDMONT NATURAL GAS (CAROLINA)	(28,969)
58	PIEDMONT NATURAL GAS (NASHVILLE)	(3,316)
59	PIKE NATURAL GAS COMPANY	(256)
60	PROVIDENCE GAS CO.	(3,186)
61	RICHMOND UTILITIES BOARD	(1,287)
62	ROANOKE GAS COMPANY	(10,815)
63	SHELDON GAS COMPANY	(445)
64	SOUTH JERSEY GAS COMPANY	(13,611)
65	SUBURBAN FUEL GAS, INC.	(946)
66	SWICKARD GAS COMPANY	(81)
67	T. W. PHILLIPS GAS AND OIL CO.	(1,006)
68	UGI CORPORATION	(19,971)
69	VANCEBURG ELEC. LIGHT, HEAT & POWER	(78)
70	VERONA NATURAL GAS CO.	(142)
71	VILLAGE OF WILLIAMSPORT, OHIO	(168)
72	VIRGINIA NATURAL GAS	(15,332)
73	WASHINGTON GAS LIGHT COMPANY	(137,662)
74	WATERVILLE GAS AND OIL COMPANY	(183)
75	WATERVILLE GAS COMPANY	(98)
76	WEST MILLGROVE GAS COMPANY	0
77	WEST OHIO GAS COMPANY	(9,734)
78	WESTERN LEWIS - RECTORVILLE WATER & GAS	(89)
79	ZEBULON GAS ASSOCIATION, INC.	(25)
80	TOTAL	(847,459)

NOTE: THE ABOVE AMOUNTS EXCLUDE CARRYING CHARGES. SUCH AMOUNTS WILL BE ADJUSTED TO INCLUDE CARRYING CHARGES CALCULATED PURSUANT TO SECTION 154.67 OF THE COMMISSION'S REGULATIONS WHEN APPLICABLE.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 99C First Revised Sheet No. 99C : Effective
Superseding: Sheet Nos. 99C - 99D

First Revised Sheet No. 99C cancels and supercedes the following tariff sheets:

Original Sheet No. 99C
Original Sheet No. 99D

Sheet Nos. 99C and 99D are being RESERVED FOR FUTURE USE.

ALLOCATION FACTORS FOR
ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	ALLOCATED AMOUNT $
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	35.74
52	PEIDMONT NATURAL GAS	3.389052%	25,543.21
53	PENN FUEL GAS	0.382378%	2,881.97
54	PENNSYLVANIA GAS & WATER	0.476583%	3,591.99
55	PEOPLES NATURAL GAS	0.164532%	1,240.07
56	PIKE NATURAL	0.018003%	135.69
57	PROVIDENCE GAS	0.409410%	3,085.71
58	RICHMOND UTILITIES	0.091480%	689.48
59	ROANOKE GAS COMPANY	1.317089%	9,926.87
60	SHELDON GAS	0.031572%	237.96
61	SOUTH JERSEY GAS COMPANY	1.664019%	12,541.67
62	SUBURBAN FUEL GAS	0.116922%	881.24
63	SWICKARD GAS	0.005714%	43.07
64	T.W. PHILLIPS GAS &OIL	0.123040%	927.35
65	UGI UTILITIES	2.455005%	18,503.32
66	VANCEBURG ELECTRIC	0.009049%	68.20
67	VILLAGE OF VERONA	0.016858%	127.06
68	VILLAGE OF WILLIAMSPORT	0.020154%	151.90
69	VIRGINIA NATURAL GAS	1.875884%	14,138.49
70	WASHINGTON GAS	14.122177%	106,438.52
71	WATERVILLE GAS	0.013155%	99.15
72	WATERVILLE GAS & OIL	0.006149%	46.34
73	WEST MILLGROVE GAS	0.000021%	0.16
74	WEST OHIO GAS	1.178502%	8,882.34
75	WESTERN LEWIS-RECTORVILLE	0.010513%	79.24
76	ZEBULON GAS	0.001785%	13.45
77	TOTAL	100.000000%	753,697.67

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 99E First Revised Sheet No. 99E : Effective
Superseding: Sheet Nos. 99E - 99F

First Revised Sheet No. 99E cancels and supercedes the following tariff sheets:

Original Sheet No. 99E
Original Sheet No. 99F

Sheet Nos. 99E and 99F are being RESERVED FOR FUTURE USE.

ALLOCATION FACTORS FOR
ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	ALLOCATED AMOUNT $
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	66.60
52	PIEDMONT NATURAL GAS	3.389052%	47,599.79
53	PENN FUEL GAS	0.382378%	5,370.56
54	PENNSYLVANIA GAS & WATER	0.476583%	6,693.69
55	PEOPLES NATURAL GAS	0.164532%	2,310.88
56	PIKE NATURAL	0.018003%	252.86
57	PROVIDENCE GAS	0.409410%	5,750.23
58	RICHMOND UTILITIES	0.091480%	1,284.85
59	ROANOKE GAS COMPANY	1.317089%	18,498.73
60	SHELDON GAS	0.031572%	443.43
61	SOUTH JERSEY GAS COMPANY	1.664019%	23,371.42
62	SUBURBAN FUEL GAS	0.116922%	1,642.19
63	SWICKARD GAS	0.005714%	80.25
64	T.W. PHILLIPS GAS & OIL	0.123040%	1,728.12
65	UGI UTILITIES	2.455005%	34,480.95
66	VANCEBURG ELECTRIC	0.009049%	127.09
67	VILLAGE OF VERONA	0.016858%	236.77
68	VILLAGE OF WILLIAMSPORT	0.020154%	283.07
69	VIRGINIA NATURAL GAS	1.875884%	26,347.10
70	WASHINGTON GAS	14.122177%	198,348.30
71	WATERVILLE GAS	0.013155%	184.76
72	WATERVILLE GAS & OIL	0.006149%	86.36
73	WEST MILLGROVE GAS	0.000021%	0.29
74	WEST OHIO GAS	1.178502%	16,552.25
75	WESTERN LEWIS-RECTORVILLE	0.010513%	147.66
76	ZEBULON GAS	0.001785%	25.07
77	TOTAL	100.000000%	1,404,516.44

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 99G First Revised Sheet No. 99G : Effective
Superseding: Sheet Nos. 99G - 99H

First Revised Sheet No. 99G cancels and supercedes the following tariff sheets:

Original Sheet No. 99G
Original Sheet No. 99H

Sheet Nos. 99G and 99H are being RESERVED FOR FUTURE USE.

ALLOCATION OF
ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	ALLOCATED AMOUNT $
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	30.05
52	PENN FUEL GAS	0.382378%	2,422.94
53	PENNSYLVANIA GAS & WATER	0.476583%	3,019.87
54	PEOPLES NATURAL GAS	0.164532%	1,042.56
55	PIEDMONT NATURAL GAS	3.389052%	21,474.77
56	PIKE NATURAL	0.018003%	114.08
57	PROVIDENCE GAS	0.409410%	2,594.23
58	RICHMOND UTILITIES	0.091480%	579.66
59	ROANOKE GAS COMPANY	1.317089%	8,345.75
60	SHELDON GAS	0.031572%	200.06
61	SOUTH JERSEY GAS COMPANY	1.664019%	10,544.08
62	SUBURBAN FUEL GAS	0.116922%	740.88
63	SWICKARD GAS	0.005714%	36.21
64	T.W. PHILLIPS GAS & OIL	0.123040%	779.64
65	UGI UTILITIES	2.455005%	15,556.17
66	VANCEBURG ELECTRIC	0.009049%	57.34
67	VILLAGE OF VERONA	0.016858%	106.82
68	VILLAGE OF WILLIAMSPORT	0.020154%	127.71
69	VIRGINIA NATURAL GAS	1.875884%	11,886.56
70	WASHINGTON GAS	14.122177%	89,485.35
71	WATERVILLE GAS	0.013155%	83.36
72	WATERVILLE GAS & OIL	0.006149%	38.96
73	WEST MILLGROVE GAS	0.000021%	0.13
74	WEST OHIO GAS	1.178502%	7,467.59
75	WESTERN LEWIS-RECTORVILLE	0.010513%	66.62
76	ZEBULON GAS	0.001785%	11.31
77	TOTAL	100.000000%	633,651.25

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 99I First Revised Sheet No. 99I : Effective
Superseding: Sheet Nos. 99I - 99J

First Revised Sheet No. 99I cancels and supercedes the following tariff sheets:

Original Sheet No. 99I
Original Sheet No. 99J

Sheet Nos. 99I and 99J are being RESERVED FOR FUTURE USE.

ALLOCATION OF ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	AMOUNT $
41	NATIONAL FUEL DISTRIBUTION	0.007199%	37.88
42	NATIONAL FUEL GAS SUPPLY	0.020884%	109.89
43	NATIONAL GAS & OIL	0.010137%	53.34
44	NEW JERSEY NATURAL	0.263494%	1,386.46
45	NORTH CAROLINA NATURAL	0.162908%	857.20
46	NORTHEAST OHIO	0.000319%	1.68
47	NYSEG / NYSEG II	2.236152%	11,766.28
48	OHIO CUMBERLAND	0.002575%	13.55
49	ORWELL NATURAL	0.001025%	5.39
50	O&R UTILITIES	1.967582%	10,353.11
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	24.95
52	PENN FUEL GAS	0.382378%	2,012.01
53	PENNSYLVANIA GAS & WATER	0.476583%	2,507.71
54	PEOPLES NATURAL GAS	0.164532%	865.74
55	PIEDMONT NATURAL GAS	3.389052%	17,832.66
56	PIKE NATURAL	0.018003%	94.73
57	PROVIDENCE GAS	0.409410%	2,154.25
58	RICHMOND UTILITIES	0.091480%	481.35
59	ROANOKE GAS COMPANY	1.317089%	6,930.32
60	SHELDON GAS	0.031572%	166.13
61	SOUTH JERSEY GAS COMPANY	1.664019%	8,755.81
62	SUBURBAN FUEL GAS	0.116922%	615.23
63	SWICKARD GAS	0.005714%	30.07
64	T.W. PHILLIPS GAS & OIL	0.123040%	647.42
65	UGI UTILITIES	2.455005%	12,917.85
66	VANCEBURG ELECTRIC	0.009049%	47.61
67	VILLAGE OF VERONA	0.016858%	88.70
68	VILLAGE OF WILLIAMSPORT	0.020154%	106.05
69	VIRGINIA NATURAL GAS	1.875884%	9,870.61
70	WASHINGTON GAS	14.122177%	74,308.69
71	WATERVILLE GAS	0.013155%	69.22
72	WATERVILLE GAS & OIL	0.006149%	32.36
73	WEST MILLGROVE GAS	0.000021%	0.11
74	WEST OHIO GAS	1.178502%	6,201.09
75	WESTERN LEWIS-RECTORVILLE	0.010513%	55.32
76	ZEBULON GAS	0.001785%	9.39
77	TOTAL	100.000000%	526,184.39

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 99K First Revised Sheet No. 99K : Effective
Superseding: Sheet Nos. 99K - 99L

First Revised Sheet No. 99K cancels and supercedes the following tariff sheets:

Original Sheet No. 99K
Original Sheet No. 99L

Sheet Nos. 99K and 99L are being RESERVED FOR FUTURE USE.

ALLOCATION OF ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	AMOUNT $
41	NATIONAL FUEL DISTRIBUTION	0.007199%	225.02
42	NATIONAL FUEL GAS SUPPLY	0.020884%	652.76
43	NATIONAL GAS & OIL	0.010137%	316.85
44	NEW JERSEY NATURAL	0.263494%	8,235.88
45	NORTH CAROLINA NATURAL	0.162908%	5,091.92
46	NORTHEAST OHIO	0.000319%	9.97
47	NYSEG / NYSEG II	2.236152%	69,894.14
48	OHIO CUMBERLAND	0.002575%	80.49
49	ORWELL NATURAL	0.001025%	32.04
50	O&R UTILITIES	1.967582%	61,499.60
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	148.22
52	PENN FUEL GAS	0.382378%	11,951.77
53	PENNSYLVANIA GAS & WATER	0.476583%	14,896.29
54	PEOPLES NATURAL GAS	0.164532%	5,142.68
55	PIEDMONT NATURAL GAS	3.389052%	105,929.68
56	PIKE NATURAL	0.018003%	562.71
57	PROVIDENCE GAS	0.409410%	12,796.70
58	RICHMOND UTILITIES	0.091480%	2,859.34
59	ROANOKE GAS COMPANY	1.317089%	41,167.51
60	SHELDON GAS	0.031572%	986.83
61	SOUTH JERSEY GAS COMPANY	1.664019%	52,011.30
62	SUBURBAN FUEL GAS	0.116922%	3,654.56
63	SWICKARD GAS	0.005714%	178.60
64	T.W. PHILLIPS GAS & OIL	0.123040%	3,845.79
65	UGI UTILITIES	2.455005%	76,734.71
66	VANCEBURG ELECTRIC	0.009049%	282.84
67	VILLAGE OF VERONA	0.016858%	526.92
68	VILLAGE OF WILLIAMSPORT	0.020154%	629.94
69	VIRGINIA NATURAL GAS	1.875884%	58,633.45
70	WASHINGTON GAS	14.122177%	441,408.91
71	WATERVILLE GAS	0.013155%	411.18
72	WATERVILLE GAS & OIL	0.006149%	192.20
73	WEST MILLGROVE GAS	0.000021%	0.66
74	WEST OHIO GAS	1.178502%	36,835.77
75	WESTERN LEWIS-RECTORVILLE	0.010513%	328.60
76	ZEBULON GAS	0.001785%	55.79
77	TOTAL	100.000000%	3,125,643.54

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

Effective Date: 10/01/1998 Status: Effective
FERC Docket: RP98-389-000

First Revised Sheet No. 99M First Revised Sheet No. 99M : Effective
Superseding: Sheet Nos. 99M - 99N

First Revised Sheet No. 99M cancels and supercedes the following tariff sheets:

Original Sheet No. 99M
Original Sheet No. 99N

Sheet Nos. 99M and 99N are being RESERVED FOR FUTURE USE.

ALLOCATION OF ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	AMOUNT $
41	NATIONAL FUEL DISTRIBUTION	0.007199%	13.15
42	NATIONAL FUEL GAS SUPPLY	0.020884%	38.14
43	NATIONAL GAS & OIL	0.010137%	18.51
44	NEW JERSEY NATURAL	0.263494%	481.25
45	NORTH CAROLINA NATURAL	0.162908%	297.54
46	NORTHEAST OHIO	0.000319%	0.58
47	NYSEG / NYSEG II	2.236152%	4,084.13
48	OHIO CUMBERLAND	0.002575%	4.70
49	ORWELL NATURAL	0.001025%	1.87
50	O&R UTILITIES	1.967582%	3,593.61
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	8.66
52	PENN FUEL GAS	0.382378%	698.38
53	PENNSYLVANIA GAS & WATER	0.476583%	870.44
54	PEOPLES NATURAL GAS	0.164532%	300.50
55	PIEDMONT NATURAL GAS	3.389052%	6,189.80
56	PIKE NATURAL	0.018003%	32.88
57	PROVIDENCE GAS	0.409410%	747.75
58	RICHMOND UTILITIES	0.091480%	167.08
59	ROANOKE GAS COMPANY	1.317089%	2,405.55
60	SHELDON GAS	0.031572%	57.66
61	SOUTH JERSEY GAS COMPANY	1.664019%	3,039.18
62	SUBURBAN FUEL GAS	0.116922%	213.55
63	SWICKARD GAS	0.005714%	10.44
64	T.W. PHILLIPS GAS & OIL	0.123040%	224.72
65	UGI UTILITIES	2.455005%	4,483.85
66	VANCEBURG ELECTRIC	0.009049%	16.53
67	VILLAGE OF VERONA	0.016858%	30.79
68	VILLAGE OF WILLIAMSPORT	0.020154%	36.81
69	VIRGINIA NATURAL GAS	1.875884%	3,426.14
70	WASHINGTON GAS	14.122177%	25,792.91
71	WATERVILLE GAS	0.013155%	24.03
72	WATERVILLE GAS & OIL	0.006149%	11.23
73	WEST MILLGROVE GAS	0.000021%	0.04
74	WEST OHIO GAS	1.178502%	2,152.43
75	WESTERN LEWIS-RECTORVILLE	0.010513%	19.20
76	ZEBULON GAS	0.001785%	3.26
77	TOTAL	100.000000%	182,641.14

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

Effective Date: 03/01/2000 Status: Effective
FERC Docket: RP00-170-000

Third Revised Sheet No. 99O Third Revised Sheet No. 99O : Effective
Superseding: Sheet Nos. 99O - 99P

Third Revised Sheet No. 99O cancels and supercedes the following tariff sheets:

Second Revised Sheet No. 99O
First Revised Sheet No. 99P

Sheet Nos. 99O and 99P are being RESERVED FOR FUTURE USE.

ALLOCATION OF ACCRUED-BUT-NOT-PAID GAS COSTS

Line No.	Customer		Allocation Factor	1/	Amount $
42	National Fuel Gas Supply		0.020884%		405.85
43	National Gas & Oil	0.010137%		197.00	
44	New Jersey Natural		0.263494%		5,120.66
45	North Carolina Natural		0.162908%		3,165.90
46	Northeast Ohio		0.000319%		6.20
47	NYSEG / NYSEG II		2.236152%		43,456.65
48	Ohio Cumberland		0.002575%		50.04
49	Orwell Natural		0.001025%		19.92
50	O&R Utilities		1.967582%		38,237.35
51	Paramount (Village of Tarlton)		0.004742%		92.15
52	Penn Fuel Gas		0.382378%		7,431.01
53	Pennsylvania Gas & Water		0.476583%		9,261.76
54	Peoples Natural Gas		0.164532%		3,197.46
55	Piedmont Natural Gas		3.389052%		65,861.73
56	Pike Natural		0.018003%		349.86
57	Providence Gas		0.409410%		7,956.34
58	Richmond Utilities		0.091480%		1,777.79
59	Roanoke Gas Company		1.317089%		25,595.88
60	Sheldon Gas		0.031572%		613.56
61	South Jersey Gas Company		1.664019%		32,338.00
62	Suburban Fuel Gas		0.116922%		2,272.22
63	Swickard Gas		0.005714%		111.04
64	T.W. Phillips Gas & Oil		0.123040%		2,391.12
65	UGI Utilities		2.455005%		47,709.77
66	Vanceburg Electric		0.009049%		175.86
67	Village of Verona		0.016858%		327.61
68	Village of Williamsport		0.020154%		391.67
69	Virginia Natural Gas		1.875884%		36,455.32
70	Washington Gas		14.122177%		274,445.79
71	Waterville Gas		0.013155%		255.65
72	Waterville Gas & Oil		0.006149%		119.50
73	West Millgrove Gas		0.000021%		0.41
74	West Ohio Gas		1.178502%		22,902.62
75	Western Lewis-Rectorville		0.010513%		204.31
76	Zebulon Gas		0.001785%		34.69
77	Total		32.568864%		1,943,367.43

1/ Per Appendix F at Columbia's Docket No. GP94-2, et al.

Effective Date: 03/01/2000 Status: Effective
FERC Docket: RP00-170-000

First Revised Sheet No. 99Q First Revised Sheet No. 99Q : Effective
Superseding: Sheet Nos. 99Q - 99R

First Revised Sheet No. 99Q cancels and supercedes the following tariff sheets:

Original Sheet No. 99Q
Original Sheet No. 99R

Sheet Nos. 99Q and 99R are being RESERVED FOR FUTURE USE.

ALLOCATION OF ACCRUED-BUT-NOT-PAID GAS COSTS

LINE NO.	CUSTOMER	ALLOCATION FACTOR 1/	AMOUNT $
41	NATIONAL FUEL DISTRIBUTION	0.007199%	28.08
42	NATIONAL FUEL GAS SUPPLY	0.020884%	81.46
43	NATIONAL GAS & OIL	0.010137%	39.54
44	NEW JERSEY NATURAL	0.263494%	1,027.78
45	NORTH CAROLINA NATURAL	0.162908%	635.44
46	NORTHEAST OHIO	0.000319%	1.24
47	NYSEG / NYSEG II	2.236152%	8,722.28
48	OHIO CUMBERLAND	0.002575%	10.04
49	ORWELL NATURAL	0.001025%	4.00
50	O&R UTILITIES	1.967582%	7,674.70
51	PARAMOUNT (VILLAGE OF TARLTON)	0.004742%	18.50
52	PENN FUEL GAS	0.382378%	1,491.49
53	PENNSYLVANIA GAS & WATER	0.476583%	1,858.95
54	PEOPLES NATURAL GAS	0.164532%	641.77
55	PIEDMONT NATURAL GAS	3.389052%	13,219.26
56	PIKE NATURAL	0.018003%	70.22
57	PROVIDENCE GAS	0.409410%	1,596.94
58	RICHMOND UTILITIES	0.091480%	356.82
59	ROANOKE GAS COMPANY	1.317089%	5,137.41
60	SHELDON GAS	0.031572%	123.15
61	SOUTH JERSEY GAS COMPANY	1.664019%	6,490.63
62	SUBURBAN FUEL GAS	0.116922%	456.06
63	SWICKARD GAS	0.005714%	22.29
64	T.W. PHILLIPS GAS & OIL	0.123040%	479.93
65	UGI UTILITIES	2.455005%	9,575.94
66	VANCEBURG ELECTRIC	0.009049%	35.30
67	VILLAGE OF VERONA	0.016858%	65.76
68	VILLAGE OF WILLIAMSPORT	0.020154%	78.61
69	VIRGINIA NATURAL GAS	1.875884%	7,317.03
70	WASHINGTON GAS	14.122177%	55,084.64
71	WATERVILLE GAS	0.013155%	51.31
72	WATERVILLE GAS & OIL	0.006149%	23.98
73	WEST MILLGROVE GAS	0.000021%	0.08
74	WEST OHIO GAS	1.178502%	4,596.84
75	WESTERN LEWIS-RECTORVILLE	0.010513%	41.01
76	ZEBULON GAS	0.001785%	6.96
77	TOTAL	100.000000%	390,057.68

1/ PER APPENDIX F AT COLUMBIA'S DOCKET NO. GP94-2, et al.

FTS RATE SCHEDULE
FIRM TRANSPORTATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper has executed an FTS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter under this Rate Schedule shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper. Such service shall be provided on a firm basis and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule, up to the Transportation Demand set forth in Shipper's FTS Service Agreement.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the lesser of (i) Shipper's Transportation Demand, (ii) Shipper's Scheduled Daily Delivery Quantity, or (iii) the quantity of gas Transporter receives for Shipper less Retainage. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

(d) Service rights under an FTS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the applicable General Terms and Conditions.

(e) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(e), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms

and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

FTS RATE SCHEDULE
FIRM TRANSPORTATION SERVICE (Cont'd)

3. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 25 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 3(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 3(b) below, and specified in Shipper's FTS Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's FTS Service Agreement.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge per Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

(4) Surcharges. The surcharges applicable to this Rate Schedule.

(5) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's FTS Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's FTS Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 39 and 43.

SHEET NOS. 102 THROUGH 104, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

NTS RATE SCHEDULE
NO-NOTICE TRANSPORTATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation and storage capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper has executed an NTS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter (i) shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper, and (ii) shall provide a gas supply quantity pursuant to which Shipper may, subject to the limitations and conditions set forth below, nominate Scheduled Daily Delivery Quantities in excess of its Scheduled Daily Receipt Quantity. Such service shall be provided on a firm basis and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule up to the Transportation Demand set forth in Shipper's NTS Service Agreement.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the limitations prescribed by this Section 2. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

(d) As of the date Shipper begins receiving service under this Rate Schedule, Shipper shall have a beginning Gas Supply Quantity (GSQ), established at twice the Transportation Demand specified in Shipper's NTS Service Agreement, upon which Shipper may draw as set forth below. As Shipper takes gas under its GSQ (GSQ Draws), Shipper's remaining available GSQ quantities shall be reflected in a cumulative daily balance (GSQ Balance) arrived at by (i) subtracting from Shipper's current GSQ Balance Shipper's GSQ Draws on that Day, and (ii) adding to the resulting figure any quantities (less Retainage) received by Transporter on that Day for replenishment of Shipper's earlier GSQ Draws.

(e) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service

Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(e), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

NTS RATE SCHEDULE
NO-NOTICE TRANSPORTATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation and storage capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper has executed an NTS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter (i) shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper, and (ii) shall provide a gas supply quantity pursuant to which Shipper may, subject to the limitations and conditions set forth below, nominate Scheduled Daily Delivery Quantities in excess of its Scheduled Daily Receipt Quantity. Such service shall be provided on a firm basis and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule up to the Transportation Demand set forth in Shipper's NTS Service Agreement.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the limitations prescribed by this Section 2. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

(d) As of the date Shipper begins receiving service under this Rate Schedule, Shipper shall have a beginning Gas Supply Quantity (GSQ) balance of zero, Shipper may draw upon its GSO up to a negative balance established at twice the Transportation Demand specified in Shipper's NTS Service Agreement, as set forth below. As Shipper takes gas under its GSQ (GSQ Draws), Shipper's remaining available GSQ quantities shall be reflected in a cumulative daily balance (GSQ Balance) arrived at by (i) subtracting from Shipper's current GSQ Balance Shipper's GSQ Draws on that Day, and (ii) adding to the resulting figure any quantities (less Retainage) received by Transporter on that Day for replenishment of Shipper's earlier GSQ Draws.

(e) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement’s rates, terms, and conditions can be distinctly maintained and will not be altered by the

combination. For each Service Agreement(s) executed in accordance with this Section 2(e), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

NTS RATE SCHEDULE
NO-NOTICE TRANSPORTATION SERVICE (Cont'd)

(e) Unless otherwise designated by Shipper when scheduling service under this Rate Schedule in conjunction with service under Rate Schedules FSS or SIT, on any Day that Shipper has a positive GSQ Balance, Shipper shall be deemed to have made a GSQ Draw to the extent that its actual deliveries under this Rate Schedule, as determined in accordance with Section 8 (Meter Allocations) of the General Terms and Conditions, exceed Shipper's Scheduled Daily Receipt Quantity, less Retainage. Shipper's GSQ Draws may not (i) on any Day exceed Shipper's then current GSQ Balance, or Shipper's Transportation Demand, or (ii) in the aggregate exceed Shipper's GSQ. If Shipper's GSQ Balance has been reduced to zero, Shipper shall not take and Transporter shall not be obligated to deliver quantities in excess of the lesser of (i) Shipper's Scheduled Daily Delivery Quantity, or (ii) the quantities actually received by Transporter for Shipper, less Retainage.

(f) Shipper shall tender to Transporter under this Rate Schedule quantities of gas sufficient to replace any GSQ Draws, and thereby fully replenish its GSQ, no later than the last Day of the Month immediately following the Month in which the GSQ Draws were taken. Such replenishment gas shall be scheduled under Shipper's applicable transportation Service Agreement as "GSQ Replenishment." Unless otherwise designated by Shipper when scheduling service under this Rate Schedule in conjunction with service under Rate Schedules FSS or SIT, Shipper shall be deemed to have replenished its GSQ to the extent that its actual deliveries under this Rate Schedule, as determined in accordance with Section 8 (Meter Allocations) of the General Terms and Conditions, are less than Shipper's Scheduled Daily Receipt Quantity, less Retainage. If Shipper's GSQ Draws are not replaced in a timely manner, the penalty provisions under this Rate Schedule shall apply.

(g) Shipper shall not under any circumstances be permitted to schedule or tender to Transporter, and Transporter shall not be obligated to receive, quantities of gas that would cause Shipper's GSQ Balance to exceed its GSQ.

(h) An NTS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Any such released NTS capacity shall be treated as if it is capacity released under Transporter's FTS Rate Schedule, and the NTS service rights assigned shall not include a Gas Supply Quantity (GSQ) as under this Rate Schedule, unless (i) otherwise agreed by Transporter, or (ii) the release has the same primary delivery point(s) as the releasing Shipper's NTS Service Agreement. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the applicable General Terms and Conditions. Such assignments shall not relieve a releasing Shipper from its obligation to replenish its GSQ Draws on a timely basis, as required by Section 2(f) of this Rate Schedule.

NTS RATE SCHEDULE
NO-NOTICE TRANSPORTATION SERVICE (Cont'd)

(f) Unless otherwise designated by Shipper when scheduling service under this Rate Schedule in conjunction with service under Rate Schedules FSS or SIT, on any Day that Shipper has a GSQ Balance equal to or less than zero, but greater than a negative balance not exceeding twice the Shipper's Transportation Demand, Shipper shall be deemed to have made a GSQ Draw to the extent that its actual deliveries under this Rate Schedule, as determined in accordance with Section 8 (Meter Allocations) of the General Terms and Conditions, exceed Shipper's Scheduled Daily Receipt Quantity, less Retainage. Shipper's GSQ Draws may not (i) on any Day exceed Shipper's then current GSQ Balance, or Shipper's Transportation Demand, or (ii) in the aggregate exceed Shipper's GSQ. If Shipper's GSQ Balance exceeds a negative number that is two times the Transportation Demand specified in Shipper's NTS Service Agreement, Shipper shall not take and Transporter shall not be obligated to deliver quantities in excess of the lesser of (i) Shipper's Scheduled Daily Delivery Quantity, or (ii) the quantities actually received by Transporter for Shipper, less Retainage.

(g) Shipper shall tender to Transporter under this Rate Schedule quantities of gas sufficient to replace any GSQ Draws, and thereby fully replenish its GSQ to reach a GSO balance of zero, no later than the last Day of the Month immediately following the Month in which the GSQ Draws were taken. Such replenishment gas shall be scheduled under Shipper's applicable transportation Service Agreement as "GSQ Replenishment." Unless otherwise designated by Shipper when scheduling service under this Rate Schedule in conjunction with service under Rate Schedules FSS or SIT, Shipper shall be deemed to have replenished its GSQ to the extent that its actual deliveries under this Rate Schedule, as determined in accordance with Section 8 (Meter Allocations) of the General Terms and Conditions, are less than Shipper's Scheduled Daily Receipt Quantity, less Retainage. If Shipper's GSQ Draws are not replaced in a timely manner, the penalty provisions under this Rate Schedule shall apply.

(h) Shipper shall not under any circumstances be permitted to schedule or tender to Transporter, and Transporter shall not be obligated to receive, quantities of gas that would cause Shipper's GSQ Balance to exceed its GSQ.

(i) An NTS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Any such released NTS capacity shall be treated as if it is capacity released under Transporter's FTS Rate Schedule, and the NTS service rights assigned shall not include a Gas Supply Quantity (GSQ) as under this Rate Schedule, unless (i) otherwise agreed by Transporter, or (ii) the release has the same primary delivery point(s) as the releasing Shipper's NTS Service Agreement. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the applicable General Terms and Conditions. Such assignments shall not relieve a releasing Shipper from its obligation to replenish its GSQ Draws on a timely basis, as required by Section 2(f) of this Rate Schedule.

NTS RATE SCHEDULE
NO-NOTICE TRANSPORTATION SERVICE (Cont'd)

3. SCHEDULING

(a) The scheduling provisions set forth in this Section are in addition to applicable provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions.

(b) Service under this Rate Schedule is offered on a no-notice basis. Within the limits of its current GSQ Balance, a Shipper under this Rate Schedule may change its Scheduled Daily Delivery Quantities at any time during the Day, provided that Shipper, through Transporter's EBB, shall provide the earliest possible advance notice of such changes to Transporter's Gas Controller. In no event shall such notice be given by Shipper later than one hour after Transporter's posting of deliveries for the final hour of that Day.

4. OPERATING CONDITIONS

In addition to the limitations and requirements set forth in applicable provisions of the General Terms and Conditions, Transporter reserves the right to restrict or preclude the availability of Shipper's GSQ quantities at any secondary delivery point if capacity is not available to deliver such quantities at those points.

5. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 25 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below and specified in Shipper's NTS Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's NTS Service Agreement.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge per Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

(4) Surcharges. The surcharges applicable to this Rate Schedule.

(5) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's NTS Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation, including quantities tendered for replenishment of GSQ Draws, the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's NTS Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions. Transporter shall not assess Transportation Retainage on GSQ Draws.

6. PENALTIES

(a) The penalties set forth in this Section are in addition to applicable penalties set forth at Section 19 (Penalties) of the General Terms and Conditions.

(b) If Shipper, during a given Month, does not deliver to Transporter quantities of gas under this Rate Schedule sufficient to replenish Shipper's outstanding GSQ Draws during the immediately preceding Month, Shipper shall pay Transporter a penalty for each Dth of such unreplenished GSQ Draws, grossed up for the Retainage percentage applicable to Transporter's NTS Rate Schedule. The penalty shall be 120 percent of the Spot Market Price for the Month during which such quantities are replenished by Transporter. For purposes of this Section, "Spot Market Price" shall mean, for the applicable Month, the contract index price for gas delivered to "Columbia Gas Transmission Corporation, Appalachia", as reported in Inside FERC's Gas Market Report or successor publication. Upon payment of such penalty, Shipper's GSQ Balance shall be restored to the extent of the quantities underlying the penalty payment, less Retainage.

(c) For purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter's costs, will be treated as a penalty revenue to be credited back to non-offending Shippers.

7. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 39,and 43.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's NTS Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation, including quantities tendered for replenishment of GSQ Draws, the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's NTS Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions. Transporter shall not assess Transportation Retainage on GSQ Draws.

6. PENALTIES

(a) The penalties set forth in this Section are in addition to applicable penalties set forth at Section 19 (Penalties) of the General Terms and Conditions.

(b) If Shipper, during a given Month, does not deliver to Transporter quantities of gas under this Rate Schedule sufficient to replenish Shipper's outstanding GSQ Draws to reach a zero balance during the immediately preceding Month, Shipper shall pay Transporter a penalty for each Dth of such unreplenished GSQ Draws, grossed up for the Retainage percentage applicable to Transporter's NTS Rate Schedule. The penalty shall be 120 percent of the Spot Market Price for the Month during which such quantities are replenished by Transporter. For purposes of this Section, "Spot Market Price" shall mean, for the applicable Month, the contract index price for gas delivered to “Columbia Gas Transmission Corporation, Appalachia”, as reported in Inside FERC’s Gas Market Report or successor publication. Upon payment of such penalty, Shipper's GSQ Balance shall be restored to the extent of the quantities underlying the penalty payment, less Retainage.

(c) For purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter’s costs, will be treated as a penalty revenue to be credited back to non-offending Shippers.

7. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 39,and 43.

SHEET NOS. 109 THROUGH 114, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

SST RATE SCHEDULE
STORAGE SERVICE TRANSPORTATION

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper is a Shipper under Transporter's FSS Rate Schedule and has executed SST and FSS Service Agreements with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter under this Rate Schedule shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper. Subject to the limitations set forth at Section 2(c) of this Rate Schedule, such service shall be provided on a firm basis within Shipper's Transportation Demand. Shipper's Transportation Demand during each Day of the Months October through March, shall not exceed the Maximum Daily Storage Quantity (MDSQ) set forth in its FSS Service Agreement. Shipper's Transportation Demand during each Day of the Months April through September shall equal 50% of Shipper's Transportation Demand during the Months October through March.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Transporter shall not be obligated on any Day to deliver gas to Shipper in excess of the lesser of (i) Shipper's Transportation Demand, or (ii) Shipper's Maximum Daily Withdrawal Quantity (MDWQ) set forth in Shipper's FSS Service Agreement with Transporter, plus Retainage, if the primary receipt point is being solely utilized. If a secondary receipt point is being utilized, Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter shall also not be obligated on any day to deliver more gas to Shipper than the lesser of (i) Shipper's Transportation Demand, (ii) Shipper's Scheduled Daily Delivery Quantity, or (iii) the quantity of gas Transporter receives for Shipper less Retainage. Transporter, at its option and without penalty, may deliver quantities in excess of the above limitations.

(d) Shipper shall not have flexible primary receipt point authority for service under this Rate Schedule. The primary receipt point for gas to be transported under this Rate Schedule is limited to Transporter's storage fields, and shall be specified in Shipper's SST Service Agreement as "FSS Storage." Shipper shall have flexible secondary receipt point authority and flexible primary or secondary delivery point authority for service under this Rate Schedule, as set forth at Section 11 (Flexible Primary and Secondary Receipt and Delivery Points) of the General Terms and Conditions.

SST RATE SCHEDULE
STORAGE SERVICE TRANSPORTATION (Cont'd)

(e) Service rights under an SST Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Any such released capacity shall be treated as if it is capacity released under Transporter's FTS Rate Schedule, unless otherwise agreed by Transporter. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the General Terms and Conditions.

(f) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(f), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

3. SCHEDULING

(a) The scheduling provisions set forth in this Section are in addition to applicable provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Section 6 shall apply to scheduling when a secondary receipt point is being utilized.

(b) Service under this Rate Schedule is offered on a no-notice basis when the primary receipt point (storage) is being utilized. A Shipper under this Rate Schedule may change its nomination at the primary receipt point and the delivery point at any time during the Day, provided that Shipper shall provide through Transporter's EBB the earliest possible advance notice of such changes to Transporter's Gas Controller. In no event shall such notice be given by Shipper later than one hour after Transporter's posting of deliveries for the final hour of that Day.

4. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 26 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to

the charges identified in Section 4(b) below and specified in Shipper's SST Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's SST Service Agreement.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge per Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

SST RATE SCHEDULE
STORAGE SERVICE TRANSPORTATION (Cont'd)

((4) Surcharges. The surcharges applicable to this Rate Schedule.

(5) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the
Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

SST RATE SCHEDULE
STORAGE SERVICE TRANSPORTATION (Cont'd)

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's SST Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's SST Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

5. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 18, 39, and 43.

SHEET NOS. 118 AND 119
ARE BEING
RESERVED FOR FUTURE USE

GTS RATE SCHEDULE
GENERAL TRANSPORTATION SERVICE

1. AVAILABILITY

(a) Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper that as of May 18, 1992, either was a Shipper under Transporter's SGS Rate Schedule or had an executed Precedent Agreement with Transporter for service under the SGS Rate Schedule, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper has executed a GTS Service Agreement with Transporter for a Transportation Demand not exceeding 10,000 Dth per Day, and (iv) Shipper complies with all applicable provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter under this Rate Schedule (i) shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent quantities, less Retainage, to or for Shipper, and (ii) shall inject and store quantities and withdraw thermally equivalent quantities, less storage gas loss, for Shipper. Such service shall be provided on a firm basis and shall apply to all gas (i) received for Shipper under this Rate Schedule up to the Maximum Daily Quantity (MDQ) set forth in Shipper's GTS Service Agreement, (ii) stored by Transporter for Shipper under this Rate Schedule up to the Storage Contract Quantity (SCQ) set forth in Shipper's GTS Service Agreement, and (iii) delivered by Transporter to or for Shipper under this Rate Schedule up to the Transportation Demand set forth in Shipper's GTS Service Agreement.

(b) Shipper shall schedule its Scheduled Daily Receipt Quantity in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. The sum of the receipt quantities at all of Shipper's primary receipt points may not exceed the Maximum Daily Quantity specified in Shipper's GTS Service Agreement.

(c) Shipper may schedule deliveries under this Rate Schedule on a no-notice basis, provided, however, that Transporter may require advance communication of changes in deliveries if it determines such communications necessary. Shipper may overrun its Transportation Demand on a given day to serve its historic service area if such overrun is made necessary by weather or other conditions beyond Shipper's control. To the extent that service is provided for deliveries to Shipper's historic service area, the Maximum Hourly Delivery Obligation limitations set forth in Section 9 (Operating Conditions) of the General Terms and Conditions shall not apply.

GTS RATE SCHEDULE
GENERAL TRANSPORTATION SERVICE (Cont'd)

If Shipper's Transportation Demand is less than 10,000 Dth per day, Shipper may request from Transporter an increase up to a Transportation Demand of 10,000 Dth per day, provided that (i) Shipper's request complies with the provisions of Section 3 (Requests for Service) of the General Terms and Conditions, (ii) such requested increase is to provide service to Shipper's historic service area, and (iii) such requested increase would not result in Shipper's total Transportation Demand under its GTS Service Agreement with Transporter exceeding 10,000 Dth per day. Transporter may approve such a request if the capacity necessary to satisfy the request is available on its system or Transporter agrees to construct facilities to provide such capacity.

(d) Transporter shall store gas for Shipper in order to provide such gas to Shipper on the "no-notice" basis set forth herein up to the SCQ set forth in Shipper's GTS Service Agreement. Variances between actual deliveries of gas to or for Shipper and actual receipts of gas to or for Shipper on the same Day, less Retainage, shall be debited or credited to Shipper's storage account under this Rate Schedule, up to its SCQ. Shipper may in this manner withdraw from quantities actually in storage a cumulative quantity up to its SCQ, and a quantity in excess of its SCQ, up to twice its Transportation Demand; provided that, no later than 30 days after Transporter gives notice to Shipper, Shipper shall tender to Transporter quantities of gas in excess of its current deliveries sufficient to replenish all such quantities delivered from storage in excess of SCQ. If Shipper fails to replenish any such amounts in excess of SCQ withdrawn from storage, Shipper shall be subject to operational flow orders or interruption orders, and associated penalties, as set forth in Sections 2 and 6 of this Rate Schedule.

(e) Service provided under this Rate Schedule, including all injections and withdrawals from storage under this Rate Schedule, (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule and in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(f) Shipper shall remain responsible for all property or other taxes associated with the quantities held for Shipper in storage under this Rate Schedule. Transporter periodically shall report to Shipper the quantities in storage, allocated by State, to enable Shipper to calculate and pay all taxes associated with its storage quantities. Storage gas inventory owned by GTS shippers (a) in West Virginia shall be deemed to be in West Virginia storage fields, (b) in Ohio shall be deemed to be in Ohio storage fields, and (c) in Pennsylvania and Kentucky shall be deemed to be in Pennsylvania storage fields. With regard to Shippers under this Rate Schedule, all of Transporter's storage fields shall be treated conjunctively within each such State. Each Shipper's storage gas shall be deemed to be proportionally allocated to all of Transporter's storage fields in the applicable States based on total working gas in storage in those States.

(g) A GTS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions, and subject to the provisions set forth in this Rate Schedule. Any such assignments shall not relieve a releasing Shipper from its obligation to replenish any deficiency in its SCQ on a timely basis, as required by Section 2(d) of this Rate Schedule.

3. MINIMUM FIXED COST CONTRIBUTION (MFCC)

(a) Each Shipper under this Rate Schedule shall have an Annual GTS Quantity set forth in its Service Agreement representing the quantities to be utilized to determine whether Shipper is subject to an MFCC under this Rate Schedule during the Contract Year (November 1 through October 31). Such Annual GTS Quantity shall not serve as a limitation on Shipper's throughput. For a Contract Year commencing on or after November 1, 1993, if a Shipper and its replacement shippers transport less than 65% of that Shipper's Annual GTS Quantity (the Threshold GTS Quantity), that Shipper shall be assessed an MFCC charge; provided that the aggregate quantities transported by all Shippers and their replacement shippers under this Rate Schedule during that Contract Year total less than the aggregate Threshold GTS Quantities of all Shippers.

(b) If, after the end of any Contract Year, Transporter determines that aggregate quantities transported by all Shippers and their replacement shippers under this Rate Schedule during that Contract Year totaled less than the aggregate Threshold GTS Quantities of all Shippers, Transporter shall assess an MFCC charge to each Shipper that failed to satisfy its Threshold GTS Quantity. That MFCC charge shall be calculated by multiplying (i) the fixed costs per Dth imbedded in the currently maximum effective one-part rate for service under this Rate Schedule first by (ii) the net Deficiency Quantity of all Shippers under this Rate Schedule, then by (iii) the ratio of Shipper's GTS Transportation Deficiency Quantity (Shipper's Threshold GTS Quantity minus the actual quantities it and its replacement shippers transported) to the gross Transportation Deficiency Quantity incurred by deficient Shippers under this Rate Schedule. The MFCC charge shall be billed to Shipper in 5 equal installments during the next succeeding January - May Billing Months, with carrying charges at the Commission-approved rate accruing from the close of the preceding Contract Year.

4. RECEIPT AND DELIVERY

Shippers under this Rate Schedule shall have flexible primary and secondary receipt point authority in accordance with the provisions of Section 11 (Flexible Primary and Secondary Receipt and Delivery Points) of the General Terms and Conditions. Flexible primary and secondary delivery point authority under this Rate Schedule shall only be available, in Transporter's reasonable discretion, to enable Shipper to provide increased service, up to the maximum quantities available under this Rate Schedule, within Shipper's historic service area.

5. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 26 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Sections 5(b) below and specified in Shipper's GTS Service Agreement.

(1) Minimum Fixed Cost Contribution. The demand surcharge, if any, calculated in accordance with Section 3 of this Rate Schedule.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Surcharges. The surcharges applicable to this Rate Schedule.

(4) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

(c) The charges described above are subject to the adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) From the quantities delivered into storage for Shipper, Transporter shall retain the Storage Gas Loss Retainage Percentage specified in the currently effective Sheet No. 44. That percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's GTS Service Agreement. That Transportation Retainage Percentage shall be subject to the adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

(f) Notwithstanding the provisions in Section 22 (Possession of Gas) of the General Terms and Conditions, Shipper shall be responsible for obtaining its own insurance or self-insuring for any gas in storage, and shall hold Transporter harmless from any loss, cost, or expense arising from any loss of storage gas that results from a force majeure event.

6. PENALTIES

(a) If Shipper fails to interrupt service as directed by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey shall be assessed to Shipper for all quantities in violation of that operational flow order.

7. CONVERSION RIGHT

(a) A Shipper under this Rate Schedule shall have a one-time, irrevocable right to convert all of its service entitlements under this Rate Schedule to an equivalent level of service entitlements under Transporter's FTS, NTS, SST, and FSS Rate Schedules, provided that Shipper gives written notice of its intent to convert at least one year in advance of exercise of such conversion right, or within such lesser time period agreed to by Transporter. After exercising such conversion right, a Shipper may not later return any of the converted service rights to service under the GTS Rate Schedule.

(b) A Shipper's level of service entitlements under Transporter's FTS, NTS, SST, and FSS Rate Schedules upon conversion of its service entitlements under this Rate Schedule shall be determined as follows: (i) Shipper's Storage Contract Quantity under Transporter's FSS Rate Schedule shall equal Shipper's Storage Contract Quantity set forth in its GTS Service Agreement; (ii) Shipper's Maximum Daily Storage Quantity under Transporter's FSS Rate Schedule shall equal Shipper's Transportation Demand set forth in its GTS Service Agreement less Shipper's Maximum Daily Quantity set forth in its GTS Service Agreement; (iii) Shipper's Transportation Demand under Transporter's SST Rate Schedule shall be determined in accordance with Section 2(a) of Transporter's SST Rate Schedule and using the Maximum Daily Storage Quantity determined in item (ii) above; and (iv) Shipper's Transportation Demand under Transporter's FTS Rate Schedule shall equal the Maximum Daily Quantity set forth in its GTS Service Agreement. Shipper may elect to take any portion of its FTS Transportation Demand as calculated in item (iv) immediately above under Transporter's NTS Rate Schedule.

8. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 19.1, 19.2, 19.4, 40, and 42.

(..continued)

Effective Date: 11/01/1993 Status: Effective
FERC Docket: RS92- 5-015
Second Substitute Original Sheet No. 125 Second Substitute Original Sheet No. 125 : Effective

SHEET NOS. 125 THROUGH 129
ARE BEING
RESERVED FOR FUTURE USE

OPT RATE SCHEDULE
OFF-PEAK FIRM TRANSPORTATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions or through construction of facilities, (iii) Shipper has executed an OPT Service Agreement with Transporter; and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper. Such service shall be made available on a firm basis, subject to the limitations set forth in this Rate Schedule, and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule, up to the Transportation Demand set forth in Shipper's OPT Service Agreement.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in this Rate Schedule and in Section 7 (Capacity Allocation) of the General Terms and Conditions, and (ii) shall be subject to interruption to the extent provided in this Rate Schedule, in Shipper's OPT Service Agreement, and in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Service provided under this Rate Schedule may at Transporter's reasonable discretion be interrupted, consecutively or nonconsecutively, for a maximum term of up to either 30 or 60 days between November 1 of any year and the next succeeding March 31. Such interruption term shall be stated in Shipper's OPT Service Agreement. Transporter may extend the number of days of interruption, if necessary, as provided in Section 3 of this Rate Schedule.

(d) Service under this Rate Schedule shall be available for an initial minimum term of one year, and thereafter for succeeding one year increments.

(e) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(e), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of

each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will
be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

(e) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the lesser of (i) Shipper's Transportation Demand, (ii) Shipper's Scheduled Daily Delivery Quantity or (iii) the quantity of gas Transporter receives for Shipper less Retainage. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

(f) Service rights under an OPT Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the applicable General Terms and Conditions.

3. OPERATING CONDITIONS

(a) Service under this Rate Schedule is subject to the operating conditions set forth in this Section and in applicable provisions of the General Terms and Conditions.

(b) Transporter in its reasonable discretion may interrupt service to Shippers under this Rate Schedule, consecutively or nonconsecutively, up to the number of days (30 or 60) provided in Shipper's OPT Service Agreement with Transporter. Transporter shall attempt to provide notice 24 hours in advance of such interruptions. In allocating such interruptions among those Shippers receiving service on the portion of Transporter's system in which interruptions are to be made, Transporter shall (i) interrupt service to those Shippers having the greatest number of days of allowable interruption remaining during that November 1 - March 31 period, and (ii) among those Shippers with an equal number of remaining days of allowable interruption, on a pro rata basis. Alternatively, Transporter shall interrupt service in accordance with an alternate allocation methodology if, before issuance of any notices of interruptions, such methodology has been agreed to in writing by Transporter and all Shippers whose service would be affected. If weather or other circumstances beyond Transporter's control mandate interruptions at delivery points for more than the number of days specified in Shipper's Service Agreement, service under this Rate Schedule shall be interrupted before service under other firm Rate Schedules and the provisions of paragraph (d) below shall apply.

(c) For purposes of calculating periods of allowable interruption under this Rate Schedule an interruption at a secondary delivery point shall not reduce Shipper's number of remaining days available for interruption. An interruption at a primary delivery point shall constitute an interruption for purposes of this Rate Schedule whenever Transporter notifies Shipper that Transporter will be unable to render service up to the level of Transportation Demand specified in the OPT Service Agreement. Days of interruption at primary delivery points shall be calculated as follows:

OPT RATE SCHEDULE
OFF-PEAK FIRM TRANSPORTATION SERVICE (Cont'd)

(e) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the lesser of (i) Shipper's Transportation Demand, (ii) Shipper's Scheduled Daily Delivery Quantity or (iii) the quantity of gas Transporter receives for Shipper less Retainage. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

(f) Service rights under an OPT Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the applicable General Terms and Conditions.

3. OPERATING CONDITIONS

(a) Service under this Rate Schedule is subject to the operating conditions set forth in this Section and in applicable provisions of the General Terms and Conditions.

(b) Transporter in its reasonable discretion may interrupt service to Shippers under this Rate Schedule, consecutively or nonconsecutively, up to the number of days (30 or 60) provided in Shipper's OPT Service Agreement with Transporter. Based on forecasted system conditions, Transporter will post a notice at least 24 hours prior to the start of the Gas Day informing shippers of the anticipated availability of service under this Rate Schedule. If, based on forecasted system conditions, OPT is listed as "unavailable" in the advance notice, Shippers will still be permitted, but will not be required, to submit nominations for service and days of allowable interruption will be calculated as set forth in Section 3(d), below. If shippers elect not to submit a nomination for service under Rate Schedule OPT, services with a lower scheduling priority may be scheduled to the extent capacity is available.

(c) In allocating such interruptions among those Shippers receiving service on the portion of Transporter's system in which interruptions are to be made, Transporter shall (i) interrupt service to those Shippers having the greatest number of days of allowable interruption remaining during that November 1 - March 31 period, and (ii) among those Shippers with an equal number of remaining days of allowable interruption, on a pro rata basis. Alternatively, Transporter shall interrupt service in accordance with an alternate allocation methodology if, before issuance of any notices of interruptions, such methodology has been agreed to in writing by Transporter and all Shippers whose service would be affected. If weather or other circumstances beyond Transporter's control mandate interruptions at delivery points for more than the number of days specified in Shipper's Service Agreement, service under this Rate Schedule shall be interrupted before service under other firm Rate Schedules and the provisions of paragraph (d) below shall apply.

(d) For purposes of calculating periods of allowable interruption under this Rate Schedule

an
interruption at a secondary delivery point shall not reduce Shipper's number of remaining days available for
interruption. An interruption at a primary delivery point shall constitute an interruption for purposes of
this Rate Schedule whenever Transporter notifies Shipper twenty-four (24) hours in advance of the Gas Day that
Transporter will be unable to render service up to the level of Transportation Demand specified in the OPT
Service Agreement. Days of interruption at primary delivery points shall be calculated as follows:

(1) A day of interruption shall be deducted from Shipper's number of remaining days of allowable interruption for each Day upon which Shipper is allocated a level of capacity equivalent to less than 50 percent of Shipper's Transportation Demand.

(2) A half day of interruption shall be deemed to have occurred and shall be deducted from Shipper's number of remaining days of allowable interruption on any Day on which Transporter notifies Shipper that Transporter will be able to render service at a level equal to or greater than 50 percent, but less than 100 percent, of Shipper's Transportation Demand; provided, however, that a full day of interruption shall be deducted from Shipper's number of remaining days of allowable interruption if, on any Day on which Transporter makes less than Shipper's full Transportation Demand available, Shipper actually utilizes less than 50 percent of its Transportation Demand.

(d) If circumstances beyond Transporter's control mandate interruptions of service in excess of the number of days of allowable interruption stated in Shipper's OPT Service Agreement, Transporter shall provide a demand charge credit to Shipper for each such additional day of interruption. That credit shall constitute Shipper's exclusive remedy for any such interruptions.

4. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 27 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below and specified in Shipper's OPT Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's OPT Service Agreement.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge per Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

(4) Surcharges. The surcharges applicable to this Rate Schedule.

(5) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

OPT RATE SCHEDULE
OFF-PEAK FIRM TRANSPORTATION SERVICE (Cont'd)

(1) A day of interruption shall be deducted from Shipper's number of remaining days of allowable interruption for each Day upon which Shipper is allocated a level of capacity equivalent to less than 50 percent of Shipper's nominated Transportation Demand.

(2) A half day of interruption shall be deemed to have occurred and shall be deducted from Shipper's number of remaining days of allowable interruption on any Day on which Transporter notifies Shipper that Transporter will be able to render service at a level equal to or greater than 50 percent, but less than 100 percent, of Shipper's nominated Transportation Demand; provided, however, that a full day of interruption shall be deducted from Shipper's number of remaining days of allowable interruption if, on any Day on which Transporter makes less than Shipper's full Transportation Demand available, Shipper actually utilizes less than 50 percent of its nominated Transportation Demand.

(e) If Transporter provides advance notice that service under this Rate Schedule will not be available, Shipper will not be entitled to a day of interruption if Shipper nominates and is allocated its full Transportation Demand. Days of interruption when Shipper nominates and is allocated less than its full Transportation Demand shall be determined in accordance with Section 3(d), above.

(f) If circumstances beyond Transporter's control mandate interruptions of service in excess of the number of days of allowable interruption stated in Shipper's OPT Service Agreement, Transporter shall provide a demand charge credit to Shipper for each such additional day of interruption. That credit shall constitute Shipper's exclusive remedy for any such interruptions.

4. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 27 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below and specified in Shipper's OPT Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's OPT Service Agreement.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge per Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

(4) Surcharges. The surcharges applicable to this Rate Schedule.

(5) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's OPT Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation the Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's OPT Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

5. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 39 and 43.

SHEET NOS. 134 THROUGH 144, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

ITS RATE SCHEDULE
INTERRUPTIBLE TRANSPORTATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Shipper has submitted a valid request for service under Section 3 (Requests for Service) of the General Terms and Conditions, and Transporter has awarded capacity to Shipper under the provisions of this Rate Schedule, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceedings in Docket No. RS92-5-000, (iii) Shipper has executed an ITS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper. Such service shall be provided on an interruptible basis and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule, up to the Transportation Quantity set forth in Shipper's ITS Service Agreement.

(b) Service provided under this Rate Schedule shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions and shall be subject to interruption as provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions. Service under this Rate Schedule shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Quantity plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the lesser of (i) Shipper's Transportation Quantity, (ii) Shipper's Scheduled Daily Delivery Quantity, or (iii) the quantity of gas Transporter receives for Shipper less Retainage. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

ITS RATE SCHEDULE
INTERRUPTIBLE TRANSPORTATION SERVICE (Cont'd)

(d) The interconnections at which service shall be made available under this Rate Schedule will be maintained on a Master List of Interconnections (MLI) posted by Transporter on its Electronic Bulletin Board (EBB). The interconnection points on the MLI shall be incorporated by reference in Shipper's ITS Service Agreements.

(e) During any Month, Shipper shall not be permitted to increase its existing flowing quantities under this Rate Schedule, regardless of the Transportation Quantity set forth in Shippers's ITS Service Agreement, if such increase would cause a reduction of existing quantities flowing on Transporter's system under any other Service Agreement of equal or higher priority. A scheduled temporary reduction in the quantities being transported, if requested by Shipper and approved by Transporter, shall not reduce the level of Shipper's existing quantities flowing on Transporter's system for purposes of this paragraph.

(f) Service rights under an ITS Service Agreement may not be released and assigned.

3. BIDDING PROCEDURE

(a) Transporter shall post a notice on its EBB setting forth: (i) the interruptible transportation capacity it anticipates will be available for the upcoming Month at each applicable receipt and delivery point; and (ii) the Minimum Bid Rate, inclusive of applicable surcharges for such capacity. The Minimum Bid Rate shall not be higher than the total effective Maximum ITS Rate set forth in Transporter's Tariff.

(b) Shippers seeking to obtain all or a portion of that capacity shall, through Transporter's EBB, submit their bids for the capacity to Transporter, together with their nominations of service (i.e., the quantity bid at each nominated point) under the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Multiple bids may be submitted, and bids may be withdrawn prior to the nomination deadline. Bids must comply with Section 3(c) below. All bidding shall be open until the nomination deadline. Transporter shall post on its EBB all bids received including quantities and receipt and delivery points.

(c) Shipper's bid for capacity under this Rate Schedule shall state the rate Shipper is offering to pay for the service it has nominated in terms of cents per Dth (›/Dth) to the nearest hundredth of a cent (00.00›). Shipper's bid rate shall be no lower than the Minimum Bid Rate and no higher than the total effective Maximum ITS Rate as set forth on Sheet No. 28 of this Tariff. Bids submitted for higher than the Maximum ITS Rate shall be deemed to be at the Maximum ITS Rate. Bids submitted for higher than a previously agreed to discounted rate shall be deemed to supersede such discounted rate. Transporter may reject any bids: (i) for an amount lower than the Minimum Bid Rate; or (ii) from bidders that do not currently have an ITS Service Agreement with Transporter.

(d) At the close of the Bidding Period, Transporter shall allocate the capacity available under this Rate Schedule based upon the respective bid rates received during the Bidding Period for that capacity, and in accordance with the provisions of Section 7 (Capacity Allocation) of the General Terms and Conditions. As soon as possible after Transporter allocates capacity, it shall notify winning Shippers electronically through Transporter's EBB of the quantities awarded to Shippers at the rate bid. Transporter shall not subsequently discount any winning bid rates. All bids accepted between the Minimum Bid Rate and the Maximum ITS Rate shall be deemed to be selective discounts and shall be reported under any Commission regulations applicable to such selective discounts.

(e) Transporter, on a daily basis during a Month, shall post a notice on its EBB setting forth the interruptible capacity that it estimates is available. Shippers may submit bids for such capacity during the Month together with their nominations for service (i.e., the quantity bid at each nominated point under the provisions of Section 6 (Nominating, Scheduling and Monitoring) of the General Terms and Conditions). The deadlines for bidding for such capacity shall be the same as the nomination deadlines specified in Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Multiple bids may be submitted throughout the Month, and bids may be withdrawn at any time prior to the nomination deadline. Bids must comply with Section 3(c) above.

(f) Those Shippers which have been awarded capacity may, subsequently during that Month, withdraw their bids and their related nominations, or portions thereof, prior to the daily nomination deadlines specified in Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. In that event, Transporter will cease transportation with respect to the withdrawn portion of the nomination.

(g) All capacity awarded to a Shipper hereunder must be accepted by Shipper.

4. RATE

(a) The unit rate charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum rate charges and no lower than the applicable total effective minimum rate charges set forth in the currently effective Sheet No. 28 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter Shipper's bid rate, which shall include the charges set forth below unless a lower discounted rate is specified in Shipper's ITS Service Agreement.

(1) Commodity Charge. A Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(2) Surcharges. The surcharges applicable to this Rate Schedule.

(3) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's ITS Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

5. GENERAL TERMS AND CONDITIONS.

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 12, 14, 39, 40, 42 and 43.

SHEET NOS. 148 THROUGH 164, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

FSS RATE SCHEDULE
FIRM STORAGE SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and storage capacity available to inject, store, and withdraw gas for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper has executed an FSS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall inject and store quantities and withdraw thermally equivalent quantities, less storage gas loss, for Shipper. Such service shall be provided on a firm basis and shall apply to all gas delivered to Transporter for Shipper and stored under this Rate Schedule, up to the Storage Contract Quantity (SCQ) set forth in Shipper's FSS Service Agreement. Shipper's Maximum Daily Storage Quantity (MDSQ) under this FSS Rate Schedule shall be that specified in Shipper's FSS Service Agreement.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders issued by Transporter to protect the integrity, including the performance capability, of its storage facilities, or otherwise to the extent provided in this Rate Schedule or in Section 17 (Operational Flow orders) of the General Terms and Conditions.

(c) Shipper's FSS inventory under this Rate Schedule shall be increased or decreased by any actual imbalances (actual receipts compared to actual deliveries) created under any other Service Agreement(s) Shipper has with Transporter, except for the TPS Rate Schedule, and the imbalance shall be removed from such other Service Agreement(s); provided, however, a Rate Schedule TPS Shipper’s FSS inventory may also be adjusted in accordance with the provisions of the TPS Rate Schedule. Such increase or decrease shall be deemed to be a storage injection or withdrawal under Shipper's FSS Service Agreement. Such a transfer to or from FSS inventory shall not relieve Shipper from its responsibility to pay all applicable transportation charges for the transportation into or out of storage. The appropriate maximum commodity charges and surcharges (and any overrun charges) will be assessed for the transportation into or out of storage under the appropriate transportation Service Agreement held by Shipper in the following order of priority, if Shipper holds more than one firm transportation agreement, up to the Transportation Demand under each: (i) SST Service Agreement; (ii) NTS Service Agreement; (iii) NTS-S Service Agreement; or (iv) FTS Service Agreement; provided, that Shipper may notify Transporter in writing of a preferred different order of priority for the specified Rate Schedules. Such notice must be received by Transporter at least 30 days prior to the beginning of the Month for which it is to be initially effective. To the extent that the resulting debit or credit to Shipper's FSS inventory (i) corrects a transportation imbalance not associated with city gate deliveries, and (ii) causes Shipper to exceed its SCQ, Transporter shall waive that portion of any penalty resulting from such debit or credit. Any such action shall not increase Transporter's firm service obligations.

FSS RATE SCHEDULE
FIRM STORAGE SERVICE (Cont'd)

(d) Subject to the limitations and requirements set forth in this Rate Schedule or in Shipper's FSS Service Agreement, Transporter shall (i) inject quantities received by Transporter from or on behalf of Shipper and designated by Shipper for delivery to "FSS Storage", up to the SCQ set forth in Shipper's FSS Service Agreement plus sufficient quantities for Storage Gas Loss Retainage, (ii) deliver to Shipper thermally equivalent quantities of gas, less Storage Gas Loss Retainage, up to the SCQ set forth in Shipper's FSS Service Agreement, and (iii) inject or withdraw quantities to correct imbalances, as provided for in paragraph (c) immediately above. Transporter shall not be obligated under this Rate Schedule on any Day to deliver to Shipper gas in excess of the quantities then held in storage for Shipper.

(e) Daily quantities nominated by Shipper for withdrawal from FSS storage under any of Shipper's transportation Service Agreements shall be deemed to be withdrawals from Shipper's FSS account.

(f) Service rights under an FSS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the General Terms and Conditions. If a Shipper releases only a portion of its service rights under an FSS Service Agreement, such release shall not change the existing ratio of the SCQ and the MDSQ for Shipper's remaining unreleased service.

(g) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Storage Contract Quantity and Maximum Daily Storage Quantity within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Storage Contract Quantity and Maximum Daily Storage Quantity. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(g), each of the varying termination dates and associated volumes of Storage Contract Quantity and Maximum Daily Storage Quantity will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Storage Contract Quantity and Maximum Daily Storage Quantity within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff.
In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

3. INJECTIONS INTO STORAGE

(a) Transporter shall not be obligated on any Day to inject gas into storage for Shipper in excess of Shipper's Maximum Daily Injection Quantities (MDIQ), as described in this Section. A request by Shipper to make injections in excess of its MDIQ shall be submitted to Transporter electronically through Transporter's EBB, and shall be received by Transporter at least 24 hours in advance of the requested injections. In the event that Shipper makes such a request, Transporter will grant the request to the extent that additional injection flexibility exists during the time period of the request in accordance with Section 7 (Capacity Allocation) of the General Terms and Conditions.

(b) Injections under this Rate Schedule shall have the priority described in Section 7 (Capacity Allocation) of the General Terms and Conditions and shall be subject to interruption to the extent

provided
in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions.
Except for reasons of force majeure, Shipper shall notify Transporter electronically through
Transporter's
EBB at least 24 hours in advance of any change in the daily quantities of gas Shipper desires to deliver
or
cause to be delivered to Transporter for storage under this Rate Schedule. If a force majeure event
causes
a material change in the quantities of gas that will be delivered to Transporter for storage on Shipper's
behalf under this Rate Schedule, Shipper shall notify or cause Transporter to be notified as soon as
possible after that force majeure event.

FSS RATE SCHEDULE
FIRM STORAGE SERVICE (Cont'd)

(c) Quantities to be stored hereunder may be delivered to Transporter throughout the year. The Maximum Monthly Injection Quantities (MMIQ) which may be injected during the Months shall be limited to the following percentages of Shipper's SCQ:

April	15%	August	20%	December	10%
May	20%	September	13%	January	10%
June	20%	October	7%	February	10%
July	20%	November	5%	March	10%

Shipper's MDIQ shall be 1/25th of the applicable limitation on Shipper's MMIQ, except during the Months of November and December when the MDIQ shall be 1/30th of the applicable limitation on Shipper's MMIQ. A request by Shipper for permission to make injections in excess of its MMIQ shall be submitted to Transporter electronically through Transporter's EBB at least 24 hours in advance. Transporter shall grant any such request to the extent that: (i) additional injection flexibility exists during the time period of the request in accordance with Section 7 (Capacity Allocation) of the General Terms and Conditions; and (ii) Transporter, in its reasonable discretion, can operationally accommodate the request(s).

(d) A Shipper under this Rate Schedule may have no more than 60% of its SCQ in storage as of June 30, and no more than 85% of its SCQ in storage as of August 31.

(e) Quantities nominated for delivery to Shipper's delivery points on any Day under all Service Agreements with Transporter held by Shipper and by other shippers delivering to Shipper, but not taken by Shipper on such Day, shall be deemed to be injections into FSS Storage for Shipper under this Rate Schedule.

(f) Transporter may waive a Shipper’s default of any of the limitations set forth in this section that has already occurred. In addition, Transporter may waive a Shipper’s default of such limitations in advance, provided that such a waiver is to address a specific, temporary, operational problem. Any waiver granted pursuant to this section must be granted in a non-discriminatory manner on a case-by-case basis.

4. WITHDRAWALS FROM STORAGE

(a) At or before 11:00 a.m. Eastern Time on the Day before the Day on which Shipper desires deliveries from Transporter under this Rate Schedule, or at such later time as Transporter may from time to time specify, Shipper shall notify Transporter electronically through Transporter's EBB of the quantities to be withdrawn and delivered by Transporter to or for Shipper for transportation and the dates on which such withdrawals are requested. When Shipper's actual takes will not match total nominated withdrawal quantities, Shipper shall notify Transporter electronically through Transporter's EBB in advance on the delivery Day by means of revised nominations. Transporter shall not be obligated on any Day to withdraw and deliver gas to Shipper in excess of Shipper's Maximum Daily Withdrawal Quantity (MDWQ), as described in this Section, plus sufficient quantities for Retainage under Shipper's transportation Service Agreement with Transporter. A request by Shipper for permission to make withdrawals in excess of its MDWQ shall be submitted to Transporter electronically through Transporter's EBB at least 24 hours in advance. In the event that Shipper makes such a request, Transporter will grant the request to the extent that additional withdrawal flexibility exists during the time period of the request in accordance with Section 7 (Capacity Allocation) of the General Terms and Conditions.

(b) Transporter shall deliver Shipper's SCQ throughout the year, subject to the limitations set forth herein. Shipper's MDWQ shall be based upon and limited by Shipper's SCQ inventory remaining in storage determined in accordance with Transporter's best estimates as follows:

% of SCQ in Inventory	MDWQ as a % of MDSQ

100% to 30%	100%
less than 30% to 20%	80%
less than 20% to 10%	65%
less than 10% to 0%	50%

FSS RATE SCHEDULE
FIRM STORAGE SERVICE (Cont'd)

(c) The minimum and maximum monthly net withdrawal quantities for the Months November through March shall be as follows:

Month	Minimum % of SCQ	Maximum % of SCQ
November	No minimum	40%
December	No minimum	40%
January	No minimum	40%
February	10%	30%
March	10%	20%

A request by Shipper for permission to make withdrawals in excess of its maximum monthly net withdrawal limit shall be submitted to Transporter electronically through Transporter's EBB at least 24 hours in advance. Transporter shall grant any such request to the extent that: (i) additional withdrawal flexibility exists during the time period of the request in accordance with Section 7 (Capacity Allocation) of the General Terms and Conditions; and (ii) Transporter, in its reasonable discretion, can operationally accommodate the request(s). If Shipper exceeds the maximum monthly net withdrawal limit during any of the Months November through March, Shipper's maximum monthly net withdrawal quantity for the succeeding Month shall be reduced by an amount equal to the excess quantities withdrawn during the excess withdrawal Month. Shipper's withdrawals during the Months April through October shall not be subject to maximum or minimum withdrawal limits; provided, however, that Shipper's withdrawals during that period shall be subject to the limitations of Shipper's SCQ levels.

(d) Shipper's maximum storage inventory on April 1 shall not exceed 25% of its SCQ. Shipper's maximum storage inventory on February 1 shall not exceed 65% of its SCQ. Quantities in excess of 25% of Shipper's SCQ shall not be carried over beyond April 1.

(e) Quantities taken on any Day by Shipper under all Service Agreements with Transporter held by Shipper and by other shippers delivering to Shipper, but not nominated by Shipper on such Day, shall be deemed to be withdrawals from FSS storage for Shipper under this Rate Schedule.

(f) Shipper may withdraw from storage on an interruptible basis quantities in excess of Shipper's MDWQ. Such interruptible withdrawals shall have the priority set forth in Section 7 (Capacity Allocation) of the General Terms and Conditions and shall be subject to interruption as set forth in Section 16 (Interruptions of Service) of the General Terms and Conditions.

(g) Transporter may waive a Shipper’s default of any of the limitations set forth in this Section that has already occurred. In addition, Transporter may waive a Shipper’s default of such limitations in advance, provided that such a waiver is to address a specific, temporary, operational problem. Any waiver granted pursuant to this Section must be granted in a non-discriminatory manner on case-by-case basis.

5. RECEIPT AND DELIVERY POINTS

Service under this Rate Schedule shall not be subject to the flexible receipt and delivery point provisions of Section 11 (Flexible Primary and Secondary Receipt and Delivery Points) of the General Terms and Conditions. The point of delivery for all gas tendered to Transporter for storage under this Rate Schedule shall be designated in transportation Service Agreement(s) with Transporter as "FSS Storage." The point of receipt for all gas delivered by Transporter to Shipper hereunder shall be designated in Shipper's Service Agreements with Transporter as "FSS Storage."

6. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than any applicable maximum charges and no lower than any applicable minimum charges set forth in the currently effective Sheet No. 29 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 6(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 6(b) below and specified in Shipper's FSS Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of the MDSQ specified in Shipper's FSS Service Agreement.

(2) Capacity Charge. The maximum Capacity Charge for each Month, assessed on each Dth of the SCQ specified in Shipper's FSS Service Agreement.

(3) Injection Charge. The Injection Charge per Dth of daily net gas injections of gas into storage by Transporter during the Month for the account of Shipper under this Rate Schedule.

(4) Withdrawal Charge. The Withdrawal Charge per Dth of daily net withdrawals of gas from storage for delivery by Transporter during the Month to or for the account of Shipper.

(5) Overrun Charge. The applicable maximum Overrun Charge per Dth of gas delivered on any Day during the Month in excess of Shipper's MDSQ.

(6) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described in this Rate Schedule are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) From the quantities delivered into storage for Shipper, Transporter shall retain the Storage Gas Loss Retainage Percentage of gas specified in the currently effective Sheet No. 44, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's FSS Service Agreement. That percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

(e) Shipper shall remain responsible for all property or other taxes associated with the quantities held for Shipper in storage under this Rate Schedule. Transporter periodically shall report to Shipper the quantities in storage, allocated by State, to enable Shipper to calculate and pay all taxes associated with those storage quantities. All of Transporter's storage fields shall be treated conjunctively and each Shipper's storage gas shall be deemed to be proportionally allocated to all of Transporter's storage fields based on total working gas in storage.

FSS RATE SCHEDULE
FIRM STORAGE SERVICE (Cont'd)

(f) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's FSS Service Agreement.

(g) Transporter shall be responsible for any loss, cost, or expense arising from any loss of Shipper's gas in Transporter's storage that results from Transporter's negligence or failure to exercise due diligence. Notwithstanding the provisions in Section 22 (Possession of Gas) of the General Terms and Conditions, Shipper shall be responsible for obtaining its own insurance for any gas in storage, and shall hold Transporter harmless from any loss, cost, or expense arising from any loss of storage gas that results from a force majeure event or that is not the result of Transporter's negligence or failure to exercise due diligence.

7. PENALTIES

(a) If Shipper fails to comply with an interruption order issued by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby causes:
(i) Injections in excess of 103 percent of the lowered MDIQ set by Transporter's interruption order (Lowered Quantity), Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all quantities tendered in excess of its Lowered Quantity; or

(ii) Withdrawals in excess of 103 percent of the lowered MDWQ set by Transporter's interruption order (Lowered Quantity), Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all quantities taken in excess of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey shall be assessed to Shipper for all quantities in violation of that operational flow order.

(c) On any Day on which Shipper's injections into storage exceed 110 percent of its applicable MDIQ as described in Section 3(c) of this Rate Schedule, Shipper shall pay Transporter a penalty of $5.00 per Dth for all quantities injected in excess of 110 percent of its MDIQ.

(d) In any Month in which Shipper's total monthly injection quantities exceed 105 percent of the applicable MMIQ as described in Section 3 of this Rate Schedule, Shipper shall pay Transporter a penalty of $5.00 per Dth for all quantities injected in excess of 105 percent of the applicable MMIQ.

(e) In any Month in which Shipper's net withdrawals from storage exceed the applicable limits set forth in Section 4 of this Rate Schedule, Shipper shall pay Transporter a penalty of $5.00 per Dth for all quantities withdrawn in excess of such limits.

(f) If Shipper's injections into storage on any Day exceed its SCQ, Shipper shall pay Transporter a penalty of $5.00 per Dth for all quantities injected in excess of its SCQ. If Shipper's withdrawals from storage on any Day result in its FSS account having a negative SCQ balance, Shipper shall pay Transporter a penalty of $5.00 per Dth.

FSS RATE SCHEDULE
FIRM STORAGE SERVICE (Cont'd)

(g) On any Day in which Shipper's unauthorized withdrawals from storage exceed 103 percent of its applicable MDWQ, as described in Section 4(b) of this Rate Schedule, Shipper shall pay Transporter a penalty based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all quantities withdrawn in excess of 103 percent of its MDWQ, provided Transporter shall reduce penalties under this provision to the extent Shipper may pay penalties under Service Agreements under other Rate Schedules for the same quantities.

(h) If Shipper: (i) violates an operational flow order issued by Transporter to withdraw quantities; (ii) fails to withdraw the minimum monthly withdrawal quantity as described in Section 4(c) of this Rate Schedule; or (iii) carries over quantities beyond April 1 in excess of the 25% of a Shipper's SCQ limitation set forth in Section 4(d) of this Rate Schedule, any such quantities automatically shall be forfeited by Shipper to Transporter, free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24 hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.

(i) All penalties and charges assessed under this Section shall be assessed and paid in addition to all applicable storage rates and charges under this Rate Schedule, including any overrun charges.

(j) In the event Shipper seeks to avoid any penalty provided for in this Section on the ground that such charge was incurred because of a force majeure event as defined in Section 15 (Force Majeure) of the General Terms and Conditions, Shipper shall document such force majeure event to Transporter. Transporter shall waive penalties to the extent that it determines that the imbalance was caused by a bona fide force majeure event as defined in said Section 15.

(k) Transporter may waive its right to collect all or any portion of penalties assessed against Shipper or its right to retain all or any portion of Shipper's gas, provided that any such waiver is granted in a nondiscriminatory manner.

8. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 11, 19.1, 19.2, and 19.4, 33, 34, 36 through 41, and 44 through 46.

SHEET NOS. 172 THROUGH 179, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE

ISS RATE SCHEDULE
INTERRUPTIBLE STORAGE SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and storage capacity available to inject, store, and withdraw gas for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of this Rate Schedule, through construction of facilities, or pursuant to Transporter's Order No. 636 restructuring proceeding in FERC Docket No. RS92-5-000, (iii) Shipper has executed an ISS Service Agreement with Transporter, and (iv) Shipper complies with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall inject and store quantities and withdraw thermally equivalent quantities, less Storage Gas Loss, for Shipper. Such service shall be provided on an interruptible basis and shall apply to all gas designated for storage under this Rate Schedule and delivered to Transporter to or for Shipper, up to the Interruptible Storage Quantity (ISQ) set forth in Shipper's ISS Service Agreement.

(b) Service under this Rate Schedule, including all injections into and withdrawals from storage (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders issued by Transporter to protect the integrity, including the performance capability, of its storage facilities or otherwise to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Subject to the limitations and requirements set forth in this Rate Schedule and in Shipper's ISS Service Agreement, Shipper shall be permitted to request Transporter to inject, on an interruptible basis, quantities received by Transporter from or on behalf of Shipper and designated for delivery to "ISS Storage". All such nominations of injection quantities and all resulting actual injections under this Rate Schedule shall be completed within the first Month of Shipper's ISS Service Agreement governing those quantities (the Injection Month).

ISS RATE SCHEDULE
INTERRUPTIBLE STORAGE SERVICE (Cont'd)

(d) Shipper's aggregate injection quantities shall not exceed Shipper's ISQ, and Shipper's injection quantities on any Day in the Injection Month shall not exceed Shipper's Maximum Daily Injection Quantity (MDIQ). Shipper's MDIQ shall be determined by (i) multiplying Shipper's ISQ and the applicable Storage Gas Loss by 110 percent and (ii) dividing the resulting figure by the number of Days in the Injection Month.

(e) Transporter shall make available to Shipper for withdrawal, on an interruptible basis, quantities of gas thermally equivalent to the quantities actually injected for Shipper less Storage Gas Loss. Shipper may make withdrawals at any time during the term of Shipper's ISS Service Agreement unless otherwise extended pursuant to Section 5 of this Rate Schedule (the Final Withdrawal Date).

(f) Shipper shall not be permitted to increase its existing flowing quantities under this Rate Schedule, regardless of the Interruptible Storage Quantity set forth in Shippers's ISS Service Agreement, if such increase would cause a reduction of existing quantities flowing on Transporter's system under a Service Agreement between Shipper and Transporter of equal or higher priority.

(g) Shipper shall remain responsible for all property or other taxes associated with the quantities held for Shipper in storage under this Rate Schedule. Transporter periodically shall report to Shipper the quantities in storage, allocated by state, to enable Shipper to pay all taxes associated with those storage quantities. All of Transporter's storage fields shall be treated conjunctively and each Shipper's storage gas shall be deemed to be proportionally allocated to all of Transporter's storage fields based on total working gas in storage.

(h) Transporter shall assess Retainage on the transportation from ISS storage to the delivery point for any quantities stored under this Rate Schedule.

(i) Service rights under an ISS Service Agreement may not be released and assigned.

ISS RATE SCHEDULE
INTERRUPTIBLE STORAGE SERVICE (Cont'd)

3. BIDDING PROCEDURE

(a) If Transporter, in its reasonable discretion, determines that storage capacity is available under this Rate Schedule, Transporter shall post a notice to that effect on its EBB on or before the tenth day of the Month preceding the Month during which such storage capacity will be available.

(b) Transporter's notice shall include:

(1) the quantity of interruptible storage capacity available;

(2) the Minimum Bid Rate Transporter is willing to accept and the Maximum Bid Rate that may be bid (which shall not be lower or higher than the Minimum and Maximum ISS Commodity Charge Rates set forth at Sheet No. 29 of the Tariff) in cents per Dth (›/Dth); and

(3) any applicable restrictions on injections or withdrawals of that capacity.

(c) Prospective Shippers shall submit their bids to Transporter electronically through the EBB. Multiple bids may be submitted throughout the bidding period. Final bids must be received by Transporter at or before 4:00 p.m. Eastern Time on the fifth business day following posting of Transporter's EBB notice. Transporter shall post all bids and quantities on the EBB as they are received during the bidding period. Bids may be withdrawn at any time prior to the end of the bidding period. Transporter shall reject any bids (i) submitted subsequent to the deadline, (ii) for an amount per Dth lower than the Minimum Bid Rate, (iii) for an amount per Dth higher than the Maximum Bid Rate or (iv) that are not in conformance with paragraph (d) below. All bids submitted shall be binding. Transporter reserves the right to reject any bid pursuant to this paragraph (c). Transporter shall notify bidders of rejected bids electronically through Transporter's EBB.

(d) Bids shall include, or with regard to item (4) below shall be accompanied by, the following information:

(1) The Commodity Charge, inclusive of surcharges, bid for the capacity expressed in terms of cents per Dth (›/Dth) to the nearest one hundredth of one cent (00.00›);

(2) The ISQ bid;

(3) A name, street address (for overnight mail delivery), telephone number and facsimile number of the representative designated by bidder for receipt of notification by Transporter of the results of the bidding pursuant to this Section; and

(4) A request for service, submitted together or contemporaneously with bidder's bid, that fully complies with the provisions of Section 3 (Requests for Service) of the General Terms and Conditions, or evidence that bidder has complied with the requirements of said Section 3.

ISS RATE SCHEDULE
INTERRUPTIBLE STORAGE SERVICE (Cont'd)

(e) Transporter shall review all timely submitted bids that have not been rejected and shall award service to the bidders submitting the highest valid Commodity Charge bid; provided that the winning bidders have satisfied the requirements of Section 3 (Requests for Service) of the General Terms and Conditions. All accepted bids between the Minimum Bid Rate and Maximum ISS Rate shall be deemed to be selective discounts and shall be reported under any Commission regulations applicable to such selective discounts.

(f) On or before the 22nd day of the Month preceding the Month in which storage capacity under this Rate Schedule will be available, Transporter shall notify electronically through Transporter's EBB all bidders submitting timely bids of the status of their bid. The term of the ISS Service Agreement shall commence with the first Day of the first Month reflected in the notice and end with the last Day of the following March. The latter date shall be Shipper's Final Withdrawal Date. Transporter also shall post on the EBB the name of the winning bidders and the rates and quantities of the winning bids.

(g) If bids of the same value are submitted by two or more bidders and the available storage capacity is insufficient to satisfy the ISQ quantities requested, the available capacity shall be awarded and allocated pro rata among those bidders, based upon ISQ quantities bid. Bidders awarded a pro rata allocation may reject such pro rata allocation, by notice to Transporter within 24 hours after Transporter notifies Bidder of such award. Otherwise, all capacity awarded to a Shipper hereunder must be accepted by Shipper.

(h) If any date in this section falls on a weekend or Transporter Holiday, such date shall be deemed for purposes of this Section to be the next succeeding business Day.

4. INTERRUPTIBLE INJECTIONS INTO STORAGE

(a) Shipper shall be responsible for arranging transportation of gas to the storage injection point. Nominations designated for delivery to "ISS Storage" under those Rate Schedules shall be deemed to be nominations for injections under this ISS Rate Schedule.

(b) Transporter shall not be obligated (i) on any Day to inject gas into storage for Shipper's account in excess of Shipper's MDIQ, or (ii) in the aggregate to store more than Shipper's ISQ.

5. INTERRUPTIBLE WITHDRAWALS FROM STORAGE

(a) Shipper shall be responsible for arranging transportation of gas from the storage withdrawal point. Nominations designated for delivery from "ISS Storage" under those Rate Schedules shall be deemed to be nominations for withdrawals under this ISS Rate Schedule.

(b) Transporter shall not be obligated to withdraw and deliver gas to or for the account of Shipper in excess of the total amount in inventory for Shipper's account.

(c) All gas injected into storage for Shipper's account under this Rate Schedule must be withdrawn by Shipper's Final Withdrawal Date, provided that such Final Withdrawal Date shall be extended one Day for each Day, during the 30 Days preceding Shipper's Final Withdrawal Date, that Shipper's ISS withdrawals are interrupted by Transporter. Shipper may withdraw gas from the first Day following Shipper's Injection Month through Shipper's Final Withdrawal Date.

6. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 29 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 6(b) below.

(b) For all storage service rendered under this Rate Schedule, Shipper shall pay Transporter each Month during which Shipper was awarded capacity the charges set forth below.

(1) Commodity Charge. A commodity charge, inclusive of any applicable surcharges, per Dth of Shipper's actual Average Monthly Balance at Shipper's Commodity Charge bid rate.

(2) Injection Charge. The maximum Injection Charge per Dth of gas injected into storage during the Month.

(3) Withdrawal Charge. The maximum Withdrawal Charge per Dth of gas withdrawn from storage during the Month.

(c) From the quantities delivered into storage for Shipper, Transporter shall retain the Storage Gas Loss Retainage Percentage specified in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's ISS Service Agreement. That percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

(d) The charges and surcharges described in this Rate Schedule are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(e) Transporter shall be responsible for any loss, cost, or expense arising from any loss of Shipper's gas in Transporter's storage that results from Transporter's negligence or failure to exercise due diligence. Notwithstanding the provisions in Section 22 (Possession of Gas) of the General Terms and Conditions, Shipper shall be responsible for obtaining its own insurance for any gas in storage, and shall hold Transporter harmless from any loss, cost, or expense arising from any loss of storage gas that results from a force majeure event or that is not the result of Transporter's negligence or failure to exercise due diligence.

7. PENALTIES

(a) If Shipper fails to comply with an interruption order issued by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby causes injections or withdrawals in excess of 103 percent of the lowered MDIQ or scheduled withdrawal quantity set by Transporter's interruption order (Lowered Quantity), Shipper shall be assessed and pay a penalty of $10.00 per Dth for quantities taken or tendered in excess of 103 percent of that Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per day shall be assessed to Shipper for all quantities in violation of that operational flow order.

(c) If Shipper: (i) violates an operational flow order to withdraw quantities, or (ii) fails to withdraw all of Shipper's ISQ by Shipper's Final Withdrawal Date, any such quantities not withdrawn shall be forfeited automatically by Shipper to Transporter free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24 hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.

(d) All penalties and charges assessed under this Section shall be assessed and paid in addition to all applicable rates and charges under this Rate Schedule, including any overrun charges.

(e) If Shipper seeks to avoid any penalty provided for in this Section on the ground that such charge was incurred because of a force majeure event as defined in Section 15 (Force Majeure) of the General Terms and Conditions, Shipper shall document such force majeure event to Transporter. Transporter shall waive penalties to the extent the imbalance was caused by a bona fide force majeure event as defined in said Section 15.

(f) Transporter may waive its right to collect all or any portion of any penalties assessed against Shipper or its right to retain all or any portion of gas, provided that any such waiver is granted in a nondiscriminatory manner.

8. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 11, 12, 14, 19.1, 19.2, 19.4, 33, 34, 36, and 38 through 46.

SHEET NOS. 186 THROUGH 194, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE

SIT RATE SCHEDULE
STORAGE IN TRANSIT

1. AVAILABILITY.

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from and deliver gas to Shipper, (ii) Shipper has submitted a valid request for service under Section 3 (Requests for Service) of the General Terms and Conditions, and Transporter has allocated capacity to Shipper under the provisions of this Rate Schedule, (iii) Shipper has executed an SIT Service Agreement with Transporter, (iv) Shipper has executed a Service Agreement, or represents a Shipper that has executed a Service Agreement, under Transporter's FTS, OPT, NTS, SST or ITS Rate Schedules (Transportation Service Agreements), and (v) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff. Service under this Rate Schedule may be elected by Shipper under one or more of Shipper's Transportation Service Agreements.

2. APPLICABILITY AND CHARACTER OF SERVICE.

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall on an interruptible basis: (i) inject into storage the excess of Shipper's actual daily receipt quantity (less Retainage assessed under the applicable Transportation Service Agreement(s)) over Shipper's actual daily delivery quantity under Shipper's designated Transportation Service Agreements with Transporter, and (ii) withdraw from storage the excess of Shipper's actual daily delivery quantity over actual daily receipt quantity (less Retainage assessed under the applicable Transportation Service Agreement(s)) under Shipper's designated Transportation Service Agreements with Transporter; provided that the net of such injections or withdrawals shall not on any Day exceed the Maximum Balancing Quantity (MBQ) set forth in Shipper's SIT Service Agreement, as described more fully at Section 3 of this Rate Schedule.

(b) In accordance with the procedures set forth in this Rate Schedule, service under this Rate Schedule provides for interruptible storage of gas to balance differences between actual receipts and actual deliveries under Shipper's Transportation Service Agreements. Shipper under this Rate Schedule may balance excess receipts and deliveries under multiple Transportation Service Agreements, provided that Shipper designates in advance each Service Agreement subject to SIT balancing.

(c) Subject to the limitations set forth in this Rate Schedule, Shipper, in any Month for which it has requested SIT service, shall not be permitted to increase its quantities flowing under any Service Agreement with Transporter calling for delivery to or receipt from storage for Shipper's account under this Rate Schedule if such increase would cause a reduction in quantities flowing on Transporter's system under a Service Agreement between Shipper and Transporter of equal or higher priority.

(d) Service provided under this Rate Schedule is interruptible and (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule and in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(e) Service rights under an SIT Service Agreement may not be released and assigned.

SIT RATE SCHEDULE
STORAGE IN TRANSIT (Cont'd)

3. CALCULATING BALANCING QUANTITIES AND RELATED PENALTIES

(a) For each Day on which Shipper receives service from Transporter under this Rate Schedule, Transporter shall calculate for Shipper an Undertendered Balance Quantity (UBQ) or an Overtendered Balance Quantity (OBQ). If the actual daily delivery quantity under those Transportation Service Agreements designated by Shipper for SIT service exceeds the actual daily receipt quantity (less Retainage assessed under the applicable Transportation Service Agreement(s)) under those Service Agreements, the difference shall constitute Shipper's UBQ for that Day. If the actual daily delivery quantity under those Transportation Service Agreements designated by Shipper for SIT service is less than the actual daily receipt quantity (less Retainage assessed under the applicable Transportation Service Agreement(s)) under those Service Agreements, the difference shall constitute Shipper's OBQ for that Day. Transporter shall maintain an account in which Transporter shall separately record Shipper's UBQs and OBQs on a daily basis.
Shipper shall be billed a commodity charge, as described in Section 5 below, on the daily change, if any, in Shipper's UBQ or OBQ.

(b) The running net balance of Shipper's UBQs and OBQs shall be Shipper's Imbalance Quantity. Twice during any 30-day period, Shipper shall be required to (i) eliminate any existing Imbalance Quantity, (ii) convert any outstanding UBQ to an OBQ, or (iii) convert any outstanding OBQ to a UBQ. For each 30-day period during which Shipper fails to satisfy this requirement, Shipper shall pay Transporter a penalty of $0.25 per Dth of its existing Imbalance Quantity for each day at the end of such 30-day period in which Shipper fails to satisfy the requirements specified in (i), (ii) or (iii) immediately above. If there is an interruption of Shipper's service under this Rate Schedule, Transporter will waive the requirement that the foregoing requirements specified in (i), (ii) or (iii) immediately above be accomplished within a 30-day period. For each day of interruption, one corresponding day will be added to the 30-day time period.

(c) If Shipper's SIT Service Agreement is terminated and Shipper has an OBQ that is not corrected within 60 days of such termination, the quantities underlying that OBQ shall be forfeited to Transporter free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24 hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.

(d) If Shipper's SIT Service Agreement is terminated and Shipper has a UBQ that is not corrected within 60 days of such termination, Shipper shall be assessed and billed a penalty for the quantities comprising such UBQ, grossed up for the Retainage percentages applicable to Transporter's ITS Rate Schedule.
The penalty shall be 120 percent of the Spot Market Price for the Month during which such quantities are made up by Transporter. For purposes of this Rate Schedule, "Spot Market Price" shall mean, for the applicable Month, the contract index price for gas delivered to "Columbia Gas Transmission Corporation, Appalachia", as reported in Inside FERC's Gas Market Report or successor publication.

(e) With respect to penalties imposed pursuant to Section 3(d) above, and for purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter's costs, will be treated as a penalty revenue to be credited to non-offending Shippers.

SIT RATE SCHEDULE
STORAGE IN TRANSIT (Cont'd)

3. CALCULATING BALANCING QUANTITIES AND RELATED PENALTIES

(a) For each Day on which Shipper receives service from Transporter under this Rate Schedule, Transporter shall calculate for Shipper an Undertendered Balance Quantity (UBQ) or an Overtendered Balance Quantity (OBQ). If the actual daily delivery quantity under those Transportation Service Agreements designated by Shipper for SIT service exceeds the actual daily receipt quantity (less Retainage assessed under the applicable Transportation Service Agreement(s)) under those Service Agreements, the difference shall constitute Shipper's UBQ for that Day. If the actual daily delivery quantity under those Transportation Service Agreements designated by Shipper for SIT service is less than the actual daily receipt quantity (less Retainage assessed under the applicable Transportation Service Agreement(s)) under those Service Agreements, the difference shall constitute Shipper's OBQ for that Day. Transporter shall maintain an account in which Transporter shall separately record Shipper's UBQs and OBQs on a daily basis. Shipper shall be billed a commodity charge, as described in Section 5 below, on the daily change, if any, in Shipper's UBQ or OBQ.

(b) The running net balance of Shipper's UBQs and OBQs shall be Shipper's Imbalance Quantity. Twice during any 30-day period, Shipper shall be required to (i) eliminate any existing Imbalance Quantity, (ii) convert any outstanding UBQ to an OBQ, or (iii) convert any outstanding OBQ to a UBQ. Maintaining an Imbalance Quantity of zero for two or more consecutive days within a 30-day period will satisfy this requirement. For each 30-day period during which Shipper fails to satisfy this requirement, Shipper shall pay Transporter a penalty of $0.25 per Dth of its existing Imbalance Quantity for each day at the end of such 30-day period in which Shipper fails to satisfy the requirements specified in (i), (ii) or (iii) immediately above. If there is an interruption of Shipper's service under this Rate Schedule, Transporter will waive the requirement that the foregoing requirements specified in (i), (ii) or (iii) immediately above be accomplished within a 30-day period. For each day of interruption, one corresponding day will be added to the 30-day time period.

(c) If Shipper's SIT Service Agreement is terminated and Shipper has an OBQ that is not corrected within 60 days of such termination, the quantities underlying that OBQ shall be forfeited to Transporter free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24 hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.

(d) If Shipper's SIT Service Agreement is terminated and Shipper has a UBQ that is not corrected within 60 days of such termination, Shipper shall be assessed and billed a penalty for the quantities comprising such UBQ, grossed up for the Retainage percentages applicable to Transporter's ITS Rate Schedule. The penalty shall be 120 percent of the Spot Market Price for the Month during which such quantities are made up by Transporter. For purposes of this Rate Schedule, "Spot Market Price" shall mean, for the applicable Month, the contract index price for gas delivered to "Columbia Gas Transmission Corporation, Appalachia", as

reported in Inside FERC's Gas Market Report or successor publication.

(e) With respect to penalties imposed pursuant to Section 3(d) above, and for purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter's costs, will be treated as a penalty revenue to be credited to non-offending Shippers.

SIT RATE SCHEDULE
STORAGE IN TRANSIT (Cont'd)

4. SCHEDULING

Scheduling of service under this Rate Schedule shall be deemed to occur when Shipper schedules service under any Transportation Service Agreements that it has designated as subject to this SIT Rate Schedule, and the Scheduled Daily Delivery Quantities do not equal the Scheduled Daily Receipt Quantities, less Retainage assessed under the applicable Transportation Service Agreement(s), and such difference has not been specified by Shipper to be for the purpose of correcting imbalances.

5. RATE

(a) The charges to be paid by Shipper, as set forth at paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in currently effective Sheet No. 29 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below and specified in Shipper's SIT Service Agreement.

(1) Commodity Charge. The maximum Commodity Charge per Dth of the daily change, if any, in Shipper's UBQ or OBQ during the Month as described above at Section 3(a) of this Rate Schedule.

(2) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described in this Rate Schedule are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

6. PENALTIES

In addition to the penalties set forth in Section 3 of this Rate Schedule, the following penalties shall apply to service under this Rate Schedule:

(a) If Shipper fails to comply with an interruption order issued by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per Day shall be assessed to Shipper for all quantities in violation of that operational flow order.

7. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 8, 11, 14, 19.1, 19.2, 19.4, 27, 33 through 36, and 38 through 46.

SIT RATE SCHEDULE
STORAGE IN TRANSIT (Cont'd)

4. SCHEDULING

(a) Scheduling of service under this Rate Schedule shall be deemed to occur when Shipper schedules service under any Transportation Service Agreements that it has designated as subject to this SIT Rate Schedule, and the Scheduled Daily Delivery Quantities do not equal the Scheduled Daily Receipt Quantities, less Retainage assessed under the applicable Transportation Service Agreement(s), and such difference has not been specified by Shipper to be for the purpose of correcting imbalances.

(b) Shipper will be permitted to nominate service under this Rate Schedule if the nomination would have the effect of reducing Shipper's Imbalance Quantity. Nominations that would result in converting (i) an OBQ to a UBQ; or (ii) a UBQ to an OBQ will be permitted if the total resulting Imbalance Quantity does not exceed 15,000 Dth.

5. RATE

(a) The charges to be paid by Shipper, as set forth at paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in currently effective Sheet No. 29 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below and specified in Shipper's SIT Service Agreement.

(1) Commodity Charge. The maximum Commodity Charge per Dth of the daily change, if any, in Shipper's UBQ or OBQ during the Month as described above at Section 3(a) of this Rate Schedule.

(2) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described in this Rate Schedule are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

6. PENALTIES

In addition to the penalties set forth in Section 3 of this Rate Schedule, the following penalties shall apply to service under this Rate Schedule:

(a) If Shipper fails to comply with an interruption order issued by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per Day shall be assessed to Shipper for all quantities in violation of that operational flow order.

7. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 8, 11, 14, 19.1, 19.2, 19.4, 27, 33 through 36, and 38 through 46.

SIT RATE SCHEDULE
STORAGE IN TRANSIT (Cont'd)

4. SCHEDULING

(a) Scheduling of service under this Rate Schedule shall be deemed to occur when Shipper schedules service under any Transportation Service Agreements that it has designated as subject to this SIT Rate Schedule, and the actual receipt quantities do not equal the actual delivery quantities, less Retainage assessed under the applicable Transportation Service Agreement(s). All shippers under this Rate Schedule SIT shall be treated in a non-discriminatory manner.

(b) Shipper will be permitted to nominate service under this Rate Schedule if the nomination would have the effect of reducing Shipper's Imbalance Quantity. Nominations that would result in converting (i) an OBQ to a UBQ; or (ii) a UBQ to an OBQ will be permitted if the total resulting Imbalance Quantity does not exceed 15,000 Dth.

5. RATE

(a) The charges to be paid by Shipper, as set forth at paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in currently effective Sheet No. 29 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below and specified in Shipper's SIT Service Agreement.

(1) Commodity Charge. The maximum Commodity Charge per Dth of the daily change, if any, in Shipper's UBQ or OBQ during the Month as described above at Section 3(a) of this Rate Schedule.

(2) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described in this Rate Schedule are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

6. PENALTIES

In addition to the penalties set forth in Section 3 of this Rate Schedule, the following penalties shall apply to service under this Rate Schedule:

(a) If Shipper fails to comply with an interruption order issued by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per Day shall be assessed to Shipper for all quantities in violation of that operational flow order.

7. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 8, 11, 14, 19.1, 19.2, 19.4, 27, 33 through 36, and 38 through 46.

SHEET NOS. 198 THROUGH 204, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE

AS RATE SCHEDULE
AGGREGATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Shipper has submitted a valid request for service under Section 3 (Requests for Service) of the General Terms and Conditions, (iii) Shipper has executed an AS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall receive quantities at the receipt points and deliver thermally equivalent quantities at the aggregation points set forth in Shipper's AS Service Agreement. Such service shall be provided on an interruptible basis and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule, up to the Transportation Quantity set forth in Shipper's AS Service Agreement.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) In accordance with the provisions of this Rate Schedule, Shipper may aggregate gas supplies from multiple receipt points within the Aggregation Areas described below, for transfer at the delivery point (Aggregation Point) specified for each such Aggregation Area. Aggregation Points may be primary or secondary receipt points in Shipper's or other parties' Service Agreements under Transporter's firm and interruptible transportation Rate Schedules.

(d) Service rights under an AS Service Agreement may not be released and assigned.

AS RATE SCHEDULE
AGGREGATION SERVICE (Cont'd)

3. AGGREGATION AREAS AND AGGREGATION POINTS

(a) The Aggregation Areas under this Rate Schedule are shown on the map included as the last page of this Rate Schedule. The Aggregation Points associated with those Aggregation Areas are as follows:

1. Kenova, Wayne County, WV
2. Flat Top, Mercer County, WV
3. Cobb, Kanawha County, WV
4. Alexander, Upshur County, WV
5. Delmont, Westmoreland County, PA
6. McClellandtown, Fayette County, PA
7. [Removed]
8. Crawford, Fairfield County, OH
9. York, Medina County, OH
10. Dungannon, Columbiana County, OH

(b) Transporter may from time to time change the Aggregation Areas and Aggregation Points to adjust for changes in operations or to respond to market requirements by posting such change on Transporter's EBB.

4. OPERATING CONDITIONS

(a) For all receipt points for production, Shipper shall nominate quantities as follows:

(i) Shipper shall nominate quantities to be transported from the receipt points to the Aggregation Point in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions as modified by the procedure set forth below.

(ii) Shipper shall provide to Transporter through Transporter's EBB, at such times as may be established by Transporter, the following information: the names of the shippers nominating gas from Shipper's Aggregation Point; the transportation contracts held by those shippers, identified by Transporters' contract number; the quantities nominated by each shipper; a supply reduction list for such quantities; and such other data as Transporter may deem necessary to render service.

(b) For all receipt points for Appalachian production, the following procedures shall also apply:

(i) Shipper shall provide Transporter through Transporter's EBB a list of meters at which service will be provided hereunder. Shipper and Transporter shall agree on the production to be received by Transporter at each Appalachian receipt point. The quantities agreed upon for each receipt point shall be used to allocate and confirm supplies. Shipper shall cause the operators of such meters to submit written confirmations to Transporter.

AS RATE SCHEDULE
AGGREGATION SERVICE (Cont'd)

(ii) Two days before each of the flow dates set forth on the following schedule, Shipper shall confirm with Transporter through Transporter's EBB the sale and nomination for transportation of the minimum percentages of the estimated Appalachian production set forth below:

Flow Date	Percentage of Gas Sold
1st	25% (of quantity)
8th	50%
15th	75%
22nd	100%

(iii) If the requisite percentages of gas from Appalachian receipt points are not sold and nominated for transportation by the flow dates specified, Transporter may (i) issue interruption or operational flow orders to Shipper, and (ii) reduce supplies in accordance with Shipper's supply reduction lists, as specified in Section 4(a)(ii) of this Rate Schedule.

(iv) At any receipt point or delivery point where gas is flowing to or from multiple parties, Shipper shall provide to Transporter a Predetermined Allocation Methodology agreement in accordance with the procedures set forth in Section 8 (Meter Allocations) of the General Terms and Conditions.

(v) Shipper shall provide to Transporter through Transporter's EBB, at such times as may be established by Transporter, the following information: the names of the shippers nominating gas from Shipper's Aggregation Point; the transportation contracts held by those shippers, identified by Transporters' contract number; the quantities nominated by each shipper; a supply reduction list for such quantities; and such other data as Transporter may deem necessary to render service.

(c) Pool-to-pool transfers by Shippers may be permitted by Transporter at an Aggregation Point. Transfers among Aggregation Points or to Service Agreements under Transporter's IPP Rate Schedule also may be permitted on an interruptible basis. Requests for such transfers shall be made in accordance with the nomination procedures set forth in Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Transporter shall not unreasonably withhold approval of pool-to-pool transfers.

(d) In the event that supplies exceed nominations for a given pool under this Rate Schedule, Shipper shall identify through Transporter's EBB the priorities of flow so as to enable Transporter to reduce supplies to match the market demand. In the event that nominations exceed supplies for a given pool under this Rate Schedule, Transporter shall reject any nominations against that pool that have not been confirmed by Shipper.

(e) Any differences between confirmed nominations and actual receipt quantities shall be held as an operational imbalance under Shipper's AS Service Agreement. Such an imbalance shall not exceed two percent of Shipper's aggregate nominations for the Month. To maintain a concurrent balance between receipts and deliveries, Transporter may monitor and adjust confirmed nominations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Operational imbalances shall be corrected as the first gas through the meter during the next Month.

AS RATE SCHEDULE
AGGREGATION SERVICE (Cont'd)

(ii) Two days before each of the flow dates set forth on the following schedule, Shipper shall confirm with Transporter through Transporter's EBB the sale and nomination for transportation of the minimum percentages of the estimated Appalachian production set forth below:

Flow Date	Percentage of Gas Sold
1st	25% (of quantity)
8th	50%
15th	75%
22nd	100%

(iii) If the requisite percentages of gas from Appalachian receipt points are not sold and nominated for transportation by the flow dates specified, Transporter may (i) issue interruption or operational flow orders to Shipper, and (ii) reduce supplies in accordance with Shipper's supply reduction lists, as specified in Section 4(a)(ii) of this Rate Schedule.

(iv) At any receipt point or delivery point where gas is flowing to or from multiple parties, Shipper shall provide to Transporter a Predetermined Allocation Methodology agreement in accordance with the procedures set forth in Section 8 (Meter Allocations) of the General Terms and Conditions.

(v) Shipper shall provide to Transporter through Transporter's EBB, at such times as may be established by Transporter, the following information: the names of the shippers nominating gas from Shipper's Aggregation Point; the transportation contracts held by those shippers, identified by Transporters' contract number; the quantities nominated by each shipper; a supply reduction list for such quantities; and such other data as Transporter may deem necessary to render service.

(c) Pool-to-pool transfers by Shippers may be permitted by Transporter at an Aggregation Point. Transfers among Aggregation Points or to Service Agreements under Transporter's IPP Rate Schedule also may
be permitted on an interruptible basis. Requests for such transfers shall be made in accordance with the nomination procedures set forth in Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms
and Conditions. Transporter shall not unreasonably withhold approval of pool-to-pool transfers.

(d) In the event that supplies exceed nominations for a given pool under this Rate Schedule, Shipper shall identify through Transporter's EBB the priorities of flow so as to enable Transporter to reduce supplies to match the market demand. In the event that nominations exceed supplies for a given pool
under this Rate Schedule, Transporter shall reject any nominations against that pool that have not been confirmed by Shipper.

(e) Any differences between confirmed nominations and actual receipt quantities shall be held as an operational imbalance under Shipper's AS Service Agreement. Such an imbalance shall not exceed two percent of Shipper's aggregate nominations for the Month. To maintain a concurrent balance between receipts
and deliveries, Transporter may monitor and adjust confirmed nominations in accordance with the provisions
of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions.

AS RATE SCHEDULE
AGGREGATION SERVICE (Cont'd)

(ii) Two days before each of the flow dates set forth on the following schedule, Shipper shall confirm with Transporter through Transporter's EBB the sale and nomination for transportation of the minimum percentages of the estimated Appalachian production set forth below:

Flow Date	Percentage of Gas Sold
1st	25% (of quantity)
8th	50%
15th	75%
22nd	100%

(iii) If the requisite percentages of gas from Appalachian receipt points are not sold and nominated for transportation by the flow dates specified, Transporter may (i) issue interruption or operational flow orders to Shipper, and (ii) reduce supplies in accordance with Shipper's supply reduction lists, as specified in Section 4(a)(ii) of this Rate Schedule.

(iv) At any receipt point or delivery point where gas is flowing to or from multiple parties, Shipper shall provide to Transporter a Predetermined Allocation Methodology agreement in accordance with the procedures set forth in Section 8 (Meter Allocations) of the General Terms and Conditions.

(v) Shipper shall provide to Transporter through Transporter's EBB, at such times as may be established by Transporter, the following information: the names of the shippers nominating gas from Shipper's Aggregation Point; the transportation contracts held by those shippers, identified by Transporters' contract number; the quantities nominated by each shipper; a supply reduction list for such quantities; and such other data as Transporter may deem necessary to render service.

(c) Pool-to-pool transfers by Shippers may be permitted by Transporter at an Aggregation Point. Transfers among Aggregation Points or to Service Agreements under Transporter's IPP Rate Schedule also may be permitted on an interruptible basis. Requests for such transfers shall be made in accordance with the nomination procedures set forth in Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Transporter shall not unreasonably withhold approval of pool-to-pool transfers.

(d) In the event that supplies exceed nominations for a given pool under this Rate Schedule, Shipper shall identify through Transporter's EBB the priorities of flow so as to enable Transporter to reduce supplies to match the market demand. In the event that nominations exceed supplies for a given pool under this Rate Schedule, Transporter shall reject any nominations against that pool that have not been confirmed by Shipper.

(e) Any differences between confirmed nominations and actual receipt quantities shall be held as an operational imbalance under Shipper's AS Service Agreement. Such an imbalance shall not exceed two percent of Shipper's aggregate nominations for the Month. To maintain a concurrent balance between receipts and deliveries, Transporter may monitor and adjust confirmed nominations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Shipper shall correct operational imbalances at the first available opportunity, but in no event later than the last day of the month in which Shipper is notified of its imbalance status for the immediately preceding month, by tendering a nomination to Transporter in accordance with Sections 6.2(j) and 6.2(k) of the General Terms and Conditions.

AS RATE SCHEDULE
AGGREGATION SERVICE (Cont'd)

5. RATE

No rate will be charged for service under this Rate Schedule. Transporter shall continue to charge for those pool quantities any applicable gathering service charge or processing charge from sources to which the gathering service charge or processing charge applies. Transporter reserves the right to file pursuant to Section 4 of the Natural Gas Act to implement charges to recover any and all costs of providing service under this Rate Schedule. Before Transporter implements such a charge, Shipper shall have the right to cancel its AS Service Agreements that are subject to that charge.

6. PENALTIES

(a) If Shipper fails to interrupt service as directed by Transporter pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per day shall be assessed to Shipper for all quantities in violation of that operational flow order.

7. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 14, 19.1, 19.2, and 19.4, 33 through 46.

Effective Date: 07/01/1999 Status: Effective
FERC Docket: CP98-569-002

Substitute Second Revised Sheet No. 209 Substitute Second Revised Sheet No. 209 : Effective
Superseding: Original Sheet No. 209

MAP OF AGGREGATION AREAS AND AGGREGATION POINTS

SHEET NOS. 210 THROUGH 214, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE

IPP RATE SCHEDULE
INTERRUPTIBLE PAPER POOLS

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Shipper has submitted a valid request for service under Section 3 (Requests for Service) of the General Terms and Conditions, (ii) Shipper has executed an IPP Service Agreement with Transporter, and (iii) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Subject to the limitations set forth below, Transporter shall provide an accounting service for gas supplies pooled by Shipper pursuant to this Rate Schedule.

(b) In accordance with the provisions of this Rate Schedule, Shipper may aggregate or "pool" gas supplies for purposes of transportation from (i) any source delivered into Transporter's pipeline system, or (ii) any Aggregation Points under the AS Rate Schedule. Pooling under this Rate Schedule is interruptible, in accordance with the priorities described in Section 16 (Interruptions of Service) of the General Terms and Conditions, and subject to operational flow orders as set forth in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Service rights under an IPP Service Agreement may not be released and assigned.

3. OPERATING CONDITIONS

(a) For all receipt points for non-Appalachian production, Shipper shall nominate quantities as follows:

(i) Shipper shall nominate quantities to be transported from the receipt points to the pool in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions, as modified by the procedure set forth below.

(ii) Shipper shall provide to Transporter through Transporter's EBB, at such times as may be established by Transporter, the following information: the names of the shippers nominating gas from Shipper's gas supply pools; the transportation contracts held by those shippers, identified by Transporter's contract number; the quantities nominated by each shipper; a supply reduction list for such quantities, and such other data as Transporter may deem necessary to render service.

IPP RATE SCHEDULE
INTERRUPTIBLE PAPER POOLS (Cont'd)

(b) For all receipt points for Appalachian production the following procedures shall apply:

(i) Shipper shall provide Transporter through Transporter's EBB, at least 30 days in advance, a list of meters at which service will be provided hereunder. Shipper and Transporter shall agree in advance on the monthly production to be received by Transporter at each Appalachian receipt point. The quantities agreed upon for each receipt point shall be used for purposes of allocation and confirmation of supplies. Shipper shall cause the operators of such meters to submit written confirmations to Transporter. Transporter may, on a nondiscriminatory basis, waive the 30-day notice requirement set forth in this Section 3(b)(i).

(ii) Two days before the flow dates set forth on the following schedule Shipper shall confirm with Transporter the sale and nomination for transportation of the minimum percentages of the estimated Appalachian production set forth below:

Flow Date	Percentage of Gas Sold
1st	25% (of quantity)
8th	50%
15th	75%
22nd	100%

(iii) If the requisite percentages of gas from Appalachian receipt points are not sold and nominated for transportation by the flow dates specified, Transporter may (i) issue interruption or operational flow orders to Shipper, and (ii) reduce supplies in accordance with Shippers' supply reduction lists, as specified in Section 3(a)(ii) of this Rate Schedule.

(iv) At any receipt point or delivery point where gas is flowing to or from multiple parties, Shipper shall provide to Transporter a Predetermined Allocation Methodology agreement in accordance with the procedures set forth in Section 8 (Meter Allocations) of the General Terms and Conditions.

(v) Shipper shall provide to Transporter through Transporter's EBB, at such times as may be established by Transporter, the following information: the names of the shippers nominating gas from Shipper's gas supply pools; the transportation contracts held by those shippers, identified by Transporter's contract number; the quantities nominated by each shipper; a supply reduction list for such quantities, and such other data as Transporter may deem necessary to render service.

(c) Pool-to-pool transfers by Shippers shall be permitted. Nominations for such transfers shall be submitted in accordance with the nomination procedures set forth in Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Transporter shall not unreasonably withhold approval of pool-to-pool transfers.

(d) In the event that supplies exceed nominations for a given pool under this Rate Schedule, Shipper shall identify through Transporter's EBB the priorities of flow so as to enable Transporter to reduce supplies to match the market demand. In the event that nominations exceed supplies for a given pool under this Rate Schedule, Transporter shall reject any nominations against that pool that have not been confirmed by Shipper.

(e) Any differences between confirmed nominations and actual receipt quantities shall be held as an operational imbalance under Shipper's IPP Service Agreement. Such an imbalance shall not exceed two percent of Shipper's aggregate nominations for the Month. To maintain a concurrent balance between receipts and deliveries, Transporter may monitor and adjust confirmed nominations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Operational imbalances shall be corrected as the first gas through the meter during the next Month.

4. RATE

No rate will be charged for service under this Rate Schedule. Transporter shall continue to charge any applicable gathering service charge for those pool quantities from sources to which the gathering service applies. Transporter reserves the right to file pursuant to Section 4 of the Natural Gas Act to implement charges to recover any and all costs of providing service under this Rate Schedule. Before Transporter implements such a charge, Shipper shall have the right to cancel its IPP Service Agreements that are subject to that charge.

5. PENALTIES

(a) If Shipper fails to interrupt service as directed by Transporter pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions and takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per day shall be assessed to Shipper for all quantities in violation of that operational flow order.

6. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 14, 19.1, 19.2 19.4, and 33 through 46.

(d) In the event that supplies exceed nominations for a given pool under this Rate Schedule, Shipper shall identify through Transporter's EBB the priorities of flow so as to enable Transporter to reduce supplies to match the market demand. In the event that nominations exceed supplies for a given pool under this Rate Schedule, Transporter shall reject any nominations against that pool that have not been confirmed by Shipper.

(e) Any differences between confirmed nominations and actual receipt quantities shall be held as an operational imbalance under Shipper's IPP Service Agreement. Such an imbalance shall not exceed two percent of Shipper's aggregate nominations for the Month. To maintain a concurrent balance between receipts and deliveries, Transporter may monitor and adjust confirmed nominations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions.

4. RATE

No rate will be charged for service under this Rate Schedule. Transporter shall continue to charge any applicable gathering service charge for those pool quantities from sources to which the gathering service applies. Transporter reserves the right to file pursuant to Section 4 of the Natural Gas Act to implement charges to recover any and all costs of providing service under this Rate Schedule. Before Transporter implements such a charge, Shipper shall have the right to cancel its IPP Service Agreements that are subject to that charge.

5. PENALTIES

(a) If Shipper fails to interrupt service as directed by Transporter pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions and takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per day shall be assessed to Shipper for all quantities in violation of that operational flow order.

6. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 14, 19.1, 19.2 19.4, and 33 through 46.

(d) In the event that supplies exceed nominations for a given pool under this Rate Schedule, Shipper shall identify through Transporter's EBB the priorities of flow so as to enable Transporter to reduce supplies to match the market demand. In the event that nominations exceed supplies for a given pool under this Rate Schedule, Transporter shall reject any nominations against that pool that have not been confirmed by Shipper.

(e) Any differences between confirmed nominations and actual receipt quantities shall be held as an operational imbalance under Shipper's IPP Service Agreement. Such an imbalance shall not exceed two percent of Shipper's aggregate nominations for the Month. To maintain a concurrent balance between receipts and deliveries, Transporter may monitor and adjust confirmed nominations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Shipper shall correct operational imbalances at the first available opportunity, but in no event later than the last day of the month in which Shipper is notified of its imbalance status for the immediately preceding month, by tendering a nomination to Transporter in accordance with Sections 6.2(j) and 6.2(k) of the General Terms and Conditions.

4. RATE

No rate will be charged for service under this Rate Schedule. Transporter shall continue to charge any applicable gathering service charge for those pool quantities from sources to which the gathering service applies. Transporter reserves the right to file pursuant to Section 4 of the Natural Gas Act to implement charges to recover any and all costs of providing service under this Rate Schedule. Before Transporter implements such a charge, Shipper shall have the right to cancel its IPP Service Agreements that are subject to that charge.

5. PENALTIES

(a) If Shipper fails to interrupt service as directed by Transporter pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions and takes gas from or tenders gas to Transporter in excess of 103 percent of the lowered Scheduled Daily Receipt or Delivery Quantity (Lowered Quantity) set by Transporter's interruption order, Shipper shall be assessed and pay penalties of $5.00 per Dth on the first three percent of quantities taken or tendered in excess of its Lowered Quantity, and $10.00 per Dth for quantities taken or tendered in excess of 103 percent of its Lowered Quantity.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty of $5.00 per Dth per day shall be assessed to Shipper for all quantities in violation of that operational flow order.

6. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 14, 19.1, 19.2 19.4, and 33 through 46.

SHEET NOS. 218 AND 219
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 05/01/1996 Status: Effective
FERC Docket: GT96- 50-000

First Revised Sheet No. 220 First Revised Sheet No. 220 : Effective
Superseding: Sheet Nos. 220 - 221

First Revised Sheet No. 220 cancels and supersedes Columbia's SSS Rate Schedule, Small Sales Service, contained on Substitute Original Sheet No. 220 and First Revised Sheet No. 221.

Sheet Nos. 220 and 221 are being RESERVED FOR FUTURE USE.

SSS RATE SCHEDULE
SMALL SALES SERVICE (Cont'd)

3. BILLING AND PRICE

Buyer shall pay Seller for each Dth of gas purchased under this Rate Schedule: (i) the unit price negotiated by Buyer and Seller and set forth in the SSS Service Agreement; (ii) the actual cost of any transportation charges incurred by Seller to transport such gas to Rayne, Louisiana, plus retainage; and (iii) carrying charges at Commission-prescribed interest rates to account for the deferred billing herein.
Regardless of when Buyer took title, Seller shall bill Buyer for gas purchased in April through December in three equal installments during January, February, and March of the next year. Gas purchased in the months of January, February and March shall be billed at the ordinary times in accordance with Section 10 (Billing and Payment) of the General Terms and Conditions. 1/

4. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 3, 4, 6, 7, 8, 9.2, 9.3, 11, 12, 13, 14, 16, 17, 18, 19, 20, 23, 24, 27, and 33 through 46.

_____
1/ For the initial one-year period beginning on the effective date of this Rate Schedule, Seller shall bill Buyer on the same deferred basis described above; provided that Buyer's cost for gas purchased under this Rate Schedule for such one-year period shall not exceed Seller's actual cost of such gas; the actual cost to transport such gas to Rayne, Louisiana, plus Retainage; and carrying charges at the Commission-prescribed rates.

MS RATE SCHEDULE
MERCHANT SALES SERVICE

1. AVAILABILITY

Service under this Rate Schedule shall be available from Columbia Gas Transmission Corporation ("Seller") to any gas purchaser ("Buyer") which has executed a firm or an interruptible Sales Service Agreement with Seller.

2. APPLICABILITY

This Rate Schedule shall be applicable to all firm and interruptible sales services rendered by Seller under the blanket certificate of public convenience and necessity granted to Seller by 18 C.F.R. Section 284.284(a) and Order No. 636 of the Federal Energy Regulatory Commission issued April 8, 1992.

3. SALES SERVICE AGREEMENT

Sales service under this Rate Schedule shall be available only on the condition and to the extent that Seller and Buyer have agreed to such service and have executed a firm or an interruptible Sales Service Agreement that contains the terms, conditions, rates and fees applicable to such service. Seller shall not be required to negotiate identical terms, conditions or prices with Buyers under this Rate Schedule. Seller shall not be required to disclose the contents of any Sales Service Agreement. Seller shall have no obligation to provide sales service for any daily or annual quantity of gas in excess of that specifically agreed to in the Sales Service Agreement and such obligation shall be coextensive with the terms of the agreement. In accordance with 18 C.F.R. Section 284.285, Seller is authorized to abandon the sales service to which the Sales Service Agreement relates upon termination of such Agreement without obtaining any addition approval of the Federal Energy Regulatory Commission for such abandonment.

4. TERMS, CONDITIONS, RATES AND FEES

The terms, conditions, rates and fees applicable to service under this Rate Schedule shall be those terms, conditions, rates and fees to which Seller and Buyer have agreed in their Sales Service Agreement.

MS RATE SCHEDULE
MERCHANT SALES SERVICE (Cont'd)

5. POINT OF SALE

The point or points of sale for all natural gas sold by Seller to Buyer under this Rate Schedule shall be specified in the individual Sales Service Agreement. The point or points of sale shall be (a) any point at which the natural gas enters Seller's system, including points of receipt for Appalachian gas, (b) any point at which Seller's system interconnects with that of another interstate or intrastate pipeline, (c) at any point on an upstream interstate or intrastate pipeline or pipelines, or (d) Seller's storage facilities if the gas is available for sale pursuant to the provisions of Section 7(h) of the FSS Rate Schedule, Section 7(c) of the ISS Rate Schedule, Section 3(c) of the SIT Rate Schedule, or Section 9.8(c) of the General Terms and Conditions.

6. CURTAILMENT AND INTERRUPTION

Delivery of gas on a firm basis by Seller to Buyer under this Rate Schedule shall be subject to curtailment in accordance with Section 32 (Curtailment) of the General Terms and Conditions. Delivery of gas under interruptible sales agreements shall be interrupted on the basis of the unit price being paid by Buyers.

7. TRANSPORTATION

Gas purchased by Buyer from Seller under this Rate Schedule shall be transported pursuant to the terms of separate transportation agreements. All transportation arrangements shall be the responsibility of Buyer.

8. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 3, 4, 6, 7, 8, 9.2, 9.3, 11, 12, 13, 14, 16, 17, 18, 19, 20, 23, 24, 27, 33 through 46.

LSS RATE SCHEDULE
LNG STORAGE SERVICE

Transporter currently owns and operates a liquefied natural gas (LNG) plant in Chesapeake, Virginia. All capacity in the (formerly Commonwealth) LNG plant storage facilities is fully contracted under Rate Schedules X-131, X-132 and X-133 contained in Volume 2 of this Tariff. If such capacity becomes available and uncommitted as a result of the termination of Rate Schedules X-131, X-132 or X-133 and Transporter in its discretion desires to continue providing service through such facilities, Transporter will file an LSS Rate Schedule to provide service at such facilities on an open-access basis; provided that doing so is not otherwise contradictory to any other obligation, or a Commission (or other regulatory body) order, rule or regulation. Such LSS Rate Schedule shall set forth the availability, applicability, character, injection and withdrawal capabilities, operational limitations and restrictions, rates, applicable General Terms and Conditions of this Tariff, and all other terms and conditions necessary and appropriate in order to provide access to such capacity consistent with Part 284 of the Commission's Regulations. If Transporter, in its discretion, desires to discontinue service through the LNG facilities, Transporter will file for any necessary abandonment authority in accordance with the Natural Gas Act and the Commission's rules and regulations.

Nothing herein by implication or otherwise shall in any way be construed as: (i) a modification, limitation or amendment to Rate Schedules X-131, X-132 or X-133; (ii) bestowing an expectation or constituting a guarantee that an LSS Storage Service will become available; (iii) limiting in any way Transporter's right to own, sell, lease, pre-commit, abandon, operate or maintain the LNG plant and facilities in accordance with the Natural Gas Act and the Commission's rules and regulations.

SHEET NOS. 225 AND 226
ARE BEING
RESERVED FOR FUTURE USE.

PAL RATE SCHEDULE
PARKING AND LENDING SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from and deliver gas to Shipper, (ii) Shipper has submitted a valid request for service under Section 3 (Requests for Service) of the General Terms and Conditions, (iii) Shipper has executed a Master Parking and Lending ("PAL") Agreement with Transporter for parking or lending service, (iv) Shipper has agreed to be bound by the rates, term, quantity, and point(s) of transaction for service set forth in each applicable PAL Transaction Confirmation Sheet(s) subject to the Master PAL Agreement, submitted to Shipper by Transporter (hereinafter referred to as "Appendix A") and (v) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, service under this Rate Schedule shall consist of parking and lending of gas on any day. Specifically, service rendered by Transporter under this Rate Schedule shall be provided on an interruptible basis, subject to the quantity limitations set forth in Shipper's Appendix A(s), and shall consist of:

(i) Parking Service. Parking Service is an interruptible service which provides for (1) the receipt by Transporter of gas quantities delivered by Shipper to the point(s) of service agreed to by Transporter and Shipper on Transporter's system for receipt of parked quantities; (2) Transporter holding the parked quantities on Transporter's system; and (3) the return of the parked quantities to Shipper at the agreed upon time and at the same point(s) or other mutually agreed upon point(s) on Transporter's system; provided, however, that Transporter is not obligated to return parked quantities on the same day and at the same point the gas is parked.

(ii) Lending Service. Lending Service is an interruptible service which provides for (1) Shipper's receiving gas quantities from Transporter at the point(s) of service agreed to by Transporter and Shipper on Transporter's system for delivery of loaned quantities of gas; and (2) the subsequent return of the loaned quantities of gas to Transporter at the agreed upon time and at the same point(s) or mutually agreed upon point(s) on Transporter's system; provided, however, Transporter is not obligated to accept return of loaned gas on the same day and at the same point the gas is loaned.

(iii) Shipper shall make any necessary arrangements with Transporter and/or third parties to receive or deliver gas quantities at the designated points of service for parking or lending service hereunder. Transportation service is not provided under this Rate Schedule. If Shipper and Transporter agree that Shipper may receive parked quantities or return loaned quantities at point(s) other than the point(s) of the park or loan, then Shipper shall accomplish such transactions pursuant to nominations under separate transportation agreement(s) with Transporter to effectuate receipt or delivery of the gas from or to the other point(s).

(b) Services provided under this Rate Schedule shall be interruptible and available only to the extent capacity is available from time to time. Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule and in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

In the event that Shipper submits a nomination that would have reduced its parked quantities or loaned quantities on any day and Transporter is unable to schedule all the quantities nominated because there is inadequate park and loan capacity available, solely for the purpose of calculating the Account Balance Charge, Transporter shall reduce the parked quantities or loaned quantities for each such day by the quantity of gas Transporter was unable to deliver in response to Shipper's nomination. Additionally, Transporter and Shipper may mutually agree to extend the agreed upon term for the amount of time that Transporter was unable to schedule the Parking and/or Lending Service.

(c) Service rendered under this Rate Schedule shall be provided for a minimum of a one (1) day term and a maximum term as established by the mutual agreement of Transporter and Shipper. Each parking service or lending service arrangement shall be rendered pursuant to separate Appendix A(s) except in the case of Auto PAL, where both parking and lending service will be managed via the same Appendix A at the same point. The Appendix A(s) is (are) subject to the Master PAL Agreement between Transporter and Shipper.

(d) The points on Transporter’s system at which Transporter and Shipper may agree to provide service under this Rate Schedule will be maintained on a Master List of Interconnections (MLI) posted by Transporter on its Electronic Bulletin Board (EBB). The points on the MLI may be incorporated by reference in Shipper’s Appendix A(s).

(e) Service rights under an Appendix A(s) may not be assigned or released.

3. NOMINATING AND SCHEDULING

Shipper shall nominate and Transporter shall schedule service under this Rate Schedule pursuant to the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions and Section 5 of this Rate Schedule; provided, however, that a Shipper who has executed a Master Auto PAL Agreement may elect to have Transporter automatically deem certain quantities to be parked or loaned pursuant to the terms of the Master Auto PAL Agreement.

4. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, on any day, shall be no higher than the applicable total effective maximum rate charges and no lower than the applicable total effective minimum rate charges set forth in the currently effective Sheet No. 28B of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper and specified in Shipper’s Appendix A(s).

(i) Account Balance Charge. The maximum Account Balance Charge for each Dekatherm (Dth) of gas parked or loaned at each point of service under Shipper's Appendix A(s) at the end of each day during the Month.

(ii) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) Transporter shall not retain from the gas tendered for parking or lending any quantities for Retainage.

(b) Services provided under this Rate Schedule shall be interruptible and available only to the extent capacity is available from time to time. Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders to the extent provided in this Rate Schedule and in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

In the event that Shipper submits a nomination that would have reduced its parked quantities or loaned quantities on any day and Transporter is unable to schedule all the quantities nominated because there is inadequate park and loan capacity available, solely for the purpose of calculating the Account Balance Charge, Transporter shall reduce the parked quantities or loaned quantities for each such day by the quantity of gas Transporter was unable to deliver in response to Shipper's nomination. Additionally, Transporter and Shipper may mutually agree to extend the agreed upon term for the amount of time that Transporter was unable to schedule the Parking and/or Lending Service.

(c) Service rendered under this Rate Schedule shall be provided for a minimum of a one (1) day term and a maximum term as established by the mutual agreement of Transporter and Shipper. Each parking service or lending service arrangement shall be rendered pursuant to separate Appendix A(s). The Appendix A(s) is (are) subject to the Master PAL Agreement between Transporter and Shipper.

(d) The points on Transporter’s system at which Transporter and Shipper may agree to provide service under this Rate Schedule will be maintained on a Master List of Interconnections (MLI) posted by Transporter on its Electronic Bulletin Board (EBB). The points on the MLI may be incorporated by reference in Shipper’s Appendix A(s).

(e) Service rights under an Appendix A(s) may not be assigned or released.

3. NOMINATING AND SCHEDULING

Shipper shall nominate and Transporter shall schedule service under this Rate Schedule pursuant to the provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions and Section 5 of this Rate Schedule.

4. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, on any day, shall be no higher than the applicable total effective maximum rate charges and no lower than the applicable total effective minimum rate charges set forth in the currently effective Sheet No. 28B of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper and specified in Shipper’s Appendix A(s).

(i) Account Balance Charge. The maximum Account Balance Charge for each Dekatherm (Dth) of gas parked or loaned at each point of service under Shipper’s Appendix A(s) at the end of each day during the Month.

(ii) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) Transporter shall not retain from the gas tendered for parking or lending any quantities for Retainage.

5. OPERATIONAL REQUIREMENTS OF TRANSPORTER

(a) Shipper may be required, upon notification from Transporter, to cease or reduce deliveries to, or receipts from, Transporter hereunder within the day consistent with Transporter's operating requirements. Further, Shipper may be required to return loaned quantities or remove parked quantities upon notification by Transporter via Electronic Notice Delivery. Transporter will not recall from (or require withdrawal by) any Shipper, on any day, any quantity greater than one-tenth (1/10) of the Shipper's outstanding park or loan balance, but in no event shall Transporter be restricted when recalling (or requiring the withdrawal of) less than 5,000 Dth from any Shipper on any day nor will any Shipper be permitted to extend the term of its park or loan by reason of this limitation. Transporter's notification shall specify the time frame within which parked quantities shall be removed and/or loaned quantities shall be returned, consistent with Transporter's operating conditions, but in no event shall the specified time be sooner than the next day after Transporter's notification, subject to the following conditions:

(i) In the event that Shipper makes a timely and valid nomination, which Transporter subsequently confirms, in response to notification by Transporter to remove parked quantities and/or return loaned quantities, Shipper shall be deemed to have complied with Transporter's notification; and

(ii) Unless otherwise agreed by Shipper and Transporter: (1) any parked quantity not removed within a time frame specified by Transporter's notice shall become the property of Transporter at no cost to Transporter free and clear of any adverse claims; (2) any loaned quantity not returned within the time frame specified by Transporter's notice shall be sold to Shipper at 150 percent of the Spot Market Price for each Dekatherm. "Spot Market Price", for purposes of this Section, shall mean, for each Dekatherm on each applicable day on which the gas was to be repaid, the "Columbi Gas, Appalachia, Midpoint" price index as published in Gas Daily's Daily Price Survey, or successor publication.

(b) In the event parked quantities remain in Transporter's system and/or loaned quantities have not been returned to Transporter's system at the expiration of any Agreement executed by Shipper and Transporter, Transporter and Shipper may mutually agree to an extended time frame and/or modified terms, including the rate, of such Agreement. In the event that Shipper and Transporter are unable to come to such Agreement, Transporter shall notify Shipper, and Shipper shall nominate for removal of the parked quantities and/or return of the loaned quantities within the time frame specified in Transporter's notice, which in no instance shall be less than ten (10) days; provided, however, that Transporter shall always have the right to recall up to 5,000 Dth from Shipper on any day. Any parked quantity not removed within the time frame specified by Transporter's notice shall become the property of Transporter at no cost to Transporter, free and clear of any adverse claims. Any loaned quantities not returned within the time frame specified by Transporter's notice shall be sold to Shipper at 150 percent of the Spot Market Price for each Dekatherm. Transporter shall post such forfeited quantities on its Internet EBB as gas available for sale to the highest bidder within a 24-hour notice period. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions. If Shipper does not return loaned quantities within the time frame specified by Transporter's notice, Shipper shall pay Transporter for the cost of each Dth of the loaned quantity. The payment will be determined by selling the gas to Shipper at 150 percent of the Spot Market Price. "Spot Market Price", for purposes of this Section, shall mean, for each Dekatherm, on each applicable day on which the gas was to be repaid, the "Columbia Gas, Appalachia, Midpoint" price index as published in Gas Daily's Daily Price Survey, or successor publication. For purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter's costs, will be treated as a penalty revenue to be credited back to non-offending Shippers.

6. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part

hereof, with the exception of Sections 4, 11, 14, 27, 33 through 36, and 38 through 46.

PAL RATE SCHEDULE
PARKING AND LENDING SERVICE
(Continued)

5. OPERATIONAL REQUIREMENTS OF TRANSPORTER

(a) Shipper may be required, upon notification from Transporter, to cease or reduce deliveries to, or receipts from, Transporter hereunder within the day consistent with Transporter's operating requirements. Further, Shipper may be required to return loaned quantities or remove parked quantities upon notification by Transporter via Electronic Notice Delivery. Transporter will not recall from (or require withdrawal by) any Shipper, on any day, any quantity greater than one-tenth (1/10) of the Shipper's outstanding park or loan balance, but in no event shall Transporter be restricted when recalling (or requiring the withdrawal of) less than 5,000 Dth from any Shipper on any day nor will any Shipper be permitted to extend the term of its park or loan by reason of this limitation. Transporter's notification shall specify the time frame within which parked quantities shall be removed and/or loaned quantities shall be returned, consistent with Transporter's operating conditions, but in no event shall the specified time be sooner than the next day after Transporter's notification, subject to the following conditions:

(i) In the event that Shipper makes a timely and valid nomination, which Transporter subsequently confirms, in response to notification by Transporter to remove parked quantities and/or return loaned quantities, Shipper shall be deemed to have complied with Transporter's notification; and

(ii) Unless otherwise agreed by Shipper and Transporter: (1) any parked quantity not removed within a time frame specified by Transporter's notice shall become the property of Transporter at no cost to Transporter free and clear of any adverse claims; (2) any loaned quantity not returned within the time frame specified by Transporter's notice shall be sold to Shipper at 150 percent of the Spot Market Price for each Dekatherm. "Spot Market Price", for purposes of this Section, shall mean, for each Dekatherm on each applicable day on which the gas was to be repaid, the "Columbia Gas, Appalachia, Midpoint" price index as published in Gas Daily's Daily Price Survey, or successor publication.

(b) In the event parked quantities remain in Transporter's system and/or loaned quantities have not been returned to Transporter's system at the expiration of any Agreement executed by Shipper and Transporter, Transporter and Shipper may mutually agree to an extended time frame and/or modified terms, including the rate, of such Agreement. In the event that Shipper and Transporter are unable to come to such Agreement, Transporter shall notify Shipper, and Shipper shall nominate for removal of the parked quantities and/or return of the loaned quantities within the time frame specified in Transporter's notice, which in no instance shall be less than ten (10) days; provided, however, that Transporter shall always have the right to recall up to 5,000 Dth from Shipper on any day. Any parked quantity not removed within the time frame specified by Transporter's notice shall become the property of Transporter at no cost to Transporter, free and clear of any adverse claims. Any loaned quantities not returned within the time frame specified by Transporter's notice shall be sold to Shipper at 150 percent of the Spot Market Price for each Dekatherm. Transporter shall post such forfeited quantities on its Internet EBB as gas available for sale to the highest bidder within a 24-hour notice period. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.
If Shipper does not return loaned quantities within the time frame specified by Transporter's notice, Shipper shall pay Transporter for the cost of each Dth of the loaned quantity. The payment will be determined by selling the gas to Shipper at 150 percent of the Spot Market Price. "Spot Market Price", for purposes of this Section, shall mean, for each Dekatherm, on each applicable day on which the gas was to be repaid, the "Columbia Gas, Appalachia, Midpoint" price index as published in Gas Daily's Daily Price Survey, or successor publication. For purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter's

costs, will be treated as a penalty revenue to be credited back to non-offending Shippers.

6. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 4, 11, 14, 27, 33 through 36, and 38 through 46.

SHEET NOS. 230 THROUGH 240, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE.

FBS RATE SCHEDULE
FIRM BALANCING SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and storage capacity available to inject, store, and withdraw gas for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, or through construction of facilities, (iii) Shipper has executed an FBS Service Agreement with Transporter, and (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth in the service agreement, Transporter shall inject and store quantities and withdraw thermally equivalent quantities, less Storage Gas Loss Retainage, for Shipper. Such service shall be provided on a firm basis and shall apply to all gas delivered to Transporter for Shipper and stored under this Rate Schedule, up to the Storage Contract Quantity (SCQ) set forth in Shipper's FBS Service Agreement. Shipper's Maximum Daily Storage Quantity (MDSQ), Maximum Daily Injection Quantity (MDIQ), and Maximum Daily Withdrawal Quantity (MDWQ) under this FBS Rate Schedule shall be as set forth in Shipper's FBS Service Agreement in advance of the commencement of service.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to operational flow orders issued by Transporter to protect the integrity, including the performance capability, of its storage facilities, or otherwise to the extent provided in this Rate Schedule or in Section 17 (Operational Flow orders) of the General Terms and Conditions.

(c) Subject to the limitations and requirements set forth in this Rate Schedule or in Shipper's FBS Service Agreement, Transporter shall (i) inject quantities received by Transporter from or on behalf of Shipper and designated by Shipper for delivery to "FBS Storage", up to the SCQ set forth in Shipper's FBS Service Agreement plus sufficient quantities for Storage Gas Loss Retainage, and (ii) deliver to Shipper thermally equivalent quantities of gas, less Storage Gas Loss Retainage, up to the SCQ set forth in Shipper's FBS Service Agreement to "FBS Storage". Transporter shall not be obligated under this Rate Schedule on any Day to deliver to Shipper gas in excess of the quantities then held in storage for Shipper.

(d) Service rights under an FBS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule, the FBS Service Agreement, and the General Terms and Conditions. If a Shipper releases only a portion of its service rights under an FBS Service Agreement, such release shall not change the existing ratio of the SCQ and the MDIQ and/or MDWQ for Shipper's remaining unreleased service.

(e) Service under this Rate Schedule shall be provided only for a term of less than one year.

(f) In order to provide service under Rate Schedule FBS, Transporter may use capacity under existing Rate Schedule FSS that is unsubscribed. When utilizing unsubscribed FSS capacity, Transporter shall not exceed the aggregate injection and withdrawal rights associated with the underlying expired service agreement(s).

(g) The source of capacity for this service shall be expiring service agreements under Rate Schedules FSS and/or GTS, as well as newly constructed or acquired storage capacity that is otherwise unsubscribed.

3. INJECTIONS INTO STORAGE

(a) Transporter shall not be obligated on any Day to inject gas into storage for Shipper in excess of Shipper's Maximum Daily Injection Quantities (MDIQ), as described in the FBS Service Agreement. A request by Shipper to make injections in excess of its MDIQ shall be submitted to Transporter electronically through Transporter's EBB, and shall be received by Transporter at least 24 hours in advance of the requested injections. In the event that Shipper makes such a request, Transporter will grant the request to the extent that additional injection flexibility exists during the time period of the request in accordance with Section 7 (Capacity Allocation) of the General Terms and Conditions.

(b) Injections under this Rate Schedule shall have the priority described in Section 7 (Capacity Allocation) of the General Terms and Conditions and shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions. Except for reasons of force majeure, Shipper shall notify Transporter electronically through Transporter's EBB at least 24 hours in advance of any change in the daily quantities of gas Shipper desires to deliver or cause to be delivered to Transporter for storage under this Rate Schedule. If a force majeure event causes a material change in the quantities of gas that will be delivered to Transporter for storage on Shipper's behalf under Shipper's FBS Service Agreement and this Rate Schedule, Shipper shall notify or cause Transporter to be notified as soon as possible after that force majeure event.

FBS RATE SCHEDULE
FIRM BALANCING SERVICE (Cont'd)

4. WITHDRAWALS FROM STORAGE

(a) Transporter shall not be obligated on any Day to withdraw and deliver gas to Shipper in excess of Shipper's Maximum Daily Withdrawal Quantity (MDWQ), as described in Shipper's FBS Service Agreement. A request by Shipper for permission to make withdrawals in excess of its MDWQ shall be submitted to Transporter electronically through Transporter's EBB at least 24 hours in advance. In the event that Shipper makes such a request, Transporter will grant the request to the extent that additional withdrawal flexibility exists during the time period of the request in accordance with Section 7 (Capacity Allocation) of the General Terms and Conditions.

(b) Shipper may withdraw from storage on an interruptible basis quantities in excess of Shipper's MDWQ. Such interruptible withdrawals shall have the priority set forth in Section 7 (Capacity Allocation) of the General Terms and Conditions and shall be subject to interruption as set forth in Section 16 (Interruptions of Service) of the General Terms and Conditions.

(c) Withdrawal of gas pursuant to the provisions of this Rate Schedule will not occur prior to the time gas is injected under this Rate Schedule.

5. RECEIPT AND DELIVERY POINTS

Service under this Rate Schedule shall not be subject to the flexible receipt and delivery point provisions of Section 11 (Flexible Primary and Secondary Receipt and Delivery Points) of the General Terms and Conditions. The point of delivery for all gas tendered to Transporter for storage under this Rate Schedule shall be designated in transportation Service Agreement(s) with Transporter as "FBS Storage." The point of receipt for all gas delivered by Transporter to Shipper hereunder shall be designated in Shipper's Service Agreements with Transporter as "FBS Storage."

6. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than any applicable maximum charges and no lower than any applicable minimum charges set forth in the currently effective Sheet No. 29A of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 6(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 6(b) below and specified in Shipper's FBS Service Agreement.

(1) Reservation Charge. The maximum Daily Reservation Charge for each Day of each Month, assessed on each Dth of the MDSQ specified in Shipper's FBS Service Agreement.

(2) Capacity Charge. The maximum Daily Capacity Charge for each Day of each Month, assessed on each Dth of the SCQ specified in Shipper's FBS Service Agreement.

(3) Injection Charge. The Injection Charge per Dth of daily net gas injections of gas into storage by Transporter during the Month for the account of Shipper under this Rate Schedule.

(4) Withdrawal Charge. The Withdrawal Charge per Dth of daily net withdrawals of gas from storage for delivery by Transporter during the Month to or for the account of Shipper.

(5) Overrun Charge. The applicable maximum Overrun Charge per Dth of gas delivered on any Day during the Month in excess of Shipper's MDSQ.

(6) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described in this Rate Schedule are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) From the quantities delivered into storage for Shipper, Transporter shall retain the Storage Gas Loss Retainage Percentage of gas specified in the currently effective Sheet No. 44. That percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

(e) Shipper shall remain responsible for all property or other taxes associated with the quantities held for Shipper in storage under this Rate Schedule.

(f) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's FBS Service Agreement.

(g) Transporter shall be responsible for any loss, cost, or expense arising from any loss of Shipper's gas in Transporter's storage that results from Transporter's negligence or failure to exercise due diligence. Notwithstanding the provisions in Section 22 (Possession of Gas) of the General Terms and Conditions, Shipper shall be responsible for obtaining its own insurance for any gas in storage, and shall hold Transporter harmless from any loss, cost, or expense arising from any loss of storage gas that results from a force majeure event or that is not the result of Transporter's negligence or failure to exercise due diligence.

7. PENALTIES

(a) If Shipper fails to comply with an interruption order issued by Transporter pursuant to this Rate Schedule or Section 16 (Interruptions of Service) of the General Terms and Conditions and thereby causes:

(i) Injections in excess of 103 percent of the lowered MDIQ set by Transporter's interruption order (Lowered Quantity), Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey; or

(ii) Withdrawals in excess of 103 percent of the lowered MDWQ set by Transporter's interruption order (Lowered Quantity), Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey.

(b) If Shipper fails to comply with an operational flow order issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty based on a price per Dth per day equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey shall be assessed to Shipper for all quantities in violation of that operational flow order.

(c) On any Day on which Shipper's injections into storage exceed 110 percent of its applicable MDIQ as described in Shipper's FBS Service Agreement, Shipper shall pay Transporter a penalty of $5.00 per Dth for all quantities injected in excess of 110 percent of its MDIQ.

(d) If Shipper's injections into storage on any Day exceed its SCQ, Shipper shall pay Transporter a penalty of $5.00 per Dth for all quantities injected in excess of its SCQ. If Shipper's withdrawals

from
storage on any Day result in its FBS account having a negative SCQ balance, Shipper shall pay Transporter
a
penalty of $5.00 per Dth.

(e) On any Day in which Shipper's unauthorized withdrawals from storage exceed 103 percent of its applicable MDWQ, as described in Shipper's FBS Service Agreement, Shipper shall pay Transporter a penalty based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all quantities withdrawn in excess of 103 percent of its MDWQ, provided Transporter shall reduce penalties under this provision to the extent Shipper may pay penalties under Service Agreements under other Rate Schedules for the same quantities.

(f) If Shipper: (i) violates an operational flow order issued by Transporter to withdraw quantities; or (ii) carries over quantities beyond the termination of its FBS Service Agreement, any such quantities automatically shall be forfeited by Shipper to Transporter, free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24-hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.

(g) All penalties and charges assessed under this Section shall be assessed and paid in addition to all applicable storage rates and charges under this Rate Schedule, including any overrun charges.

(h) In the event Shipper seeks to avoid any penalty provided for in this Section on the ground that such charge was incurred because of a force majeure event as defined in Section 15 (Force Majeure) of the General Terms and Conditions, Shipper shall document such force majeure event to Transporter. Transporter shall waive penalties to the extent that it determines that the imbalance was caused by a bona fide force majeure event as defined in said Section 15.

(i) Transporter may waive its right to collect all or any portion of penalties assessed against Shipper or its right to retain all or any portion of Shipper's gas, provided that any such waiver is granted in a nondiscriminatory manner.

8. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 11, 19.1, 19.2, 19.4, 33, 34, 36 through 42, and 44 through 46.

SHEET NOS. 246 THROUGH 247, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE.

TPS RATE SCHEDULE
THIRD PARTY STORAGE TRANSPORTATION

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper receiving service from a Third Party Storage Company, provided that (i) Transporter has sufficient facilities and transportation capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions or through construction of facilities, (iii) Shipper is a Shipper under a Third Party Storage Company's rate schedule and has executed a Service Agreement with the Third Party Storage Company and a TPS Service Agreement with Transporter, and (iv) Shipper and Third Party Storage Company comply with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart B or G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter under this Rate Schedule shall receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper. Subject to the limitations set forth at Section 2(c) of this Rate Schedule, such service shall be provided on a firm basis within Shipper's Transportation Demand. Prior to the commencement of service under this Rate Schedule, Shipper shall be required to inform Transporter of its MDSQ, MDWQ and MDIQ quantities where there is a primary delivery point obligation to Transporter's system as set forth in its Service Agreement with the Third Party Storage Company. Shipper shall also be required to contract with the Third Party Storage Company such that the Third Party Storage Company will immediately notify Transporter of changes in Shipper's MDSQ, MDWQ, and MDIQ quantities on the Third Party Storage Company as they may change from time to time.

(b) Service provided under this Rate Schedule (i) shall have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) shall be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) shall be subject to Operational Flow Orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(c) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter shall also not be obligated on any day to deliver more gas to Shipper than the lesser of (i) Shipper's Transportation Demand, (ii) Shipper's Scheduled Daily Delivery Quantity, or (iii) the quantity of gas Transporter receives for Shipper less Retainage. Transporter, at its option and without penalty, may deliver quantities in excess of the above limitations.

(d) The initial primary receipt point for gas to be transported under this Rate Schedule is limited to Transporter's interconnection point(s) with the Third Party Storage Company, and shall be specified in Shipper's Service Agreement. Shipper shall have flexible primary and secondary receipt point authority and shall have flexible primary or secondary delivery point authority for service under this Rate Schedule, as set forth at Section 11 (Flexible Primary and Secondary Receipt and Delivery Points) of the General Terms and Conditions. To the extent that the Shipper changes its initial primary receipt point after service commences to any other non-Third Party Storage Company receipt point on Transporter's system, service under this Rate Schedule shall be treated as if Shipper's capacity is being provided under Transporter's FTS Rate Schedule.
To the extent that a Shipper changes its initial primary receipt point after service commences to another

Third Party Storage Company receipt point on Transporter’s system, service may continue to be provided under
this Rate Schedule subject to Transporter’s reasonable discretion.

TPS RATE SCHEDULE
THIRD PARTY STORAGE TRANSPORTATION (Cont'd)

(e) Service rights under a TPS Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Any such released capacity shall be treated as if it is capacity released under Transporter's FTS Rate Schedule, unless otherwise agreed by Transporter. Service to a Replacement Shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule, and in the General Terms and Conditions.

(f) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine Service Agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(f), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

3. SCHEDULING

(a) The scheduling provisions set forth in this Section are in addition to applicable provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions. Section 6 shall apply to scheduling when a secondary receipt point and/or a secondary delivery point is being utilized.

(b) Service under this Rate Schedule is offered under the following conditions:

(1) A Shipper under this Rate Schedule may change its nomination at the primary delivery point no later than two (2) hours after Transporter's posting of deliveries for the final hour of that Gas Day, thereby creating a transportation imbalance under this Rate Schedule. The permissible change in nomination at the primary delivery point on any Gas Day will be no greater than an amount equal to thirty-three percent (33%) of Shipper's MDWQ under Shipper's Service Agreement with the Third Party Storage Company.

(2) Shipper will be permitted to incur a transportation imbalance (actual receipts compared to actual deliveries) on its TPS Service Agreement provided that at no time shall Shipper's total imbalance quantity on its TPS Service Agreement be permitted to exceed an amount greater than an amount equal to Shipper's TPS Transportation Demand.

(3) To the extent that Shipper's TPS transportation imbalance at any time exceeds the Transportation Demand set forth in its TPS Service Agreement, Shipper's FSS inventory under Shipper's FSS Rate Schedule shall be increased or decreased by the amount of such excess and the amount of such excess imbalance shall be removed from Shipper's TPS Service Agreement the following Gas Day. Such increase or decrease shall be deemed to be a storage injection or withdrawal under Shipper's FSS Service Agreement. Such an adjustment to or from FSS inventory shall not relieve Shipper from its responsibility to pay all applicable transportation and storage charges. The appropriate commodity Recourse Rates (and any overrun charges) will be assessed for the transportation into or out of storage under the appropriate transportation Service Agreements held by Shipper in the following order of priority, if Shipper holds more than one firm transportation Service Agreement, up to the Transportation Demand under each: (i) SST Service Agreement; (ii) NTS Service Agreement; (iii) NTS-S Service Agreement; (iv) FTS Service Agreement; or (v) TPS Service Agreement; provided, that Shipper may notify Transporter in writing of a preferred different order of priority for the specified Rate Schedules. Such notice must be received by Transporter at least 30 days prior to the beginning of the Month for which it is to be initially effective. Any such action shall not increase Transporter's firm service obligations to Shipper.

(4) If Shipper does not have any or adequate FSS storage inventory on Transporter's system
to cure an TPS transportation imbalance, and Shipper has under-tendered gas to Transporter, Shipper shall pay Transporter for each Dth of such outstanding under-tendered imbalance, grossed up for the Retainage percentages applicable to Columbia Gulf Transmission Company's ITS-1 Rate Schedule and Transporter's ITS Rate Schedule. The payment shall be the sum of: (i) the Spot Market Price for the Month during which such quantities are made up by Transporter; plus (ii) the cost of transporting such quantities at the total effective maximum rate under Columbia Gulf Transmission Company's ITS-1 Rate Schedule. "Spot Market Price", for purposes of this Section, shall mean, for the applicable Month, the contract index price last published during the applicable Month for gas delivered to Columbia Gulf Transmission Company at Rayne Station, Louisiana, as reported in Natural Gas Intelligence or successor publication. Upon payment of such charge, the imbalance shall be removed from Shipper's account. If Shipper does not have adequate FSS storage capacity on Transporter's system to cure an TPS transportation imbalance, and Shipper has over-tendered gas to Transporter, any such quantities automatically shall be forfeited by Shipper to Transporter free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24 hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions.

(5) Except for force majeure events and/or events or conditions which threaten the integrity of Transporter's system or Transporter's ability to meet its firm service obligations, Transporter will notify Rate Schedule TPS Shippers at least 24 hours in advance on its Internet EBB of the ability to cure a Rate Schedule TPS imbalance by means other than the utilization of Rate Schedule FSS or the injection and/or withdrawal of natural gas at the primary interconnect with the Third Party Storage Company.

(6) During any time period when Transporter determines in its reasonable judgment that system operations so require, Transporter shall have the right to require that the Shipper under a TPS Service Agreement fully remove any TPS transportation imbalance (actual receipts versus actual deliveries) existing on its TPS Service Agreement, regardless of whether the imbalance exceeds or is less than the Transportation Demand on its TPS Service Agreement. If Transporter determines that an imbalance must be removed, Transporter shall notify Shipper and Shipper will have forty-eight (48) hours from the time of notification to correct the imbalance. The imbalance can be corrected by utilizing one of the methods set forth in Section 3(b) above. If Shipper does not correct the imbalance within forty-eight (48) hours of notification, Transporter, by agreement or, as operator of the Third Party Storage Company, shall have the right to correct the imbalance by injecting into or withdrawing from Shipper's Third Party Storage Company inventory. Shipper shall be responsible for all charges applicable under Shipper's third party storage Service Agreement, plus any applicable transportation and storage charges incurred on Transporter's system. To the extent that Shipper's third party storage Service Agreement gas storage inventory is inadequate to correct the imbalance, Transporter shall avail itself of the provisions of Section 3(b)(4) above.

TPS RATE SCHEDULE
THIRD PARTY STORAGE TRANSPORTATION (Cont'd)

4. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 25A of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 4(b) below and specified in Shipper's TPS Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's TPS Service Agreement.

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge per Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

(4) Surcharges. The surcharges applicable to this Rate Schedule.

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's TPS Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's TPS Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions.

5. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof, with the exception of Sections 18, 38, 39, 43 and 46.

NTS-S RATE SCHEDULE
SUMMER HOURLY NO-NOTICE TRANSPORTATION SERVICE

1. AVAILABILITY

Service under this Rate Schedule is available from Columbia Gas Transmission Corporation (Transporter) to any Shipper, provided that (i) Transporter has sufficient facilities and transportation and storage capacity available to receive gas from or on behalf of Shipper and deliver gas to or for Shipper, (ii) Transporter has awarded capacity to Shipper under the provisions of Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions or through construction of facilities, (iii) Shipper has executed an NTS-S Service Agreement with Transporter, (iv) Shipper complies with the provisions of this Rate Schedule and with all other applicable provisions of this Tariff, and (v) Transporter has not entered into an NTS-S Service Agreement with any other shipper at that delivery point.

2. APPLICABILITY AND CHARACTER OF SERVICE

(a) Service provided under this Rate Schedule shall be performed under Subpart G of Part 284 of the Commission's Regulations. Subject to the limitations set forth below, Transporter shall (i) receive scheduled quantities from or on behalf of Shipper and shall deliver thermally equivalent scheduled quantities, less Retainage, to or for Shipper, and (ii) shall provide a gas supply quantity pursuant to which Shipper may, subject to the limitations and conditions set forth below, nominate Scheduled Daily Delivery Quantities in excess of its Scheduled Daily Receipt Quantities.

(b) Service shall be provided on a firm basis and shall apply to all gas transported by Transporter for Shipper under this Rate Schedule up to the Maximum Hourly Quantity (MHQ) and up to the Maximum Daily Quantity (MDQ) set forth in Shipper's NTS-S Service Agreement. The MHQ shall be no less than 4.17 percent and no greater than 100 percent of the MDQ set forth in the Shipper’s NTS-S Service Agreement.

(c) Transporter shall not be obligated on any Day to accept gas in excess of the lesser of (i) Shipper's Transportation Demand plus Retainage, or (ii) Shipper's Scheduled Daily Receipt Quantity. Transporter also shall not be obligated on any Day to deliver more gas to Shipper than the limitations prescribed by this Section 2. Transporter shall not be obligated on any hour to accept gas in excess of Shipper's Hourly Transportation Demand plus Retainage. Transporter also shall not be obligated during any hour to deliver more gas to Shipper than the limitations prescribed by this Section 2. For the purpose of balancing any imbalances in Shipper's account, Shipper may deliver or take quantities in excess of the above limitations in accordance with the provisions of Section 6 (Nominating, Scheduling, and Monitoring) and Section 7 (Capacity Allocation) of the General Terms and Conditions.

(d) Shipper shall have the ability in its valid request for service to request firm service for multiple sequential summer seasons.

(e) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to differing levels of MHQ and Transportation Demand for specified periods within the same Service Agreement. For each Service Agreement(s) executed in accordance with this Section 2(e), each of the varying volumes of MHQ and Transportation Demand will be specified in Appendix A to the Service Agreement.

(f) Service provided under this Rate Schedule shall (i) have the priority specified in Section 7 (Capacity Allocation) of the General Terms and Conditions, (ii) be subject to interruption to the extent provided in this Rate Schedule or in Section 16 (Interruptions of Service) of the General Terms and Conditions, and (iii) be subject to operational flow orders to the extent provided in this Rate Schedule or in Section 17 (Operational Flow Orders) of the General Terms and Conditions.

(g) As of the date Shipper begins receiving service under this Rate Schedule, Shipper shall have

a beginning Gas Supply Quantity (GSQ) balance of zero. Shipper may draw upon its GSQ up to a negative balance established at twice the Transportation Demand specified in Shipper's NTS-S Service Agreement, as set forth below. As Shipper takes gas under its GSQ (GSQ Draws), Shipper's remaining available GSQ quantities shall be reflected in a cumulative daily balance (GSQ Balance) arrived at by (i) subtracting from Shipper's current GSQ Balance Shipper's GSQ Draws on that Day, and (ii) adding to the resulting figure any quantities (less Retainage) received by Transporter on that Day for replenishment of Shipper's earlier GSQ Draws.

NTS-S RATE SCHEDULE
SUMMER HOURLY NO-NOTICE TRANSPORTATION SERVICE (Cont'd)

(h) Unless otherwise designated by Shipper when scheduling service under this Rate Schedule in conjunction with service under Rate Schedules FSS or SIT, on any Day that Shipper has a GSQ Balance equal to or less than zero, but greater than a negative balance not exceeding twice the Shipper's Transportation Demand, Shipper shall be deemed to have made a GSQ Draw to the extent that its actual deliveries under this Rate Schedule, as determined in accordance with Section 8 (Meter Allocations) of the General Terms and Conditions, exceed Shipper's Scheduled Daily Receipt Quantity, less Retainage. Shipper's GSQ Draws may not (i) on any Day exceed Shipper's then current GSQ Balance, or Shipper's Transportation Demand, or (ii) in the aggregate exceed Shipper's GSQ. If Shipper's GSQ Balance exceeds a negative number that is two times the Transportation Demand specified in Shipper's NTS-S Service Agreement, Shipper shall not take and Transporter shall not be obligated to deliver quantities in excess of the lesser of (i) Shipper's Scheduled Daily Delivery Quantity, or (ii) the quantities actually received by Transporter for Shipper, less Retainage.

(i) Shipper shall tender to Transporter under this Rate Schedule quantities of gas sufficient to replace any GSQ Draws, and thereby fully replenish its GSQ to reach a GSQ balance of zero, no later than the last Day of the Month immediately following the Month in which the GSQ Draws were taken. Such replenishment gas shall be scheduled under Shipper's applicable transportation Service Agreement as "GSQ Replenishment." Unless otherwise designated by Shipper when scheduling service under this Rate Schedule in conjunction with service under Rate Schedules FSS or SIT, Shipper shall be deemed to have replenished its GSQ to the extent that its actual deliveries under this Rate Schedule, as determined in accordance with Section 8 (Meter Allocations) of the General Terms and Conditions, are less than Shipper's Scheduled Daily Receipt Quantity, less Retainage. If Shipper's GSQ Draws are not replaced in a timely manner, the penalty provisions under this Rate Schedule shall apply.

(j) Shipper shall not under any circumstances be permitted to schedule or tender to Transporter, and Transporter shall not be obligated to receive, quantities of gas that would cause Shipper's GSQ Balance to exceed its GSQ.

(k) An NTS-S Service Agreement may be released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Any such released NTS-S capacity shall be treated as if it is capacity released under Transporter's FTS Rate Schedule, and the NTS-S service rights assigned shall not include a Gas Supply Quantity (GSQ) as under this Rate Schedule, unless (i) otherwise agreed by Transporter, or (ii) the release has the same primary delivery point(s) as the releasing Shipper's NTS-S Service Agreement. Service to a replacement shipper under any such release and assignment shall be subject to the provisions set forth in this Rate Schedule and in the applicable General Terms and Conditions. Such assignments shall not relieve a releasing Shipper from its obligation to replenish its GSQ Draws on a timely basis, as required by Section 2(j) of this Rate Schedule.

(l) Transporter and Shipper may mutually agree on a not unduly discriminatory basis to (i) different termination dates for specified volumes of Transportation Demand within the same Service Agreement and/or (ii) combine service agreements under this Rate Schedule into a single Service Agreement under this Rate Schedule with different termination dates for specified volumes of Transportation Demand. Transporter and Shipper may mutually agree to combine Service Agreements only to the extent that the individual Service Agreement's rates, terms, and conditions can be distinctly maintained and will not be altered by the combination. For each Service Agreement(s) executed in accordance with this Section 2(l), each of the varying termination dates and associated volumes of Transportation Demand will be set forth on a separate

Appendix A to the Service Agreement applicable to service pursuant to this Rate Schedule. Each component with a different termination date for a specified volume of Transportation Demand within the same Service Agreement and reflected in a separate Appendix A will be regarded as a single Service Agreement for purposes of Shipper's exercise of any right of first refusal under the provisions of Section 4 of the General Terms and Conditions of Transporter's Tariff. In the event of a constraint or other occurrence that precludes combined nominations or allocations, Transporter may advise Shippers under such combined Service Agreements that capacity must be nominated separately, and is subject to separate allocation, pursuant to the terms of each separate Appendix A of the Service Agreement. Each Appendix A of the combined Service Agreements will be identified by its original contract number or such other identification convention determined to be applicable by Transporter.

NTS-S RATE SCHEDULE
SUMMER HOURLY NO-NOTICE TRANSPORTATION SERVICE (Cont'd)

3. SCHEDULING

(a) The scheduling provisions set forth in this Section are in addition to applicable provisions of Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions.

(b) Service under this Rate Schedule is offered on a no-notice basis. Within the limits of its current GSQ Balance, a Shipper under this Rate Schedule may change its Scheduled Daily Delivery Quantities and Scheduled Hourly Delivery Quantities at any time during the Day, provided that Shipper, through Transporter's EBB, shall provide the earliest possible advance notice of such changes to Transporter's Gas Controller and provided that such daily and hourly quantities do not exceed the MDQ and MHQ set forth in Shipper's NTS-S Service Agreement. In no event shall such notice be given by Shipper later than one hour after Transporter's posting of deliveries for the final hour of that Day.

4. OPERATING CONDITIONS

In addition to the limitations and requirements set forth in applicable provisions of the General Terms and Conditions, Transporter reserves the right to restrict or preclude the availability of Shipper's GSQ quantities at any secondary delivery point if capacity is not available to deliver such quantities at those points.

5. RATE

(a) The charges to be paid by Shipper, as set forth in paragraph (b) below, shall be no higher than the applicable total effective maximum charges and no lower than the applicable total effective minimum charges set forth in the currently effective Sheet No. 25 of this Tariff, unless otherwise mutually agreed to by Transporter and Shipper with respect to the charges identified in Section 5(b) below.

(b) For all service rendered under this Rate Schedule, Shipper each month shall pay Transporter the charges set forth below, unless otherwise mutually agreed to by Transporter and Shipper and specified in Shipper's NTS-S Service Agreement.

(1) Reservation Charge. The maximum Reservation Charge for each Month, assessed on each Dth of Transportation Demand specified in Shipper's NTS-S Service Agreement times 24 divided by the quotient of the MDQ divided by the MHQ as specified in the following formula:
.

NTS-S = NTS x (24/ EPF) where:

NTS-S = NTS-S Reservation Fee
NTS = Applicable NTS Reservation Fee
24 = Number of hours in a Gas Day
EPF = Expedited period of gas flow in hours corresponding with the shipper's accelerated flow rate, expressed in as the equation of: Maximum Daily Quantity (MDQ) under the NTS-S Agreement divided by the Maximum Hourly Quantity (MHQ) under the NTS-S Agreement

(2) Commodity Charge. The maximum Commodity Charge per Dth of gas actually delivered each Day during the Month to or for the account of Shipper.

(3) Overrun Charge. The applicable Overrun Charge specified in Shipper's NTS-S Service Agreement on each Dth of gas actually delivered on any Day during the Month in excess of Shipper's Transportation Demand.

(4) Surcharges. The surcharges applicable to this Rate Schedule.

(5) Processing Charge. If applicable under Section 25.3 of the General Terms and Conditions, the Processing Charge per Dth of gas processed by Transporter in its gas processing facilities.

NTS-S RATE SCHEDULE
SUMMER HOURLY NO-NOTICE TRANSPORTATION SERVICE (Cont'd)

(c) The charges and surcharges described above are subject to adjustment in accordance with the procedures set forth in the General Terms and Conditions.

(d) The Reservation Charge shall apply as of the date service is deemed to commence by the terms of Shipper's NTS-S Service Agreement.

(e) In addition to collecting the applicable charges and surcharges, Transporter shall retain from the gas tendered for transportation, including quantities tendered for replenishment of GSQ Draws, the effective Transportation Retainage Percentage set forth in the currently effective Sheet No. 44 of this Tariff, unless otherwise negotiated by Transporter and Shipper, and specified in Shipper's NTS-S Service Agreement. That Transportation Retainage Percentage shall be subject to adjustment in accordance with Section 35 (Retainage Adjustment Mechanism) of the General Terms and Conditions. Transporter shall not assess Transportation Retainage on GSQ Draws.

6. PENALTIES

(a) The penalties set forth in this Section are in addition to applicable penalties set forth at Section 19 (Penalties) of the General Terms and Conditions.

(b) If Shipper, during a given Month, does not deliver to Transporter quantities of gas under this Rate Schedule sufficient to replenish Shipper's outstanding GSQ Draws to reach a zero balance during the immediately preceding Month, Shipper shall pay Transporter a penalty for each Dth of such unreplenished GSQ Draws, grossed up for the Retainage percentage applicable to Transporter's NTS-S Rate Schedule. The penalty shall be 120 percent of the Spot Market Price for the Month during which such quantities are replenished by Transporter. For purposes of this Section, "Spot Market Price" shall mean, for the applicable Month, the contract index price for gas delivered to "Columbia Gas Transmission Corporation, Appalachia", as reported in Inside FERC's Gas Market Report or successor publication. Upon payment of such penalty, Shipper's GSQ Balance shall be restored to the extent of the quantities underlying the penalty payment, less Retainage.

(c) For purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, any amount above 100 percent of the Spot Market Price, net of Transporter's costs, will be treated as a penalty revenue to be credited back to non-offending Shippers.

7. CONVERSION RIGHT

A Shipper under Rate Schedules FTS and OPT shall have a one-time, irrevocable right to convert all or a portion of its service entitlements under Rate Schedules FTS and OPT to an equivalent level of service entitlements under this rate schedule, provided that Shipper provides written notice to Transporter of its intent to convert at least 30 days from the effective date of this rate schedule. Such converting shipper shall have the right to retain its winter period (October 1 - March 31) OPT and/or FTS firm transportation capacity. Transporter will accommodate Shipper requests to exercise the one-time conversion right, subject to operational availability. Any such conversion must be at least revenue neutral, and Transporter reserves the right to deny conversion requests that would not be revenue neutral. After exercising such conversion right, a Shipper may not later return any of the converted service rights to service under the FTS or OPT Rate Schedules.

8. GENERAL TERMS AND CONDITIONS

All of the General Terms and Conditions are applicable to this Rate Schedule and are hereby made a part hereof.

SHEET NOS. 256 THROUGH 259, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE.

TABLE OF CONTENTS TO
GENERAL TERMS AND CONDITIONS

Section		Sheet No.
1	Definitions	265
2	Electronic Bulletin Board (EBB)	269
3	Requests For Service	275
4	Auctions of Available Firm Service	280
5	Service Agreement and Electronic Contracting	290
6	Nominating, Scheduling and Monitoring	295
7	Capacity Allocation	305
8	Meter Allocations	315
9	Operating Conditions	320
10	Billing and Payment	330
11	Flexible Primary and Secondary Receipt and Delivery Points	335
12	Maximum Daily Delivery Obligation at Delivery Points and Maximum Daily Quantity at Receipt Points	340
13	Delivery Pressure	345
14	Release and Assignment of Service Rights	350
15	Force Majeure	365
16	Interruptions of Service	370
17	Operational Flow Orders	380
18	Inventory Transfers	385
19	Penalties	390
20	Discounting	395

TABLE OF CONTENTS TO
GENERAL TERMS AND CONDITIONS (Cont'd)

Section		Sheet No.
21	Regulatory Fees	397
22	Possession of Gas	399
23	Warranty of Title to Gas	400
24	Warranty of Eligibility For Transportation	402
25	Gas Quality	405
26	Measurement	410
27	Construction of Facilities.	420
28	Schedules and Contracts Subject to Regulation and Revision	425
29	Notices	428
30	Complaint Resolution Procedure	430
31	Marketing Affiliate - Shared Personnel and Facilities	433
32	Curtailment	435
33	Gas Research Institute - General RD&D Funding Unit	443
34	Annual Charge Adjustment	445
35	Retainage Adjustment Mechanism (RAM).	448
36	Transportation Costs Rate Adjustment (TCRA)	452
37	Compliance with 18 CFR, Section 284.12	456
38	Recovery of Upstream Pipeline Supplier Billings of Order Nos. 500/528 Costs, Upstream Pipeline Order No. 636 Transition Costs, and Certain Other Upstream Pipeline Billings	458
39	Account No. 191 Reconciliation Mechanism	460
40	Segmentation Pooling	463

TABLE OF CONTENTS TO
GENERAL TERMS AND CONDITIONS (Cont'd)

Section		Sheet No.
41	Recovery of Stranded Account No. 858 Costs	465
42	Contract Demand Reduction Option	466
43	Storage Inventory Transfers	470
44	Reserved for Future Use	475
45	Electric Power Costs Adjustment (EPCA)	480
46	SFC Charge	483
47	Negotiated Rates	485
48	Offsystem Pipeline Capacity	487
49	Reimbursement of Sales and Use Taxes	488
50	Operational Purchases and Sales	489

SHEET NOS. 263 AND 264
ARE BEING
RESERVED FOR FUTURE USE

GENERAL TERMS AND CONDITIONS

1. DEFINITIONS

1.1 "Billing Month" shall mean the period elapsed between consecutive final monthly meter readings and, when referred to in terms of a calendar month, shall mean that calendar month in which the majority of the Billing Month occurs.

1.2 "Btu" shall mean the British thermal unit as defined by international standards.

1.3 "Business Day" shall mean Monday through Friday, excluding Federal Banking Holidays.

1.4 "Shipper" shall mean any person or entity receiving service under any of Transporter's Rate Schedule(s).

1.5 "Central Clock Time" (C.T.) shall mean Central Standard Time adjusted for Daylight Savings Time.

1.6 "Commission" shall mean the Federal Energy Regulatory Commission.

1.7 "Confirmations" shall mean the process of Transporter agreeing with Interconnecting Operators on quantities that should flow at a location based on nominations received by Transporter and the Interconnecting Operator. Related confirmation terms are:

(a) "Confirming Party" shall mean the entity that Transporter shall contact for confirmation of a quantity of gas with respect to a nomination at a location. Confirming Parties include Interconnecting Operators or upstream/downstream title holders.

(b) "Confirmation by Exception" (CBE) means that the Confirming Parties agree that one party deems that all requests at a location are confirmed by the other party (the CBE party) without response communication from that party. The CBE party can take exception to the request by so informing the other party within a mutually agreed upon time frame.

(c) "Explicit Confirmation" shall mean the requirement that the Confirming Party respond to a Request for Confirmation or initiate an unsolicited Confirmation Response. Absent mutual agreement to the contrary, Explicit Confirmation is the default confirmation methodology.

1.8 "Cubic Foot" and "Standard Cubic Foot" shall mean that quantity of natural gas that occupies one cubic foot of volume at the Volumetric Measurement Base defined in Section 26.2 of the General Terms and Conditions.

1.9 "Designated site" shall mean the electronic address used to contact an entity for EDI transmission.

1.10 "Dth (Dekatherm)" shall mean one million Btu. The standard quantity for nominations, confirmation and scheduling is dekatherms per gas day in the United States, and gigajoules per gas day in Canada and gigacalories per gas day in Mexico. (For reference 1 dekatherm = 1,000,000 Btu's; and 1 gigajoule = 1,000,000,000 joules; and 1 gigacalorie = 1,000,000,000 calories.) For commercial purposes, the standard conversion factor between dekatherms and gigajoules is 1.055056 gigajoules per dekatherm and between dekatherms and gigacalories is 0.251996 gigacalories per dekatherm. The standard Btu is the International Btu, which is also called the Btu(IT); the standard joule is the joule specified in the SI system of units.

1. DEFINITIONS (Cont'd)

1.11 "Electronic Bulletin Board" and "EBB" shall mean Transporter's computerized system for the posting, sending and receiving of notices and other communications under this Tariff.

1.12 "Electronic Notice Delivery" is the term used to describe the delivery of notices via Internet E-mail and/or EDI/EDM.

1.13 "EDI" shall mean electronic data interchange as defined by the standards established by the GISB and approved by the Commission, or Transporter defined data sets where no GISB standard exists.

1.14 "Elapsed-Prorata-Capacity" shall mean that portion of the capacity that would have theoretically been available for use prior to the effective time of the intraday recall based upon a cumulative uniform hourly use of the capacity.

1.15 "Elapsed-Pprorated-scheduled quantity" shall mean that portion of the scheduled quantity that would have theoretically flowed up to the effective time of the intraday nomination being confirmed, based upon a cumulative uniform hourly quantity for each nomination period affected.

1.16 "Electronic Measurement" shall mean that form of measurement consisting of flow computers or computerized Remote Terminal Units (RTUs), electronic transducers, and associated power, data communications, and other electronic equipment to accomplish the measurement of gas and transfer of data without the use of charts or other paper Recordings.

1.17 "Gas Day" or "Day" shall mean a period of 24 consecutive hours, beginning at 9:00 a.m. Central Clock Time, as adjusted for Daylight Savings Time, and the date of the Day shall be that of its beginning.

1.18 "General Terms and Conditions" shall mean the currently effective General Terms and Conditions set forth in Volume No. 1 of this Tariff.

1.19 "Heating Value" shall mean the gross heating value on a dry basis, which is the number of British thermal units produced by the complete combustion at constant pressure of the amount of dry gas (gas containing no water vapor) that would occupy a volume of one Cubic Foot at 14.73 psia and 60° F with combustion air at the same temperature and pressure as the gas, the products of combustion being cooled to the initial temperature of the gas and air, and the water formed by combustion condensed to the liquid state.

1.20 "Interconnecting Operator" shall mean the entity with physical control either upstream or downstream of Transporter's facility.

1.21 "Intra-day nomination" shall mean 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 that gas day.

1.22 "Market Areas" shall mean the geographic regions shown on the Market Area map and the accompanying descriptions and listing of delivery points within each such geographic region, as published on Transporter's EBB, as they each may be changed from time to time.

1.23 "Master List of Interconnections" or "MLI" shall mean the list of interconnections, including receipt and delivery points with third parties, aggregation points, and paper pools, eligible for transportation services as maintained by Transporter on its EBB on an ongoing basis.

1.24 "Maximum Hourly Quantity" shall mean the maximum hourly quantity of gas that Transporter shall be obligated to deliver to or for the account of Shipper pursuant to a Service Agreement under Rate Schedule NTS-S.

1.25 "Mcf" shall mean one thousand Cubic Feet of gas.

1.26 "Month" shall mean the period beginning at the start of the first Day of the calendar month and ending at the same hour on the first Day of the next succeeding calendar month.

1. DEFINITIONS (Cont'd)

1.27 "Negotiated Rate" shall mean "negotiated rate" as defined in accordance with Commission policy, with respect to the negotiation of rates, rate components, fees, charges, surcharges, credits, retainage percentages, or formula pertaining to the same, for service under a Rate Schedule. A Negotiated Rate: must be mutually agreed to by Transporter and Shipper; may be less than, equal to, or greater than or less than the Recourse Rate and/or the minimum rate; may be based on a rate design other than straight fixed variable; and may include a minimum quantity.

1.28 "Nomination Cycle" shall mean the timing and activities related to nominations, capacity allocation, confirmation and scheduled quantities. Nomination cycles are:

(a) "Timely Nomination Cycle" is 11:30 a.m. for nominations leaving control of the nominating party; 11:45 a.m. for receipt of nominations by the Transporter (including from Title Transfer Tracking Service Providers (TTTSPs)); noon to send Quick Response; 3:30 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 4:30 p.m. for receipt of scheduled quantities by Shipper and Interconnecting Operator (central clock time on the day prior to flow).

(b) "Evening Nomination Cycle" is 6:00 p.m. for nominations leaving control of the nominating party; 6:15 p.m. for receipt of nominations by the Transporter (including from TTTSPs); 6:30 p.m. to send Quick Response; 9:00 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 10:00 p.m. for Transporter to provide scheduled quantities to affected Shippers and Interconnecting Operators, and to provide scheduled quantities to bumped parties (notice to bumped parties), (central clock time on the day prior to flow). Scheduled quantities resulting from an Evening Nomination that does not cause another Shipper on the subject Transporter to receive notice that it is being bumped should be effective at 9:00 a.m. on next Gas Day; and when an Evening Nomination causes another Shipper on the subject Transporter to receive notice that it is being bumped, the scheduled quantities should be effective at 9:00 a.m. on next Gas Day.

(c) "Intraday 1 Nomination Cycle" is 10:00 a.m. for nominations leaving control of the nominating party; 10:15 a.m. for receipt of nominations by the Transporter (including from TTTSPs); 10:30 a.m. to send Quick Response; 1:00 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 2:00 p.m. for Transporter to provide scheduled quantities to affected Shippers and Interconnecting Operators, and to provide scheduled quantities to bumped parties (notice to bumped parties), (central clock time on the Gas Day). Scheduled quantities resulting from Intraday 1 Nominations should be effective at 5:00 p.m. on Gas Day.

(d) "Intraday 2 Nomination Cycle" is 5:00 p.m. for nominations leaving control of the nominating party; 5:15 p.m. for receipt of nominations by the Transporter (including from TTTSPs); 5:30 p.m. to send Quick Response; 8:00 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 9:00 p.m. for Transporter to provide scheduled quantities to affected Shippers and Interconnecting Operators (central clock time on the Gas Day). Scheduled quantities resulting from Intraday 2 Nominations should be effective at 9:00 p.m. on Gas Day. Bumping is not allowed during the Intraday 2 Nomination Cycle.

(e) For purposes of b, c and d above, “provide” shall mean, for transmittals pursuant to standards 1.4.x, receipt at Shipper’s or Interconnecting Operator’s designated site, and for purposes of other forms of transmittal, it shall mean send or post.

1.29 "OBA" shall mean Operation Balancing Agreement between two parties which specifies the procedures

for managing operating variances at an interconnect.

1.30 "Operational Flow Order (OFO)" shall mean an order issued to alleviate conditions, inter alia, which threaten or could threaten the safe operations or system integrity, of the transportation service provider's system or to maintain operations required to provide efficient and reliable firm service. Whenever Transporter experiences these conditions, any pertinent order shall be referred to as an Operational Flow Order.

GENERAL TERMS AND CONDITIONS (cont'd)
1. DEFINITIONS (Cont'd)

1.31 "Package ID" shall mean a way to differentiate between discrete business transactions.

1.30(a) "Permanent Release" shall mean a release where the releasing Shipper releases its capacity for the entire remaining term of its Service Agreement and Transporter and Shipper agree to terminate the releasing Shipper's Service Agreement, so that the releasing Shipper no longer has any liability to Transporter to pay for the capacity.

1.32 "Recording" and "Record" when used herein shall include:

(a) charts or other paper recordings, or

(b) any binary or other machine-readable representation of information stored in computer memory or other electronic device.

1.33 "Recourse Rate" shall mean the Total Effective Rate (maximum base tariff rate plus all applicable surcharges) set forth in this Tariff for service under the corresponding rate schedule.

1.34 "Retainage" shall mean the quantity of gas, expressed as a percentage of receipt quantities, Shipper must provide Transporter (in addition to quantities Transporter will deliver to Shipper) for company-use, lost and unaccounted-for quantities under any of Transporter's Rate Schedules that refer to such term.

1.35 "Scheduled Daily Delivery Quantity" shall mean the quantity of gas scheduled by Transporter pursuant to Section 6 (Nominating, Scheduling, and Monitoring) of the General Terms and Conditions for delivery by Transporter on a daily basis to or for the account of Shipper pursuant to each Service Agreement under any of Transporter's Rate Schedules that refer to such term.

1.36 "Scheduled Daily Receipt Quantity" shall mean the quantity of gas scheduled by Transporter pursuant to Section 6 (Nominating, Scheduling, and Monitoring) the General Terms and Conditions for receipt by Transporter on a daily basis for or on behalf of Shipper pursuant to each Service Agreement under any of Transporter's Rate Schedules that refer to such term.

1.37 "Segmentation Pool" ("SP") shall be the virtual location at which pooling for segmentation purposes occurs (designated as being west of Transporter's Lanham compressor station).

1.38 "Third Party Storage Company" shall mean a storage service provider with physical facility storage assets connected directly to Transporter's physical facilities.

1.39 "Transporter" shall mean Columbia Gas Transmission Corporation.

1.40 "Transporter Holiday" shall mean those annually sanctioned holidays of Transporter.

1.41 "Summer Season" shall mean the seven-month period commencing with the first Day of the April Billing Month of any year and ending with the last Day of the next succeeding October Billing Month.

1.42 "Total Firm Entitlement" or "TFE" shall mean the aggregate daily quantity of gas that Transporter is obligated to deliver to Shipper at its delivery points under Rate Schedules FTS, NTS, NTS-S, TPS, SST, and GTS, and under all firm X-Rate Schedules contained in Original Volume No. 2 of this Tariff.

GENERAL TERMS AND CONDITIONS (cont'd)
1. DEFINITIONS (Cont'd)

1.43 "Transportation Demand" shall mean the maximum daily quantity of gas that Transporter shall be obligated to deliver to or for the account of Shipper pursuant to a Service Agreement under any of Transporter's firm transportation service Rate Schedules.

1.44 "Transportation Quantity" shall mean the maximum daily quantity of gas that Transporter agrees to transport and deliver to or for the account of Shipper pursuant to a Service Agreement under any of Transporter's interruptible transportation service Rate Schedules.

1.45 "Utilization Factor" shall mean the factor calculated by dividing the saturated heating value of the gas by the square root of its specific gravity.

1.46 "Winter Season" shall mean the five-month period commencing with the first Day of the November Billing Month in any year and ending with the last Day of the next succeeding March Billing Month.

GENERAL TERMS AND CONDITIONS (Cont'd)

2. ELECTRONIC BULLETIN BOARD

2.1 In General. Transporter shall operate and make available to Shippers and other third parties, as set forth below, an interactive electronic communications system (Electronic Bulletin Board (EBB)) (also referred to by its trade name Columbia Navigator®). All Shippers of service under any of Transporter's Rate Schedules shall have the capability to make use of Transporter's EBB as required by this Tariff. The EBB shall be available to any party with compatible electronic equipment. All Shippers and parties making use of Transporter's EBB shall be bound by and comply with the procedures governing its use, as set forth in this Tariff and, for those Shippers or other parties utilizing electronic contracting through the EBB, in Section 5.7 of the General Terms and Conditions.

2.2 Operation.

(a) The EBB shall provide, among other things (i) a search function for locating all information concerning specific transactions, and (ii) a menu that shall enable parties to separately access notices of available capacity, records of each transaction entered in the transportation log, and standards of conduct.
Transporter will permit parties to download files from the EBB system so the contents can be reviewed in detail without tying up access to the system. Transporter will retain in an electronic format records of the information displayed on the EBB for no less than the preceding three years, and will permit parties reasonable access to those records.

GENERAL TERMS AND CONDITONS (Cont'd)

2.3 Communications.

(a) The EBB shall be used to communicate initial and revised gas transportation and storage schedules, confirmation of gas transportation nominations, amendments of interruptible receipt and delivery points under gas transportation service agreements, and any other data or notice required by this Tariff. After notice by Transporter, the following types of communication may be permitted: notices not previously required to be given through the EBB, service agreements and amendments, and such other communications as the parties may agree in writing. Where electronic communications are required by this Tariff, Transporter may waive the requirements and accept such communications in another acceptable form on a nondiscriminatory basis. Notices posted on the EBB that require action by another party within two business days, including notices to interruptible shippers, shall also be communicated by Electronic Notice Delivery.

(b) In the event of failure of all or part of the EBB system, communications ordinarily conveyed through the EBB shall, to the extent possible, be conveyed through a combination of Electronic Notice Delivery, telephonic or facsimile transmissions. Transporter will make available certain blank forms on its EBB that Shipper may print for use in case of a failure of Transporter’s EBB and Shipper may transmit those completed forms to Transporter by facsimile transmission. Shipper will be responsible for printing and saving the blank forms in advance of any EBB failure. In the event of failure of all or part of the EBB system, the forms Shipper shall transmit by facsimile transmission shall include: notices requiring action within two business days; requests for service not requiring open bidding; capacity releases made pursuant to an exempt transaction; executions of Service Agreements; and submissions of nominations. In the event of failure of all or part of the EBB system, the forms Transporter shall transmit by Electronic Notice Delivery or facsimile shall include: status reports, executed Service Agreements, invoices, and notices requiring action within two business days.

(c) In the event that certain EBB functions effectively cannot be replaced, Transporter will, by Electronic Notice Delivery, telephone or facsimile transmission, provide notice to Shippers of the suspension of that function pending restoration of EBB operations. The activities or functions to be suspended for the duration of any EBB failure shall include: bidding for Transporter's available capacity or released capacity; 24-hour turnaround times for contracting between Transporter and other parties, such as Replacement Shippers of released capacity; and current capacity information, balancing data, or other operational information.

GENERAL TERMS AND CONDITIONS (Cont'd)

2.4 Information Available. The EBB will permit parties to obtain:

(a) Information concerning the availability of capacity from Transporter for firm and interruptible transportation and storage services from each receipt point to each Market Area, and capacity available through capacity release from receipt points to delivery points. A map and descriptions of the Market Areas shall be posted on Transporter's EBB, together with a list of delivery points in each Market Area. Capacities posted on the EBB are not additive; any award of capacity may impact the capacity available from any other receipt point/Market Area combination;

(b) A listing of the points of receipt on Transporter's system from interconnects with upstream pipelines and from Appalachian Aggregation Areas as defined in the AS Rate Schedule, including the following information: (i) designation of point of receipt; (ii) location of point of receipt; and (iii) total firm capacity subscribed at the point; and

(c) Transporter's currently effective FERC Gas Tariff, Second Revised Volume No. 1.

(d) On-line Help through a feature that provides user support and can be accessed from all areas of the EBB.

2.5 Limitation. The EBB shall be employed by Shippers and other parties for the uses identified in this Section and elsewhere in this Tariff. To the extent other provisions of this Tariff prescribe that certain types of communications should be transmitted by the means other than the EBB, those specific provisions shall govern.

2.6 Relation to Other Provisions. Communications made in accordance with this Section shall satisfy the requirements of the Rate Schedules, Service Agreements, and General Terms and Conditions, as specified in this Tariff, and shall be binding upon the parties to the same extent as if transmitted by any other means permitted by such Tariff provisions. Nothing in this Section, however, shall operate to override any requirements elsewhere in this Tariff with respect to the need for any communications, or the deadlines for such communications. In the event any conflict exists between this Section and any other provision of this Tariff or of any Service Agreement, the latter provisions shall control.

2.7 Proprietary and Confidential Nature of Navigator. Columbia Navigator software and the information contained in Columbia Navigator is proprietary and confidential. Shipper shall not reproduce, disclose, or otherwise make available Columbia Navigator software, or any confidential information contained therein, to any other entity or individual. The Columbia Navigator software is a proprietary product of Transporter and is protected by Copyright Law. As provided at Section 2.11, the data conveyed through the EBB is not proprietary or confidential by reason of its transmission through the EBB, and enjoys no greater confidentiality than if communicated through another medium.

2.8 Access Requirements; Operations. Transporter's EBB will operate 24 hours per day, seven days a week, every week of the year. As noted in Section 2.1 above, access to the EBB shall be available to any party (i) that has compatible electronic equipment, and (ii) that complies with the provisions of this Tariff and, for electronic contracting purposes, with this Section and Section 5.7 of the General Terms and Conditions.

GENERAL TERMS AND CONDITIONS (Cont'd)

(a) Equipment. EBB users must have computer equipment, software and Internet service meeting the minimum standards established by the Gas Industry Standards Board and incorporated elsewhere in this Tariff. Transporter will operate a toll free telephone helpline answered 24 hours a day, to provide technical support.

(b) Access Procedure. Any party desiring to use Transporter's EBB may arrange to do so by contacting Transporter's Navigator Help Desk, making the request, and providing the name, address, and telephone number of the company and the designated contact person, and other information as may be required.

2.9 Warranty of Accuracy of Data. All parties using the EBB assume the responsibility that the data they transmit through the EBB are accurate and complete. Each such party further agrees that the party receiving data transmitted through the EBB may act in full reliance upon such data to the same extent that it could have had the data been delivered by any other means authorized under any Rate Schedule or Service Agreement.

2.10 Confidentiality. All communications received through the EBB, and any data contained therein, shall be subject to the same requirements of confidentiality, if any, applicable to such communications had they been made by any other means permitted under any Rate Schedule or Service Agreement.

2.11 Maintenance of Communication Link. Each party is responsible for maintaining an effective communication link with the Internet.

2.12 Determination of Receipt or Delivery of Transmissions. An EBB transmission shall be deemed to have been received when the transmission has been successfully received and time-stamped by Transporter's application (for electronic data interchange (EDI) transmissions) or by the EBB computer (for on-line transmissions).

2.13 Responsibility for Employees. Each party shall be responsible for the actions of its employees with respect to use of or access to Transporter's EBB. Each employee and agent shall be deemed to have authority to act on behalf of and to bind that party with respect to any communications and data in electronic transmissions initiated by that employee or agent.

GENERAL TERMS AND CONDITIONS (Cont'd)

2.14 Cost of Electronic Bulletin Board.

(a) Cost of Equipment. Each party shall provide and be responsible for its own costs for the data processing equipment it uses to send and receive electronic communications.

(b) Cost of EBB Services. Each party shall provide and be responsible for its own costs for accessing the Internet.

(c) Cost of Unauthorized Transmission. Use of the receiving party's designated site is limited to transactions permitted under this Tariff. No party may use another party's designated site for any other purpose unless otherwise expressly authorized under separate written agreement between the parties, including Transporter. If any party transmits to another party's designated site data not qualifying under this Tariff, the transmitting party will be liable to reimburse the receiving party for any direct costs incurred as a result of receiving any such unauthorized transmission.

2.15 Limitation on Access to Data. No party may obtain on its own initiative or otherwise any data from or relating to the other party except as specifically identified in this Section. In the event any party receives a transmission that the receiving party knows or should know is not directed to or intended for the receiving party, the receiving party shall immediately notify the transmitting party of such transmission and take such reasonable action as the transmitting party directs. In no event shall the receiving party utilize such information to the detriment of the transmitting party or any other party, or otherwise convey the substance of such transmission to any third party.

2.16 Security Breaches. Any Shipper or other party using the EBB agrees to notify Transporter promptly if there is any indication that a security breach may have occurred with regard to any electronic data interchange facilities or systems and to make any changes in passwords or other changes necessary to ensure the continued integrity of the EBB system. A security breach shall include, but not be limited to (i) loss of confidentiality of the other party's account name or account number for its designated site; (ii) termination of employment of any employee authorized to effect EBB communications; and (iii) loss of authority to effect EBB communications by any previously authorized employee. Transporter shall, to the extent possible, accommodate requests by Shippers to limit the access of designated employees or representatives of Shipper to designated portions of the EBB.

2.17 Responsibility for System Failure. Each EBB user shall bear the consequences of any failure in its own EBB-related equipment or system, and no such failure shall in any way affect the requirements under Transporter's Tariff or Service Agreements for communications, or the impact under the Tariff or Service Agreements of any failure by either party to make or receive such communications. The standards of liability applicable to the operation of the EBB equipment within Transporter's ownership and control shall be the same standards as are applicable to Transporter's other equipment and operations.

SHEET NO. 274 IS BEING
RESERVED FOR FUTURE USE

3. REQUESTS FOR SERVICE

3.1 Request for Service Form. Valid requests for new or increased levels of service under any of Transporter's Rate Schedules except Rate Schedule MS shall be made by submitting to Transporter a fully-completed Request for Service Form in the form included in this Tariff and by otherwise complying with all of the provisions of this Section 3. Requests for amended Service Agreements shall be made on a form provided or approved by Transporter. The completed request for amended Service Agreements shall be forwarded to Transporter through Transporter's EBB, or other method of delivery approved by Transporter. A Shipper or prospective Shipper seeking new or increased service from Transporter, including a prospective bidder for released capacity under the provisions of Section 14 of the General Terms and Conditions, is referred to as "Requestor" in this Section 3.

3.2 Approved Bidder List. Transporter shall maintain on the EBB an Approved Bidder List containing the names of the parties satisfying the conditions of this Section 3 and approved to bid for firm or interruptible service, including released capacity under the provisions of Section 14 of the General Terms and Conditions. A Requestor may not bid for service unless its name appears on the Approved Bidder List. The Approved Bidder List shall further reflect whether Requestor is eligible to enter into an agreement through electronic communications and otherwise complies with the requirements of Section 5.7 of the General Terms and Conditions. A Requestor may be removed from the Approved Bidder List if (i) Transporter later determines that such Requestor is no longer creditworthy, (ii) Requestor has contracted for the level of service for which it has been authorized, or (iii) the underlying credit data is more than twelve months old and has not been updated by Requestor.

3.3 Credit Data.

(a) Except as provided in Section 3.3(b), Requestor shall submit with its completed Request for Service Form the following credit evaluation data:

(1) a copy of Requestor's audited financial statements and financial reports for the previous two (2) fiscal year ends certified by the Chief Financial Officer or Chief Accounting Officer of the Requestor prepared in accordance with generally accepted accounting principles or, for non U.S. based Requestors, prepared in accordance with the equivalent standards. The certificate must state that the financial statements and financial reports fairly present the financial condition and results of operations of the Requestor for the period it covers;

(2) a copy of Requestor's most recent Annual Report and, if applicable, most recent Forms 10-Q and 10-K; provided that if Requestor has no Annual Report or Forms 10-Q or 10-K it must provide

(i) its financial statement for the most recent period available, which may be unaudited but if unaudited, must be signed and attested to by Requestor’s President and Chief Financial Officer as fairly representing the financial condition of the company;

(ii) any current filings with other regulatory agencies that discuss Requestor's financial condition; and

(iii) a detailed business description that includes Requestor's corporate form, the number of years or months it has been in business, the nature of its business, and the number of its employees;

(3) a list of Requestor's affiliates, including any parent and subsidiary companies;

(4) the names, addresses and telephone numbers of three trade references with whom Transporter may make reasonable inquiry into Requestor's creditworthiness, and copies of any available reports from credit reporting and bond rating agencies; The results of reference checks and any credit reports submitted must show that Requestor’s obligations are being paid on a reasonably prompt basis;

(5) names, addresses, and telephone numbers of bank references;

(6) disclosure of past or pending bankruptcy or other similar state or federal proceedings, outstanding judgments or pending claims or lawsuits that could affect the solvency of Requestor;

(7) written confirmation that Requestor is not operating under any chapter of the Bankruptcy Code and is not subject to liquidation or debt reduction procedures under State Laws, such as an assignment for the benefit of creditors, or any informal creditors' committee agreement. Transporter may make an exception for a Requestor who is a debtor in possession operating under Chapter XI of the Federal Bankruptcy Act if Transporter is adequately assured that the service billing will be paid promptly as a cost of administration under the Federal Court's jurisdiction;

(8) a list of owners and/or shareholders of Requestor, if Requestor is privately held; and

(9) any other data Requestor desires to submit that would assist Transporter in determining creditworthiness.

(b) Transporter may waive the requirements of all or any part of Section 3.3 on a nondiscriminatory basis. A Requestor that is an existing Shipper on Transporter's system shall not be required to provide the information required by Section 3.3(a) in order to make a new request for service, provided, however, that Transporter may require an existing Shipper to furnish any information necessary to make a creditworthiness determination with respect to that Shipper/Requestor's new request for service.

(c) In lieu of submitting all or any part of the data required by this Section 3.3, a Requestor that has submitted such data to Transporter within the past twelve months may certify that all or any part of such data has not changed in any manner material to creditworthiness and update items that have materially changed.

3.4 Advance Determination of Creditworthiness. A Requestor shall submit the data required in this Section 3, at least 15 business days before bidding for or requesting new or increased service for an advance determination of creditworthiness by Transporter.

3.5 Deficient Requests. Transporter shall promptly notify a Requestor whose request for service has been rejected because of Requestor's failure to satisfy the provisions specified in this Section 3. Such notice shall identify the deficiencies that must be corrected in order to make a valid request to Transporter.

3.6 Material Changes. If any information provided by Requestor pursuant to this Section materially changes, Requestor shall provide Transporter with prompt written notification of such changes. Requestor is required to provide written notice to Transporter within two (2) days of filing a report (other than an annual or quarterly report) with the Securities and Exchange Commission ("SEC") or other equivalent foreign regulatory body that Requestor is required to file as a result of a material event or corporate change affecting its financial condition. That notice shall include a general description of the nature and reason for the filing and to the extent that report is not available electronically, Requestor shall provide Transporter with a copy of the report. Requestors that are not subject to SEC reporting requirements, but have a parent that is, shall comply with respect to any such filings by their parent.

3.7 Denial of Requests. Transporter may reject any request for service from a Requestor that fails to meet Transporter's creditworthiness requirements unless Requestor provides assurance of payment as provided in Section 3.8 below. Where service is requested under rate schedules under which Requestor could use Transporter's gas, including Rate Schedules SIT, NTS, NTS-S, GTS, AS, IPP and PAL. Transporter may consider

the quantities which Requestor could owe Transporter and/or the value of any imbalance owed Transporter in
determining the level of service for which Requestor is creditworthy. Grounds for rejection shall include,
but shall not be limited to, Requestor's failure (a) to show that Requestor's obligations are being paid in
a timely manner, or (b) to provide reasonable assurance that Requestor will be able to continue to pay its
obligations in the future.

3.8 Assurance of Payment. If Transporter denies a request for service or does not approve the placement of Requestor's name on the Approved Bidder List due to a failure to satisfy Transporter's creditworthiness requirements, Requestor may obtain service or be placed on the Approved Bidder List if it provides Transporter with assurance of payment in the manner set forth at Section 9 (Operating Conditions) of the General Terms and Conditions and otherwise complies with the ongoing creditworthiness requirements set forth in Section 9. If Requestor fails to tender such assurance of payment within the time period set forth in Section 9.6(c) or such longer time period reasonably established by Transporter, Transporter may deny Requestor's request for service or reject any bid submitted by Requestor.

3.9 Execution of Service Agreement. Following the approval of a request for service and the award of service by Transporter, Transporter and Requestor shall enter into a new or amended Service Agreement under each appropriate Rate Schedule in accordance with the provisions of Section 5 of the General Terms and Conditions. If Requestor fails to execute such Service Agreement within 15 days after Transporter tenders it to Requestor, or within such other time period agreed to by Transporter or required by a specific provision of this Tariff, Requestor's request for service and Transporter's offer of service shall be void and of no further force or effect. Service shall not commence until Requestor returns or transmits an executed electronic or paper Service Agreement to Transporter in compliance with the provisions of the Tariff. Transporter may waive the provisions of this subsection on a nondiscriminatory basis.

3.10 Record Retention. Transporter shall maintain records of all valid requests for service and their disposition for a period of three years from the date of receipt of those requests. Transporter shall not disclose such information, including information relating to bids for service, other than pursuant to the provisions of this Tariff, a Commission proceeding or valid court order.

SHEET NOS. 278 AND 279
ARE BEING
RESERVED FOR FUTURE USE

4. AUCTIONS OF AVAILABLE FIRM SERVICE

This Section governs the manner in which requests for firm services shall be accommodated by Transporter when capacity is or becomes available, unless otherwise indicated in the applicable Rate Schedule.
With the exception of capacity referenced in Section 4.2(j)(i)(3), this Section applies to existing firm capacity that may become available and not to new pipeline capacity. Additional provisions governing auctions of service under specific Rate Schedules are set forth in individual Rate Schedules in this Tariff.

4.1 Circumstances Under Which Capacity Becomes Available.

(a) Termination of Short-Term Service Agreements. Upon the termination of any firm Service Agreement having a term of less than one year, the capacity associated with such terminated Service Agreement shall be made available for bidding under the procedures described at Section 4.2 below, provided that: (i) the capacity is not previously committed under the terms of this Tariff and (ii) facility capacity remains available.

(b) Continuing Service Under Certain Long-Term Agreements.

(1) Transporter shall notify Shipper in writing of the upcoming expiration or termination of any firm Service Agreement with a term of 12 or more consecutive months of service or any firm multi-year seasonal Service Agreement (a long-term Service Agreement) at the applicable Recourse Rate for that service, and will provide such notice at least 30 days before Shipper is obligated to notify Transporter of its intent to exercise its right of first refusal or other service continuation rights under the Service Agreement as described in paragraph (c)(2) below. Upon completion of the term of any long-term Service Agreement, Shipper shall have the right to continue receiving service under that long-term Service Agreement if that Service Agreement is at the Recourse Rate and (i) contains a provision that continues service absent notice of termination by Transporter or Shipper (an evergreen provision) and neither party has provided such notice, (ii) otherwise extends beyond that term according to its terms, or (iii) does not provide for pregranted abandonment and Shipper executes a new long-term Service Agreement at the Recourse Rate. If the above requirements are not satisfied at the termination date of the primary term of a long-term Service Agreement, service under that long-term Service Agreement (regardless of the origination date of that long-term Service Agreement) shall be subject to the termination and right of first refusal provisions set forth at paragraph (c) below.

(2) Prior to the expiration of the term of a Recourse Rate, discounted rate or negotiated rate long-term Service Agreement, Transporter and Shipper may mutually agree to renegotiate the terms of such agreement in exchange for Shipper's agreement to extend the use of at least part of its existing service under a restructured Service Agreement. Such restructured Service Agreements shall be negotiated on a case-by-case basis in a not unduly discriminatory manner. If the Service Agreement has a regulatory right of first refusal, Transporter and Shipper must reach the agreement to extend prior to initiation of the right of first refusal procedure pursuant to Section 4.1(c). To the extent that Transporter and Shipper mutually agree to such an arrangement, the requirements of Section 4.1(c)

shall
not be applicable.

(c) Termination of Long-Term Service Agreements; Exercise of Right of First Refusal.

(1)(a) If Shipper's long-term Service Agreement is at the applicable Recourse Rate for that service and does not extend according to its terms or otherwise continue as described at Section 4.1(b) above, or Shipper declines to extend the contract under the provisions described at Section 4.1(b) above, Shipper may continue service upon termination of that Service Agreement by (i) agreeing to match the highest value bid offered to Transporter for Shipper's firm service, or any portion (volume but not geographic portion) thereof, through the bidding process described at Section 4.2 below, and (ii) executing a new Service Agreement incorporating the new rate and term. This right of first refusal shall apply only to (1) firm Service Agreements with a term of 12 or more consecutive months of service at the applicable Recourse Rate for that service, or (2) firm multi-year seasonal Service Agreements at the applicable Recourse Rate for that service. Discounted long-term Service Agreements in effect as of the effective date of Order No. 637 (March 27, 2000) are grandfathered in that a right of first refusal shall apply only at the expiration of such Service Agreements; provided, a right of first refusal shall not apply to any new Service Agreement entered into, unless it has (1) a term of 12 or more consecutive months of service and is at the applicable Recourse Rate for that service, or (2) is a firm multi-year seasonal Service Agreement at the applicable Recourse Rate for that service. A "firm multi-year seasonal Service Agreement" as used in this Section 4 is a firm Service Agreement that has a multi-year term but does not provide for 12 consecutive months of service.

(b) Notwithstanding the provisions of Section 4.1(c)(1)(a), Columbia and its Shippers may mutually agree, on a not unduly discriminatory basis, to include in discount rate or negotiated rate firm Service Agreements that bear either a multi-year seasonal term or a term of 12 or more consecutive months of service, a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in this Section 4.

(c) A Shipper with a firm Service Agreement having multiple primary receipt and delivery points subject to a right of first refusal may exercise its right of first refusal with respect to the Service Agreement's Transportation Demand at only certain primary receipt and delivery point combinations in such Service Agreement and in the same rate zone, subject to satisfaction of Transporter's operational considerations based on pipeline configuration and design. GTC Section 12 addresses the adjustment to maximum daily delivery obligations (MDDOs) when a Shipper reduces its Service Agreement's Transportation Demand through the exercise of a right of first refusal. The highest rate that Shipper must match through the bidding process at Section 4.2 below if it wishes to continue such service is the Recourse Rate. This right of first refusal shall be deemed to be assigned where a Shipper holding such a right permanently releases and assigns all or a portion (volume but not geographic portion) of the capacity under that Service Agreement, regardless of the duration of that permanent release. Moreover, a Shipper releasing and assigning all or a portion (volume but not geographic portion) of the capacity may structure the release so as to transfer the right of first refusal for the duration of the release, even if that release and assignment is subject to a recall by Shipper that would terminate that release and assignment.

GENERAL TERMS AND CONDITIONS (Cont'd)

(2) If Shipper intends to exercise its right of first refusal as described at paragraph (1) above, Shipper shall notify Transporter through Transporter's EBB of that intent at least six months before the termination date of its Service Agreement.

(3) In the event that Shipper provides Transporter with a six-month notice of intent to exercise its right of first refusal, Transporter shall promptly post on its EBB the information described in Section 4.2 below, Transporter shall begin accepting bids from any prospective Shipper, for all or a portion (volume but not geographic portion) of the service rights under the existing Shipper's long-term Service Agreement, at least five months prior to the termination of such Service Agreement, and for the posting time periods set forth in Section 4.2(a) below.

(4) If Transporter receives an offer for all or a portion (volume but not geographic portion) of the service rights under Shipper's long-term Service Agreement, Transporter, within two business days after the last day for receiving offers, shall notify Shipper through the EBB of the offer having the greatest economic value to Transporter. For purposes of comparing the respective values of offers under this section, Transporter shall evaluate all bids in accordance with the criteria set forth at Section 4.2(c) below. If Shipper elects to match the offer, Shipper shall notify Transporter of such election through the EBB within 15 days after receiving Transporter's notice and shall execute a new Service Agreement matching the offer prior to the termination of the existing long-term Service Agreement. The highest rate that Shipper must match to continue such service is the Recourse Rate. If Shipper does not elect to match the offer within 15 days after receiving Transporter's notice, Shipper's right of first refusal will immediately terminate.

(5) If no acceptable offers meeting Transporter's minimum terms are received, Transporter will notify Shipper within two business days after the close of the capacity auction periods as set forth in Section 4.2(a) below. Shipper may, thereafter, consistent with the terms of this Tariff, continue to receive all or a portion (volume but not geographic portion) of its service (i) on a month-to-month basis or for such other term and rate agreed to by Transporter and Shipper, or (ii) at the applicable Recourse Rate for a term to be specified by Shipper. Shipper shall execute any new Service Agreement prior to the termination of the existing long-term Service Agreement. Shipper continuing service under either (i) or (ii) retains its right of first refusal on the portion continued, if it is under a Service Agreement with a term of 12 or more consecutive months of service, at the applicable Recourse Rate for that service, or is a firm multi-year seasonal Service Agreement at the applicable Recourse Rate for that service. If Shipper does not continue all or a portion (volume but not geographic portion) of its service pursuant to the provisions of (i) or (ii) above, within 20 business days following Transporter's two day notification period as described in this Section 4.1(c)(4) above, or such other period as may be mutually agreed to between Transporter and Shipper on a not unduly discriminatory basis, Shipper's right of first refusal will immediately terminate.

(6) If no acceptable offers satisfying Transporter's stated minimum terms are received, and no new long-term Service Agreement has been reached between Transporter and the Shipper holding the capacity under the expiring Service Agreement, Transporter shall post such capacity for an indefinite period as Generally Available Capacity. Transporter will post minimum price and other terms for such Generally Available Capacity, as described at Section 4.2 below. Transporter may change those

minimum price and other terms, or may withdraw the posting of such Generally Available Capacity, at any time prior to receipt of a bid satisfying the posted minimum terms for that capacity. Any such minimum price or other terms shall be subject to the same limitations applicable to other available capacity, as set forth in this Section 4.

(7) Transporter will accept Recourse Rate bids for posted Generally Available Capacity on a first-come, first-served basis. If Transporter receives an acceptable bid for such Generally Available Capacity that meets its stated minimum conditions but is at less than the Recourse Rate, Transporter will post that bid on its EBB for the posting periods set forth in Section 4.2(a) below. Any other competing bidder may obtain the capacity by submitting during the posting period a highest value bid (a bid that exceeds the value of the initial posted bid), as determined in accordance with the bid evaluation criteria set forth at Section 4.2(c) below.

(d) Termination of Other Long-Term Service Agreements.

(1) If a long-term Service Agreement is not continued by its own terms or by reason of the Shipper's exercise of its right of first refusal, such long-term Service Agreement shall be subject to pregranted abandonment unless otherwise specified in the Service Agreement and shall terminate as specified therein and Transporter shall have no further obligation to Shipper.

(2) Early Termination of Service Agreements. Transporter may, in a not unduly discriminatory manner agree with Shipper to terminate its Recourse rate, discounted rate or negotiated rate long-term Service Agreement prior to its expiration date. The situations in which Transporter may agree to terminate such a Service Agreement include, without limitation, the following:

(i) where Shipper responds to a solicitation for capacity release offers in a reverse open season for capacity requiring the construction of new facilities and the conditions set forth in the solicitation have been satisfied;

(ii) where Shipper agrees to pay an exit fee that is sufficient, taking into account the remaining term of the Service Agreement and the value and liquidity of the capacity subscribed under the Service Agreement being terminated or reduced, to make the termination or reduction financially beneficial to Transporter, in Transporter's reasonable judgment. Transporter may waive the exit fee where Shipper's Service Agreement provides for a discounted rate and Transporter concludes that the capacity subscribed there under would be sold at a higher rate for the full remaining term of the Service Agreement.

An agreement to terminate a Service Agreement hereunder shall not constitute a material deviation from the applicable form of Service Agreement.

system for firm services under the circumstances set forth in Section 4.1 above or otherwise, such capacity
shall be made available for bidding provided that it is not previously committed and capacity remains available.

by Transporter on its EBB for at least the following periods:

five but less than twelve months; and

term of less than five months.

daily and other applicable quantity of service available from each receipt point to each Market Area; (ii) the
Recourse Rate as set forth in this Tariff; (iii) any applicable restrictions; (iv) whether the capacity is
subject to an existing right of first refusal; (v) any minimum price or other terms applicable to the capacity;
and (vi) the date when bids are due to Transporter. The due date set by Transporter for bids shall be in
accordance with the posting periods set forth above in this Section 4.2(a).

preceding bid, for all or any portion of the capacity or term of service made available by Transporter. Such
bids shall be submitted electronically through Transporter's EBB and shall be displayed by Transporter on the
EBB, without revealing the identity of the bidder, during the bidding period. Bidder shall specify the monthly
reservation charge (or other firm or demand charge(s), if applicable, herein referred to collectively as
Reservation Charge) it is bidding for the service. Bidder also shall provide to Transporter a valid request for
service fully complying with Section 3 (Requests for Service) of the General Terms and Conditions. The price bid
for the monthly reservation charge shall be expressed per Dth and shall be expressed to the nearest thousandth
of one dollar ($0.000). The bid shall not exceed the then-effective Maximum Base Reservation Charge for the
applicable service set forth in this Tariff. In addition to the bid price, Bidder shall pay all applicable
commodity charges, demand and commodity surcharges and any other applicable charges, as they may be adjusted
from time to time by Transporter. Transporter shall have the right to reject any bids that: (i) are for a rate
that is less than the minimum rate stated in Transporter's posting of that capacity; (ii) do not satisfy any of
the other terms specified in the posting; or (iii) include conditions or provisions that Transporter determines,
in its reasonable discretion, to be unacceptable.

Area to serve the precise delivery point(s) within the Market Area requested. If Market Area capacity
is not available, Transporter shall reject the bids and advise Shipper.

taking into account the price and term offered. Transporter shall use the current Commission-approved
interest rate in calculating the net present value of bids, with the current value of any future
service commencement date bids reduced by the time value of the delay in the receipt of revenue.
Capacity shall be awarded, as set forth in paragraph (d) below, based on the acceptable highest value
of the bids offered to Transporter calculated in accordance with this Section. Transporter shall
publish the winning bids on its EBB.

GENERAL TERMS AND CONDITIONS (Cont'd)

(d) Awarding Capacity; Pro Rata Awards To Equal Bidders. Consistent with the bid assessment criteria set forth in paragraph (c) immediately above, Transporter shall award capacity: (i) first to an existing capacity holder that exercises a right of first refusal to match the highest value bid; provided that the highest rate that such holder must match is the Recourse Rate ; and (ii) then to the bidder submitting the highest value bid or if two or more bidders submit equal acceptable highest value bids then pro rata to all bidders that submitted equivalent highest value bids based upon daily quantities requested.

(e) Binding Nature of Bids. All bids are binding; provided, however, that a bidder may decline to accept a pro rata allocation of capacity resulting in an award of less than the full capacity requested if such Shipper notifies Transporter of that decision through Transporter's EBB within one hour of Transporter's notice to that Shipper of the pro rata allocation. Otherwise, if a successful bidder fails to execute a Service Agreement within 15 days after such Service Agreement is tendered by Transporter, (or such later date established by Transporter through notice to Shipper), Transporter will then award the capacity to the next acceptable bidder on the basis of the highest net present value, as described in this Section. Shippers failing to return such Service Agreement shall be removed from Transporter's Approved Bidders List for six months, or less than six months if agreed to in writing by the Transporter. Nothing herein shall restrict Transporter from pursuing any other remedies it may have against a Shipper failing to execute and return a Service Agreement tendered by Transporter. If Transporter finds no other bid acceptable, the capacity shall be posted again and thereby made available for a new round of bids.

(f) Adjustment to Bid Rate. When the rate bid by a Bidder is at least for the Maximum Base Reservation Charge, that bid rate shall be subject to adjustment in accordance with the procedures of this Tariff and of the Commission, unless otherwise clearly stated in the Service Agreement. When the rate bid by a Bidder is lower than the Maximum Base Reservation Charge, that bid rate shall be subject to adjustment in accordance with the procedures of this Tariff and of the Commission by an amount proportionate to the increase or decrease in the Maximum Base Reservation Charge, unless otherwise clearly stated in the Service Agreement.

(g) Bona Fide Offers. All bids submitted for capacity pursuant to this Section must be bona fide offers, and must be submitted electronically through Transporter's EBB or as otherwise set forth in this Tariff. All Service Agreements entered into as a result of such bids must reflect an arms length transaction between the bidder and Transporter.

(h) Relation to Section 11 of the General Terms and Conditions. With regard to the newly available capacity subject to bidding under the terms of this Section, acceptable bids under this Section that satisfy Transporter's stated minimum terms and conditions shall have priority over any potential claims for that capacity under the flexible receipt and delivery point authority described at Section 11 (Flexible Primary and Secondary Receipt and Delivery Points) of the General Terms and Conditions.

(i) Reserved Capacity. Transporter may elect to reserve for future expansion projects any unsubscribed capacity or capacity under expiring or terminating service agreements where such agreements do not have a right of first refusal or shipper does not exercise its right of first refusal ("Available Reservation Capacity"). If Transporter elects to reserve Available Reservation Capacity, it will notify shippers of its intent as part of Transporter’s posting of the Available Reservation Capacity under this Section 4.2(i) (Reserved Capacity) of the General Terms and Conditions. Available Reservation Capacity may be reserved for up to one year prior to the Transporter filing for Natural Gas Act Section 7(c) certificate approval for construction of the proposed expansion and thereafter until such expansion is placed into

service. Transporter may only reserve Available Reservation Capacity for a future expansion project for which an open season has been held or will be held within one (1) year of the date that Transporter posts such Available Reservation Capacity as being reserved. Any Available Reservation Capacity reserved under this Section 4.2(i) shall be made available for transportation service pursuant to Transporter's General Terms and Conditions on a limited-term basis up to the in-service date of the expansion project(s). Transporter reserves the right to limit any extension rights provided in the service agreements and pursuant
to Section 4.1 of the General Terms and Conditions governing rights of first refusal commensurate with the
proposed in-service date of the expansion project.

Prior to reserving Available Reservation Capacity for future expansion projects, Transporter shall first make such capacity generally available to any Shipper or potential Shipper by posting such Available Reservation Capacity for bidding through an open season for a time period of at least five (5) business days. This Available Reservation Capacity open season posting shall contain the posting information required by General Terms and Conditions Section 4.2(a)(i) - (vi) and shall conform to the bidding and capacity award procedures of General Terms and Conditions Sections 4.2(b) - (g). When the Available Reservation Capacity open season is held prior to the expansion project open season, Transporter shall have the right to state in the Available Reservation Capacity open season posting minimum terms and conditions for bids that would be acceptable for consideration that are the same as the minimum terms and conditions anticipated for the future expansion project open season. In the event that the subsequent expansion project open season imposes minimum terms and conditions that are materially different from the terms and conditions imposed in the previous Available Reservation Capacity open season, Transporter shall hold another open season for the Available Reservation Capacity that uses the same minimum terms and conditions as were imposed for the expansion project open season. If the expansion project open season is held prior to or during the Available Reservation Capacity open season, Transporter shall use the same minimum terms and conditions as used for the expansion project open season.

Available Reservation Capacity may only be reserved in the 12-month period prior to the filing of the certificate application. Any Available Reservation Capacity reserved pursuant to this Section 4.2(i) for an expansion project that does not go forward because Transporter does not file any required application with the Commission within one year from such reservation date, or because Transporter ultimately does not receive authorization, shall be posted as generally available within 30 days of the date the capacity becomes available subject to then existing commitments for the capacity.

Transporter postings for reserved Available Reservation Capacity shall include the following information: (a) a description of the expansion project for which the capacity will be reserved; (b) the total quantity of capacity to be reserved; (c) the location of the proposed reserved capacity on the pipeline system; (d) whether, and if so, when Transporter anticipates that an open season for the capacity will be held or it will otherwise be posted for bids under the expansion; (e) the projected in-service date of the expansion projects; and (f) on a rolling basis, how much of the reserved capacity has been sold on a limited-term basis. Transporter shall make reasonable efforts to update the reservation posting to reflect material changes in the expansion project up to the in-service date of the expansion project. The reservation posting shall also include a non-binding solicitation (or reverse open-season) for turnback capacity from Transporter's existing shippers to serve the expansion project, provided that Transporter shall post the non-binding solicitation for turnback capacity no later than 90 days after the close of the expansion project open season.

(j) Future Sale of Capacity Procedures.

(i) Transporter may conduct an open season to sell the following types of capacity with a service commencement date that begins immediately or at anytime in the future: (1) any unsubscribed capacity; (2) any capacity under expiring or terminating service agreements where such agreements do not have a right of first refusal or shipper does not exercise its right of first refusal; or (3) any capacity that becomes available due to modification, construction, or acquisition of facilities in accordance with the Commission's blanket certificate regulations (collectively "Available Sale Capacity").

(ii) If Transporter conducts an open season, it will post notice of availability of the "Available Sale Capacity" on its EBB for at least five (5) Business Days to afford all potential shippers an opportunity to acquire the capacity. Any potential shippers wishing to acquire the "Available Sale Capacity" may participate in the open season and may request an immediate or any future service commencement date. Transporter will award the "Available Sale Capacity" on a net present value basis consistent with Section 4.2(c)(2) of these General Terms and Conditions.

(iii) If Transporter sells "Available Sale Capacity" pursuant to this subsection (j) with a future service commencement date, the capacity that has been sold will be made available to other shippers on an interim basis up to the commencement date of the prospective firm transportation service agreement. The provisions of General Terms and Conditions Section 4.2(a) – (h) will apply to the sale of capacity on an interim basis. Where the requested service commencement date extends more than one year into the future and the interim capacity would otherwise be eligible for the right of first refusal provided in the service agreements and/or pursuant to General Terms and Conditions Section 4.1 governing rights of first refusal, Transporter will limit the right of first refusal rights associated with that interim capacity commensurate with the future service commencement date. If right of first refusal rights are limited, the transportation service agreement will note the limitation.

SHEET NOS. 284 THROUGH 289, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

5. SERVICE AGREEMENT AND ELECTRONIC CONTRACTING

5.1 Form of Service Agreement. Shipper shall enter into a contract with Transporter under Transporter's applicable standard Form of Service Agreement or Assignment Agreement prior to receiving service from Transporter under any Rate Schedule; provided, however, that a Service Agreement between Transporter and Shipper that was in effect on the effective date of this Tariff shall remain in effect until it is replaced, superseded, terminated, or expires by its own terms, and shall be considered as an executed Service Agreement to the extent that its provisions are not superseded by or in conflict with the provisions of this Tariff. Shippers with new levels of service shall execute new Service Agreements. As used in this Tariff, "Service Agreement" shall include Assignment Agreements unless otherwise specified.

5.2 Term. The period of time to be covered by the Service Agreement (but not including Assignment Agreements) shall be determined (i) by agreement between the parties or (ii) in accordance with the auction procedures set forth at Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions. Where the Service Agreement supersedes or cancels an existing Service Agreement, however, Transporter may require that the term of the Service Agreement shall be not less than the unexpired portion of the term contained in the Service Agreement to be superseded or canceled. The term of an Assignment Agreement shall be determined in accordance with the provisions of Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions.

5.3 Quantity Obligations and Requirements. The quantities of gas to be sold, transported, injected, withdrawn or stored by Transporter shall be set forth in the applicable Service Agreement.

5.4 Successors and Assigns. Any company that succeeds by purchase, merger, or consolidation to the gas properties of Transporter or of Shipper substantially as an entirety, and any Affiliated Successor in Interest that acquires from Transporter the properties of Transporter used in interstate commerce in rendering service to Shipper, shall be entitled to the rights and shall be subject to the obligations of its predecessor in title under the Service Agreement. Shipper, Transporter, and their successors may assign or pledge the Service Agreement under the provisions or any mortgage, deed of trust, indenture or similar instrument that it has executed or may execute hereafter; provided, however, that such mortgage, deed of trust, indenture or similar instrument shall cover the properties of such party as an entirety unless such party is an Affiliated Successor in Interest as described above. Otherwise no party shall assign the Service Agreement or any of its rights thereunder unless it first shall have obtained in writing the consent thereto of the other party; provided, however, that Shipper may release and assign service rights contracted for under such Service Agreement pursuant to the conditions, and subject to the limitations, of Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions. Any direct or indirect assignment of service rights by Shipper under this paragraph shall be made in good faith and not for the purpose of avoiding the requirements of Section 14.

5.5 Waiver of default. No waiver by either party of any one or more defaults by the other in the performance of any provisions of the Service Agreement shall operate or be construed as a waiver of any future default or defaults, whether of a like or different character.

GENERAL TERMS AND CONDITIONS (Cont'd)

5.6 Choice of Law. Unless otherwise specifically stated in the Service Agreement, interpretation of the provisions of all Service Agreements or other agreements entered into between Shipper and Transporter, including any provisions of this Tariff related to such agreements, and any disputes arising from such agreements, shall be governed by the law of the State of West Virginia.

5.7 Electronic Contracting Agreement.

(a) In General. Transporter and Shipper may, and when required by the Tariff shall, enter into new or amended Service Agreements or Assignment Agreements by electronic communications through Transporter's Electronic Bulletin Board (EBB). Transporter and Shipper may also by mutual agreement enter into any other contract through electronic communications. Service Agreements, Assignment Agreements pursuant to Section 14 (Release and Assignment of Service Rights) and other agreements are collectively referred to as "Contracts" in this Section 5.7. The consummation of Contracts electronically shall be governed by the provisions of this Section 5.7 and the Electronic Contracting Agreement.

(b) When Required. Shipper shall be required to enter into a Contract electronically if Shipper desires to commence service within five business days after a contract is awarded.

(c) Prerequisites. Requestor shall not be eligible to enter into a Contract electronically until Requestor (i) has been placed on Transporter's Approved Bidder's List in accordance with Section 3.2 of the General Terms and Conditions and (ii) has executed and submitted to Transporter an Electronic Contracting Agreement in the form contained in this Tariff. Requestor shall execute the Electronic Contracting Agreement in duplicate by original handwritten signature(s) on paper and forward it to Transporter via mail or other delivery service at least 15 business days in advance of bidding for or requesting a Contract. The requirement in this Section 3.2 of timely submission of an executed Electronic Contracting Agreement may not be satisfied by facsimile transmission of an executed document, or any other method that results in Transporter receiving only a copy of a signature. Upon receipt of the executed Electronic Contracting Agreement, the Approved Bidder List shall be updated to reflect Requestor's eligibility to enter into Contracts electronically.

(d) Documents; Standards. Transporter and Shipper may, and when required by the Tariff shall, electronically transmit to or receive from the other party any of the electronic forms (including Contracts) listed by Transporter, currently or in the future, on the Transaction List posted on Navigator, (collectively "Documents"). Any transmission of data that is not a Document shall have no force or effect between the parties unless justifiably relied upon by the receiving party. All Documents shall be transmitted in accordance with the standards set forth in the EBB User's Guide, as it may be amended or supplemented from time to time by Transporter.

(e) Signatures. Transporter shall adopt as its signature an electronic identification, and Transporter shall furnish to Subscriber one or more unique electronic identifications (User Identification and Password), consisting of symbol(s) or code(s), which are to be electronically affixed to or placed in each Document transmitted by such party ("Signatures"). The employee(s) or officer(s) designated by Subscriber in Appendix A of the Electronic Contracting Agreement shall perform the contracting function for Subscriber and thereby legally bind Subscriber to any Contract with Transporter by use of that person's assigned User Identification and Password. By entering into the Electronic Contracting Agreement, Subscriber

represents and warrants that (i) the employee(s) or officer(s) identified in Appendix A thereof have been duly and legally authorized to enter into and execute Contracts electronically on behalf of Subscriber, and (ii) all other persons designated by Subscriber to receive a User Identification and Password have been duly authorized to send and receive Documents other than Contracts. The Signature of a party affixed to or contained in any transmitted Document shall be irrebuttable proof that such party originated such Document.

Neither party shall disclose to any unauthorized person the Signatures of the other party.

GENERAL TERMS AND CONDITIONS (Cont'd)

(f) Security Procedures. Each party shall be responsible for ensuring that all electronic executions with Signatures and all transmissions of Documents are authorized, and for protecting its business records and data from improper access. Parties shall be responsible for securing physical access to each of its computers utilizing Navigator software and for keeping confidential its User Identification(s) and Password(s). Transporter reserves the right to invalidate any User Identification or Password if it suspects a security breach.

(g) Transmissions.

(1) Proper Receipt. Documents shall not be deemed to have been properly received, and no Document shall give rise to any obligation, until it has been received as determined in accordance with Section 2.15 of the General Terms and Conditions.

(2) Acknowledgment. Upon proper receipt of any Document, the receiving party shall promptly and properly transmit electronically a functional acknowledgement of receipt, unless otherwise specified in the Transaction List. A functional acknowledgement shall constitute conclusive evidence a Document has been properly received.

(3) Acceptance. If acceptance of a Document is required by the Transaction List, the proper receipt of any such Document shall not give rise to any obligation unless and until the party initially transmitting such Document has properly received in return an Acceptance Document (as specified in the Transaction List).

(h) Pro Forma Service Agreement. When a party affixes its Signature to a Contract and transmits the Contract to Transporter in accordance with Section 5.7(g) above, it shall be bound, as applicable, by (i) the terms and conditions of the applicable pro forma Service Agreement or Assignment Agreement contained in this Tariff corresponding to the Rate Schedule under which that party is seeking service, or (ii) the terms and conditions of any generally available, nonjurisdictional agreement or contract that is a Document. The date of Transporter's acceptance of an executed and properly transmitted Contract under Section 5.7(g) shall be deemed to be the date of execution for purposes of the Contract and that execution date shall apply to any subsequently issued paper copy of the Contract that Transporter tenders to Shipper. The effective date and term of the Contract shall be determined in accordance with the provisions of Section 5.3 of the General Terms and Conditions, but Transporter shall not be obligated to provide service to Subscriber prior to the date of acceptance.

(i) Replacement With Paper Copies of Service Agreements. (1) Transporter may terminate a Contract entered into electronically, and providing for firm service with a term of one year or more, 30 days after the date of execution, as determined in accordance with Section 5.7(h), unless Shipper executes in original handwriting a paper copy of that Service Agreement and returns it to Transporter prior to the expiration of such 30-day period. Transporter shall send the Service Agreement to Shipper through the EBB in sufficient time to enable Shipper to print, execute, and return a paper copy of that Service Agreement prior to the 30-day termination date.

(j) Termination. Except as stated in Section 5.7(f), the Electronic Contracting Agreement shall remain in effect until terminated by either party with at least 30 days prior written notice, which notice shall specify the effective date of termination; provided that: (i) the effective date of termination shall not precede the termination of any electronic Service Agreement or Transaction; (ii) any termination shall not affect the respective obligations or rights of the parties arising under any electronic Service Agreement or Documents, or otherwise arising under this Section prior to the effective date of termination; and (iii) any such termination by Transporter shall be only for due cause or upon the request of Shipper.

(k) 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 (where the originating party can be identified), the originating party's record of the contents of such Document shall control.

(l) Terms and Conditions of Electronic Contracting Agreement. The terms and conditions set forth in this Section 5.7(l) shall apply to the Electronic Contracting Agreements entered into by Transporter and Shippers.

(1) The Electronic Contracting Agreement shall be considered to be an integral part of any Contract heretofore or hereafter entered into between Transporter and Shipper.

(2) Execution of the Electronic Contracting Agreement shall evidence the parties' mutual intent to create binding contractual obligations by means of the electronic transmission and receipt of Documents.

(3) Any Document properly transmitted shall be deemed (in connection with any Transaction, Contract, or Electronic Contracting Agreement) to be a "writing" or "in writing"; and any such Document that includes a Signature ("Signed Documents") shall be deemed for all purposes (i) to have been "signed" and (ii) to constitute an "original" when printed from electronic files or records established and maintained in the normal course of business.

(4) The conduct of the parties under an Electronic Contracting Agreement, including the use of properly transmitted Signed Documents, shall, for all legal purposes, evidence a course of dealing and a course of performance accepted by the parties in furtherance of any Transaction, Contract, or Electronic Contracting Agreement.

(5) By executing the Electronic Contracting Agreement, the parties agree not to contest or assert as a defense the validity or enforceability of Signed Documents under the provisions of any law, including the Statute of Frauds, relating to whether certain agreements are to be in writing or signed by the party to be bound thereby. Signed Documents, if introduced as evidence on paper in any judicial, arbitration, mediation or administrative proceedings, 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 copies of Signed Documents under the business records exception to the hearsay rule, the best evidence rule, or any other statute or rule of like kind or character on the basis that the Signed Documents were not originated or maintained in documentary form or any form not contemplated in the Electronic Contracting Agreement.

(6) Severability. Any provision of the Electronic Contracting Agreement that is determined to be invalid or unenforceable will be ineffective to the extent of such determination without invalidating the remaining provisions of the Electronic Contracting Agreement or affecting the validity or enforceability of such remaining provisions.

(7) Entire Agreement. The Electronic Contracting Agreement, the documents incorporated therein by reference, and the Documents transmitted pursuant to the Electronic Contracting Agreement shall (i) constitute the complete agreement of the parties relating to the matters specified in the Electronic Contracting Agreement, and (ii) 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 the Electronic Contracting Agreement shall be binding on either party. No modification of or supplement to the terms and provisions of the Electronic Contracting Agreement shall be effective unless it is in a paper writing signed in original handwriting by the parties. No obligation to enter into any Transaction is to be implied from the execution or delivery of the Electronic Contracting Agreement. The Electronic Contracting Agreement is for the benefit of, and shall be binding upon, the parties and their respective successors and assigns.

(m) Limitation of Damages.

(1) 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 the Electronic Contracting Agreement, even if either party has been advised of the possibility of such damages.

(2) Shipper or any other party with access to Transporter's EBB shall defend and indemnify Transporter from and against any and all claims, demands and actions, and any resulting loss, costs, damages and expenses (including court costs and reasonable attorney fees) that may be asserted against or imposed upon Transporter by any person or entity as a result of the unauthorized or otherwise improper use of any User Identification or Password issued by Transporter to that Shipper or other party.

GENERAL TERMS AND CONDITIONS (Cont'd)

6. NOMINATING, SCHEDULING, AND MONITORING

6.1 General.

(a) Except for events solely within Transporter's control, the primary obligation and burden of responsibility to monitor, control, adjust and maintain a concurrent balance between tenders and takes of transportation gas shall rest with Shipper. Transporter neither assumes any responsibility nor any obligation to monitor or adjust Shipper's tenders or takes by the provisions of this Section.

(b) Unless otherwise stated in this Section 6, all notices or other communications from Shipper to Transporter pursuant to the requirements of this Section shall be submitted electronically through Transporter's EBB. The date and time of all such notices or other communications from Shipper to Transporter under this Section shall be deemed to be the date and time those notices or communications are received by Transporter, unless otherwise specified.

(c) Transporter will post to Transporter's EBB a telephone number to be used after normal business hours to assist Shippers having scheduling or confirmation problems.

(d) The sending party shall adhere to nomination, confirmation, and scheduling deadlines. It is the party receiving the request who has the right to waive the deadlines.

6.2 Nominations.

(a) Quantities of gas nominated and capacity awarded will be made effective at the time designated on the nomination provided Shipper adheres to the nomination timeline prescribed in Section 6.2(e) and receipt and delivery quantities can be confirmed pursuant to Section 6.3(a) of the General Terms and Conditions.

(b) A Shipper seeking to nominate quantities under any applicable Service Agreement, or under any individual Appendix A of a combined Service Agreement that must be nominated and allocated separately, shall furnish to Transporter, for each such Service Agreement or individual Appendix A (i) a Nominated Daily Delivery Quantity to be delivered by Transporter to or for Shipper at the applicable delivery point(s) on Transporter's pipeline system, and (ii) a Nominated Daily Receipt Quantity to be tendered to Transporter at each applicable receipt point on Transporter's pipeline system. Retainage shall be included in the Nominated Daily Receipt Quantity, and will be calculated by using the following formula: (1-fuel %/100) x receipt quantity rounded to the nearest Dth = delivery quantity. Shipper's Nominated Daily Delivery Quantity and Nominated Daily Receipt Quantity collectively are referred to as Shipper's "nominations". A Shipper who is also a Shipper under a Columbia Gulf Transmission Company (Columbia Gulf) Service Agreement may, when nominating, make one nomination covering both Transporter and Columbia Gulf, except when submitting a nomination using Electronic Data Interchange (EDI).

(c) Quantities shall be nominated in dekatherm units and represent the total requested quantity for the Gas Day.

GENERAL TERMS AND CONDITIONS (Cont'd)

(d) Each nomination shall be considered an original nomination and shall be replaced to be changed. When a nomination includes a date range, 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 are unaffected. Nominations have a prospective effect only. Subsequent nominated quantities shall represent replacement daily quantities.

(e) Transporter will support the following nomination cycles:

(1) "Timely Nomination Cycle" is 11:30 a.m. for nominations leaving control of the nominating party; 11:45 a.m. for receipt of nominations by the Transporter (including from Title Transfer Tracking Service Providers (TTTSPs)); noon to send Quick Response; 3:30 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 4:30 p.m. for receipt of scheduled quantities by Shipper and Interconnecting Operator (central clock time on the day prior to flow).

(2) "Evening Nomination Cycle" is 6:00 p.m. for nominations leaving control of the nominating party; 6:15 p.m. for receipt of nominations by the Transporter (including from TTTSPs); 6:30 p.m. to send Quick Response; 9:00 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 10:00 p.m. for Transporter to provide scheduled quantities to affected Shippers and Interconnecting Operators, and to provide scheduled quantities to bumped parties (notice to bumped parties), (central clock time on the day prior to flow). Scheduled quantities resulting from an Evening Nomination that does not cause another Shipper on the subject Transporter to receive notice that it is being bumped should be effective at 9:00 a.m. on next Gas Day; and when an Evening Nomination causes another Shipper on the subject Transporter to receive notice that it is being bumped, the scheduled quantities should be effective at 9:00 a.m. on next Gas Day.

(3) "Intraday 1 Nomination Cycle" is 10:00 a.m. for nominations leaving control of the nominating party; 10:15 a.m. for receipt of nominations by the Transporter (including from TTTSPs); 10:30 a.m. to send Quick Response; 1:00 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 2:00 p.m. for Transporter to provide scheduled quantities to affected Shippers and Interconnecting Operators, and to provide scheduled quantities to bumped parties (notice to bumped parties), (central clock time on the Gas Day). Scheduled quantities resulting from Intraday 1 Nominations should be effective at 5:00 p.m. on Gas Day.

(4) "Intraday 2 Nomination Cycle" is 5:00 p.m. for nominations leaving control of the nominating party; 5:15 p.m. for receipt of nominations by the Transporter (including from TTTSPs); 5:30 p.m. to send Quick Response; 8:00 p.m. for receipt of completed confirmations by Transporter from upstream and downstream connected parties; 9:00 p.m. for Transporter to provide scheduled quantities to affected Shippers and Interconnecting Operators (central clock time on the Gas Day). Scheduled quantities resulting from Intraday 2 Nominations should be effective at 9:00 p.m. on Gas Day. Bumping is not allowed during the Intraday 2 Nomination Cycle.

For purposes of (2), (3), and (4) above, "provide" shall mean, for transmittals pursuant to standards 1.4.x, receipt at Shipper’s or Interconnecting Operator’s designated site, and for purposes of other forms of transmittal, it shall mean send or post.

GENERAL TERMS AND CONDITIONS (Cont'd)

(f) Shipper shall have the option to either submit overrun quantities (nominations under firm contracts in excess of its Maximum Daily Quantity (MDQ)) as a separate nomination or within the aggregate sum of all nominations. When nominations for overrun quantities are submitted as a separate transaction, they must be identified as such by using the appropriate nomination transaction type.

(g) Except for intra-day nominations, Shipper may nominate for several days, months or years in one day increments provided such nomination is within the begin and end dates of Shipper's Service Agreement.

(h) Shipper may submit intraday nominations according to the deadlines noted in Section 6.2(e). For services that provide for intraday nominations and scheduling, there is no limitation as to the number of intraday nominations which Shipper may submit at any one standard nomination cycle or in total across all standard nomination cycles. Such intraday nominations may be used to request increases or decreases in total flow, changes to receipt points, changes to delivery points, or to nominate new supply or market. All intraday nominations shall be based on a daily quantity. Intraday nominations shall include an effective date and time. The interconnected parties shall agree on the hourly flow of the intraday nomination, if not otherwise addressed in Transporter's contract or tariff. During any Gas Day of interruption pursuant to Section 16 (Interruptions of Service), a Shipper may not make intraday changes to receive or take gas if such change would cause interruption of a Shipper using that receipt or delivery point as a firm secondary point during that Gas Day. Shipper may make any such intraday changes only if the following requirements and conditions are satisfied:

GENERAL TERMS AND CONDITIONS (Cont'd)

(1) actual flows consistent with the requested nominations are confirmed at receipt and delivery points;

(2) Shipper's tenders or takes (i) during any 8-hour period may not exceed 40 percent of Shipper's Transportation Demand, and (ii) during any 24-hour period do not exceed Shipper's Transportation Demand, provided that all deliveries do not exceed the applicable maximum hourly limitations specified in Section 9 (Operating Conditions) of the General Terms and Conditions;

(3) Shipper's revised nominations during a Day under no circumstances fall below the Elapsed-prorated-scheduled quantity up to the effective time of the revised nominations; and

(4) Nominations received after the nomination deadline shall be scheduled after nominations received before the nomination deadline.

All nomination procedures that apply to regular nominations (excluding timelines) including quick response, confirming with upstream and downstream parties and scheduling, also apply to intra-day nominations.

(i) Shippers shall cause, by whatever means necessary, the interconnecting operator of each point of receipt and each point of delivery designated in any nomination or change in nomination submitted by Shipper to confirm all such nominations or changes in nominations in accordance with the timelines specified in Section 6.3 and also to comply with GISB standard confirmation data sets.

(j) Transporter shall electronically on its EBB make available to Shipper on a daily basis Shipper's imbalance status or information from which Shipper can determine its imbalance status. Such daily electronic updates by Transporter shall be based upon the data available to Transporter at that time. Shipper may avoid the imbalance penalties provided for in Transporter's Tariff by eliminating imbalances in its account as soon as possible by in no event later than the last day of the month in which Shipper is notified of is imbalance status for the immediately preceding month.

(k) Transporter shall electronically on its EBB make available to all Shippers on a daily basis Transporter's pipeline system imbalance status. Such daily electronic updates by Transporter shall be based upon the data available to Transporter at that time.

6.3 Confirmation and Scheduling by Transporter.

(a) No gas shall flow under any nomination until Transporter has confirmed the nomination, awarded capacity, and scheduled the applicable quantities. If Shipper’s gas is not confirmed on the same day in which capacity is nominated, the nomination of that Shipper shall be void and the capacity shall be offered to the next eligible shipper.

(b) Transporter shall initiate confirmation (Request for Confirmation) with the Confirming Party or respond to request for confirmation (Confirmation Response) from the Confirming Party. Transporter shall complete confirmations by the following deadlines:

(1) The Timely Nomination Cycle: Confirmation shall be completed by 3:30 pm (C.T.) the day before the start of the Gas Day.

(2) The Evening Nomination Cycle: Confirmation shall be completed by 9:00 pm (C.T.) the day before the start of the Gas Day.

(3) The Intraday 1 Nomination Cycle: Confirmation shall be completed by 1:00 pm (C.T.) on the Gas Day.

(4) The Intraday 2 Nomination Cycle: Confirmation shall be completed by 8:00 pm (C.T.) on the Gas Day.

GENERAL TERMS AND CONDITIONS (Cont'd)

(c) Transporter shall provide to Shippers and Point Operators their scheduled quantities by the following timelines and provisions:

(1) The Timely Nomination Cycle: Scheduled Quantities shall be provided by 4:30 pm (C.T.) the day before the start of the Gas Day.

(2) The Evening Nomination Cycle: Scheduled Quantities shall be provided by 10:00 pm (C.T.) the day before the start of the Gas Day.

(3) The Intraday 1 Nomination Cycle: Scheduled Quantities shall be provided by 2:00 pm (C.T.) on the Gas Day.

(4) The Intraday 2 Nomination Cycle: Scheduled Quantities shall be provided by 9:00 pm (C.T.) on the Gas Day.

(5) At the end of each gas day, Transporter should provide the final scheduled quantities for the just completed gas day. With respect to the implementation of this process via the 1.4.x scheduled quantity related standards, Transporter should send an end of gas day Scheduled Quantity document. Receivers of the end of gas day Scheduled Quantity document can waive the sender's sending of the end of gas day Scheduled Quantity document.

(d) Where discrepancies in quantities exist between confirming parties, the confirmed quantity shall be determined as follows:

(1) With respect to the Timely Nomination Cycle, in the absence of agreement to the contrary, the lesser of the confirmation quantities should be the confirmed quantity. If there is no response to a Request for Confirmation or an unsolicited Confirmation Response, the lesser of the confirmation quantity or the previously scheduled quantity should be the new confirmed quantity.

(2) With respect to increases during the Evening Nomination Cycle, Intraday 1 Nomination Cycle and Intraday 2 Nomination Cycle, in the absence of agreement to the contrary, the lesser of the confirmation quantities should be the new confirmed quantity. If there is no response to a Request for Confirmation or an unsolicited Confirmation Response, the lesser of the confirmation quantity or the previously scheduled quantity should be the new confirmed quantity.

(3) With respect to decreases during the Evening Nomination Cycle, Intraday 1 Nomination Cycle and Intraday 2 Nomination Cycle, in the absence of agreement to the contrary, the lesser of the confirmation quantities should be the new confirmed quantity, but in any event no less than the elapsed-prorated-scheduled quantity. If there is no response to a Request for Confirmation or an unsolicited Confirmation Response, the greater of the confirmation quantity or the elapsed-prorated-scheduled quantity should be the new confirmed quantity.

GENERAL TERMS AND CONDITIONS (Cont'd)

(4) If there is no response to a request for confirmation or an unsolicited confirmation response, Transporter shall provide Shipper with the Scheduled Quantities the following information to explain why the nomination failed, as applicable:

(i) Transporter did not conduct the confirmation;

(ii) Upstream Confirming Party did not conduct the confirmation;

(iii) Upstream Service Requester did not have the gas or submit the nomination;

(iv) Downstream Confirming Party did not conduct the confirmation;

(v) Downstream Service Requester did not have the market or submit the nomination.

(e) When a Shipper has more than one receipt point or more than one delivery point, such Shipper shall specify in its nomination the supply reduction priorities and delivery reduction priorities (Priority Reduction List) to be utilized at the receipt points or delivery points in the event of a loss of volume at the receipt points or delivery points.

(f) If only partial confirmations are received by Transporter from the upstream and downstream entities delivering or receiving gas on behalf of Shipper, Shipper's nominations shall be reduced in accordance with the priorities set forth on the priority reduction list furnished by Shipper with the nomination.

(g) If after Shipper's gas is confirmed, Transporter is notified that Shipper's gas is not available, then Transporter may cease deliveries.

(h) The Explicit Confirmation process requires that the Confirming Party and Transporter respond to a Request for Confirmation or initiate an unsolicited Confirmation Response. Absent mutual agreement to the contrary, Explicit Confirmation is the default methodology.

(i) When a previously confirmed and scheduled quantity is altered, notification of such alteration should be provided to all of the parties that are affected. Applicable notification(s) of such alterations should be provided to the affected parties reasonably proximate in time to the time during which the event causing the alteration was acted upon by Transporter. With respect to the implementation of this process via the 1.4.X GISB standards, Transporter and the Confirming Party should send the applicable document(s) to the applicable party(ies) no later than the next time they are slated to communicate confirmations or scheduled quantities. The Confirming Party has an obligation to notify Transporter within the established GISB deadlines when a previously confirmed and scheduled quantity is altered. Affected parties to be notified by Transporter are:

(1) Confirming Party in a Confirmation Response (or unsolicited Confirmation Response as applicable) document by Transporter;

(2) Confirming Party in a Request for Confirmation document by Transporter;

(3) Shipper in a Scheduled Quantity document by Transporter.

6.4 Shipper's Notice of Changes. Except for reasons of force majeure, as described at Section 15 (Force Majeure) of the General Terms and Conditions, Shipper shall notify Transporter or cause Transporter to be notified (via Transporter's EBB) at least 24 hours in advance of any anticipated material change in the daily quantity of gas Shipper desires to deliver or to cause to be delivered to Transporter for transportation under Transporter's Rate Schedules. If an unanticipated or a force majeure event causes a material change in the quantity of gas Shipper will deliver or cause to be delivered to Transporter for transportation, Shipper shall notify or cause Transporter to be notified as soon as possible after occurrence of that event. In the event of such material changes, Shipper shall tender or cause to be tendered to Transporter such estimated daily quantities at flow rates as close as possible to uniform hourly rates. Departures by Shipper from the daily quantities that it has notified Transporter it intends to tender to Transporter under a Rate Schedule shall be kept to a minimum and in no event shall exceed the amount permitted by operating conditions.

6.5 Scheduling Under Individual Rate Schedules. To the extent that individual Rate Schedules set forth nomination scheduling requirements inconsistent with the requirements set forth in this Section, the applicable Rate Schedules are controlling and Shipper shall satisfy the requirements set forth in those Rate Schedules. To the extent that applicable Rate Schedules set forth scheduling requirements in addition to, but not inconsistent with, the provisions of this Section, Shipper shall satisfy the requirements of both the individual Rate Schedules and this Section.

GENERAL TERMS AND CONDITIONS (Cont'd)

6.6 Monitoring.

(a) Transporter may monitor: (i) the daily production by or on behalf of any Shipper; the daily tenders of gas by or on behalf of any Shipper; (ii) the quantities delivered by an Intermediate Transporter (such as a local distribution company or other entity that receives Shipper's gas from Transporter) to Shipper or Shipper's end-user(s); and (iii) the daily usage of gas by Shipper or Shipper's end-user(s). Transporter may do so for the purpose of monitoring on an hourly, daily, weekly, or monthly basis the quantities being tendered to and delivered by Transporter and thereby to maintain, as nearly as possible, a concurrent balance between receipts and deliveries of gas. The approximate quantities determined by Transporter in that monitoring process shall be referred to herein as Monitored Quantities.

(b) Monitoring may be performed by Transporter using either the estimates or actual data received by Transporter pursuant to this Section or actual meter readings by Transporter. Transporter may make reasonable prospective adjustments to Shipper's Scheduled Daily Delivery Quantity and Scheduled Daily Receipt Quantity based upon either the Monitored Quantities or the actual data received by Transporter pursuant to the provisions of this Section. Any such adjustments by Transporter shall not result in Shipper's incurrence of any penalty if Transporter, in making such adjustment, relied upon inaccurate estimates, inaccurate meter readings, or inaccurate data received by Transporter pursuant to this Section. Transporter may make such adjustments upon Electronic Notice Delivery or telephonic notice to Shipper 24 hours in advance of the effective time of the adjustment (or, in the case of intra-day changes in nominations, upon reasonable notice to the Shipper being bumped); provided, however, that Transporter need not provide any advance notice in the event of adjustments resulting from: (i) interruptions of Shipper's service pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions; (ii) operational flow orders issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions; or (iii) the cessation of deliveries pursuant to Section 6.3(e). Transporter need not provide any advance notice of interruptions or OFOs except as provided for in Sections 16 and 17, respectively. Transporter also shall have the right to notify any entity described at paragraphs (c) and (d) of this Section of the revised Scheduled Daily Receipt Quantities it will accept on behalf of Shipper.

(c) Transporter shall have the right to contact and obtain actual or estimated data regarding production or tenders to Transporter on behalf of Shipper from any entity (i) from whom Shipper is purchasing gas for tender to Transporter, or any other brokers or resellers of such gas; (ii) that is delivering or causing the tender of gas to Transporter for Shipper's account; or (iii) that is producing gas ultimately purchased by Shipper for tendering to Transporter. Shipper shall cause each such entity to provide such actual or estimated data to Transporter upon request in the normal course of business as soon as such data is available.

(d) Shipper shall furnish to Transporter with its nominations a list, by receipt points, showing the names and addresses of each entity identified in paragraph (c) above and the name and telephone number of the contact person who will provide the data required to be furnished pursuant to paragraph (c) above. Shipper's nominations shall also include (i) the identity of the shipper on any upstream or downstream pipeline that will be tendering the gas directly to Transporter or taking gas from Transporter and the shipper's contract number on such upstream pipeline or downstream pipeline, and (ii) the identity and gas sales contract number of any producer that will be tendering the gas directly to Transporter. Such data shall be furnished regardless of the entity from whom Shipper is purchasing the gas. A marketer, broker or other similar entity selling gas or arranging the sale of gas to more than one Shipper may furnish such data to Transporter on behalf of all such Shippers, segregated to each Shipper. Transporter reserves the right, in appropriate circumstances on a non-discriminatory basis, to waive the information requirements set forth

in this paragraph.

GENERAL TERMS AND CONDITIONS (Cont'd)

(e) At times established by Transporter, each Shipper and Intermediate Transporter shall provide to Transporter any data requested by Transporter concerning gas used by Shipper or delivered to or for Shipper or Shipper's end-user(s). The Intermediate Transporter shall furnish such data either on an actual basis or on an estimated basis sufficient to allow Transporter accurately to monitor tenders and deliveries and adjust Shipper's Scheduled Daily Delivery Quantity or Scheduled Daily Receipt Quantity. Intermediate Transporters shall only be required to furnish such data on an aggregate basis for end-users on their system for whom transportation gas is delivered by Transporter.

SHEET NOS. 300 THROUGH 304, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

7. CAPACITY ALLOCATION

This Section sets forth the manner in which Transporter shall allocate capacity among its Rate Schedules when it has received nominations from Shippers that exceed available capacity.

7.1 General Priority. Transporter shall allocate capacity on its system in the following order commencing with the highest priority:

(a) capacity at delivery points;

(b) capacity at any point between the receipt points and delivery points that is restricted ("internal constraint point"), beginning with the point closest to the delivery point if capacity at more than one internal point is restricted; and

(c) capacity at receipt points.

7.2 Method of Allocating Transportation Delivery Points. For transportation capacity at delivery points under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS, OPT, ITS and PAL and firm X-Rate Schedules set forth in Volume No. 2 of this Tariff, Transporter shall allocate capacity sequentially among the Rate Schedule priority groupings set forth below and within those Rate Schedule priority groupings, in the manner set forth below:

(a) Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and X-Rate Schedules. For deliveries to primary delivery points under the FTS, NTS, NTS-S TPS, SST and GTS Rate Schedules, and under firm X-Rate Schedules set forth in Volume No. 2 of this Tariff, upon the occurrence of a force majeure event or the existence of a condition identified in Section 16 (Interruptions of Service) of the General Terms and Conditions, Transporter shall allocate capacity among those Shippers on a pro rata basis, based upon those Shippers' respective levels of Transportation Demand.

(b) Rate Schedule OPT. For deliveries to primary delivery points under the OPT Rate Schedule during the Winter Season, Transporter shall allocate capacity among Shippers on the basis of each Shipper's respective remaining number of days of interruption, with capacity allocated first to those Shippers with the fewest remaining days of interruption. For Shippers with the same number of remaining days of interruption, Transporter shall allocate capacity pro rata based upon those Shippers' respective levels of Transportation Demand. For deliveries to primary delivery points under the OPT Rate Schedule during the Summer Season, Transporter, upon the occurrence of a force majeure event, shall allocate capacity among Shippers on a pro rata basis, based upon those Shippers' respective levels of Transportation Demand.

(c) Secondary Delivery Points Under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT. For deliveries to secondary delivery points under the FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, and for deliveries to secondary delivery points under the OPT Rate Schedule when not interrupted pursuant to the provisions of the OPT Rate Schedule, Transporter shall allocate capacity among Shippers on a pro rata basis, based upon those Shippers' respective nominated quantities. This priority shall apply where Shipper's aggregate deliveries at primary and secondary delivery points do not exceed Shipper's Transportation Demand. Any interruptions or other allocation reductions to Shipper's deliveries at secondary delivery points under the OPT Rate Schedule shall not reduce Shipper's allowable days of interruption under that Rate Schedule.

(d) Secondary Delivery Points Under Rate Schedule OPT During Periods of Interruption. For deliveries to secondary delivery points under the OPT Rate Schedule, Transporter shall allocate capacity among Shippers on a pro rata basis, based upon those Shippers' respective nominated quantities. This priority shall apply where Shipper's aggregate deliveries at primary and secondary delivery points do not exceed Shipper's Transportation Demand. Any interruptions or other allocation reductions to Shipper's deliveries at secondary delivery points under the OPT Rate Schedule shall not reduce Shipper's allowable days of interruption under that Rate Schedule.

(e) Rate Schedule ITS, Overrun Quantities Under Rate Schedules FTS, NTS, NTS-S, TPS, SST, and OPT and X-Rate Schedules.

(1) Where Shippers have nominated deliveries to commence on the first Day of the Month of (i) quantities under the ITS Rate Schedule, (ii) overrun quantities under the FTS, NTS, NTS-S, TPS, SST, or OPT Rate Schedules, or (iii) interruptible quantities under interruptible X-Rate Schedules set forth in Volume No. 2 of this Tariff, Transporter shall award capacity to those Shippers offering to pay the highest rate for service during that Month. Transporter shall allocate capacity among Shippers offering to pay the same rate first to those Shippers flowing gas during the previous month, pro rata based upon the quantities flowing on the fifth business day preceding the first Day of that Month, up to but not exceeding such flowing quantities. Transporter then shall allocate any remaining capacity equally among the remaining Shippers offering to pay the same rate for service during that Month up to but not exceeding nominated quantities.

(2) Where Shippers have requested deliveries in excess of available capacity and commencing other than the first Day of the Month of (i) quantities under the ITS Rate Schedule, (ii) overrun quantities under the FTS, NTS, NTS-S, TPS, SST, or OPT Rate Schedules, or (iii) interruptible quantities under interruptible X-Rate Schedules set forth in Volume 2 of this Tariff, Transporter shall allocate any available capacity on the basis of the highest rate. Where requested deliveries at the same highest rate exceed available capacity, Transporter shall allocated capacity first to those Shippers flowing gas on a pro rata basis, based upon respective confirmed nominations; and second to all remaining Shippers based upon the order in which Transporter received nominations from those Shippers (equally to any Shippers submitting nominations on the same day).

(3) If intraday nominations require an allocation of the pipeline system, the following will describe the circumstances that allow a higher priority service to bump a lower priority service.

(a) Evening Nomination Cycle: For nominations received by 6:00 p.m. CT and to be effective at the start of the upcoming gas day, nomination increases at a primary point under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT will not bump nominations at a secondary point under these same rate schedules that are submitted and scheduled within the Timely Nomination Cycle. Nomination increases submitted under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT whether at primary or secondary points will have priority over nominated and scheduled quantities under Rate Schedule ITS and overruns under the firm rate schedules and may bump such quantities effective at 9:00 a.m. CT the next day. Nomination increases submitted under Rate Schedule ITS and overruns under the firm rate schedules shall be subject to available unscheduled capacity and will not bump scheduled quantities. Transporter shall notify Shippers being bumped as a result of intraday nominations by 10:00 p.m. C.T.

GENERAL TERMS AND CONDITIONS (Cont'd)

(b) Intraday 1 Nomination Cycle: For nominations received by 10:00 a.m. CT and to be effective at 5:00 p.m. on the current gas day, nomination increases at a primary point under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT will not bump nominations at a secondary point under these same rate schedules that are submitted and scheduled within the Timely Nomination Cycle or Evening Nomination Cycle. Nomination increases submitted under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT whether at primary or secondary points will have priority over nominated and scheduled quantities under Rate Schedule ITS and overruns under the firm rate schedules and may bump such quantities effective at 5:00 p.m. CT on the current gas day. Nomination increases submitted under Rate Schedule ITS and overruns under the firm rate schedules shall be subject to available unscheduled capacity and will not bump scheduled quantities. Transporter shall notify Shippers being bumped as a result of intraday nominations by 2:00 p.m. CT.

(c) Intraday 2 Nomination Cycle: For nominations received by 5:00 p.m. CT and to be effective at 9:00 p.m. CT on the current gas day, nomination increases regardless of Rate Schedule shall be subject to available unscheduled capacity and shall not bump scheduled quantities under any Rate Schedule.

(4) Transporter shall notify parties that are bumped during the Evening and Intraday 1 Nomination Cycles by providing the scheduled quantities information and notification to Shipper's representative through Shipper's choice of Electronic Notice Delivery mechanism(s). Unless Shipper and Transporter have agreed to exclusive notification via EDI/EDM, Shipper should provide Transporter with at least one Internet E-mail address to be used for Electronic Notice Delivery of intraday bump, operational flow orders and other critical notices. The obligation of Transporter to provide notification is waived until the above requirement has been met. Transporter should support the concurrent sending of electronic notification of intraday bump, operational flow orders or other critical notices to two Internet E-mail addresses for each Shipper. Intraday bump notices should indicate whether daily penalties will apply for the gas day for which quantities are reduced.

(f) Rate Schedule PAL. For parking or lending at delivery points under Rate Schedule PAL, Transporter shall allocate capacity among those Shippers, on a pro rata basis, based upon those Shippers' respective nominated quantities.

7.3 Internal Constraint Points. For capacity at internal constraint points under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS, OPT, ITS and PAL and X-Rate Schedules set forth in Volume No. 2 of this Tariff, Transporter shall allocate capacity sequentially among the Rate Schedule priority groupings set forth below and within those Rate Schedule priority groupings, in the manner set forth below:

(a) Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT, and X-Rate Schedules. For capacity at internal constraint points when using primary firm rights under the FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, and firm X-Rate Schedules set forth in Volume No. 2 of this Tariff, and at internal contraint points under the OPT Rate Schedule during the Summer Season, Transporter, upon the occurrence of a force majeure event or the existence of a condition identified in Section 16 (Interruptions of Service) of the General Terms and Conditions, shall allocate such capacity to Shippers under the FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, and under firm X-Rate Schedules set forth in Volume No. 2 of this Tariff, and at internal constraint points under the OPT Rate Schedule during the Summer Season, on a pro rata basis, based upon each such Shipper's respective Transportation Demand. Transporter shall then allocate capacity at internal constraint points under the OPT Rate Schedule during the Winter Season on a pro rata basis, based upon each such Shipper's respective Transportation Demand.

(b) Secondary Capacity at the Internal Constraint Points Under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT. Any interruptions or other allocation reductions to Shipper's secondary deliveries through internal constraint points under the OPT Rate Schedule shall not reduce Shipper's allowable days of interruption under that Rate Schedule. For secondary capacity at internal constraint points under the FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, and for secondary capacity at internal constraint points under the OPT Rate Schedule when not interrupted pursuant to the provisions of the OPT Rate Schedule, Transporter shall allocate capacity in the following manner:

(1) Requests to obtain capacity to secondary delivery points will be evaluated based on the availability of capacity. Transporter shall post on its Internet EBB those secondary delivery points by Market Area that Shipper(s) with a particular primary delivery point can access on a priority basis. Transporter shall, using Transporter's reasonable judgment, have the right to revise the list from time to time as necessary to protect Transporter's system integrity and primary firm obligations. Transporter will give as much advance notice of changes in the list as is practicable. Whenever possible, Transporter shall announce changes in the list at least twenty-four hours prior to the start of the Gas Day. At the time an announcement of a change(s) is made, Transporter shall post a brief explanation of the reasons supporting the change(s). This priority, and the priorities in subparagraphs (2) through (4) below, shall apply where Shipper's aggregate deliveries at primary and secondary delivery points do not exceed Shipper's Transportation Demand. If a secondary delivery point by Market Area is not listed, Shippers will be subject to the process for allocating secondary firm and interruptible ("Non-Firm") capacity described in this Section 7.3(b)(5) below.

(c) Rate Schedule ISS and Overruns under Rate Schedule FSS. When Shippers seek to withdraw quantities either under the ISS Rate Schedule or as overrun quantities under the FSS Rate Schedule, Transporter shall allocate capacity first on the basis of the highest rate being paid for that capacity, and then among Shippers paying the same rate, pro rata on the basis of those Shippers' nominated receipt quantities.

(d) Rate Schedule SIT. Transporter shall allocate capacity among Shippers requesting storage receipt point capacity under this Rate Schedule in accordance with the priority of each such Shipper's underlying transportation Service Agreement. Transporter shall allocate capacity (i) first to Shippers under firm transportation Rate Schedules (including the OPT Rate Schedule) and, among those Shippers, on the basis of each such Shipper's respective Transportation Demand, and (ii) second to Shippers with interruptible transportation Service Agreements and, among those Shippers, first on the basis of price and then, if the prices being paid are equal, pro rata on the basis of those Shippers' nominated quantities.

7.4 Storage Injection Points. For nominations for which storage is the point of delivery, Transporter shall (i) allocate capacity sequentially among the Rate Schedule priority groupings set forth below, and (ii) allocate among shippers paying the same rate within those Rate Schedule priority groupings, in the order and manner set forth below:

(a) Rate Schedules FSS, NTS and GTS. Among Shippers requesting deliveries into storage under the FSS, NTS and GTS Rate Schedules, Transporter shall allocate capacity on a pro rata basis based upon each such Shipper's respective level of Storage Contract Quantity (SCQ), or Gas Supply Quantity.

(b) Rate Schedule ISS and Overrun Quantities Under Rate Schedule FSS. When Shippers seek to inject quantities either under the ISS Rate Schedule or in excess of their Maximum Daily Injection Quantity under the FSS Rate Schedule, Transporter shall allocate capacity first on the basis of the highest rate being paid for that capacity, and then among Shippers paying the same rate, pro rata on the basis of those Shippers' nominated delivery quantities.

(c) Secondary Capacity at the Internal Constraint Points Under Rate Schedule OPT During Periods of Interruption. For secondary capacity at internal constraint points under the OPT Rate Schedule, Transporter shall allocate capacity in the following manner. Any interruptions or other allocation reductions to Shipper's secondary deliveries through internal constraint points under the OPT Rate Schedule
shall not reduce Shipper's allowable days of interruption under that Rate Schedule.

(1) Requests to obtain capacity to secondary delivery points will be evaluated based on the availability of capacity. Transporter shall post on its Internet EBB those secondary delivery points by Market Area that Shipper(s) with a particular primary delivery point can access on a priority basis. Transporter shall, using Transporter's reasonable judgment, have the right to revise the list from time to time as necessary to protect Transporter's system integrity and primary firm obligations. Transporter will give as much advance notice of changes in the list as is practicable. Whenever possible, Transporter shall announce changes in the list at least twenty-four hours prior to the start of the Gas Day. At the time an announcement of a change(s) is made, Transporter shall post a brief explanation of the reasons supporting the change(s). This priority, and the priorities in subparagraphs (2) through (4) below, shall apply where Shipper's aggregate deliveries at primary and secondary delivery points do not exceed Shipper's Transportation Demand. If a secondary delivery point by Market Area is not listed, Shippers will be subject to the process for allocating secondary firm and interruptible ("Non-Firm") capacity described in this Section 7.3(c)(5) below.

(2) Shippers shall be allowed access on a priority basis to secondary delivery points located within the same market area as their primary delivery points and will not be subject to the Non-Firm Capacity allocation process described in Section 7.3(c)(5) below. This priority access shall not be applicable if Transporter, in its reasonable discretion, determines that it must restrict Shippers to their primary delivery points in order to protect system integrity or Transporter's ability to meet its primary firm service obligations.

(3) Shippers shall be allowed access on a priority basis to secondary delivery points where both the receipt and delivery points are located within the same Market Area and shall not be subject to the Non-Firm Capacity allocation process described in Section 7.3(c)(5) below. This priority access shall not be applicable if Transporter, in its reasonable discretion, determines that it must restrict Shippers to their primary delivery points in order to protect system integrity or Transporter's ability to meet its primary firm service obligations.

GENERAL TERMS AND CONDITIONS (Cont'd)

(4) Shippers whose primary receipt points are deemed, in Transporter's reasonable discretion, to be upstream of the internal constraint points, and whose primary delivery points are deemed to be downstream of the same internal constraint points, shall have access to secondary receipt points that are also deemed to be upstream of those same internal constraint points, and will not be subject to the Non-Firm capacity allocation process as described in Section 7.3(c)(5) below.

(5) Shippers who seek to access Non-Firm capacity through an internal constraint points that do not meet with one of the above-described priorities shall be subject to an allocation of Non-Firm capacity through the applicable internal constraint points. To the extent that nominations exceed the amount of capacity that is available, if any, Transporter will allocate capacity pro rata among the Shippers on the basis of those Shippers' respective nominated quantities.

(d) Rate Schedule ITS, Overrun Quantities Under Rate Schedules FTS, NTS, NTS-S, TPS, SST, and OPT and X-Rate Schedules. Transporter shall award capacity to the Shippers paying the highest rate. Among Shippers of this class paying the same rate, Transporter shall allocate capacity in the manner described at
Section 7.2(e) above.

7.4 Transportation Receipt Points. Transporter shall allocate capacity at all receipt points under its
Rate Schedules sequentially among the Rate Schedule priority groupings set forth below, and within those Rate Schedule priority groupings, in the manner set forth below:

(a) Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS and OPT, and X-Rate Schedules. For capacity at primary receipt points under the FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, firm X-Rate Schedules set forth in Volume No. 2 of this Tariff, and at primary receipt points under the OPT Rate Schedule during
the Summer Season, Transporter, upon the occurrence of a force majeure event or the existence of a condition
identified in Section 16 (Interruptions of Service) of the General Terms and Conditions, shall allocate such
capacity to Shippers under the FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, under firm X-Rate Schedules
set forth in Volume No. 2 of this Tariff, and at receipt points under the OPT Rate Schedule during the Summer Season, on a pro rata basis, based upon each such Shipper's respective Transportation Demand. Transporter shall then allocate capacity at primary receipt points under the OPT Rate Schedule during the Winter Season on a pro rata basis, based upon each such Shipper's respective Transportation Demand.

GENERAL TERMS AND CONDITIONS (Cont'd)

(b) Secondary Receipt Points Under Rate Schedules FTS, SST, TPS, NTS, NTS-S, GTS and OPT. Transporter shall allocate capacity among Shippers requesting capacity at secondary receipt points under the FTS, SST, TPS, NTS and GTS Rate Schedules and Shippers requesting capacity at secondary receipt points
under the OPT Rate Schedule when not interrupted pursuant to the provisions of the OPT Rate Schedule pro rata, on the basis of the Shippers' respective nominated quantities. Any interruptions or other allocation
reductions to Shipper’s secondary receipts under the OPT Rate Schedule shall not reduce Shipper’s allowable days of interruption under that Rate Schedule.

(c) Secondary Receipt Points Under Rate Schedule OPT During Periods of Interruption. Transporter shall allocate capacity among Shippers requesting capacity at secondary receipt points under the OPT Rate Schedule pro rata, on the basis of those Shippers' respective nominated quantities. This priority shall apply where Shipper’s aggregate receipts at primary and secondary receipt points do not exceed Shipper’s Transportation Demand. Any interruptions or other allocation reductions to Shipper's secondary receipts under the OPT Rate Schedule shall not reduce Shipper's allowable days of interruption under that Rate Schedule.

(d) Rate Schedule ITS, Overrun Quantities Under Rate Schedules FTS, NTS, NTS-S, TPS, SST and OPT, and X-Rate Schedules. Where Shippers have requested receipt point capacity for (i) quantities under the ITS Rate Schedule, (ii) overrun quantities under the FTS, NTS, NTS-S, TPS, SST or OPT Rate Schedules, or (iii) interruptible quantities under interruptible X-Rate Schedules set forth in Volume No. 2 of this Tariff, Transporter shall award capacity to the Shippers paying the highest rate. Among Shippers of this class paying the same rate, Transporter shall allocate capacity in the manner described at Section 7.2(e) above.

(e) Receipt Points Under the AS and IPP Rate Schedules. Transporter shall allocate capacity among shippers requesting receipt point capacity under Rate Schedules AS and IPP on a pro rata basis, based on each such Shipper’s respective nominated quantities.

(f) Receipt Points Under the PAL Rate Schedule. For parking or lending service at receipt points under Rate Schedule PAL, Transporter shall allocate capacity among those Shippers on a pro rata basis, based on those Shippers' respective previous day confirmed quantities.

GENERAL TERMS AND CONDITIONS (Cont'd)

7.5 Aggregation Points. Where aggregation points are the points of delivery under Shippers' AS Service Agreements, Transporter shall allocate capacity among such Shippers in accordance with the corresponding priority held by the downstream shippers at the respective aggregation points.

7.6 Storage Withdrawal Points. For nominations for which Transporter's storage is the point of receipt, Transporter shall allocate capacity sequentially among the Rate Schedule priority groupings set forth below, and within those Rate Schedule priority groupings, in the manner set forth below:

(a) Rate Schedules FSS, FBS, NTS, NTS-S, and GTS. Transporter shall allocate capacity among Shippers requesting receipt point capacity from storage under the FSS and FBS Rate Schedules on a pro rata basis, based upon each such Shipper's respective Maximum Daily Withdrawal Quantity (MDWQ); and among Shippers seeking receipt point capacity from storage under the NTS, NTS-S and GTS Rate Schedules on a pro rata basis, based upon each such Shipper's respective Transportation Demand.

(b) Overruns of MDWQ Levels - FSS Rate Schedule. When Shippers seek to withdraw quantities from storage in excess of their storage ratchet levels (or MDWQ), but below their respective Maximum Daily Storage Quantity (MDSQ), Transporter shall allocate capacity pro rata on the basis of those Shippers' respective MDWQ levels.

(c) Rate Schedule ISS and Overruns under Rate Schedules FSS and FBS. When Shippers seek to withdraw quantities from storage either under the ISS Rate Schedule or as overrun quantities under the FSS and FBS Rate Schedules, Transporter shall allocate capacity first on the basis of the highest rate being paid for that capacity, and then among Shippers paying the same rate, pro rata on the basis of those Shippers' nominated receipt quantities.

(d) Rate Schedule SIT. Transporter shall allocate capacity among Shippers requesting storage receipt point capacity from storage under this Rate Schedule in accordance with the priority of each such Shipper's underlying transportation Service Agreement. Transporter shall allocate capacity (i) first to Shippers under firm transportation Rate Schedules (including the OPT Rate Schedule) and, among those Shippers, on the basis of each such Shipper's respective Transportation Demand, and (ii) second to Shippers with interruptible transportation Service Agreements and, among those Shippers, first on the basis of price and then, if the prices being paid are equal, pro rata on the basis of those Shippers' nominated receipt quantities.

GENERAL TERMS AND CONDITIONS (Cont'd)

7.7 Storage Injection Points. For nominations for which storage is the point of delivery, Transporter shall allocate capacity sequentially among the Rate Schedule priority groupings set forth below, and within those Rate Schedule priority groupings, in the manner set forth below:

(a) Rate Schedules FSS, FBS, NTS, NTS-S and GTS. Among Shippers requesting deliveries into storage under the FSS, FBS, NTS, NTS-S, and GTS Rate Schedules, Transporter shall allocate capacity on a pro rata basis based upon each such Shipper's respective level of Storage Contract Quantity (SCQ), or Gas Supply Quantity (GSQ).

(b) Rate Schedule ISS and Overrun Quantities Under Rate Schedules FSS and FBS. When Shippers seek to inject quantities into storage either under the ISS Rate Schedule or in excess of their Maximum Daily Injection Quantity under the FSS and FBS Rate Schedules, Transporter shall allocate capacity first on the basis of the highest rate being paid for that capacity, and then among Shippers paying the same rate, pro rata based on those Shippers' nominated delivery quantities.

(c) Rate Schedule SIT. Transporter shall allocate capacity among Shippers requesting deliveries into storage under this Rate Schedule in accordance with the priority of each Shipper's underlying transportation Service Agreement. Transporter shall allocate capacity (i) first to Shippers under firm transportation Service Agreements (including the OPT Rate Schedule) and, among those Shippers, on the basis of each such Shipper's respective Transportation Demand, and (ii) second to Shippers under interruptible transportation Service Agreements and, among those Shippers, first on the basis of price and then, if the prices being paid are equal, pro rata based on those Shipper's respective nominated quantities.

7.8 Allocations Based on Value. For purposes of allocating capacity pursuant to Sections 7.2(e)(1), 7.3(d), 7.4(d), 7.6(c) and (d), and 7.7(b) and (c), Shippers paying more than the Recourse Rate will be considered to be paying the Recourse Rate.

7.9 Posting Procedures for Capacity Allocation. Except for force majeure events and/or events or conditions which threaten the integrity of Transporter's system or Transporter's ability to meet its firm service obligations, Transporter will notify Shippers at least 24 hours in advance on its Internet EBB (1) of the effective dates of the market restrictions; (2) of the type of market restrictions that will be applicable during the affected dates; and (3) to the extent applicable, the areas of the system where market restrictions will be applied. In addition to the general restrictions described below, more specific restrictions may be imposed when necessary in accordance with the provisions of this Tariff.

(a) Delivery Market Area Restrictions.

(1) No Market Area Restrictions. Transporter, based on forecasted system conditions and utilization, has determined there is adequate system capacity to make all nominated deliveries to a specific Market Area, and all confirmed quantities will flow to that Market Area.

(2) Market Area Restrictions. Transporter, based on forecasted system conditions and utilization, has determined there is a limited amount of Non-Firm Capacity available to certain Market Area(s). Transporter will post on its EBB the Non-Firm Capacity available and the Market Area(s) affected. Transporter will allocate capacity in the affected Market Area(s) as described in Section 7.3 above.

(3) Zero Non-Firm Capacity. Transporter, based on forecasted system conditions and utilization, has determined there is zero Non-Firm Capacity available to certain Market Area(s). Transporter will post on its EBB the Market Area(s) where Non-Firm Capacity is not available. Provisions of Section 19.7 (Critical Day) of the General Terms and Conditions apply to the affected Market Area(s). Transporter will allocate capacity in the affected Market Area(s) as described in Section 7.3 above.

(4) Primary MLI Only. Transporter, based on forecasted system conditions and utilization, has determined there is zero Non-Firm Capacity available and furthermore, forecasted system conditions are such that Transporter can only make deliveries to primary MLI numbers for firm service to certain Market Area(s). Transporter will post on its EBB the Market Area(s) where these

conditions exist. Provisions of Section 19.7 (Critical Day) of the General Terms and Conditions apply in the affected Market Area(s). Transporter will allocate capacity in the affected Market Area(s) as described in Section 7.3 above.

SHEET NO. 314
IS BEING
RESERVED FOR FUTURE USE.

8. METER ALLOCATIONS

This Section specifies the procedures for allocating any differences between (i) the aggregate of all Shippers' Scheduled Daily Delivery Quantities and actual deliveries, and (ii) the aggregate of all Shippers' Scheduled Daily Receipt Quantities and actual receipts (Difference(s) at delivery points at which gas is being delivered to or for the account of multiple Shippers or at receipt points from which gas is being received by Transporter for the account of multiple Shippers. Unless otherwise agreed to between Transporter and Confirming Party, physically measured quantities shall be allocated on scheduled daily quantities and shall be made using dekatherm units.

8.1 Delivery Point Allocation.

(a) Unless other agreed upon PDAs are applicable, if deliveries to or on behalf of two or more Shippers or Service Agreements are made at a point of delivery at which a Shipper has an FSS Service Agreement with Transporter, the last gas through the meter shall be the gas delivered to or for the Shipper with the FSS Service Agreement. If more than one Shipper at the delivery point has an FSS Service Agreement, the gas of the Shipper controlling the facilities immediately downstream of the delivery point shall be last through the meter. If none of the Shippers with the FSS Agreement control such facilities, the last gas through the meter shall be prorated among all Shippers with FSS Service Agreements on the basis of their MDWQ then in effect. Differences at such a point of delivery shall be attributed to applicable FSS Service Agreement(s) and shall be deemed to be a storage injection or withdrawal under the FSS Rate Schedule. Shipper's account under the FSS Rate Schedule shall be debited or credited by the Difference and no imbalance shall be created in any transportation Service Agreement. The appropriate maximum commodity charges and surcharges (and any overrun charges) will be assessed for the transportation into or out of storage under the appropriate transportation Service Agreement held by the FSS Shipper, in the following order of priority if Shipper holds more than one firm transportation agreement, up to the Transportation Demand under each: (i) SST Service Agreement; (ii) NTS Service Agreement; (iii) NTS-S Service Agreement: (iv) FTS Service Agreement; or (v) TPS Service Agreement; provided that Shipper may notify Transporter in writing of a preferred different order of priority for specified Rate Schedules. Such notice must be received by Transporter at least 30 days prior to the beginning of the Month for which it is to be initially effective.

(b) If deliveries are made directly to a Shipper at a point of delivery that is not a point of delivery for a Shipper with an FSS Service Agreement, that Shipper's gas shall be the last gas through the meter.

(c) If deliveries are made to a third party (that is not a Shipper) for the accounts of multiple Shippers, the Difference shall be allocated pro rata among all Shippers at that delivery point on the basis of those Shippers' Scheduled Daily Delivery Quantities, unless all affected Shippers at that delivery point have agreed to a Predetermined Allocation Method (PDA) specifying a different allocation methodology and such agreement is provided to Transporter in writing and approved by Transporter.

(d) Month-end allocations shall be based on a measurement closing date of the fifth business day after the business month. If actual quantities are not available, quantities will be estimated by the Measuring Party.

8.2 Receipt Point Allocation. Differences at a receipt point shall be allocated pro rata among all Shippers at that receipt point on the basis of the Scheduled Daily Receipt Quantities, unless the upstream point operator providing the point confirmation submits a PDA to the allocating party before the start of the Gas Day, and Transporter accepts the PDA.

8.3 Predetermined Allocation Method (PDA).

(a) As used in this Section 8, a PDA is an agreement by or among point operators, prior to the beginning of the Gas Day, at a receipt or delivery point to allocate the difference between the scheduled daily quantity and the actual daily flow of gas in a mutually agreeable manner. Types of allocation

methods
include, but are not limited to, Ranked, Pro Rata, Percentage, Swing, and Operator Provided Value. If the two parties cannot agree upon an allocation methodology, pro rata based upon confirmed nominations shall be
used as the default method. The party responsible for custody transfer (the party performing the measurement
function) shall provide the allocation. PDA's shall be provided by the interconnecting operator, and for multi-tiered allocations, may be provided by the upstream title holders or shippers. Interconnecting operators at receipt locations shall provide a PDA to allocate to upstream title holders. Upstream title holders may provide a PDA to allocate to the parties taking possession of their gas at a receipt location.
Shippers may provide a PDA to allocate to their nominations at either receipt or delivery locations.

(b) Except as prescribed in Section 8.1(a) of the General Terms and Conditions, if confirming parties cannot agree upon an allocation methodology, "pro rata based upon confirmed nominations" shall be used as the default method.

(c) Transporter may negotiate and enter into OBAs with interstate pipelines, intrastate pipelines and other entities, including an OBA in the form included in this Tariff. No Difference balanced in-kind shall be allocated to any Shipper at the receipt or delivery points covered by the OBA. If an interstate pipeline charges Transporter for Differences in the OBA, however characterized, Transporter shall charge such interstate pipeline an equivalent and offsetting charge. If Transporter is unable to charge or collect such equivalent and offsetting charges for such Differences, Transporter, on an as-billed basis, shall allocate and bill such charges to Shippers responsible for the imbalance at the point of interconnection at which the Difference giving rise to the charges occurred.

(d) Where an OBA exists between interconnecting parties, a PDA is not necessary.

(e) Changes to a PDA may be made prospectively during the Month. Only one PDA may be submitted per allocation period. Transporter may in its reasonable discretion make retroactive reallocations of transactions to correct for errors. Otherwise, no retroactive reallocations of any transactions shall be permitted without the approval of Transporter and the agreement of those Shippers with Service Agreements affected by such retroactive reallocations, provided that the agreement by such affected Shippers shall not be unreasonably withheld.

(f) PDA's shall remain in effect until a replacement PDA is received from the interconnecting operator or upstream title holder; provided, however, PDA's shall be updated at the beginning of each month. A new allocation detail may be needed when a nomination changes.

(g) If the PDA is provided using EDI, Transporter shall respond with an EDI confirmation indicating receipt of the PDA within 15 minutes, and whether there are any errors associated with the PDA.

1. 8.4 (a) Prior Period Adjustments. Except for minor variations as agreed to by all affected parties, prior period measurement adjustments will be taken back to the production month and reflected as such on invoices, imbalance statements and allocation statements. Missing or late measurement data shall be estimated and actuals will be treated as a prior period adjustment, with the measuring party to provide the estimate. Measurement corrections shall be processed within 6 months of the end of the production month, with a 3 month rebuttal period. This provision does not apply in cases of deliberate omission, or misrepresentation, or mutual mistake of fact. No Party's other statutory or contractual rights are diminished by this provision.

(b) Disputed Allocations. Disputed allocations shall be communicated to Transporter within 6 months of the initial month-end allocation, with a 3-month rebuttal period. This time limitation shall not apply in the case of deliberate omission or misrepresentation, or mutual mistake of fact. No Party's other statutory or contractual rights are diminished by this provision.

8.5 For operational monitoring at electronically measured locations, allocated quantities shall be available one business day after the gas has flowed at the end of the Gas Day. The scheduled quantity shall be made available at locations which are not measured electronically. Transporter shall provide allocation statements to the appropriate party for the meters it operates each month.

SHEET NOS. 317 THROUGH 319, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

9. OPERATING CONDITIONS

9.1 In General. The general operating conditions set forth in this Section supplement the terms and conditions set forth in the individual Rate Schedules and elsewhere in the General Terms and Conditions.

9.2 Uniform Rates and Quantities. Shipper shall: (i) tender gas or arrange to have gas tendered on its behalf in quantities that conform to its Scheduled Daily Receipt Quantity and that flow at uniform hourly rates throughout the Day; and (ii) take gas or cause gas to be taken on its behalf in quantities that conform to its Scheduled Daily Delivery Quantity and that flow in accordance with Section 12 (Maximum Daily Delivery Obligation at Delivery Points and Maximum Daily Quantity at Receipt Points) of the General Terms and Conditions, unless deviations from those receipt and delivery quantities are necessary for balancing purposes and are undertaken by Shipper at Transporter's request or following notice to, and approval by, Transporter in accordance with the applicable provisions of the General Terms and Conditions. If Shipper violates (i) the applicable flow requirements or (ii) the requirements set forth at Section 12, Transporter may install or require the installation of a flow control device to insure compliance with such requirements.

9.3 Hourly Flow. Transporter shall have the right but not the obligation to mutually agree with any Shipper to an hourly flow rate for a stated period at any receipt and/or delivery point(s) identified in the applicable service agreement, and where necessary upon specified conditions to ensure that such agreements do not have any adverse effect on Transporter's system. Transporter will not enter into hourly flow obligations or conditions that will adversely affect Transporter's ability to meet its firm service obligations to an existing Shipper. In addition, Transporter will not unilaterally impose new contractual hourly flow rate conditions when an existing Shipper exercises its right of first refusal in accord with Section 4 of the General Terms and Conditions; provided, however, if a Shipper with a Service Agreement containing an hourly flow rate stated as a numerical Dth per hour amount and exercising its right of first refusal does not retain one-hundred percent (100%) of its Transportation Demand in its new Service Agreement, there will be a proportionate reduction in the numerical Dth per hour hourly flow rate amount in that Shipper's new Service Agreement. In the event that Transporter and Shipper mutually agree to such an hourly flow rate for a stated period, the hourly flow rate and any conditions will be specified in the applicable pro forma service agreement in the blank space provided. If Transporter and a Shipper are unable to mutually agree upon a hourly flow rate, Transporter will, upon request from that Shipper, provide a written explanation concerning the operational reasons for the denial.

9.4 Third Party Arrangements. Shipper shall be responsible for making all necessary arrangements with third parties (i) at or upstream of the point(s) of receipt at which Shipper tenders gas to Transporter for transportation or storage services, and (ii) at or downstream of points of delivery at which Transporter delivers gas for the account of Shipper. Shipper shall be responsible for (i) insuring that any such arrangements are consistent with the terms and conditions of the applicable Rate Schedule under which it seeks to have Transporter transport or store the gas or utilize Transporter's storage facilities, and (ii) requiring such third parties to confirm all of Shipper's nominations with Transporter in a form and manner approved by Transporter. Such third-party arrangements shall be coordinated with Transporter.

9.5 Service Obligation. Transporter shall not be required to perform service under any of its Rate Schedules if any of the facilities necessary to render the requested service do not exist or are not available including periods during which facilities are being maintained or repaired, in which case, interruptions of service shall be made consistent with Section 16 (Interruptions of Service) of the General Terms and Conditions. Notwithstanding any other provision in this Tariff, Transporter shall not be required to pay for or to construct or install facilities of any kind, including, but not limited to meters and measuring stations; provided, however, that Shipper may request construction of facilities under the provisions of Section 27 (Construction of Facilities) of the General Terms and Conditions.

9.6 Creditworthiness of Shipper.

(a) Subject to the provisions of paragraphs (b) and (c) below, Transporter shall not be required to provide or to continue to provide service on behalf of any Shipper that (i) is or has become insolvent,
(ii) has applied for bankruptcy under Chapter 11 of the Bankruptcy Code or is subject to similar proceedings
under State or Federal Law, or (iii) fails, in Transporter's reasonable judgment, to demonstrate minimal creditworthiness for all or any part of the service requested, based upon Transporter's consideration of available credit data concerning Shipper and Shipper's past payment history, financial statements, and credit reports.

(b) Criteria for Creditworthiness Determination

(1) Acceptance of a Shipper's request for service and the continuance of service are contingent upon the Shipper satisfying, on an on-going basis, a credit appraisal by Transporter.

(2) Transporter shall apply consistent evaluation practices to all similarly situated Shippers to determine the Shipper's financial ability to satisfy the payment obligations due to Transporter over the term of the requested Service Agreement.

(3) A Shipper will be deemed creditworthy if

(i) its long-term unsecured debt securities are rated at least BBB by Standard & Poor's Corporation ("S&P") or Baa2 by Moody's Investor Service ("Moody's"); and

(ii) Shipper's short-term and long-term outlook opinion is Stable or Positive from S&P or Moody's; and

(iii) the net present value of the sum of reservation fees, utilization fees, and any other associated fees for the contract term is less than 3% of Shipper's tangible net worth. As used herein, "tangible net worth" shall be the sum of the capital stock, paid-in capital in excess of par or stated value, and other free and clear equity reserve accounts less goodwill, patents, unamortized loan costs or restructuring costs and other intangible assets. If Shipper is rated by multiple agencies, the lower rating applies. A Shipper that is not rated by S&P or Moody's may use its parent's rating if a guarantee acceptable to Transporter is provided. If the Shipper has multiple Service Agreements with Transporter, then the total of all those Service Agreements shall be considered in determining creditworthiness.

Transporter reserves the right to determine in its reasonable discretion, that a Shipper who requests new service is not creditworthy to receive that service on the basis that Shipper has outstanding payments due on invoices rendered by Transporter on current or past Service Agreements and Shipper has defaulted on those payments per the terms of the General Terms and Conditions; provided, however, this provision shall not affect amounts disputed by Shipper in good faith. This Section shall apply solely to the Shipper that is the contract holder.

(4) If Shipper does not meet the criteria described above, then Shipper may have the Transporter evaluate its creditworthiness based upon the level of service requested. That credit appraisal shall be based upon Transporter's evaluation of the following information and credit criteria:

(i) S&P and Moody's opinions watch alerts, and rating actions will be considered in determining creditworthiness.

(ii) Consistent financial statement analysis will be applied by Transporter to determine the acceptability of Shipper's current and future financial strength. Shipper's balance sheets, income statements, cash flow statements, and auditor's notes will be analyzed along with key ratios and trends regarding liquidity, asset management, debt management, debt coverage, capital structure, operational efficiency, and profitability.

(iii) Results of bank and trade reference checks and credit reports must demonstrate that a Shipper is paying its obligations in a timely manner.

(iv) Shipper is not operating under any chapter of the Bankruptcy Code and is not subject to liquidation or debt reduction procedures under State Laws. Transporter will make an exception for a Shipper who is a debtor in possession operating under Chapter XI of the Federal Bankruptcy Act, if Transporter is adequately assured that the service billing will be paid promptly as a cost of administration under the Federal Court's jurisdiction.

(v) Whether Shipper is subject to any lawsuits or judgments outstanding which would seriously reflect upon the Shipper's ability to remain solvent.

(vi) Whether Shipper has any delinquent balances outstanding for services provided previously by Transporter and whether Shipper has paid its account balances according to the terms established in its Service Agreements and whether any deductions or payments were withheld for claims not authorized by the Service Agreements.

(vii) Any other information obtained that is relevant to Shipper's current and future financial strength.

(c) Transporter may require adequate assurance of payment for any service under this Tariff requested by an insolvent or uncreditworthy Shipper. Such a Shipper may receive or continue to receive service if it provides adequate assurance of payment for service. Adequate credit assurance will be calculated as follows: (i) For firm service, including, FSS, FTS, NTS, NTS-S, OPT-30, OPT-60 and SST services, the credit assurance elected must include an advance payment equal to the value of one (1) month of demand charges under Shipper’s Service Agreement(s) with Transporter, to be provided within five (5) business days from the day Transporter notifies the Shipper that Shipper did not qualify for or has lost its creditworthiness status, and an additional full two (2) months of demand charges to be provided as collateral held for security within thirty (30) days from the day Transporter notified the Shipper that the Shipper has not qualified for or has lost its creditworthiness status; (ii) For all other services provided pursuant to the Tariff, the credit assurance elected must include an advance payment equal to the value of one (1) month of the highest usage under Shipper’s Service Agreement(s) with Transporter, to be provided within five (5) business days from the day Transporter notifies the Shipper that Shipper did not qualify for or has lost its creditworthiness status, and an additional two (2) highest months of estimated usage during the term of the Service Agreement(s)to be provided as collateral held for security within thirty (30) days from the day Transporter notified the Shipper that the Shipper has not qualified for or has lost its creditworthiness status. For a new Shipper adequate credit assurance will be based on the three (3) highest months of estimated usage during the term of the Service Agreement and for an existing Shipper, adequate credit assurance will be based upon the highest three (3) months of activity for all of Shipper’s active service agreements during the previous twelve months.

Adequate assurance of payment may include:

(1) a cash deposit with Transporter of collateral held for security, provided that such deposit may be applied by Transporter to satisfy a delinquent account;

(2) an irrevocable letter of credit that is both from a creditworthy financial institution and in a form deemed acceptable in Transporter’s sole and reasonable discretion;

(3) a guarantee that is both from a creditworthy entity and in a form deemed acceptable in Transporter’s sole and reasonable discretion; or

(4) a grant to Transporter of a security interest in collateral, the value of which is mutually agreed upon by Transporter and Shipper.

GENERAL TERMS AND CONDITIONS (Cont'd)

Unless otherwise agreed, the credit assurance must at all times maintain a value specified above equal to the highest estimated charges during the term of the Service Agreements. Any deposit held by Transporter pursuant to Section 9.6 shall accrue simple interest at the Federal Funds Rate. Upon Shipper's request, Transporter will remit the balance of the interest to Shipper within thirty days, provided, however, that Transporter shall not be required to remit interest to Shipper more often than every thirty days.

Transporter has the right to seek additional security to cover the value of any imbalance owed Transporter by a non-creditworthy Shipper. The imbalances shall be valued at the "Spot Market Price" which shall be defined, for each Dth on each applicable Day on which the gas is owed as the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey or any successor publication, less applicable transportation charges. Furthermore, Transporter has the right to seek security to cover the estimated value of a future monthly imbalance for non-creditworthy Shippers as follows: For a non-creditworthy new Shipper, a security amount equal to 10% of such Shipper's estimated monthly usage multiplied by the Estimated Imbalance Rate as described below. For a non-creditworthy existing Shipper, a security amount equal to such Shipper's largest monthly imbalance owed to Transporter over the most recent 12-month period multiplied by the Estimated Imbalance Rate. The term "Estimated Imbalance Rate" shall equal the average of the NYMEX future prices for the available 12-month period as such prices close on the day the Estimated Imbalance Rate is determined.

(d) Notwithstanding the foregoing requirements, if Transporter constructs new facilities to accommodate a Shipper, Transporter may require credit assurance in an amount up to Shipper's proportionate share of the cost of the new facilities. This credit assurance may be requested at any time before or after the in-service date of the facilities, to the extent mutually agreed to as a condition of the construction. As Transporter recovers the cost of these facilities through its rates, the credit assurance required will be reduced accordingly. Specifically, any credit assurance provided by a Shipper related to new facilities shall be returned to that Shipper in equal monthly amounts over the term of its Service Agreement for service related to the new facilities or as otherwise mutually agreed by Transporter and Shipper. This requirement is in addition to and shall not supersede or replace any other rights that Transporter may have regarding the construction of and reimbursement for facilities. If Shipper defaults and Transporter terminates service to Shipper, then Transporter shall draw upon and retain such collateral as necessary to reimburse Transporter for the unamortized cost of the facilities constructed for Shipper. The capacity underlying any terminated Service Agreement shall be made available pursuant to Section 4 of these General Terms and Conditions. Within 60 days of the capacity being made available, to the extent such capacity has been awarded, the credit assurance retained by Transporter from the original Shipper shall be reduced to an amount equal to the net present value of that portion of the future reservation charge revenues of the original Shipper that would have been attributed to the cost of those facilities less the net present value of that portion of the future reservation charge revenues of the newly awarded Shipper that may be attributed to the cost of the facilities.

GENERAL TERMS AND CONDITIONS (Cont'd)

9.7 Loss of Creditworthiness

(a) Transporter may at any time re-evaluate the creditworthiness of Shipper and demand adequate assurance of payment or additional adequate assurances of payment if Transporter determines that Shipper has in any respect become uncreditworthy. Circumstances under which Transporter may re-evaluate Shipper's creditworthiness include, but are not limited to, a filing by Shipper for bankruptcy or a submission to bankruptcy or similar federal or state proceedings, an adverse change in Shipper's payment practices, a reorganization of Shipper's business structure, an assignment of Shipper's contracts, or a request by Shipper for increased service. If Transporter, following such a re-evaluation, makes an adverse preliminary creditworthiness determination, and Shipper is current in its payments to Transporter and otherwise has a good credit history with Transporter, Shipper will be given notice of such adverse determination and be allowed 10 days to submit data demonstrating its continued creditworthiness before Transporter will make a final determination of creditworthiness and, if adverse, demand adequate assurance of payment. Transporter may at any time withdraw or revise its demand for adequate assurance of payment or extend its due date.

(b) If the Transporter requests additional information to be used for credit evaluation after the initiation of service, the Transporter, contemporaneous with the request, should provide its reason(s) for requesting the additional information to the Shipper and designate to whom the response should be sent. The Transporter and the Shipper may mutually agree to waive the requirements of this standard.

(c) Upon receipt of either an initial or follow-up request from the Transporter for information to be used for creditworthiness evaluation, the Shipper’s authorized representative(s) should acknowledge receipt of the Transporter’s request. The Transporter and the Shipper may mutually agree to waive the requirements of this standard.

(d) The Shipper’s authorized representative(s) should respond to the Transporter’s request for credit information, as allowed by the Transporter’s tariff, on or before the due date specified in the request. The Shipper should provide all the credit information requested by the Transporter or provide the reason(s) why any of the requested information was not provided.

(e) Upon receipt from the Shipper of all credit information provided pursuant to the applicable NAESB WGQ standards, the Transporter should notify the Shipper's authorized representative(s) that it has received such information. The Transporter and the Shipper may mutually agree to waive the requirements of this standard.

(f) The Shipper should designate up to two representatives who are authorized to receive notices regarding the Shipper's creditworthiness, including requests for additional information, pursuant to the applicable NAESB WGQ standards and should provide to the Transporter the Internet e-mail addresses of such representatives prior to the initiation of service. Written requests and responses should be provided via Internet E-mail, unless otherwise agreed to by the parties. The obligation of the Transporter to provide creditworthiness notifications is waived until the above requirement has been met. The Shipper should manage internal distribution of any creditworthiness notices that are received.

The Transporter should designate on its Internet website or in written notices to the Shipper, the Internet e-mail addresses of up to two representatives who are authorized to receive notices regarding the Shipper's creditworthiness. The Shipper's obligation to provide confirmation to receipt is met by sending such confirmation of such representatives, and the Transporter should manage internal distribution of any such confirmations.

(g) At any time after the Shipper is determined to be non-creditworthy by the Transporter, the Shipper may initiate a creditworthiness re-evaluation by the Transporter. As part of the Shipper's re-evaluation request, the Shipper should either update or confirm in writing the prior information provided to the Transporter related to the Shipper's creditworthiness. Such update should include any event(s) that the Shipper believes could lead to a material change in the Shipper's creditworthiness.

(h) After a Transporter's receipt of a Shipper's request for re-evaluation, including all required information pursuant to NAESB WGQ Standard 0.3.8 ("Shipper's Request"), within five (5) Business Days, the Transporter should provide a written response to the Shipper's Request. Such written response should include either a determination of creditworthiness status, clearly stating the reason(s) for the Transporter's decision, or an explanation supporting a future date by which a re-evaluation determination will be made. In no event should such re-evaluation determination exceed twenty (20) Business Days from the date of the receipt of the Shipper's Request unless specified in the Transporter's tariff or if the parties mutually agree to some later date.

(i) In complying with the creditworthiness related notifications pursuant to the applicable NAESB WGQ standards, the Shipper(s) and the Transporter may mutually agree to other forms of communication in lieu of Internet E-mail notification.

(j) If a Shipper becomes insolvent or looses its creditworthiness status after service commences on Transporter's system, Transporter will notify Shipper via e-mail and facsimile stating that the Shipper has lost its creditworthiness status. If Shipper is a Replacement Shipper, simultaneous notice will also be sent to the Releasing Shipper via e-mail and facsimile. Within ten (10) days of that notice, Transporter will provide the non-creditworthy Shipper a detailed written explanation of the reasons for the loss of creditworthiness and provide a recourse for Shipper to challenge that determination.

(k) Regardless of whether Shipper is insolvent, has lost its creditworthiness status or does not desire to continue service with Transporter, Shipper shall continue to be liable for all charges due under its Service Agreement and associated rate schedule. If the Shipper desires to continue service with Transporter, Transporter will require the Shipper to pay any outstanding balances due Transporter for services rendered and provide adequate credit assurances in accordance with Section 9.6(c) above.

(l) If Shipper fails to provide the credit assurance within the specified time period, Transporter may (i) immediately suspend service to Shipper, and/or (ii) terminate Shipper's Service Agreement

upon at least thirty (30) days written notice to Shipper, Releasing Shipper, if any, and the Commission that
it will terminate service to Shipper if Shipper fails to pay the outstanding balance and/or provide the
required credit assurance. Any termination shall be without waiver of any rights Transporter may otherwise
have under any and all Service Agreements with Shipper including, but not limited to, the right to sue
Shipper for unmitigated damages resulting from Shipper's breach of contract. If Transporter terminates the
service of a Replacement Shipper, Transporter shall provide simultaneous notice to the Replacement Shipper
and Releasing Shipper via e-mail and facsimile.

GENERAL TERMS AND CONDITIONS (Cont'd)

9.8 Requests for service which do not include all of the above-referenced information and the information required by Section 3 shall be deemed null and void.

9.9 If a Shipper has multiple Service Agreements with Transporter and defaults on one Service Agreement, Transporter may deem a default by Shipper on that one Service Agreement as a loss of creditworthiness on any other Service Agreement the Shipper has with Transporter; provided, however, this provision shall not affect amounts disputed by Shipper in good faith. This Section 9.9 shall apply solely to the Shipper that is the Service Agreement holder.

9.10 Transporter intends that section 9.6(b)(4)(iv) above shall be read in harmony, and not in conflict, with the Bankruptcy Code.

9.11 If Transporter has terminated service to Shipper as a result of Shipper’s loss of creditworthiness or default, Transporter shall have the right to assert any liens or other interests, consistent with applicable law, against any gas Shipper may have remaining on Transporter's system.

9.12 General Limitation of Transporter's Obligation. Transporter shall not be required to perform or continue service on behalf of any Shipper that, within 10 days after receipt of notice from Transporter, fails to comply with any of the terms of the applicable Rate Schedule and Shipper's Service Agreement with Transporter; provided however that Shipper's failure to comply with the billing and payment requirements of this Tariff shall be governed by the provisions of Section 10 (Billing and Payment) of the General Terms and Conditions. Other provisions of such Rate Schedule notwithstanding, Transporter shall have the right to take unilateral action to protect the integrity of its system in the event Transporter, in its reasonable discretion, determines that immediate or irreparable harm to Transporter's facilities or operations will be caused by Shipper's failure to comply with any of the terms of the applicable Rate Schedule, the terms of Shipper's Service Agreement with Transporter, or the General Terms and Conditions of this Tariff.

9.13 Balancing at Termination of Service Agreement.

(a) Following the termination of a Service Agreement, Shipper under that Service Agreement shall be required to correct any outstanding imbalance in receipts and deliveries within 60 days after Transporter determines, and notifies Shipper, that such an imbalance exists, or within such longer period of time agreed to by Shipper and Transporter (the balancing period). Shipper shall correct in-kind any undertender imbalance by making arrangements upstream of Transporter for delivery to Transporter to correct such undertender imbalance during the balancing period. Shipper shall correct in-kind any overtender imbalance by (i) obtaining a service agreement (e.g., under the ITS Rate Schedule) from Transporter pursuant to the terms of this Tariff, and scheduling to receive such overtender imbalance quantities from Transporter under such service agreement pursuant to the terms of this Tariff, or (ii) otherwise making arrangements pursuant to this Tariff (e.g., under Section 18 "Inventory Transfers" of the General Terms and Conditions) to dispose of its overtender imbalance. If, after the end of the balancing period, Transporter determines that an imbalance continues to exist in Shipper's account, Transporter shall resolve such imbalance as set forth below.

(b) If Transporter determines that it delivered quantities to or for Shipper in excess of the quantities tendered to Transporter by or for Shipper, Transporter shall assess and collect from Shipper a penalty. Shipper shall pay Transporter a penalty for each Dth of such outstanding imbalance, grossed up for the Retainage percentage applicable to Transporter's ITS Rate Schedule. The penalty shall be the sum of: (i) 120 percent of the Spot Market Price for the Month during which such quantities are made up by Transporter. "Spot Market Price", for purposes of this Section, shall mean, for the applicable Month, the contract index price for gas delivered to “Columbia Gas Transmission Corporation, Appalachia”, as reported in Inside FERC’s Gas Market Report or successor publication. For purposes of calculating Penalty Revenues pursuant to Section 19.6 of the General Terms and Conditions, 100 percent of the Spot Market Price times the applicable number of replenishment dekatherms shall be retained by Transporter. 20 percent of the Spot Market Price times the applicable number of replenishment dekatherms shall be treated as Penalty Revenues as defined in Section 19.6 of the General Terms and Conditions. Upon payment of such charge, the imbalance shall be removed from Shipper's account.

(c) If Transporter determines that Shipper tendered to Transporter quantities in excess of the quantities taken by or for Shipper at the delivery point(s), any such quantities automatically shall be forfeited by Shipper to Transporter free and clear of all liens and encumbrances. Transporter shall post such forfeited quantities on its EBB as gas available for sale to the highest bidder within a 24 hour notice period. Such posting may provide as a condition of sale that such gas be withdrawn from storage within a period of time to be specified in the notice. Upon receipt of payment, Transporter shall treat the forfeited gas proceeds as Penalty Revenues as defined in Section 19.6 of the General Terms and

Conditions.

(d) Transporter may waive the provisions of this Section 9.8 on a nondiscriminatory basis.

SHEET NOS. 324 THROUGH 329, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

10. BILLING AND PAYMENT

10.1 Billing.

(a) On or before the ninth business day following the date of the final monthly meter reading for each Billing Month, Transporter shall render to Shipper an imbalance statement and an invoice (collectively "Billing Statements") setting forth the total quantity of gas delivered to or for the account of Shipper under each Rate Schedule during each Day of the preceding Billing Month, the net billing rate and the amount due, together with information sufficient to explain and support any adjustments made by Transporter with respect to the quantity of gas delivered. Billing statements shall be deemed to be rendered by Transporter when Transporter electronically posts the statements to Shipper on Transporter's EBB. If Transporter is unable to render Billing Statements through Transporter's EBB, the Billing Statements shall be deemed to be rendered when Transporter deposits the Billing Statements with the U.S. Mail for first-class delivery, as evidenced by the postmark date, or Transporter deposits the Billing Statements with an overnight courier service for delivery to Shipper. All Billing Statements shall be based on actuals (if available) or on best available data. Quantities at points where OBAs exist shall be invoiced on scheduled quantities.

(b) When information necessary for billing purposes is in the control of Shipper, Shipper shall furnish such information to Transporter on or before the fifth day after the final meter reading of each Billing Month.

(c) Both Transporter and Shipper shall have the right to examine, at reasonable times agreed to by both parties, books, records, and charts of the other to the extent necessary to verify the accuracy of any statement, charge, or computation made pursuant to any of the provisions of this Section. The examining party shall have one year after the close of a year in which to make an audit of the other Party's records for such year.

10.2 Payment.

(a) Shipper shall pay Transporter by wire or other electronic fund transfer of Federal Funds which are made immediately available to Transporter at such bank account as Transporter shall designate, on or before the twentieth day following the date of the final monthly meter readings for the gas delivered during the preceding Billing Month, except when such twentieth day of the month is a Saturday, Sunday or federal bank holiday, in which case payment is due on the following business day. All such payments shall be considered to have been made on the date when Transporter has use of said funds. Notwithstanding the foregoing, a Shipper whose monthly statement total amount due is less than $50,000.00 may elect to make payment by check which shall be sent by U.S. Mail, First Class delivery and postmarked on or before the twentieth day of the month. Shipper should identify invoice number(s) on all payments. Shipper should provide supporting documentation. Transporter should apply payment per supporting documentation provided by Shipper. If payment differs from the invoiced amount, remittance detail should be provided by the Shipper 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. Payment will be applied in accordance with the remittance detail.

(b) If rendering of a bill by Transporter is delayed after the tenth day following the date of the final monthly meter reading, then the time of payment shall be extended by the same number of days unless Shipper is responsible for such delay.

(c) Should Shipper fail to pay all of the amount of any bill as herein provided, interest on the unpaid portion of such bill shall be computed at the rate set forth in Section 154.501 of the Commission's Regulations, prorated for the number of days from the due date of payment until the actual date of payment.

(d) If Shipper in good faith disputes the amount of any such bill or part thereof, Transporter shall not be entitled to suspend further delivery of gas if

(i) Shipper pays to Transporter such amounts as it concedes to be correct and provides written documentation as to the basis for the dispute;

(ii) within 30 days of a demand made by Transporter, Shipper furnishes good and sufficient surety bond in an amount and with surety satisfactory to Transporter;

(iii) such surety bond guarantees payment to Transporter of the amount ultimately found due upon such bill, plus accrued interest, upon a final determination by agreement or by judgment of the courts;
and

(iv) Shipper does not default on the conditions of such bond.

If Shipper (i) has complied with all of the requirements in the immediately preceding sentence; (ii) prevails on the merits of such dispute concerning such bill by reason of a final determination by agreement or by judgment of the courts; and (iii) makes payment to Transporter in accordance with such final determination, then Transporter shall reimburse Shipper for the reasonable premium cost incurred by Shipper in obtaining such surety bond upon Transporter's receipt from Shipper of the documentation of such premium cost.

10.3 Adjustment of Billing Errors. If it is determined that at any time or times Shipper has been overcharged or undercharged in any form whatsoever under this Section 10 and Shipper has actually paid the bills containing such overcharge or undercharge, Transporter shall refund the amount of any such overcharge or Shipper shall pay the amount of any such undercharge within 30 days after final determination of such amounts. If an error is discovered in the amount billed in any statement rendered by Transporter, such error shall be adjusted within 30 days of Transporter's determination thereof, provided that claim therefor shall have been made within 30 days from the date of discovery of such error but in any event within 6 months from the date of such statement with a 3 month rebuttal period. These time limitations shall not apply in cases of FERC required rate changes, to deliberate omissions, to misrepresentations or mutual mistake of fact. Neither Shipper's nor Transporter's other statutory or contractual rights shall be diminished by this provision.

10.4 Suspension or Termination for Nonpayment. If Shipper under any Rate Schedule becomes delinquent by 10 days in the payment of any invoice, then such Shipper shall provide adequate assurance of payment to Transporter within 10 days of the date of Transporter's written notice of such delinquency. If Shipper does not, within such 10 day period, pay the invoice together with accrued interest, or does not provide adequate assurance of payment in accordance with the provisions of Section 3 (Requests for Service) and Section 9 (Operating Conditions) of the General Terms and Conditions, Transporter, in addition to any other remedies it may have, may commence suspension of service procedures by: (a) sending a first written notice to Shipper and the Commission informing Shipper that its service will be suspended and its Service Agreement with Transporter will be terminated in 30 days ("suspension date") if payment is not received; and (b) sending a second written notice to Shipper and the Commission 10 days before the suspension date informing Shipper that its service will be suspended and its Service Agreement with Transporter will be terminated on the suspension date if payment is not received before that date. Shipper's service will be suspended and its Service Agreement terminated if full payment is not received by Transporter before the suspension date.
Termination of the Service Agreement shall not excuse payments of the amounts then due or any other existing obligation of Shipper. Transporter shall not be entitled to suspend service or terminate Shipper's Service

Agreement pending resolution of an invoice disputed in good faith by Shipper if Shipper complies with the provisions of paragraph 10.2(d) above.

10.5 Billing Disputes. If Shipper in good faith disputes an invoice from Transporter and complies with the provisions of Section 10.2(d) above, further resolution of the dispute shall be in accordance with the provisions of Section 30 (Complaint Resolution Procedure) of the General Terms and Conditions.

10.6 Refunds. Transporter shall pay any refunds owed in excess of $50,000 to any Shipper by wire or other electronic fund transfer of Federal Funds immediately available to Shipper at such bank account as Shipper shall designate.

GENERAL TERMS AND CONDITIONS (Cont'd)

10.7 Right to Set Off Unpaid Amounts. If the Shipper does not pay the full amount due Transporter in accordance with Section 10.2 hereof, then Transporter, without prejudice to any other rights or remedies it may have, shall have the right to withhold and set off payment of any amounts of monies due or owing by Transporter to Shipper, against any and all amounts or monies due or owing by Shipper to Transporter for services performed by Transporter for Shipper. In addition, if Shipper has an overtender(s) of gas on any Service Agreement(s), Transporter will have the right to net that overtender of gas against any existing undertender(s) of gas on any of Shipper's Service Agreement(s).

SHEET NOS. 332 THROUGH 334, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

11. FLEXIBLE PRIMARY AND SECONDARY RECEIPT AND DELIVERY POINTS

11.1 Primary Receipt and Delivery Points. The point(s) of receipt for all gas tendered to Transporter for transportation under Transporter's Rate Schedules shall be at the interconnection of the facilities of Transporter, Shipper or any applicable third parties, or at such other primary point(s) agreed upon by Shipper and Transporter and specified in Shipper's Service Agreement with Transporter. The point(s) of delivery for all gas delivered by Transporter to Shipper or to a third party on behalf of Shipper under Transporter's Rate Schedules shall be (i) at the interconnection of the facilities of Transporter and Shipper or any applicable third parties, or (ii) at such other primary point(s) agreed upon by Shipper and Transporter and specified in Shipper's Service Agreement with Transporter.

11.2 Flexible Primary Receipt and Delivery Point Authority. Except as may otherwise be specified in this Section or in individual Rate Schedules, Shipper shall have flexible primary receipt and delivery point authority; provided that Transporter, in its reasonable discretion, determines that sufficient firm capacity exists in its existing facilities to accommodate the proposed changes in primary receipt or delivery points. Any Shipper seeking to change primary receipt or delivery points under an existing Service Agreement shall request such a change by advising Transporter, identifying the Service Agreement affected, and furnishing Transporter with the information described in Section 3 (Requests for Service) of the General Terms and Conditions. If firm capacity is available to accommodate Shipper's requested change, Transporter and Shipper shall execute an agreement, superseding Appendix A to the relevant Service Agreement, that shall reflect the agreed changes in such receipt or delivery points, or maximum daily quantities.

11.3 Secondary Receipt and Delivery Points Authority. Except as provided in Section 11.2 above or elsewhere in this Tariff, Shipper may have secondary receipt and delivery points under any firm Service Agreement as provided and subject to the requirements in the applicable Rate Schedule. Receipts and deliveries of gas at such secondary receipt and delivery points under firm transportation agreements shall have the allocation priority as described in Section 7 (Capacity Allocation) of the General Terms and Conditions. Transporter shall interrupt service at such secondary receipt and delivery points as set forth at Section 16 (Interruptions of Service) of the General Terms and Conditions. The list of interconnections at which secondary point service is available will be maintained by Transporter in a Master List of Interconnections (MLI) posted on its EBB. The interconnection points on the MLI shall be incorporated, where appropriate, as secondary points in Shipper's Service Agreement.

SHEET NOS. 336 THROUGH 339, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

12. MAXIMUM DAILY DELIVERY OBLIGATION AT DELIVERY POINTS AND MAXIMUM DAILY QUANTITY AT RECEIPT POINTS

12.1 Maximum Daily Delivery Obligation at Delivery Points

(a) The Maximum Daily Delivery Obligation (MDDO) at each point of delivery under Transporter's firm transportation service Rate Schedules shall be set forth in the applicable Service Agreement. Unless further limited by a Design Daily Quantity, as described in 12.1(c) below, or by an Aggregate Daily Quantity, as described in 12.1(d) below, the MDDOs expressed in Shipper's firm Service Agreement shall serve to define Transporter's firm service obligation to Shipper at each of its delivery points. At a minimum, the MDDOs expressed in Shipper's Service Agreement will be utilized by Transporter in its design of any measurement, pressure regulation, lateral pipeline, or other local facilities used to make deliveries to Shipper at each of its delivery points under the Service Agreement. Where Shipper receives service from Transporter under two or more firm service Rate Schedules, the MDDOs specified in one Service Agreement may be incorporated by reference in the other Service Agreements.

(b) The sum of the MDDOs under all of Shipper's firm Service Agreements shall equal the sum of the Transportation Demands under all of Shipper's firm Service Agreements; provided, however, that the sum of those MDDOs may exceed Shipper's specified Transportation Demand if the Shipper previously held Service Agreements under Transporter's former CDS or SGS Rate Schedules. Where the sum of the MDDOs exceed Shipper's Transportation Demand, Transporter's firm service obligation to Shipper may be further limited by Design Daily Quantities, as described in 12.1(c) below, or by Aggregate Daily Quantities, as described in 12.1(d) below.

(c) Notwithstanding the MDDOs at individual delivery points, Transporter and Shipper may mutually agree to further define Transporter's service obligation to Shipper under Transporter's firm service Rate Schedules by implementation of a Design Daily Quantity (DDQ) at each point of delivery to Shipper. If applicable, the DDQ at each point of delivery under Transporter's firm transportation service Rate Schedules shall be set forth in the applicable Service Agreement, and shall serve to define Transporter's firm service obligation to Shipper at each of its delivery points in a specified area on a coincidental design day, unless such obligation is further limited by an Aggregate Daily Quantity, as described in 12.1(d) below. The DDQ at each point of delivery will be equal to or less than the corresponding MDDO value at each point. The DDQs expressed in Shipper's Service Agreement will be utilized by Transporter in its design of its transmission pipeline systems. Where Shipper receives service from Transporter under two or more firm service Rate Schedules, the DDQs specified in one Service Agreement may be incorporated by reference in the other Service Agreements.

(d) Notwithstanding the MDDOs or DDQs at individual delivery points, Transporter and Shipper may mutually agree that Transporter's combined aggregate service obligation at all or some of the delivery points to Shipper in a specified area (the Aggregate Area) shall, if applicable, be limited to an Aggregate Daily Quantity (ADQ). Aggregate Area ADQs may themselves be included in larger Aggregate Area ADQs that would control multiple areas. All such Aggregate Area ADQs shall be set forth in the applicable Service Agreement. The Service Agreement will also specify which delivery points are to be included in and limited by an Aggregate Area ADQ. Any Aggregate Area ADQ will be equal to or less than the sum of the individual MDDOs or DDQs for each of the delivery points that are governed by that ADQ. Where Shipper receives service from Transporter under two or more firm service Rate Schedules, the ADQs specified in one Service Agreement may be incorporated by reference in the other Service Agreements.

(e) Unless waived by Transporter in its reasonable discretion, the aggregate of Shipper's MDDOs, DDQs and ADQs, where applicable, shall be reduced in proportion to any reduction by Shipper in its Total Firm Entitlement (TFE). Shipper shall have the right to specify the delivery points at which the reductions

or adjustments in those MDDOs, DDQs and ADQs shall be made.

12.2 Maximum Daily Quantity at Receipt Points.

(a) Shipper's Maximum Daily Quantity at each point of receipt under Transporter's firm service Rate Schedules shall be set forth in the applicable Service Agreement.

(b) The sum of Shipper's Maximum Daily Quantity at all receipt points shall equal the sum of the Transportation Demand under Shipper's firm Service Agreements plus quantities necessary for Retainage.

SHEET NOS. 342 THROUGH 344, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

13. PRESSURE

(a) Transporter shall deliver gas at each delivery point to or for the account of Shipper at the pressure which shall be available from time to time in Transporter's pipeline, less any pressure reduction that may occur through any measurement, flow control, regulation or other appurtenant facilities that are owned by Transporter; provided, however, that Transporter and Shipper may mutually agree to a specific minimum delivery pressure for a stated period at any delivery point or points which Transporter shall agree to meet or exceed, and where necessary, upon specified conditions to ensure that such agreements do not have any adverse effects on Transporter's system. Transporter's obligation to meet or exceed this minimum delivery pressure shall be contingent upon total deliveries at the particular delivery point or points not exceeding the combined total Maximum Daily Delivery Obligation (MDDO) of all Shippers who hold firm Service Agreement rights to said point or points. Transporter may meet or exceed the specified minimum delivery pressure if deliveries at the delivery point or points are in excess of the combined total MDDO or any specified hourly flow commitments, but shall have no obligation to do so. If Transporter and Shipper agree to a specific minimum delivery pressure obligation for a stated period, the pressure obligation and any conditions will be specified in the pro forma service agreement in the blank spaces provided. Transporter may at any time, and from time to time, exceed a minimum delivery pressure obligation it has made to a Shipper. Transporter also may operate its facilities at less than the minimum delivery pressure obligation made to a Shipper when the Shipper does not require the agreed-upon minimum delivery pressure. If Transporter and a Shipper are unable to mutually agree upon a minimum pressure commitment, Transporter will, upon request from that Shipper, provide a written explanation concerning the operational reasons for the denial.

(b) Shipper shall deliver gas or cause gas to be delivered to Transporter at the receipt points at a pressure sufficient to allow the gas to enter Transporter's pipeline, as such pressure shall vary from time to time. Transporter shall not be required to compress into its pipeline gas transported under any Rate Schedule, or otherwise change its normal pipeline operations. At each receipt point, Shipper shall provide, or cause to be provided, equipment acceptable to Transporter that will prevent overpressuring of Transporter's pipeline. Transporter and Shipper may agree to a specific minimum receipt pressure for a stated period at any point or points, below which Transporter is not obligated to receive gas from or on behalf of Shipper, and where necessary, upon specified conditions to ensure that such agreements do not have any adverse effect on Transporter's system. If Transporter and Shipper agree to a specific minimum receipt point pressure obligation for a stated period, the pressure obligation and any conditions will be specified in the pro forma service agreement in the blank spaces provided. If Transporter and a Shipper are unable to mutually agree upon a minimum pressure commitment, Transporter will, upon request from that Shipper, provide a written explanation concerning the operational reasons for the denial.

(c) Transporter will not enter into minimum pressure obligations or conditions that will adversely affect Transporter's ability to meet its firm service obligations to an existing Shipper. In addition, Transporter will not unilaterally impose new contractual minimum pressure conditions when an existing Shipper exercises its right of first refusal in accord with Section 4 of the General Terms and Conditions.

SHEET NOS. 346 THROUGH 349, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

14. RELEASE AND ASSIGNMENT OF SERVICE RIGHTS

(a) The procedures set forth in this Section governing the release and assignment of service rights by Shippers shall apply to all services offered by Transporter for which such right is provided in the applicable Rate Schedule: provided that these procedures are subject to the provisions of Section 40 of the General Terms and Conditions governing segmentation. A Shipper under such applicable Rate Schedule may release and assign all or any portion of the service under its Service Agreement. Any Shipper accepting such assignment ("Replacement Shipper") must be listed on Transporter's Approved Bidders List, must have executed an Electronic Contracting Agreement with Transporter, and must be an authorized EBB user complying with all conditions and requirements set forth in the General Terms and Conditions and in the applicable Rate Schedule and Service Agreement.

(b) The Capacity Release timeline is applicable to all parties involved in the Capacity Release process; however, it is only applicable if 1) all information provided by the parties to the transaction is valid and the acquiring shipper has been determined to be credit worthy before the capacity release bid is tendered and 2) there are no special terms or conditions of the release.

(c) Capacity Release Timeline:

For biddable releases (less than 1 year):

(1) offers should be tendered by 12:00 P.M. on a Business Day;

(2) open season ends no later than 1:00 P.M. on a Business Day (evaluation period begins at 1:00 P.M. during which contingency is eliminated, determination of best bid is made, and ties are broken);

(3) evaluation period ends and award posting if no match required at 2:00 P.M.;

(4) match or award is communicated by 2:00 P.M.;

(5) match response by 2:30 P.M.;

(6) where match required, award posting by 3:00 P.M.;

(7) contract issued within one hour of awarding posting (with a new contract number, when applicable); nomination possible beginning at the next available nomination cycle for the effective date of the contract. (Central Clock Time)

For biddable releases (1 year or more):

(8) offers should be tendered by 12:00 P.M. four Business Days before award;

(9) open season ends no later than 1:00 P.M. on the Business Day before timely nominations are due (open season is three Business Days);

(10) evaluation period begins at 1:00 P.M. during which contingency is eliminated, determination of best bid is made, and ties are broken;

(11) evaluation periods ends and award posting if no match required at 2:00 P.M.;

(12) match or award is communicated by 2:00 P.M.;

(13) match response by 2:30 P.M.;

(14) where match required, award posting by 3:00 P.M.;

(15) contract issued within one hour of award posting (with new contract number, when applicable); nomination possible beginning at the next available nomination cycle for the effective date of the contract. (Central Clock Time)

For non-biddable releases:

Timely Cycle

(16) posting of prearranged deals not subject to bid are due by 10:30 A.M.;

(17) contract issued within one hour of award posting (with a new contract number, when applicable); nomination possible beginning at the next available nomination cycle for the effective date of the contract. (Central Clock Time)

Evening Cycle

(18) posting of prearranged deals not subject to bid are due by 5:00 P.M.;

(19) contract issued within one hour of award posting (with a new contract number, when applicable); nomination possible beginning at the next available nomination cycle for the effective date of the contract. (Central Clock Time)

Intraday 1 Cycle

(20) posting of prearranged deals not subject to bid are due by 9:00 A.M.;

(21) contract issued within one hour of award posting (with a new contract number, when applicable); nomination possible beginning at the next available nomination cycle for the effective date of the contract. (Central Clock Time)

Intraday 2 Cycle

(22) posting of prearranged deals not subject to bid are due by 4:00 P.M.;

(23) contract issued within one hour of award posting (with a new contract number, when applicable); nomination possible beginning at the next available nomination cycle for the effective date of the contract. (Central Clock Time)

14.1 Initiating the Release and Assignment.

(a) Electronic Bulletin Board. The release and assignment of service rights by Shipper shall be facilitated through Transporter's Electronic Bulletin Board (EBB), described at Section 2 (Electronic Bulletin Board) of the General Terms and Conditions. As explained below, Shippers seeking to release and assign firm service rights ("Releasors") shall post offers to release and notices of prearranged assignments through Transporter's EBB. Potential Replacement Shippers also may post offers to purchase service rights and bids for capacity noticed by Releasors through Transporter's EBB. Such postings shall be made through the interactive features of Transporter's EBB. Transporter reserves the right to request modifications in, or to delete all or any portion of, postings that do not conform to the requirements of Section 14.1(b) below; provided, however, that Transporter shall have no responsibility for any errors, omissions, or other aspects of these postings from third parties on its EBB.

GENERAL TERMS AND CONDITIONS (Cont'd)

(b) Release Notice. Releasor may initiate the assignment of the service rights it is seeking to release and assign by electronically transmitting the information specified below to Transporter's EBB ("Release Notice"). Such electronic Release Notice shall contain the following information regarding the capacity that Shipper is seeking to release:

(1) Releasor's identity, the Rate Schedule under which Releasor seeks to release capacity, and the contract number assigned by Transporter to the Service Agreement under which Shipper seeks to release capacity;

(2) whether release is on a temporary or permanent basis;

(3) the numeric quantity on a per day basis for transportation, storage injection, storage withdrawal, a per-release quantity for storage capacity, and the term (duration);

(4) the receipt and delivery points;

(5) any applicable recall provisions relating to the proposed release, and whether the Replacement Shipper will have the option to refuse the capacity after recall has ended;

(6) any minimum conditions concerning the rate, term, or volume that the releasing shipper is willing to accept (and that Releasor wishes to have posted on Transporter's EBB), or a statement that it has separately revealed to Transporter any such minimum conditions, which shall be posted following the close of bidding;

(7) whether Releasor will accept contingent bids for the capacity being released and, if so, all terms and conditions of acceptable contingencies including the manner in which such contingent bids will be evaluated;

(8) the maximum reservation charge (including demand-type surcharges) applicable to the capacity being released, provided however, for releases less than one (1) year in length between March 27, 2000 and September 30, 2002, this information shall not be required;

(9) the date and time of (i) the posting of the release notice on Transporter's EBB, and (ii) the close of the bidding for the released capacity;

(10) whether the Releasor has a prepackaged arrangement to assign the service to a specified Replacement Shipper; and, if so, the identity, address, and telephone number of the designated Replacement Shipper and the price the prospective Replacement Shipper has agreed to pay under any such prepackaged arrangement;

(11) objective criteria for evaluating responsive bids by potential Replacement Shippers and for breaking ties among highest bidders, to the extent that Releasor's criteria are at variance with the criteria established by Transporter in this Section;

(12) the name, and Internet e-mail address or EDI/EDM Electronic Notice Delivery Mechanism of Releasor's designated contact person;

(13) the rate basis on which bids for the released capacity are to be submitted;

(14) whether bids for the released capacity are to be submitted on a fixed dollars and cents amount or on a percentage basis; and

(15) whether the release is subject to an indemnification provision pursuant to which the initial Replacement Shipper indemnifies Releasor against any claims by successive Replacement Shippers relating to refunds (where Releasor has provided correctly calculated refunds to the initial Replacement Shipper), and all terms of any such indemnification provision.

(16) whether the release is to an asset manager, as defined in Section 284.8 of the Commission's regulations.

(17) whether the release is to a marketer participating in a state-regulated retail access program as defined in Section 284.8 of the Commission's regulations.

(c) Evaluation Criteria. For the capacity release business process timing model, only the following methodologies are required to be supported by Transporter and provided to Releasor as choices from which they may select and, once chosen, should be used in determining the awards from the bid(s) submitted. They are: 1) highest rate, 2) net revenue and 3) present value. Other choices of bid evaluation methodology (including other Releasor defined evaluation methodologies) can be accorded similar timeline evaluation treatment at the discretion of Transporter. However, Transporter is not required to offer other choices or similar timeline treatment for other choices, nor, is Transporter held to the timeline should Releasor elect another method of evaluation. Releasor shall include all such alternative evaluation criteria in the Release Notice to be posted on Transporter's EBB. When Transporter makes awards of capacity for which there have been multiple bids meeting minimum conditions, Transporter shall award capacity, best bid first, until all offered capacity is awarded.

(d) At any time up to the close of the bidding period for the posted capacity, Releasor may withdraw its posting for release of capacity if Releasor itself has an unanticipated use for the capacity and no minimum bid has been made. Such a withdrawal shall be effected by Releasor placing a notice of withdrawal on Transporter's EBB. Offers will be binding until a notice of withdrawal is received by Transporter.

(e) Transporter may refuse to allow a permanent release if it has a reasonable basis to conclude that it will not be financially indifferent to the release. If Transporter denies Shipper's request to permanently release capacity, Transporter will notify Shipper via e-mail and include in the notice the reasons for the denial.

14.2 Posting.

Posting of Release Notices on Transporter's EBB shall be complete and subject to the conditions and exceptions set forth below.

(a) Exempt Transactions. Posting for purposes of inviting bids shall not be required for (i) prepackaged arrangements Releasor has arranged with a designated Replacement Shipper for a period of 31 days or less; (ii) prepackaged arrangements for more than one (1) year that Releasor has arranged with a designated Replacement Shipper under which the designated Replacement Shipper agrees to pay the maximum reservation charge and commodity rate, and applicable surcharges, and meets all requirements set forth in this Tariff; (iii), releases to an asset manger, as defined in Section 284.8 of the Commission's regulations; or (iv) releases to a marketer participating in a state-regulated retail access program as defined in Section 284.8 of the Commission's regulations (collectively "exempt transactions"). There shall be no maximum price cap for pre-packaged arrangements of one (1) year or less in length. Pre-packaged arrangements for more than 31 days but less than one (1) year in length are not exempt transactions under this Section 14.2(a). For cross-month releases, the maximum duration for eligibility as an exempt transaction under part (i) above shall be 31 days. The rate received by Releasor under prearranged transactions for more than one (1) year

that are exempt from the ordinary posting and competitive bidding procedures set forth in this Section 14 must not exceed the maximum rate.

(b) Notice to Transporter; Informational Posting. For any exempt transaction, as described in paragraph (a) immediately above, Releasor, shall provide Transporter, for contract execution purposes, and shall post on Transporter's EBB in accordance with the Capacity Release timeline under Section 14.(c) above: (i) the information required for a Release Notice; (ii) the price and term of the assignment; and (iii) the identity of the Replacement Shipper; and (iv) for releases to an asset manager (as defined in Section 248.8 of the Commission's regulations), the asset manager's delivery obligation to Releasor. Releasor may post such exempt transactions at any time. Transporter shall issue an Assignment Agreement within one (1) hour of such posting and shall allow nominations under such Assignment Agreement in the next available nomination cycle, as specified in Section 6.2(e) of the General Terms and Conditions. In the event Shipper has not executed the Assignment Agreement prior to making its nomination, Shipper shall be deemed to have executed the Assignment Agreement with Transporter pursuant to which the nomination is being made.

(c) Limitations on Continuation of Exempt Transactions. A Releasor that has employed an exempt transaction to assign service to a designated Replacement Shipper for a period of 31 days or less, as described in Section 14.2(a)(i) above: (i) shall not roll over, extend, or otherwise continue that release beyond its original term without complying with the ordinary posting and competitive bidding requirements applicable to all non-exempt transactions, as set forth in this Section, unless the rollover, extension, or continuation is for a term of more than one (1) year at the maximum rate, meets all of the terms and conditions of the Release Notice, and qualifies as an exempt transaction under Section 14.2(a) above and (ii) shall not, pursuant to the short-term exemption of Section 14.2(a)(i), re-release to the same Replacement Shipper for 28 days after termination of the earlier release period without fully complying with the ordinary posting and competitive bidding requirements applicable to all non-exempt transactions, as set forth in this Section, unless the re-release is at the maximum rate for a term of more than one (1) year, meets all of the terms and conditions of the Release Notice, and qualifies as an exempt transaction under Section 14.2(a) above. This Section does not apply to releases to an asset manager or releases to a marketer participating in a state-regulated retail access program.

(d) Timing and Duration of Posting. Offers by potential Releasors to release and assign capacity shall be posted on Transporter's EBB in accordance with the Capacity Release timeline under Section 14.(c) above. Releasor may not specify an extension of the original bid period without posting a new release.

(e) Method to Post. Transporter shall post offers and bids, including prearranged deals, upon receipt. Releasor may request a later posting time for posting of such offer, and Transporter shall support such request insofar as it comports with the standard Capacity Release timeline specified in GISB standard No. 5.3.2.

14.3 Bidding.

(a) Potential Replacement Shippers shall submit bids for released capacity which comport with the methodology of the release notice stated in ten-thousandths of one dollar ($0.0000) per Dth one day per month for reservation charges, or in hundredths of one cent (0.00¢) per Dth for one-part volumetric rate bids or a percent of maximum, accompanied by a valid Bid for Capacity Release Form in the form included in this Tariff. Bids submitted for a permanent release shall be submitted on a valid Request for Service as set forth in Section 3 (Requests for Service) of the General Terms and Conditions. For capacity release transactions of one (1) year or less in length, there shall be no maximum price cap. Such bids (i) shall be submitted electronically by potential Replacement Shippers to Transporter's EBB in the format established by Transporter for such bids on the EBB, (ii) shall be displayed on the EBB when complete without revealing the identity of the bidder during the bidding period, and (iii) in accordance with Transporter's specifications, shall specifically reference the capacity for which the bid is being submitted.

GENERAL TERMS AND CONDITONS (Cont'd)

(b) A potential Replacement Shipper responding to the posting of a Release Notice shall be permitted to bid a quantity and a term of service different from those specified in the posted Release Notice; provided, however, that a Bidder shall not be permitted to bid a quantity or a term of service lower than any minimum quantity or term disclosed and posted by Releasor in the Release Notice. Bidders must accept all other conditions set forth in the Release Notice.

(c) Bids shall be submitted by potential Replacement Shippers without bidders knowing the identities of other bidders. Bidders may submit multiple bids, each higher than the previous bid, during the posting period established pursuant to Section 14.2(e) above.

(d) All bidders must (i) have prequalified under Transporter's creditworthiness standards, (ii) appear on Transporter's Approved Bidders List, and (iii) where execution of an Assignment Agreement will be required within five days of its transmission by Transporter, have executed an Electronic Contracting Agreement with Transporter, as required by Section 3 (Requests for Service), Section 9 (Operating Conditions), and Section 5 (Service Agreement and Electronic Contracting), of the General Terms and Conditions.

(e) All bids for capacity release transactions more than one (1) year in length shall neither exceed the maximum rates nor be less than the minimum rates permitted by the Commission for the released services. Bids for capacity release transactions of one (1) year or less may exceed the maximum rates but shall not be less than the minimum rates permitted by the Commission for released services. Bids for capacity offered for more than one year at a one-part volumetric rate (which shall apply only to the reservation portion of the rate) shall not exceed a maximum rate calculated by converting the applicable maximum reservation charge into a volumetric charge at a 100 percent load factor plus the applicable commodity charges.

(f) Bids are binding, other than contingent bids, until written or electronic notice of withdrawal is received. Bids may be withdrawn before the close of the bidding period. Any bidder that withdraws its bid for released capacity may not, within that same bidding period, submit a bid at a lower rate for any portion of that same capacity.

(g) Where higher bids are received for capacity that Releasor proposes to release under a prepackaged arrangement that is subject to competitive bidding (including prepackaged arrangements for 31 days or less for which Releasor requests competitive bidding), the Replacement Shipper designated by Releasor (designated Replacement Shipper) shall be notified by Transporter and shall exercise its right to match the highest competing bid in accordance with the Capacity Release timeline under Section 14(c) above. For transactions one (1) year or less in length, a designated Replacement Shipper shall be required to match the highest competing bid, including bids that may be submitted in excess of the maximum rate. A Releasor shall not be able to specify an extension of the original pre-arranged match period without posting a new release.

GENERAL TERMS AND CONDITONS (Cont'd)

(b) A potential Replacement Shipper responding to the posting of a Release Notice shall be permitted to bid a quantity and a term of service different from those specified in the posted Release Notice; provided, however, that a Bidder shall not be permitted to bid a quantity or a term of service lower than any minimum quantity or term disclosed and posted by Releasor in the Release Notice. Bidders must accept all other conditions set forth in the Release Notice.

(c) Bids shall be submitted by potential Replacement Shippers without bidders knowing the identities of other bidders. Bidders may submit multiple bids, each higher than the previous bid, during the posting period established pursuant to Section 14.2(e) above.

(d) All bidders must (i) have prequalified under Transporter's creditworthiness standards, (ii) appear on Transporter's Approved Bidders List, and (iii) where execution of an Assignment Agreement will be required within five days of its transmission by Transporter, have executed an Electronic Contracting Agreement with Transporter, as required by Section 3 (Requests for Service), Section 9 (Operating Conditions), and Section 5 (Service Agreement and Electronic Contracting), of the General Terms and Conditions.

(e) All bids for capacity release transactions one (1) year or more in length shall neither exceed the maximum rates nor be less than the minimum rates permitted by the Commission for the released services. Bids for capacity release transactions of less than one (1) year during the period March 27, 2000 and September 30, 2002 may exceed the maximum rates but shall not be less than the minimum rates permitted by the Commission for released services. Bids for capacity offered at a one-part volumetric rate (which shall apply only to the reservation portion of the rate) shall not exceed a maximum rate calculated by converting the applicable maximum reservation charge into a volumetric charge at a 100 percent load factor plus the applicable commodity charges; provided, however, such bids may exceed the maximum rate during the period between March 27, 2000 and September 30, 2002, if the capacity release is for a period of less than one (1) year.

(f) Bids are binding, other than contingent bids, until written or electronic notice of withdrawal is received. Bids may be withdrawn before the close of the bidding period. Any bidder that withdraws its bid for released capacity may not, within that same bidding period, submit a bid at a lower rate for any portion of that same capacity.

(g) Where higher bids are received for capacity that Releasor proposes to release under a prepackaged arrangement that is subject to competitive bidding because the prearranged price is lower than the maximum rate (including prepackaged arrangements for 31 days or less for which Releasor requests competitive bidding), the Replacement Shipper designated by Releasor (designated Replacement Shipper) shall be notified by Transporter and shall exercise its right to match the highest competing bid in accordance with the Capacity Release timeline under Section 14(c) above. For pre-packaged arrangements less than one (1) year in length during the period between March 27, 2000 and September 30, 2002, a designated Replacement Shipper shall be required to match the highest competing bid, including bids that may be submitted in excess of the maximum rate. A Releasor shall not be able to specify an extension of the original pre-arranged match period without posting a new release.

GENERAL TERMS AND CONDITIONS (Cont'd)

14.4 Evaluation of Bids and Assigning Service Rights.

(a) Transporter shall perform the evaluation of bids in accordance with the criteria specified in the Release Notice and shall determine which, if any, bids to accept.

(b) In the absence of any such Releasor-developed alternative criteria to the contrary, as specified in Releasor's Release Notice, bids shall be evaluated and rights to released capacity assigned by Transporter in accordance with the bid evaluation criteria referenced at Section 14.1(c).

(c) For (1) capacity release transactions of more than one (1) year where Releasor has posted a prepackaged arrangement at less than the maximum rate or (2) prepackaged arrangements for 31 days or less for which the Releasor requests competitive bidding, the designated Replacement Shipper under that arrangement will be awarded the capacity if, within the time limits specified in Section 14.3(h) immediately above, that designated Replacement Shipper matches the competing bid(s) offering the highest economic value, as calculated in accordance with the bid evaluation criteria set forth in Section 14.1(c) or in the Release Notice.

(d) Where highest bids of equal value are received for released capacity from more than one bidder, not including a designated Replacement Shipper under a prepackaged arrangement, the capacity (i) shall be assigned in accordance with any nondiscriminatory method for breaking ties established by Releasor in the Release Notice, or (ii) shall, if Releasor does not establish a tie-breaking method, be assigned pro rata on the basis of the respective quantities bid by the winning bidders. Bidders may specify in their bids the minimum quantities they will accept. If a pro rata allocation would result in assignment of quantities below a bidder's minimum quantity, any such bidder will not be assigned the capacity, and the total quantity available for assignment will then be re-allocated among the remaining highest value bidders on a pro rata basis.

(e) Transporter will not award capacity release offers to the Shipper until and unless the Shipper meets Transporter's creditworthiness requirements applicable to all services that it receives from Transporter, including the service represented by the capacity release.

(f) Transporter shall post on the EBB the winning bid and the identity of the winning bidder(s) in accordance with the Capacity Release timeline under Section 14(c) above.

14.5 Assignment Agreements.

(a) For all transactions pursuant to this Section 14, Transporter shall electronically transmit an Assignment Agreement upon receipt of Replacement Shipper's electronic confirmation reflecting the terms of the Release Notice to Replacement Shipper in accordance with the Capacity Release timeline under Section 14(c) above.

GENERAL TERMS AND CONDITIONS (Cont'd)

(b) Transporter and Replacement Shipper shall execute the Assignment Agreement in substantially the form contained in this Tariff; provided that such an Agreement shall be executed electronically where an executed contract is required within five business days of its transmission by Transporter. That Assignment Agreement shall contain all terms and conditions of the release and assignment; provided that such terms and conditions are identical to those set forth in the underlying Release Notice. Where electronic contracting is required as described immediately above, all Replacement Shippers must have executed an Electronic Contracting Agreement in accordance with the electronic contracting procedures specified in Section 5.7 of the General Terms and Conditions. All Replacement Shippers must appear on Transporter's Approved Bidders List, which list shall indicate Bidders that have executed an Electronic Contracting Agreement. Service will not be provided unless the Assignment Agreement properly has been executed. If the Replacement Shipper does not execute and return such Assignment Agreement within two business days of Transporter's tender (or such later date established by Releasor through notice to Transporter and Replacement Shipper), the bid and Transporter's offer of an Assignment Agreement shall be void and Transporter will tender an Assignment Agreement to the next highest acceptable bidder, if any, consistent with the terms of the Release Notice. Except with respect to prearranged transactions described in Section 14.2(a) above, Replacement Shippers failing to return such agreement shall be removed from Transporter's Approved Bidders List for six months, or less than six months if agreed to in writing by the Releasor. Nothing herein shall restrict Releasor from pursuing any other remedies it may have against a Replacement Shipper failing to execute and return an Assignment Agreement tendered by Transporter.

14.6 Implementation; Receipt and Delivery Points. Following acceptance of a bid for assignment and execution of an assignment agreement, Transporter will accept nominations or requests for alternate receipt or delivery points for the assigned capacity. Replacement Shippers may submit nominations to Transporter in the next available nomination cycle, as specified in Section 6.2(e) of the General Terms and Conditions. In the event Shipper has not executed the Assignment Agreement prior to making its nomination, Shipper will be deemed to have executed the Assignment Agreement with Transporter pursuant to which the nomination is being made. Replacement Shippers may not, however, exercise flexible receipt and delivery point authority at primary points unless such exercise is agreed to in writing by Releasor. Quantities flowing under assigned service rights shall have the same priority as those quantities had under the applicable underlying service agreement originally entered into by Releasor and Transporter, and that priority shall be unaffected by whether or not the assignment is subject to recall, as described at Section 14.7 below.

14.7 Recall; Reassignment of Assigned Service Rights.

(a) Agreements Subject to Recall. Releasors shall be permitted to specify as a condition for releasing capacity the right to recall that assigned capacity upon notice to Transporter and to Replacement Shipper. Any such recall provision must be included in the Release Notice originally submitted by Releasor and in the assignment agreement executed following assignment of the capacity. The Release Notice and the assignment agreement governing the assigned capacity shall clearly state (i) the frequency with which Releasor may recall any released capacity, (ii) the maximum duration of any such recall, (iii) whether and under what conditions any right of first refusal held by Releasor is transferred to Replacement Shipper, and (iv) such other terms as Releasor may specify. Replacement Shipper shall be permitted to make secondary assignments of all or any part of the capacity, unless prohibited by the Releasor, contained in its

assignment agreement that is subject to Releasor's right to recall, provided, however, that such assignments
shall not vary the recall provisions contained in the original assignment.

(b) Replacement Shipper Release. A Replacement Shipper that desires to release some or all of its assigned capacity (Replacement Shipper/Secondary Releasor) may release and reassign all or a portion of the assigned capacity to other parties (Secondary Replacement Shippers) subject to the requirements set forth in paragraph (a) immediately above. Any such reassignment must satisfy all of the posting, bidding and notice requirements set forth in this Section, and any Secondary Replacement Shipper must satisfy all of the creditworthiness and other requirements set forth in this Section. No limitation unless required by the Releasor shall be placed on the number of times service rights that are not subject to recall may be reassigned, provided, however, that a Replacement Shipper/Secondary Releasor may not assign rights any greater than the rights it received pursuant to the earlier assignment, and may not place any unreasonable or discriminatory conditions on such assignments.

(c) For all released capacity subject to recall rights, the following recall notification periods shall apply:

Timely Recall Notification:

(1) Releasing Shipper recalling capacity shall provide notice of such recall to the Transporter and the first Replacement Shipper no later than 8:00 a.m. on the day that Timely nominations are due;

(2) Transporter shall provide notification of such recall to all affected Replacement Shippers no later than 9:00 a.m. on the day that Timely nominations are due (Central Clock Time);

Early Evening Recall Notification:

(3) Releasing Shipper recalling capacity shall provide notice of such recall to the Transporter and the first Replacement Shipper no later than 3:00 p.m. on the day that Evening nominations are due;

(4) Transporter shall provide notification of such recall to all affected Replacement Shippers no later than 4:00 p.m. on the day that Evening nominations are due (Central Clock Time);

Evening Recall Notification:

(5) Releasing Shipper recalling capacity shall provide notice of such recall to the Transporter and the first Replacement Shipper no later than 5:00 p.m. on the day that Evening nominations are due;

(6) Transporter shall provide notification of such recall to all affected Replacement Shippers no later than 6:00 p.m. on the day that Evening nominations are due (Central Clock Time);

Intraday 1 Recall Notification:

(7) Releasing Shipper recalling capacity shall provide notice of such recall to the Transporter and the first Replacement Shipper no later than 7:00 a.m. on the day that Intraday 1 nominations are due;

(8) Transporter shall provide notification of such recall to all affected Replacement Shippers no later than 8:00 p.m. on the day that Intraday 1 nominations are due (Central Clock Time);

Intraday 2 Recall Notification:

(9) Releasing Shipper recalling capacity shall provide notice of such recall to the Transporter and the first Replacement Shipper no later than 2:30 p.m. on the day that Intraday 2 nominations are due;

(10) Transporter shall provide notification of such recall to all affected Replacement Shippers no later than 3:30 p.m. on the day that Intraday 2 nominations are due (Central Clock Time).

For recall notification provided to Transporter prior to the recall notification deadline specified in NAESB WGC Standard No. 5.3.44 and received between 7:00 a.m. and 5:00 p.m., Transporter shall provide notification to all affected Replacement Shippers no later than one hour after receipt of such recall notification. For recall notification provided to Transporter after 5:00 p.m. and prior to 7:00 a.m., Transporter shall provide notification to all affected Replacement Shippers no later than 8:00 a.m. after receipt of such recall notification (Central Clock Time).

(d) For the recall notification provided to Transporter, the quantity shall conform to Transporter's capacity recall notification specification. Transporter requires that the quantity must be expressed in terms of adjusted total released capacity entitlements based upon the Elapsed Pro rata Capacity.

(e) Assignment Agreements that call for payment by Shipper of a one-part volumetric rate may not be released and assigned.

(f) If a Releasor's Service Agreement is suspended or terminated, then Transporter may terminate the release of capacity to the Replacement Shipper if Transporter has first provided the Replacement Shipper an opportunity to continue receiving service by paying the lesser of (i) the Releasor's Service Agreement rate; (ii) the applicable Recourse Rate; or (iii) some other rate that is acceptable to Transporter.

(g) If a Replacement Shipper's Service Agreement is suspended or terminated, then the released capacity will revert to the Releasor.

14.8 Billing.

(a) Transporter, in accordance with the terms of this Tariff, shall: (i) bill the Releasor for the full reservation charge, applicable reservation-related surcharges and any other fixed charges for which Releasor is otherwise obligated to Transporter, less either the reservation charge bid by Releasor's Replacement Shipper, or the reservation charge portion of amounts billed to Replacement Shippers paying one-part volumetric rates; and (ii) bill the Replacement Shipper for (A) the reservation charge bid by that Replacement Shipper (except for periods during which the Releasor has recalled the capacity), (B) all commodity charges, or all payments under one-part volumetric rates, and any minimum volumetric commitment agreed to but not met by the Replacement Shipper, (C) any commodity surcharges, (D) any penalties or imbalance correction costs associated with the assigned capacity, and (E) any applicable overrun charges, as any of these charges may change from time to time upon approval of the Commission. For all payments received from Replacement Shipper, Transporter shall allocate such payment first to the reservation charge (or to the reservation charge component under a one-part rate) and then any amounts above that level to the commodity charge (or to the commodity charge component under a one-part rate). Replacement Shipper may, upon notice to Transporter and approval of the Releasor, appoint Releasor as its agent to receive such billings from Transporter. The charges shall be pro-rated for a Billing Month if necessary.

(b) For all assignments of service rights, Releasor shall remain ultimately responsible to Transporter for full payment of the reservation charge, any applicable reservation-related surcharges, and any other fixed charges for which Releasor is otherwise obligated to Transporter. For permanent releases of capacity, Transporter may in its reasonable discretion agree to release the Releasor from this responsibility. Such discretion shall be exercised by Transporter in a nondiscriminatory manner. Until payment by Replacement Shipper to Transporter of any unpaid reservation charges, any claims Releasor may have relating to those charges shall be subordinated to those of Transporter. Any reservation charge payments made by Replacement Shipper to Transporter will not be withheld from Releasor by Transporter due to Replacement Shipper's failure to pay Transporter other amounts owed that are unrelated to the released capacity. In the event of termination of Releasor's Service Agreement with Transporter, Replacement Shipper's Service Agreement with Transporter is deemed terminated unless (1) Replacement Shipper agrees to pay Transporter the currently effective maximum rates for service under the Tariff, or (2) Transporter and Replacement Shipper mutually agree upon a discounted rate or negotiated rate for service under this Tariff; provided, however, that any Replacement Shipper shall be entitled to continued service at the contract rate between the Releasor and Transporter.

(c) In the event that a Replacement Shipper (including a Secondary Replacement Shipper) fails to pay Transporter's invoice relating to the released capacity, Transporter shall within five business days provide the Releasor (the most recent Releasor, where the capacity has been secondarily assigned) with written or telephonic notice of such nonpayment. Upon Releasor's receipt of such notice of Replacement Shipper's nonpayment, Releasor, without prejudice to any other rights it may have, may immediately recall the assigned capacity upon 24-hour notice to Replacement Shipper unless within such period Replacement Shipper pays in full the outstanding indebtedness, together with accrued interest at the Commission approved interest rate, and furnishes adequate assurance of payment to Releasor if required by Releasor.

(d) Transporter should provide the original releasing shipper with Internet E-mail notification reasonably proximate in time with any of the following formal notices given by Transporter to the releasing shipper's replacement shipper(s), of the following:

(1) Notice to the replacement shipper regarding the replacement shipper's past due, deficiency, or default status pursuant to Transporter's tariff;

(2) Notice to the replacement shipper regarding the replacement shipper's suspension of service notice;

(3) Notice to the replacement shipper regarding the replacement shipper's contract termination notice due to default or credit-related issues; and

(4) Notice to the replacement shipper that the replacement shipper(s) is no longer creditworthy and has not provided credit alternative(s) pursuant to Transporter's tariff.

14.9 Refunds.

(a) For all refunds other than those described at paragraph (b) immediately below, the original Releasor of any capacity shall receive from Transporter any reservation charge-related refunds associated with the assigned capacity, including any refunds related to the reservation charge portion of payments under a one-part volumetric rate. The Replacement Shipper holding the assigned right to service at the time of the overpayment shall receive from Transporter its share of any commodity charge-related refunds, including any refunds related to the commodity portion of payments under a one-part volumetric rate, associated with the assigned capacity. Refunds owed by Transporter will be made by Transporter directly to Replacement Shipper or indirectly through the Releasor if Replacement Shipper has appointed Releasor as its agent for billings pursuant to Section 14.8(a) above.

(b) The refund obligation of Transporter set forth in paragraph (a) shall be modified where Releasor

has released capacity at a rate in excess of that owed by Releasor to Transporter for that capacity ("Releasor's Margin"). To the extent that Releasor's margin equals or exceeds the amount of any refund obligation, Transporter shall not be obligated to make refunds to Releasor. (Any refunds ultimately paid to a Replacement Shipper in that event shall be paid by Releasor.)

14.10 Fees. Transporter shall not charge a fee for posting of a Release Notice or a Request to Purchase on its EBB. Transporter shall be entitled to charge a reasonable fee if Releasor and Transporter agree that Transporter shall receive a fee for actively marketing the capacity Releasor seeks to release.

SHEET NOS. 358 THROUGH 364, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

15. FORCE MAJEURE

15.1 Defined. Neither Transporter nor Shipper shall be liable to the other for any damages occurring because of force majeure. The term force majeure means an event that creates an inability to serve that could not be prevented or overcome by the due diligence of the party claiming force majeure. Such events include, but are not defined by or limited to, acts of God, strikes, lockouts, acts of a public enemy, acts of sabotage, wars, blockades, insurrections, riots, epidemics, landslides, earthquakes, fires, hurricanes, storms, tornadoes, floods, washouts, civil disturbances, explosions, accidents, freezing of wells or pipelines, partial or entire electronic failure (including the failure of the EBB and the EBB backup plan, or the failure of SCADA or electronic measurement equipment), mechanical or physical failure that affects the ability to transport gas or operate storage facilities, or the binding order of any court, legislative body, or governmental authority which has been resisted in good faith by all reasonable legal means. Failure to prevent or settle any strike or strikes shall not be considered to be a matter within the control of the party claiming suspension.

15.2 In Operation. Such causes or contingencies affecting the performance hereunder by either Transporter or Shipper, however, shall not relieve it of liability in the event of its concurring negligence or in the event of its failure to use due diligence to remedy the situation and to remove the cause in an adequate manner and with all reasonable dispatch, nor shall such causes or contingencies affecting such performance relieve either party from meeting all payment obligations.

SHEET NOS. 366 THROUGH 369, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

16. INTERRUPTIONS OF SERVICE

Interruptions of service for purposes of this Tariff (i) shall include but not be limited to decreasing, suspending, or discontinuing the receipt or delivery of gas, and (ii) shall be effected by Transporter in accordance with the provisions of this Section.

16.1 Interruptions of Firm Services.

(a) If due to force majeure, other unforeseen conditions on Transporter's system, or operating conditions (such as, but not limited to, performing routine maintenance, making modifications, tests or repairs to Transporter's pipeline system or protection of the integrity and performance capability of its storage and transmission facilities), the gas available for delivery from Transporter's system or portion thereof is temporarily insufficient to meet all of Transporter's authorized firm services on any day, then Transporter, upon providing as much notice as possible, shall interrupt all such services in accordance with the priorities set forth at Section 16.4 below. Transporter shall notify Shipper of interruptions by Electronic Notice Delivery to Shipper's representative, and shall do so 72 hours in advance in the case of interruptions due to routine maintenance. Shipper must make available a representative to maintain 24-hour contact with Transporter to receive such notices. Such a representative shall have a requisite authority and capability to make any adjustments required as a result of Transporter's notice of interruption. Transporter will specify in interruption orders issued pursuant to this Section the: (i) date and time by which Shipper must comply; and (ii) the revised quantity (if any) authorized to flow (Lowered Quantity).

(b) Where Transporter's ability to render service is impaired in a particular segment of Transporter's system, interruptions of firm services shall be effected, in accordance with Paragraph (a) above, only for those Shippers served through the segment(s) of Transporter's system in which service has been impaired.

(c) A Shipper that fails to interrupt its firm service as directed by Transporter shall be subject to penalties as set forth at Section 19 (Penalties) of the General Terms and Conditions.

16.2 Interruptions of Interruptible Service.

(a) Transporter may interrupt any interruptible services (i) for the reasons set forth in Section 16.1 above, or (ii) for the purpose of making capacity available for firm services. Whenever Transporter determines that such interruption is appropriate, Transporter shall do so in accordance with the priorities set forth at Section 16.4 below.

(b) Where Transporter's ability to render service is impaired in a particular segment of Transporter's system, interruptions of interruptible services shall be effected, in accordance with paragraph (a) above, only for those Shippers served through the segment(s) of Transporter's system in which service has been impaired.

(c) A Shipper that fails to interrupt its interruptible service as directed by Transporter shall be subject to penalties as set forth at Section 19 (Penalties) of the General Terms and Conditions.

16.3 Notice of Interruptions. Transporter reserves the right to interrupt services under any of its Rate Schedules at any time during any Day and shall give as much notice of such interruptions as is practicable. When possible, Transporter shall announce interruptions at 3:00 p.m. on the Day preceding the planned interruption. Transporter shall notify electronically each Shipper whose service is interrupted and shall post interruptions on its Electronic Bulletin Board (EBB). Direct interconnect parties shall also receive notice of interruptions from Transporter's Gas Controllers by Electronic Notice Delivery (or via telephone); provided that such direct interconnect parties have, as required, made available a representative to maintain 24-hour contact with Transporter to receive such notices. Such a representative shall have the requisite authority and capability to make any adjustments required as a result of Transporter's notice of interruption. In the event of any conflicting communications, notices from Transporter's Gas Controllers shall control. In the event of interruption, Shippers shall only be entitled to receive such services as Transporter can provide under Transporter's applicable Rate Schedules. Electronic Notice Delivery shall be according to the following provisions:

(a) Transporter should provide affected parties with notification of intraday bumps, operational flow orders and other critical notices through the affected party’s choice of Electronic Notice Delivery mechanism(s).

(b) Unless the affected party and Transporter have agreed to exclusive notification via EDI/EDM, the affected party should provide Transporter with at least one Internet E-mail address to be used for Electronic Notice Delivery of intraday bumps, operational flow orders and other critical notices. The obligation of Transporter to provide notification is waived until the above requirement has been met.

(c) Transporter should support the concurrent sending of electronic notification of intraday bumps, operational flow orders and other critical notices to two Internet E-mail addresses for each affected party.

16.4 Service Priorities.

(a) Transportation Services. The provisions of this paragraph (a) shall apply to Transporter's FTS, NTS, NTS-S, TPS, SST, GTS, OPT, ITS, AS, IPP and PAL Rate Schedules and all Service Agreements with Shippers thereunder, and firm and interruptible X-Rate Schedules set forth in Volume No. 2 of this Tariff.
In the event capacity is not available to continue the receipt, transportation or delivery of all Shippers' gas which has been scheduled and is flowing on Transporter's transmission system, Transporter, in the capacity constrained area shall (i) interrupt capacity sequentially among the Rate Schedule priority groupings set forth below, and (ii) interrupt within those Rate Schedule priority groupings in the order and manner set forth below until the necessary level of interruption is achieved:

(1) Quantities under Transporter’s PAL Rate Schedule, pro rata on the basis of Shipper’s scheduled parking or lending quantity;

(2) Quantities under Transporter's ITS, AS, and IPP Rate Schedules, overrun quantities in excess of a Shipper's Transportation Demand under Transporter's FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, and quantities under interruptible services set forth at Volume No. 2 of this Tariff, beginning with quantities attributable to Shippers paying the lowest price, and pro rata among Shippers paying the same price;

(3) Quantities at secondary receipt or delivery points under Transporter's OPT Rate Schedule, pro rata on the basis of Shipper's Scheduled Daily Receipt or Delivery Quantity. Any interruptions or other allocation reductions to Shipper's deliveries at secondary delivery points under the OPT Rate Schedule shall not reduce Shipper's allowable days of interruption under that Rate Schedule.

(3) Quantities at primary receipt or delivery points under Transporter's OPT Rate Schedule, beginning first with quantities attributable to OPT Service Agreements that have days remaining for interruption and then quantities attributable to OPT Service Agreements that have no days remaining for interruption, in the event of the existence of force majeure conditions or such other conditions as described in the OPT Rate Schedule.

(4) Quantities at primary or secondary receipt points under Transporter's FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules, and quantities under firm services set forth at Volume No. 2 of this Tariff, pro rata based on Transportation Demand.

(5) Quantities at primary or secondary delivery points under Transporter's FTS, NTS, NTS-S, TPS, SST and GTS Rate Schedules and under Volume No. 2 of this Tariff, allocated pro rata based on Transportation Demand.

(b) Storage Services. This paragraph shall apply to Transporter's GTS, FSS, FBS, NTS, NTS-S, ISS, and SIT Rate Schedules and Service Agreements with Shippers thereunder. In the event capacity is not available to continue storage injections and withdrawals of all Shippers' flowing gas that has been scheduled on Transporter's system, Transporter, in the capacity constrained area, shall (i) interrupt service sequentially among the priority groupings set forth below, and (ii) interrupt within those priority groupings, in the order and manner set forth below until the necessary level of interruption is achieved:

(1) Quantities under any of Transporter's Operational Balancing Agreements (OBAs), operational imbalances under Transporter's AS or IPP Rate Schedules, and corrections of imbalances under Transporter's transportation Rate Schedules, pro rata, if necessary, based on scheduled quantities.

(2) Storage injection and withdrawal quantities under Transporter's SIT Rate Schedule, pro rata based on scheduled quantities.

(3) Storage injections and withdrawal quantities in excess of Shipper's Maximum Daily Injection Quantity or Maximum Daily Withdrawal Quantity under Transporter's FSS and FBS Rate Schedules, and storage injection and withdrawal quantities under Transporter's ISS Rate Schedule, beginning with injections and withdrawals attributable to Shippers paying the lowest price, and pro rata among Shippers paying the same price.

(4) Storage withdrawal quantities made by Transporter to provide service to Shippers under Transporter's NTS and NTS-S Rate Schedules, pro rata based on the Transportation Demand set forth in the NTS and NTS-S Service Agreements for Shippers to which such interruptions in the constrained area are attributable; storage injection and withdrawal quantities under Transporter's FSS Rate Schedule, pro rata based on Maximum Daily Withdrawal Quantity for Shippers to which such interruptions in the constrained area are attributable; and quantities under Transporter's GTS Rate Schedule, pro rata based on respective levels of Transportation Demand.

16.5 Relief From Interruptions of Firm Transportation Service in Emergency Situations.

(a) Transporter shall adjust interruptions made pursuant to this Section to the extent necessary to respond to emergency situations. An emergency situation exists when irreparable injury to life or property (including minimum plant protection requirements) will occur if natural gas transportation service is not rendered to a Shipper under Transporter's firm transportation service agreements. Emergency exemptions from interruption procedures or orders under this Section may be requested by a Shipper of firm transportation services when supplemental deliveries in excess of its pro rata interruption level are required to prevent irreparable injury to life or property, and such Shipper (1) has arranged to use all alternate sources of supply and capacity available, including other pipeline capacity capable of operationally serving the affected area of interruption, recallable released capacity, and alternate fuels, for the period involved, and (2) has interrupted and will continue to interrupt service to its interruptible, off-system sales and low priority shippers during the emergency.

(b) Such request shall be submitted by the Shipper to Transporter by telephonic or facsimile transmission, and shall be confirmed in writing, within 24 hours of the request, including a sworn, notarized statement attesting (1) to the details of the emergency; (2) its estimated length; (3) that Shipper has unsuccessfully attempted to obtain capacity from other sources, including capacity release and assignment; (4) that all sources of gas supply and capacity, including that available from other pipelines capable of operationally serving the affected area of interruption are being used; (5) that interruptible services are unavailable; (6) that no alternate fuel can be used to avoid the emergency; and (7) that it has interrupted service to its interruptible shippers, off-system sales and other low priority shippers and will continue to do so during the emergency.

(c) Transporter shall adjust the capacity available to such Shipper to avoid the emergency to the extent such adjustment can be made without creating any other emergency for other Shippers of firm service or jeopardizing Transporter's operations. Capacity shall be made available by increasing the pro rata interruption of other Shippers (to the extent that an emergency is not created for any such Shipper) in accordance with Section 16.4. Any additional capacity made available hereunder shall not exceed the lesser of (1) the minimum quantity of capacity necessary to alleviate the emergency situation, or (2) that quantity which, when added to the capacity already available, would equal Shipper's contractual entitlement at the relevant point(s) of delivery. Any relief granted hereunder to such Shipper shall consist exclusively of an additional allocation of capacity, and Transporter shall have no obligation to provide quantities of gas not otherwise available to such Shipper under the terms of the pertinent transportation agreement. The time during which additional capacity is made available hereunder shall not exceed that which is necessary to alleviate the emergency situation. Shipper shall notify Transporter immediately upon cessation of the emergency situation. Transporter shall not be liable to any person for any damages whatsoever resulting from Transporter's interruption pursuant to this Section 16.5, unless such interruption is caused by the negligence or willful misconduct of Transporter.

(d) A Shipper receiving relief under this Section shall compensate any other Shipper injured thereby. Such compensation shall consist of payment to such injured Shipper, by the Shipper receiving relief, of the daily equivalent of Transporter's applicable reservation charge for the time period and amount of capacity taken from the injured Shipper. Payment for the capacity so taken shall be made to Transporter, which will then credit such payment to the injured Shipper in the billing cycle applicable to the period in which the emergency interruption occurred. Nothing in this Section 16.5 shall limit the rights of a Shipper which has capacity adjusted pursuant to this Section 16.5 in order to provide relief from emergency interruption to another Shipper from seeking any damages from such Shipper receiving relief, to the extent permitted by applicable law.

(e) In the event Shipper does not provide the sworn statement as required by this Section 16.5, or receives emergency relief on the basis of any representation in such sworn statement that is determined to have been materially false, then all of the quantities attributable to the adjustment made by Transporter shall be billed to that Shipper, in addition to all other charges, at a rate of $25 per dekatherm. All revenues attributable to such $25 per dekatherm charge shall be credited, on a pro rata basis, to those Shippers interrupted to a lower quantity as a result of the anticipated sworn statement.

(f) To the extent Transporter's interruption of any Shipper pursuant to this Section 16.5 would cause such Shipper to incur a penalty due Transporter through no fault of Shipper, Transporter shall not assess that penalty against that Shipper. This provision does not excuse Shipper from taking all reasonable action necessary to remove itself from a penalty situation.

(g) In the event emergency relief is provided pursuant to this Section 16.5, Transporter shall post on its EBB the following information within two hours after such relief has been granted: (1) the name of the Shipper(s) whose request(s) for emergency relief have been granted; (2) the date and the time when the emergency relief was initiated to the Shipper(s); (3) the expected duration of the emergency; (4) the specific location of the emergency; and (5) a brief description of the nature of the capacity constraint and the emergency.

(h) Transporter will maintain, and make available for inspection by any interested party, all written and electronic information generated in connection with the granting or denial of emergency relief pursuant to this Section 16.5, including but not limited to the sworn statement and facsimile transmissions required by Section 16.5(b), and the EBB notice required by Section 16.5(g).

SHEET NOS. 375 THROUGH 379, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

17. OPERATIONAL FLOW ORDERS

17.1 In General.

(a) Transporter, in its reasonable discretion, shall have the right to issue Operational Flow Orders (OFO) as specified in this Section upon determination by Transporter that action is required in order to alleviate conditions which threaten the integrity of Transporter's system, to maintain pipeline operations at the pressures required to provide reliable firm services, to have adequate supplies in the system to deliver on demand (including injection of gas into the mainline, providing line pack, and injecting gas into storage at the right place and time), to maintain and protect the integrity and performance capability of Transporter's storage fields, to maintain firm service to all Shippers and for all firm services, and to maintain the system in balance for the foregoing purposes. To the extent feasible, Transporter shall attempt to direct such OFOs to those Shippers causing the condition that necessitates issuance of the OFO.

(b) Each OFO shall contain the following information:

(1) Time and date of issuance;

(2) Time that OFO is effective;

(3) Duration of OFO (If none specified, the Operational Flow Order will remain in effect until further notice)

(4) The Shipper(s) or class of Shippers affected;

(5) The action that Shipper(s) must take;

(6) The reason or justification for issuing the Operational Flow Order; and

(7) Any other information which may be required by the terms of this Tariff.

(c) Except for Force Majeure events, events or conditions which threaten the integrity of Transporter's system, or as specified in Section 17.2(a), Transporter will give at least 24 hours general advance notice of an OFO by posting on the Electronic Bulletin Board the conditions that may jeopardize the system or affect Transporter's ability to meet its firm service obligations. Transporter reserves the right to issue an Operational Flow Order to be effective upon less than 24 hours notice if necessary to protect the integrity of its system. If Transporter issues an Operational Flow Order without providing such 24 hours notice, except for those Operational Flow Orders issued pursuant to Section 17.2(a), Transporter shall post on its Electronic Bulletin Board and send to the Commission a detailed explanation containing information specific to that individual situation to justify the issuance of the Operational Flow Order.

(d) In addition to the 24-hour notice requirement of Section 17.1(c) above, Transporter shall post, giving as much advance warning as is reasonably possible, information regarding the operational variables that give, or will in the future give, rise to issuance of an OFO and Transporter will provide updates regarding the expected duration of an OFO based on those operational variables. In addition, and within a reasonable period of time following termination of an OFO. Transporter shall post on its EBB a report detailing the factors requiring the issuance and the termination of an OFO.

GENERAL TERMS AND CONDITIONS (Cont'd)

(e) Transporter shall issue OFOs by posting on its Electronic Bulletin Board and by Electronic Notice Delivery to Shipper's representative. Shippers shall monitor Transporter's Electronic Bulletin Board
for any OFO applicable to Shipper's service and shall be solely responsible for compliance with each OFO. Electronic Notice Delivery shall be according to the following provisions:

(1) Transporter should provide affected parties with notification of intraday bumps, OFOs and other critical notices through the affected party's choice of Electronic Notice Delivery mechanism(s).

(2) Unless the affected party and Transporter have agreed to exclusive notification via EDI/EDM, the affected party should provide Transporter with at least one Internet E-mail address to be used for Electronic Notice Delivery of intraday bumps, OFOs and other critical notices. The obligation of Transporter to provide notification is waived until the above requirement has been met.

(3) Transporter should support the concurrent sending of electronic notification of intraday bumps, OFOs and other critical notices to two Internet E-mail addresses for each affected party.

(f) Operational Remedies. Transporter may implement any or all of the following operational remedies, in any order that Transporter deems necessary, when addressing operational constraints on Transporter's pipeline system: (1) Transporter may restrict non-firm delivery capacity to Transporter's affected Market Areas by posting a reduced level (down to zero) of non-firm delivery capacity into those affected Market Areas; (2) Transporter may allocate internal constraint points in accordance with the provisions of Transporter's FERC Gas Tariff; (3) Transporter may require individual Shippers to utilize primary delivery points; (4) Transporter may require individual Shippers to utilize primary receipt points; (5) Transporter may impose hourly flow rates and limitations in accordance with the provisions of Transporter's FERC Gas Tariff; and (6) Transporter may limit service to a specific MLI or Aggregate Area.
In addition, as provided in Section 17.1(c) above, Transporter shall provide as much advance warning as possible of the conditions that may create an OFO and of the anticipated duration of such an OFO. However, nothing in this Section 17.1(f) shall preclude Transporter from issuing, at any time, an OFO if Transporter reasonably determines that such an OFO is necessary to protect the integrity of Transporter's pipeline system or to meet other operational exigencies as provided for in this Section 17.

17.2 Pipeline-Specific Operational Standards for Issuance of OFOs.

(a) If, in Transporter's judgment, impending operating conditions will cause the delivery pressure to one or more Shippers to drop below the pressure provided in the Service Agreement(s) of the Shipper(s), Transporter may immediately issue an Operational Flow Order pursuant to this Section requiring that deliveries under all of Transporter's Rate Schedules be made on a basis consistent with the flow rates and limitations set forth in the Operational Flow Order. If only one segment of Transporter's system will be affected by low pressure, the Operational Flow Order shall be limited to that segment of the system and shall be so stated. For the duration of this Operational Flow Order, increases in scheduled delivery quantities within affected segments of Transporter's system will be made on a prospective basis only.

(b) Transporter shall have the right to issue Operational Flow Orders requiring Shippers to deliver gas to Transporter at Shipper's primary receipt points under Shipper's FTS, NTS, NTS-S, TPS, or GTS Service Agreement with Transporter. This right shall also apply to Shippers which have acquired capacity via Transporter's capacity release and assignment procedures.

(c) Proper utilization of Transporter's storage facilities is crucial to Transporter's ability to provide firm services to Shippers. Therefore, in the event Transporter determines that action is necessary to prevent damage to the integrity of its storage fields or to ensure the operating performance of Transporter's system, including its storage fields, Transporter may issue an Operational Flow Order as follows to preserve its ability to provide firm service to Shippers:

(1) Transporter may issue an Operational Flow Order limiting all Shippers to receipts and deliveries at primary points.

(2) Transporter may issue an Operational Flow Order requiring each Shipper at a given receipt point to fully utilize all of its non-storage receipt point firm transportation capacity on Transporter prior to being entitled to withdraw quantities from storage.

(3) Transporter may issue an Operational Flow Order limiting or prohibiting transfers of injection rights, withdrawal rights, or storage inventory by Shipper where:

(i) Transporter's storage pool deliverabilities, in the aggregate or in any segment, have declined to such a level that, in Transporter's discretion, a transfer may jeopardize Transporter's ability to perform firm service to any Shipper; or

(ii) The transfer could cause Transporter to issue an Operational Flow Order under another part of this section.

(4) Transporter may issue an Operational Flow Order directing a Shipper to correct imbalances or operate within the limitations on transportation, storage, injections or withdrawals as set forth in the Shipper's Service Agreement or the applicable Rate Schedule.

(d) In addition to the other provisions of this Section 17 that may be applicable to Shippers under the NTS and NTS-S Rate Schedules, Transporter may issue an Operational Flow Order to a Shipper under the NTS and NTS-S Rate Schedules to require Shipper to replenish its Gas Supply Quantity (GSQ) earlier than required by NTS and NTS-S Rate Schedules Section 2(f) in order for Transporter to provide no-notice service, replace borrowed gas or to preserve system integrity.

(e) Transporter may, on a nondiscriminatory basis, issue such other reasonable Operational Flow Orders as may be required for the purposes set forth in this Section in order to provide the services contemplated by this Tariff. For example, but without limitation, Transporter may issue an OFO directing a Shipper to take certain actions to enable Transporter to adequately respond to the following type of exigent circumstances occurring on Transporter's system:

(1) Freezing of wells or pipelines or other essential equipment to the extent that such

freezing damages or destroys or otherwise impairs Transporter's essential facilities or Transporter's ability to monitor and control Transporter's essential facilities or results in the loss of supplies of natural gas from upstream transporters, Transporter's storage fields, or producers of natural gas.

(2) Partial or entire electronic failure (including the failure of the EBB and the EBB backup plan, or the failure of SCADA or electronic measurement equipment), that impairs Transporter's ability to monitor and control Transporter's essential facilities.

(3) Mechanical or physical failure that affects Transporter's ability to transport gas or operate storage facilities, including for example but without limitation, pipeline failure, compressor failure, regulator failure or other similar mechanical or physical failure.

(4) External operations, including for example but not limited to, surface or subsurface mining operations or highway construction operations or blasting operations that require Transporter to reduce operating pressures in, or remove from service, a portion of Transporter's pipeline and/or storage facilities.

(5) Federal or state rules, regulations or orders, such as safety inspection orders and environmental safety orders, that require Transporter to reduce operating pressures in, or remove from service, a portion or Transporter's pipeline and/or storage facilities.

(6) Failure of Shipper's to comply with hourly flow requirements contained in Transporter's FERC Gas Tariff.

(7) Loss of natural gas supply from upstream transporters, producers, storage providers or LNG providers due to exigencies occurring on those entities' systems.

(f) To the extent that Transporter seeks to implement hourly flow restrictions beyond those provided for in other provisions of its Tariff and/or service agreements, Transporter shall issue an operational flow order pursuant to the conditions of this section.

(g) For the reasons specified in Section 17.2(a) through (e), Transporter may, on a nondiscriminatory basis, issue Operational Flow Orders in order to provide no-notice service under the NTS,
NTS-S, FSS and SST Rate Schedules.

(h) Transporter has the right to issue Operational Flow Orders on a nondiscriminatory basis without liability except in cases of Transporter's negligence or undue discrimination. Compliance with the
Operational Flow Orders and the other terms and conditions of Transporter's Tariff is essential to Transporter's ability to provide deliveries and services under all Rate Schedules. A failure by one or more
Shipper to comply with the Operational Flow Orders may affect Transporter's ability to provide such deliveries and services. In such event and in addition to other provisions hereof and not in lieu of any other remedies available in law or at equity, Transporter will, except in cases of Transporter's negligence
or undue discrimination, have no liability or responsibility for its inability to provide deliveries and services and will be indemnified and held harmless against any claims related to such failure to provide deliveries and services by the Shipper(s) failing to comply with Transporter's Tariff and in particular, the
provisions of this Section.

17.3 Limitations.

(a) Shipper shall not be required to flow gas pursuant to this Section in excess of Shipper's Total Firm Entitlement or any maximum entitlement level specified in Shipper's Service Agreement(s) with Transporter.

(b) A Shipper must comply with an Operational Flow Order within the time period set forth therein unless the Shipper is able to demonstrate that such compliance: (1) is not within Shipper's physical or contractual control; (2) is prevented by operating conditions on a third party pipeline system beyond Shipper's control; (3) is precluded by its contractual restrictions with a third party pipeline system; and/or (4) is prevented due to a force majeure event as defined in Section 15 (Force Majeure) of the General
Terms and Conditions; provided that Shipper shall make a good faith effort to comply with an Operational Flow Order, including seeking waivers of any contractual limits with third party pipelines or modifications
of operating conditions on third party pipeline systems. Shipper shall notify Transporter immediately if it
believes that it is excused from compliance with the Operational Flow Order for the reasons set forth in

this subparagraph (b), and shall promptly provide Transporter with documentation sufficient to support its
basis for non-compliance.

(c) A Shipper shall not incur penalties for complying with an Operational Flow Order.

SHEET NOS. 383 AND 384
ARE BEING
RESERVED FOR FUTURE USE

18. INVENTORY TRANSFERS AND IMBALANCE TRANSFERS

18.1 Transfers Generally. A Shipper may transfer inventory in its account to its other account(s) or the accounts of other Shippers under this Section. For purposes of this Section, the term "account" shall mean a Shipper's gas account under a storage or transportation Service Agreement with Transporter. A Shipper seeking to transfer inventory between accounts pursuant to this Section shall notify Transporter electronically through Transporter's EBB using Transporter's approved nomination form as set forth on Transporter's EBB. Transporter shall not be obligated to provide any information to a Shipper concerning the account status of other Shippers' accounts. Transporter will permit a Shipper, upon request, to post on Transporter's EBB an announcement of Shipper's desire to transfer inventory, but Shipper shall remain responsible for making all arrangements effecting the proposed transfer.

18.2 No Cost Transfers. A Shipper may transfer inventory from an account under a Service Agreement with Transporter set forth under column "From" to an account under a Service Agreement with Transporter set forth under Column "To", as set forth below, without incurring transportation, storage, injection or withdrawal charges or surcharges, and without assessment of Retainage on the transferred quantity:

	From	To
(a)	FTS, OPT, ITS, NTS, NTS-S	FTS, OPT, ITS, NTS, NTS-S GTS
(b)	FSS, FBS, ISS	FSS, FBS, ISS, SIT, NTS, NTS-S, GTS
(c)	SIT	NTS, NTS-S, GTS
(d)	GTS	GTS

(e) In addition, a Shipper with an SIT Service Agreement with Transporter which has a remaining inventory balance thereunder after having crossed-zero once within the prior 10-day period pursuant to Section 3(b) of the SIT Rate Schedule (and other than as a result of cost-free inventory transfers pursuant to this Section 18) may transfer such remaining inventory balance, or portion thereof, to another Shipper's (or Shippers') SIT Service Agreement with Transporter; provided that (1) such transferee Shipper (or Shippers) has also crossed-zero once within the same prior 10-day period pursuant to Section 3(b) of the SIT Rate Schedule (and other than as a result of cost-free inventory transfers pursuant to this Section 18) and (2) both Shippers' accounts move closer to, but without crossing zero as a result of such transfer. In addition, an SIT Shipper shall not create an SIT balance where one did not previously exist by engaging in an inventory transfer with another SIT Shipper.

(f) Transportation imbalances that are unresolved (other than through operation of the applicable terms of this Tariff; e.g, the FSS Rate Schedule, General Terms and Conditions Section 8, predetermined allocation agreements, etc.) under a Shipper's non-FSS Service Agreements may be transferred to the Segmentation Pool by nominating such imbalance quantities for transfer. There will be no charge for transferring imbalance quantities to the Segmentation Pool under this provision.

18.3 Nominated Transfers.

(a) A Shipper seeking to transfer inventory from and to accounts under Service Agreements with Transporter other than those permitted without cost or assessment of Retainage as set forth in Section 18.2 shall nominate such inventory quantities for transportation pursuant to the terms of the Service Agreement with Transporter under which said inventory is held in account for Shipper; provided that a Shipper with a SIT Service Agreement with Transporter shall not transfer inventory to the SIT account of another Shipper unless both Shippers' accounts move closer to, but without crossing zero as a result of such transfer. In cases where a FSS, FBS, or ISS Shipper proposes to transfer inventory to an SIT Shipper, the SIT Shipper's account must move closer to zero as a result of the transfer. In addition, a SIT Shipper shall not create a SIT balance where one did not exist previously by engaging in an inventory transfer with another Shipper.

Nominations shall be pursuant to Section 6 (Nominations, Scheduling and Monitoring) of the General Terms and Conditions. Nominated and transferred inventory quantities shall be subject to the charges and surcharges, and assessment of Retainage applicable to the Service Agreement with Transporter specified in the nomination.

(b) A Shipper may transfer inventory from its FSS, FBS or ISS Service Agreement account with Transporter to the Segmentation Pool by nominating such inventory quantities for transfer. Shipper shall not be subject to transportation commodity charges or Retainage on the transportation into the Segmentation Pool but will be subject to applicable storage withdrawal fees when gas is removed from storage for transfer to the Segmentation Pool.

GENERAL TERMS AND CONDITIONS (Cont'd)

18.4 Effectiveness of Transfers. Any transfer made pursuant to Section 18.2 shall be effective on the date a Shipper's completed nomination form is received by Transporter electronically through its EBB, unless Transporter rejects the transfer within two business days of Transporter's receipt of such completed nomination form pursuant to Section 18.5. Any transfer made pursuant to Section 18.3 shall be effective on the date a Shipper's nomination to transport inventory quantities is received by Transporter electronically through its EBB, unless Transporter rejects the nomination prior to transportation pursuant to Section 18.5. A transfer shall become effective as of a date certain in accordance with the foregoing, and shall have prospective, as opposed to retroactive, effect with respect to the affected accounts from that date certain. The cumulative balance in such affected accounts shall be adjusted as of the effective date of a transfer in accordance with the transfer.

18.5 Rejection by Transporter. Transporter may, in its reasonable discretion, reject any proposed transfer if it determines that such transfer cannot be accommodated: (i) without diminishing Transporter's ability to provide firm service to any Shipper; (ii) without increasing Transporter's firm service obligations; (iii) because the gas sought to be transferred is not on Transporter's system; (iv) because of the actual account status of the transferor's and transferee's accounts, as reflected in Transporter's records; (v) because the transfer is requested to have a retroactive effective date; (vi) without threatening the integrity of Transporter's system; (vii) because a SIT Shipper’s account will not move closer to zero as a result of the proposed inventory transfer; or (viii) a SIT balance would be created where one did not previously exist as a result of the proposed inventory transfer. If the transfer is rejected pursuant to this Section 18.5, Transporter shall provide the Shipper seeking to transfer inventory that Shipper's actual account status under the applicable Service Agreement.

GENERAL TERMS AND CONDITIONS (Cont'd)

18.6 Imbalance Netting and Trading

(a) Definitions. For purposes of this Section 18.6, the following definitions shall be applicable:

(1) "Operational Impact Area" is the term used to describe Transporter's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.

(2) "Netting" is the term used to describe the process of resolving imbalances for Shipper within an Operational Impact Area. There are two types of Netting: (a) summing is the accumulation of all imbalances above any applicable tolerances for Shipper or agent; and (b) offsetting is the combination of positive or negative imbalances above any applicable tolerances for Shipper or agent.

(b) Month-end Imbalances.

(1) Transporter shall allow Shipper (including agents of Shipper) to net imbalances within the same Operational Impact Area on and across service agreements with Shipper and to trade imbalances within the same Operational Impact Area.

(2) Transporter shall provide Shippers the ability to post and trade imbalances until at least the close of the seventeenth (17th) business day of the month.

(3) Transporter shall provide Shippers the ability to view and, upon request, download posted imbalances.

(4) Imbalances to be posted for trading should be authorized by Shipper.

(5) Authorizations to post imbalances that are received by Transporter by 11:45 a.m. (C.T.) should be effective by 8:00 a.m. (C.T.) the next business day. Imbalances previously authorized for posting should be posted on or before the ninth (9th) business day of the month.

(6) Transporter is not required to post zero imbalances.

(7) Netting, posting, and trading of imbalances shall be accomplished based upon Transporter's current method for accounting for imbalances and Transporter is not required to institute daily imbalance procedures.

(8) Transporter shall enable the imbalance trading process by: receiving the Request for Imbalance Trade, receiving the Imbalance Trade Confirmation, sending the Imbalance Trade Notification, and reflecting the trade prior to or on the next monthly Shipper Imbalance.

(9) When trading imbalances, Shippers shall specify a quantity.

(10) Imbalance trades can only be withdrawn by the initiating trader and only prior to the confirming trader's confirmation of the trade. Imbalance trades are considered final when confirmed by the confirming trader and effectuated by Transporter.

(11) After receipt of an Imbalance Trade Confirmation, Transporter shall send the Imbalance Trade Notification to the initiating trader and the confirming trader no later than twelve (12) noon (C.T.) the next business day.

(12) To account for any imbalances after imbalance trading, where Transporter associates such imbalance with a service agreement, Shipper and Transporter shall agree to designate one of Shipper's valid service agreements in the Operational Impact Area where the original imbalance occurred, for such purpose.

Original Sheet No. 387 Original Sheet No. 387 : Effective

SHEET NOS. 387 THROUGH 389, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE.

GENERAL TERMS AND CONDITIONS (Cont'd)

19. PENALTIES

The penalties set forth in this Section apply to the FTS, NTS, NTS-S, TPS, SST, OPT, and ITS Rate Schedules, unless otherwise indicated in this Section or in individual Rate Schedules.

19.1 Takes in Excess of Total Firm Entitlements. If Shipper's takes on any Day exceed 103 percent of its Total Firm Entitlement (TFE), Shipper shall be assessed and pay a penalty based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all such quantities in excess of its TFE.

19.2 Failure to Interrupt Service. If Shipper fails to interrupt service as directed by Transporter pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions, and thereby delivers gas to or takes gas from Transporter in excess of 103 percent of the sum of the lowered Scheduled Daily Receipt Quantity or lowered Scheduled Daily Delivery Quantity under all applicable Rate Schedules set by Transporter's interruption order, Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all quantities taken or delivered in excess of its lowered Scheduled Daily Receipt Quantity or lowered Scheduled Daily Delivery Quantity. The penalties set forth in this Section and in Section 19.1 shall not both be assessed for the same actions by Shipper.

19.3 Failure to Comply with Operational Flow Orders. If Shipper fails to comply with an OFO issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty shall be assessed on all quantities taken or delivered in violation of that operational flow order based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for the days on which the OFO is issued.

19.4 Monthly Imbalances. A penalty of $0.25 per Dth shall be assessed to Shipper on any difference between actual cumulative receipts (less Retainage) and actual cumulative deliveries in excess of 10 percent of actual cumulative deliveries during a Billing Month.

19.5 Delivery Point Scheduling Penalty.

(a) Non-Critical Day Scheduling Penalty. When a Critical Day has not been declared, Shipper must pay a daily scheduling penalty for each Dth Transporter delivers to Shipper at the Delivery Point that varies by 1,000 Dth or by 5% or more over or under scheduled quantities, which ever is greater. The daily scheduling penalty will be equal to the currently effective rate for service under Transporter's Rate Schedule ITS for each Dth by which Transporter's deliveries at Shipper's Delivery Point vary by 1000 Dth or by 5% or more from scheduled quantities, which ever is greater. The non-Critical Day scheduling penalty based on the ITS rate does not apply when a Critical Day has been declared.

(b) Critical Day Scheduling Penalty. When a Critical Day has been declared, Shipper must pay a daily scheduling penalty for each Dth Transporter delivers to Shipper at the Delivery Point that varies by 1,000 Dth or by 3% or more over or under scheduled quantities, which ever is greater. When Transporter has

declared a Critical Day, the scheduling penalty will be equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for each Dth by which Transporter's deliveries vary by 1000 Dth or by 3% or more from scheduled quantities, which ever is greater.

(c) Shipper must pay the daily scheduling penalty in addition to any other applicable charges. The scheduling penalty does not apply to Shippers with delivery points that lack electronic metering capability. Scheduling penalties will not be imposed at delivery points covered by a no-notice service (i.e., primary delivery points designated in a shipper's SST, NTS or GTS contract(s)).

(d) Transporter may not impose a non-Critical Day scheduling penalty for the same conduct for which it imposes a Critical Day scheduling penalty, and may not impose either a Critical Day or non-Critical Day scheduling penalty for the same conduct that is also subject to a TFE, Failure to Interrupt or OFO penalty.

(e) Scheduling penalties will not apply at points of interconnection for which an OBA exists.

GENERAL TERMS AND CONDITIONS (Cont'd)

19. PENALTIES

The penalties set forth in this Section apply to the FTS, NTS, SST, OPT, and ITS Rate Schedules, unless otherwise indicated in this Section or in individual Rate Schedules.

19.1 Takes in Excess of Total Firm Entitlements. If Shipper's takes on any Day exceed 103 percent of its Total Firm Entitlement (TFE), Shipper shall be assessed and pay a penalty based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all such quantities in excess of its TFE.

19.2 Failure to Interrupt Service. If Shipper fails to interrupt service as directed by Transporter pursuant to Section 16 (Interruptions of Service) of the General Terms and Conditions, and thereby delivers gas to or takes gas from Transporter in excess of 103 percent of the sum of the lowered Scheduled Daily Receipt Quantity or lowered Scheduled Daily Delivery Quantity under all applicable Rate Schedules set by Transporter's interruption order, Shipper shall be assessed and pay penalties based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for all quantities taken or delivered in excess of its lowered Scheduled Daily Receipt Quantity or lowered Scheduled Daily Delivery Quantity. The penalties set forth in this Section and in Section 19.1 shall not both be assessed for the same actions by Shipper.

19.3 Failure to Comply with Operational Flow Orders. If Shipper fails to comply with an OFO issued by Transporter pursuant to Section 17 (Operational Flow Orders) of the General Terms and Conditions, a penalty shall be assessed on all quantities taken or delivered in violation of that operational flow order based on a price per Dth equal to three times the midpoint of the range of prices reported for "Columbia Gas, Appalachia" as published in Platts Gas Daily price survey for the days on which the OFO is issued.

19.4 Monthly Imbalances. A penalty of $0.25 per Dth shall be assessed to Shipper on any difference between actual cumulative receipts (less Retainage) and actual cumulative deliveries in excess of 10 percent of actual cumulative deliveries during a Billing Month.

19.5 Delivery Point Scheduling Penalty. Shipper must pay a daily scheduling penalty for each Dth Transporter delivers to Shipper at the Delivery Point that varies by 5% or more over or under scheduled quantities or by 2% or more over or under scheduled quantities if a Critical Day has been declared. The daily scheduling penalty will be equal to the currently effective rate for service under Transporter’s Rate Schedule ITS for each Dth by which Transporter’s deliveries at Shipper’s Delivery Point vary by 5% or more from scheduled quantities. When Transporter has declared a Critical Day the scheduling penalty will be equal to three times the midpoint of the range of prices reported for “Columbia Gas, Appalachia” as published in Platts Gas Daily price survey for each Dth by which Transporter’s deliveries vary by 2% or more from scheduled quantities. Shipper must pay the daily scheduling penalty in addition to any other applicable charges. The scheduling penalty does not apply to Shippers with delivery points that lack electronic metering capability. Shipper receiving No-Notice Transportation and Firm Storage Services will not incur the scheduling penalty at the primary delivery points set forth in their respective Service Agreements under Rate Schedules SST, NTS or GTS.

GENERAL TERMS AND CONDITIONS (Cont'd)

19.6 Miscellaneous.

(a) All penalties and charges assessed under this Section shall be paid in addition to the applicable transportation rates and charges, including any overrun charge.

(b) In the event Shipper seeks to avoid any penalty provided for in this Section on the ground that such charge was incurred because of a force majeure event as defined at Section 15 (Force Majeure) of the General Terms and Conditions, Shipper shall document such force majeure event to Transporter. Transporter shall waive penalties to the extent that it determines that the imbalance or scheduling variance was caused by a bona fide force majeure event as defined at Section 15.

(c) In the event Shipper, or any other individual or entity receiving or delivering gas on behalf of, as a Replacement Shipper of, or otherwise for the benefit of Shipper, does not (i) provide the schedules, allocations, or other data required by this Section, Section 6 (Scheduling, Nominations and Monitoring Service) or Section 8 (Meter Allocations) of the General Terms and Conditions, or by any other provision of this Tariff on or before the due dates scheduled by Transporter, or (ii) provide other data required by Transporter within two business days after Transporter requests such data, Transporter shall have the right to impose penalties based upon the data otherwise available to Transporter, without regard to actual imbalances. Shipper shall have no right to contest the imposition of such penalties on the basis that the imbalance levels reflected in the data available to Transporter are at variance with actual imbalance levels.

GENERAL TERMS AND CONDITIONS (Cont'd)

19.6 Miscellaneous.

(a) All penalties and charges assessed under this Section shall be paid in addition to the applicable transportation rates and charges, including any overrun charge.

(b) In the event Shipper seeks to avoid any penalty provided for in this Section on the ground that such charge was incurred because of a force majeure event as defined at Section 15 (Force Majeure) of the General Terms and Conditions, Shipper shall document such force majeure event to Transporter. Transporter shall waive penalties to the extent that it determines that the imbalance was caused by a bona fide force majeure event as defined at Section 15.

(c) In the event Shipper, or any other individual or entity receiving or delivering gas on behalf of, as a Replacement Shipper of, or otherwise for the benefit of Shipper, does not (i) provide the schedules, allocations, or other data required by this Section, Section 6 (Scheduling, Nominations and Monitoring Service) or Section 8 (Meter Allocations) of the General Terms and Conditions, or by any other provision of this Tariff on or before the due dates scheduled by Transporter, or (ii) provide other data required by Transporter within two business days after Transporter requests such data, Transporter shall have the right to impose penalties based upon the data otherwise available to Transporter, without regard to actual imbalances. Shipper shall have no right to contest the imposition of such penalties on the basis that the imbalance levels reflected in the data available to Transporter are at variance with actual imbalance levels.

(d) Transporter may waive its right to collect all or any portion of the penalties assessed against Shipper, provided that any such waiver is granted in a nondiscriminatory manner.

(e) To the extent that any imbalance or scheduling variance directly results from Shipper's reliance on inaccurate data from Transporter, or is otherwise caused by Transporter, no penalty will be assessed for that portion of the imbalance or scheduling variance shown by Shipper to be attributable to such inaccurate data.

19.7 Penalty Crediting Mechanism.

(a) The purpose of this provision is to provide the mechanism (except the mechanism currently existing at Section 16.5(e) and Section 32.5 of the General Terms and Conditions) by which Transporter shall credit any "Penalty Revenues," as defined herein, to "Non-Penalized Shippers."

(b) For purposes of this Section, the following definitions shall apply:

(i) The term "Penalty Revenues" shall mean penalty amounts assessed and actually collected, net of Transporter's costs, during each month of a contract year (November 1 to October 31) pursuant to the penalty provisions of this Tariff; exclusive of (A) Transporter's actual gas, transportation and retainage costs for the replenishment of gas quantities with respect to NTS Rate Schedule Section 6(b), NTS-S Rate Schedule Section 6(b), SIT Rate Schedule Section 3(d), PAL Rate Schedule Section 5(b), and Section 9.7(b) of the General Terms and Conditions; and (B) overrun transportation and storage revenues imposed pursuant to the terms of any of Transporter's Rate Schedules.

(ii) The term "Non-Penalized Shippers" shall mean Shippers, other than Shippers that were assessed penalties during any month of a contract year (November 1 to October 31) pursuant to the penalty provision of this Tariff, under Transporter's FTS, NTS, NTS-S, TPS, SST, ITS, GTS, and OPT Rate Schedules.

(c) At the end of the contract year, Transporter shall calculate the amount of Penalty Revenues. Transporter will include interest on the Penalty Revenues balance at the rate specified in the Commission's Regulations at Section 154.501(d)(1). For each month of the preceding contract year, Transporter shall allocate Penalty Revenues for that month to the Non-Penalized Shippers based on their actual monthly throughput for that month under the Non-Penalized Shippers' FTS, NTS, NTS-S, TPS, SST, ITS, GTS and OPT Service Agreements. Transporter shall credit the bills of Non-Penalized Shippers that are the original capacity holders (and not Replacement Shippers under Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions) for such allocated amounts within 60 days of the end of the contract year. To the extent that there are no Non-Penalized Shippers in a month in which there are Penalty Revenues, the Penalty Revenues will be carried forward to the next succeeding month and will allocated to Non-Penalized Shippers in that month.

(d) Transporter will file a report within 60 days of the close of the contract year showing the Penalty Revenues, the costs netted against the Penalty Revenues, and the resulting Penalty Revenue credits for each month of the contract year (November 1 to October 31).

(d) Transporter may waive its right to collect all or any portion of the penalties assessed against Shipper, provided that any such waiver is granted in a nondiscriminatory manner.

(e) To the extent that any imbalance or scheduling variance directly results from Shipper's reliance on inaccurate data from Transporter, or is otherwise caused by Transporter, no penalty will be assessed for that portion of the imbalance or scheduling variance shown by Shipper to be attributable to such inaccurate data.

19.7 Penalty Crediting Mechanism.

(a) The purpose of this provision is to provide the mechanism (except the mechanism currently existing at Section 16.5(e) and Section 32.5 of the General Terms and Conditions) by which Transporter shall credit any "Penalty Revenues," as defined herein, to "Non-Penalized Shippers."

(b) For purposes of this Section 19.6 the following definitions shall apply:

(i) The term "Penalty Revenues" shall mean penalty amounts assessed and actually collected, net of Transporter's costs, during each month of a contract year (November 1 to October 31) pursuant to the penalty provisions of this Tariff; exclusive of (A) Transporter's actual gas, transportation and retainage costs for the replenishment of gas quantities with respect to NTS Rate Schedule Section 6(b), SIT Rate Schedule Section 3(d), PAL Rate Schedule Section 5(b), and Section 9.7(b) of the General Terms and Conditions; and (B) overrun transportation and storage revenues imposed pursuant to the terms of any of Transporter's Rate Schedules.

(ii) The term "Non-Penalized Shippers" shall mean Shippers, other than Shippers that were assessed penalties during any month of a contract year (November 1 to October 31) pursuant to the penalty provision of this Tariff, under Transporter's FTS, NTS, SST, ITS, GTS, and OPT Rate Schedules.

(c) At the end of the contract year, Transporter shall calculate the amount of Penalty Revenues. Transporter will include interest on the Penalty Revenues balance at the rate specified in the Commission's Regulations at Section 154.501(d)(1). For each month of the preceding contract year, Transporter shall allocate Penalty Revenues for that month to the Non-Penalized Shippers based on their actual monthly throughput for that month under the Non-Penalized Shippers' FTS, NTS, SST, ITS, GTS and OPT Service Agreements. Transporter shall credit the bills of Non-Penalized Shippers that are the original capacity holders (and not Replacement Shippers under Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions) for such allocated amounts within 60 days of the end of the contract year. To the extent that there are no Non-Penalized Shippers in a month in which there are Penalty Revenues, the Penalty Revenues will be carried forward to the next succeeding month and will allocated to Non-Penalized Shippers in that month.

(d) Transporter will file a report within 60 days of the close of the contract year showing the Penalty Revenues, the costs netted against the Penalty Revenues, and the resulting Penalty Revenue credits for each month of the contract year (November 1 to October 31).

GENERAL TERMS AND CONDITIONS (Cont'd)

19.7 Critical Day Requirement for Penalties.

A "Critical Day" for transportation and/or storage will be declared by Transporter whenever Transporter, in Transporter's reasonable discretion, determines (based on criteria such as weather forecasts, line pack, storage conditions, pipeline pressures, horsepower availability, system supply and demand, and other operational circumstances) that operating conditions are such that Transporter faces a threat to its system integrity and/or to Transporter's ability to meet its firm service obligations. With the exception of (1) failure to interrupt penalties imposed pursuant to Sections 16 and 19 of the General Terms And Conditions and/or the failure to interrupt provisions of individual rate schedules and (2) OFO penalties imposed pursuant to the provisions of Sections 17 and 19 of the General Terms And Conditions and/or the OFO provisions of individual rate schedules, Transporter will not impose penalties under this Section 19 and under any rate schedule unless a Critical Day, as defined above, has been declared and is in effect on Transporter's system. For penalties ascribed for conduct that occurs over a monthly as opposed to a daily period of time, these monthly penalties will be imposed only if Transporter has declared a Critical Day on any day occurring in that monthly period.

Except for force majeure events and/or events or conditions which threaten the integrity of Transporter's system or Transporter's ability to meet its firm service obligations, Transporter will notify Shippers at least 24 hours in advance on its Internet EBB (1) the effective dates of the Critical Day; (2) the type of penalties that will be applicable during the Critical Day period; and (3) to the extent applicable, the Market Areas where penalties will be applied. If due to declaration of a Critical Day, a monthly penalty becomes applicable, Transporter will notify Shippers by posting on its Internet EBB notice that the monthly penalty is applicable. Within two weeks of a Critical Day event, Transporter will post information on its EBB describing the events leading up to the declaration of the Critical Day.

19.8 No Imposition of Multiple Penalties

Transporter will not impose on a Shipper both OFO or failure to interrupt service penalties pursuant to Sections 17 and 19 of the General Terms and Conditions and Critical Day penalties for the same infraction.

19.9

(a) Transporter anticipates that Critical Day penalties will be implemented to impose system discipline to ensure Transporter's ability to meet its firm service obligations. To the extent Critical Day penalties are no longer imposing system discipline, such that Transporter's firm service obligations are being threatened, Transporter can implement an OFO to alleviate conditions threatening the integrity of Transporter's system. Transporter can also implement an OFO to deal with sudden, unexpected and catastrophic events on its system.

(b) When reasonably feasible, Transporter will post notices on its EBB advising that if Shippers take certain specific actions, Transporter may be able to avoid the issuance of a Critical Day, or minimize the sequential issuance of Critical Days.

GENERAL TERMS AND CONDITIONS (Cont'd)

19.8 Critical Day Requirement for Penalties.

A "Critical Day" for transportation and/or storage will be declared by Transporter whenever Transporter, in Transporter's reasonable discretion, determines (based on criteria such as weather forecasts, line pack, storage conditions, pipeline pressures, horsepower availability, system supply and demand, and other operational circumstances) that operating conditions are such that Transporter faces a threat to its system integrity and/or to Transporter's ability to meet its firm service obligations. With the exception of (1) failure to interrupt penalties imposed pursuant to Sections 16 and 19 of the General Terms And Conditions and/or the failure to interrupt provisions of individual rate schedules, (2) OFO penalties imposed pursuant to the provisions of Sections 17 and 19 of the General Terms And Conditions and/or the OFO provisions of individual rate schedules, and (3) Daily Delivery Point Scheduling Penalties imposed pursuant to Section 19.5 of the General Terms and Conditioins, Transporter will not impose penalties under this Section 19 and under any rate schedule unless a Critical Day, as defined above, has been declared and is in effect on Transporter's system. For penalties ascribed for conduct that occurs over a monthly as opposed to a daily period of time, these monthly penalties will be imposed only if Transporter has declared a Critical Day on any day occurring in that monthly period.

Except for force majeure events and/or events or conditions which threaten the integrity of Transporter's system or Transporter's ability to meet its firm service obligations, Transporter will notify Shippers at least 24 hours in advance on its Internet EBB (1) the effective dates of the Critical Day; (2) the type of penalties that will be applicable during the Critical Day period; and (3) to the extent applicable, the Market Areas where penalties will be applied. If due to declaration of a Critical Day, a monthly penalty becomes applicable, Transporter will notify Shippers by posting on its Internet EBB notice that the monthly penalty is applicable. Within two weeks of a Critical Day event, Transporter will post information on its EBB describing the events leading up to the declaration of the Critical Day.

19.9 No Imposition of Multiple Penalties

Transporter will not impose on a Shipper both OFO or failure to interrupt service penalties pursuant to Sections 17 and 19 of the General Terms and Conditions and Critical Day penalties for the same infraction.

19.10

(a) Transporter anticipates that Critical Day penalties will be implemented to impose system discipline to ensure Transporter's ability to meet its firm service obligations. To the extent Critical Day penalties are no longer imposing system discipline, such that Transporter's firm service obligations are being threatened, Transporter can implement an OFO to alleviate conditions threatening the integrity of Transporter's system. Transporter can also implement an OFO to deal with sudden, unexpected and catastrophic events on its system.

(b) When reasonably feasible, Transporter will post notices on its EBB advising that if Shippers take certain specific actions, Transporter may be able to avoid the issuance of a Critical Day, or minimize the sequential issuance of Critical Days.

SHEET NOS. 393 AND 394
ARE
RESERVED FOR FUTURE USE.

20. DISCOUNTING

20.1 In General. Transporter may at any time in its sole discretion selectively discount the rate(s) applicable to any individual Shipper under the Rate Schedules set forth in Volume No. 1 of this Tariff; provided, however, that such discounted rate(s) shall not be less than the Minimum Rate(s) for the applicable service as set forth in the currently-effective rate sheets of this Tariff. If Transporter discounts any rate to any Shipper, Transporter shall file with the Commission any required reports respecting such adjusted rate. Transporter and Shipper shall enter into a written agreement describing the terms of any such discounting of Shipper's rate(s).

20.2 Apportionment of Discounts. For each transaction discounted pursuant to this provision, the amount of the discount (the difference between the maximum rate otherwise applicable to the transaction and the total rate to be billed) shall be apportioned among the components of the rate in the following order: (1) the Base Tariff Rate, and the Current Operational TCRA Rate and Operational TCRA Surcharge collected pursuant to Section 36 of the General Terms and Conditions, on a pro rata basis; and (2) the Electric Power Costs Adjustment (EPCA) charges, the Current Stranded TCRA Rate and the Stranded TCRA Surcharge collected pursuant to Section 36 of the General Terms and Conditions, on a pro rata basis.

20.3 Allocation or Interruption. To the extent that Transporter allocates or interrupts service rights based upon price, as set forth in Section 7 (Capacity Allocation) and Section 16 (Interruptions of Service) of the General Terms and Conditions, the price utilized by Transporter for such purposes, where rates for service have been discounted by Transporter, shall be Shipper's discounted rate for the service.

20.4 Refunds. If the rates charged Shipper exceed the rates ultimately approved by the Commission, any required refund shall be made based on the amount by which the rate actually collected from Shipper exceeds the rate approved by the Commission.

SHEET NO. 396 IS BEING
RESERVED FOR FUTURE USE

21. REGULATORY FEES

Shipper shall pay to Transporter all fees required by the Commission, or any regulatory body having jurisdiction, relating to service provided under any of Transporter's Rate Schedules including, but not limited to, filing, reporting, and application fees.

SHEET NO. 398 IS BEING
RESERVED FOR FUTURE USE

22. POSSESSION OF GAS

After Shipper delivers gas or causes gas to be delivered to Transporter at the point(s) of receipt specified in the Service Agreement, Transporter shall be deemed to be in control and possession of the gas until thermally equivalent quantities (less Retainage) are redelivered to Shipper or for the account of Shipper at the point(s) of delivery. Except as specified in the FSS, FBS and ISS Rate Schedules, Shipper shall have no responsibility with respect to any gas deliverable by Transporter or on account of anything which may be done, happen, or arise with respect to such gas until Transporter delivers such gas to Shipper or for the account of Shipper. Transporter shall have no responsibility with respect to such gas before Shipper delivers or causes such gas to be delivered to Transporter or after Transporter redelivers such gas to Shipper or for the account of Shipper, or on account of anything which may be done, happen, or arise with respect to such gas before such delivery or after such redelivery.

23. WARRANTY OF TITLE TO GAS

Each Shipper under this Tariff warrants for itself, its successors and assigns, that Shipper or the party on whose behalf Shipper is acting will at the time of delivery to Transporter for transportation or storage have good and merchantable title to or good right to receive all gas so delivered free and clear of all liens, encumbrances and claims whatsoever. Shipper will indemnify Transporter and save it harmless from all suits, actions, regulatory proceedings, debts, damages, costs, losses and expenses (including reasonable attorney fees) arising from or out of adverse claims arising from breach of this warranty (including, without limitation, claims for any royalties, taxes, license fees or charges applicable to such gas or to the delivery thereof to Transporter for transportation or storage under Transporter's applicable Rate Schedule). Replacement Shippers under Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions shall be considered to be "Shippers" for purposes of this Section, and therefore Releasors under Section 14 shall not be liable under this Section for breach of the foregoing warranty by its Replacement Shippers.

SHEET NO. 401 IS BEING
RESERVED FOR FUTURE USE

24. WARRANTY OF ELIGIBILITY FOR TRANSPORTATION

(a) Each Shipper under this Tariff warrants for itself, its successors and assigns, that all gas delivered to Transporter for transportation or storage shall be eligible for transportation in interstate commerce under applicable rules, regulations or orders of the Commission. Shipper will indemnify Transporter and save it harmless from all suits, actions, damages, costs, losses, expenses (including reasonable attorney fees), and regulatory proceedings arising from breach of this warranty. Replacement Shippers under Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions shall be considered to be "Shippers" for purposes of this Section, and therefore Releasors under Section 14
shall not be liable under this Section for breach of the foregoing warranty by its Replacement Shippers.

(b) Where transportation will be provided under § 311 of the Natural Gas Policy Act (15 U.S.C. § 3371) and pursuant to Subpart B of Part 284 of the Commission's Regulations (18 C.F.R. §§ 284.101 et seq.),
Shipper warrants that such transportation service is authorized to be provided within the meaning of 18 C.F.R. Section 284.102(d)(3), if the local distribution company or intrastate pipeline company on whose behalf the transportation service is being provided will not have physical custody of and transport the gas
or will not hold title to the gas. Where transportation will be provided under Transporter's blanket certificate, Shipper warrants that an interstate pipeline will receive some benefit from the transaction.

SHEET NOS. 403 AND 404
ARE BEING
RESERVED FOR FUTURE USE

25. GAS QUALITY

25.1 General Requirement. Natural gas delivered to Transporter and redelivered to Shipper hereunder shall at all times conform to the quality provisions set forth in this Section. Transporter shall not be required to receive gas from Shipper or for Shipper's account that does not conform to the requirements of this Section. Shipper shall indemnify Transporter and save it harmless from all suits, actions, regulatory proceedings, damages, costs, losses and expenses (including reasonable attorney fees) arising out of the failure of said gas to conform to such quality provisions.

25.2 Gas. The gas delivered to Transporter and redelivered to Shipper hereunder shall be a combustible gas consisting wholly of, or a mixture of:

(a) natural gas of the quality and composition produced in its natural state except as provided for in Section 25.3(a) herein;

(b) gas generated by vaporization of Liquefied Natural Gas (LNG); or

(c) manufactured, reformed, or mixed gas consisting essentially of hydrocarbons of the quality and character produced by nature in the petroleum, oil, and gas fields with physical properties such that when the gases are commingled they become indistinguishable with respect to the physical properties of the mixture.

25.3 Processing.

(a) The gas received and delivered hereunder shall be natural gas as defined in Section 25.2 above; provided, however, that:

(1) Transporter may extract or permit the extraction of moisture, helium, natural gasoline, butane, propane, and/or other hydrocarbons (except methane) from said natural gas, or may return thereto any substance extracted from it. Transporter, in order to conserve and utilize other available gases, may blend such gases with said natural gas; provided, however, that such blending shall not extend to a degree which, in Shipper's judgment reasonably exercised, would materially affect the utilization of the gas delivered hereunder, and

(2) Transporter may subject or permit the subjection of said natural gas to compression, cooling, cleaning or other processes to such an extent as may be required in its transmission from the source thereof to the point or points of delivery.

(b) Processing, as used in this Section 25, shall include processing, treatment, conditioning and extraction of the gas stream.

(c) If Shipper's gas is transported through a processing plant on Transporter's system and the Heating Value of the gas at the point it enters Transporter's system is higher than 1130 Btu ("Gas Requiring Processing"), then the Producer of that gas shall enter into a processing agreement with the owner/operator of the applicable processing plant on Transporter's system. If requested by Transporter, Producer shall provide proof to Transporter that it has entered into such a processing agreement. Transporter may decline to

receive
Gas Requiring Processing into Transporter's system if Producer has not entered into such a gas processing
agreement.

(d) If Gas Requiring Processing is produced by multiple Producers and commingled before it enters
Transporter's system, then the operator of the meter at the point the commingled Gas Requiring Processing
enters Transporter's system (referred to in this Section as "Meter Operator") shall be responsible for either
entering into a processing agreement covering all of the volumes flowing through the meter or providing to
Transporter or its designee the proper allocation of all quantities and Btu values among all Producers
delivering Gas Requiring Processing into Transporter's system at that point.

(e) Transporter reserves the right to use gas upstream of the point of processing as required for the reasonable and prudent operation of Transporter's facilities and to make deliveries of gas to others under the provisions of Transporter's Tariff.

(f) Transporter's sole obligation with regard to liquefiables is to redeliver to Shipper thermally equivalent quantities of gas less applicable Retainage (including processing Retainage).

(g) Should any new or additional facilities, alterations or modifications of existing facilities be installed to facilitate the processing of gas or the removal of liquefiables associated with the gas transported, the installation of such new or additional facilities or the alteration or modification of existing facilities, to the extent they affect Transporter's pipeline system, will be performed by Transporter and, upon receipt of billing therefore, Shipper shall pay to Transporter the Processing Charge for gas processed through such facilities.

(h) Notwithstanding any other provision of this Section 25.3, Transporter shall not be obligated to process gas and may interrupt or terminate any processing activity at any time, and from time to time, without prior notice to any Shipper. Transporter reserves the right to sell or abandon its processing facilities at any time upon 30 days notice to Shipper.

25.4 Heating Value. Neither Shipper nor Transporter shall be required to accept natural gas having a Heating Value of less than 967.

25.5 Objectionable Properties. The gas received by Transporter:

(a) shall be commercially free from dust, gum, gum-forming constituents, paraffin, and other particulates or other solid or liquid matter which might interfere with its merchantability or cause injury to or interference with proper operation of the lines, regulators, meters and other equipment of Transporter;

(b) shall not contain more than seven (7) pounds of water vapor per million cubic feet of gas at the base pressure and temperature of fourteen and seventy-three hundredth (14.73) pounds per square inch absolute (psia) and sixty degrees Fahrenheit (60°F). The water vapor content will be determined in accordance with the latest methods in use in the gas industry, using apparatus approved by Transporter;

(c) shall not contain more than twenty-five hundredths (0.25) grains of hydrogen sulfide per one hundred (100) Cubic Feet of gas;

(d) shall not contain more than two (2) grains of total sulfur per one hundred (100) Cubic Feet.

(e) shall not contain more than four percent (4%) by volume of a combined total of carbon dioxide, nitrogen, and inert components, e.g., helium, argon, neon;

(f) shall not contain more than one and twenty-five hundredths percent (1.25%) by volume of carbon dioxide;

(g) shall not contain more than two hundredths percent (0.02%) of oxygen by volume;

(h) shall not have a hydrocarbon dewpoint of greater than twenty-five degrees Fahrenheit (25°F) at any operating pressure. The hydrocarbon dewpoint will be determined in accordance with approved methods in use in the gas industry, using apparatus approved by Transporter;

(i) shall have a flowing temperature of no greater than one hundred degrees Fahrenheit (100°F);

(j) The gas, including any associated liquids, shall not contain any microbiological organism, active bacteria, including, but not limited to sulfate reducing bacteria (SRB) and acid producing bacteria (APB), or bacterial agent capable of causing or contributing to: (i) injury to Transporter's pipelines, meters, regulators, or other facilities and appliances through which Transporter's gas flows or (ii) interference with the proper operation of the Transporter's facilities.

(e) Transporter reserves the right to use gas upstream of the point of processing as required for the reasonable and prudent operation of Transporter's facilities and to make deliveries of gas to others under the provisions of Transporter's Tariff.

(f) Transporter's sole obligation with regard to liquefiables is to redeliver to Shipper thermally equivalent quantities of gas less applicable Retainage (including processing Retainage).

(g) Should any new or additional facilities, alterations or modifications of existing facilities be installed to facilitate the processing of gas or the removal of liquefiables associated with the gas transported, the installation of such new or additional facilities or the alteration or modification of existing facilities, to the extent they affect Transporter's pipeline system, will be performed by Transporter and, upon receipt of billing therefore, Shipper shall pay to Transporter the Processing Charge for gas processed through such facilities.

(h) Notwithstanding any other provision of this Section 25.3, Transporter shall not be obligated to process gas and may interrupt or terminate any processing activity at any time, and from time to time, without prior notice to any Shipper. Transporter reserves the right to sell or abandon its processing facilities at any time upon 30 days notice to Shipper.

25.4 Heating Value. Neither Shipper nor Transporter shall be required to accept natural gas having a Heating Value of less than 967.

25.5 Objectionable Properties. The gas received and delivered by Transporter:

(a) shall be commercially free from dust, gum, gum-forming constituents, paraffin, and other particulates or other solid or liquid matter which might interfere with its merchantability or cause injury to or interference with proper operation of the lines, regulators, meters and other equipment through which it flows at the delivery point;

(b) shall not contain more than twenty-five hundredths (0.25) grains of hydrogen sulfide per one hundred (100) Cubic Feet of gas;

(c) shall not contain more than two (2) grains of total sulfur per one hundred (100) Cubic Feet.

25.6 Objectionable Properties. The gas received by Transporter:

(a) shall not contain more than seven (7) pounds of water vapor per million cubic feet of gas at the base pressure and temperature of fourteen and seventy-three hundredth (14.73) pounds per square inch absolute (psia) and sixty degrees Fahrenheit (60°F). The water vapor content will be determined in accordance with the latest methods in use in the gas industry, using apparatus approved by Transporter;

(b) shall not contain more than four percent (4%) by volume of a combined total of carbon dioxide, nitrogen, and inert components, e.g., helium, argon, neon;

(c) shall not contain more than one and twenty-five hundredths percent (1.25%) by volume of carbon dioxide;

(d) shall not contain more than two hundredths percent (0.02%) by volume of oxygen;

(e) shall not have a cricondentherm hydrocarbon dewpoint of greater than twenty-five degrees Fahrenheit (25°F). The hydrocarbon dewpoint will be determined in accordance with approved methods in use in the gas industry, using apparatus approved by Transporter;

(f) shall have a flowing temperature of no greater than one hundred and twenty degrees Fahrenheit (120°F);

(g) The gas, including any associated liquids, shall not contain any microbiological organism, active bacteria, including, but not limited to sulfate reducing bacteria (SRB) and acid producing bacteria (APB), or bacterial agent capable of causing or contributing to: (i) injury to Transporter's pipelines, meters, regulators, or other facilities and appliances through which Transporter's gas flows or (ii) interference with the proper operation of the Transporter's facilities;

GENERAL TERMS AND CONDITIONS (Cont'd)

(e) Transporter reserves the right to use gas upstream of the point of processing as required for the reasonable and prudent operation of Transporter's facilities and to make deliveries of gas to others under the provisions of Transporter's Tariff.

(f) Transporter shall collect from Producers of Gas Requiring Processing the applicable processing retainage on behalf of and as determined by the owner/operator of the applicable processing plants. Alternatively, Transporter may collect the applicable processing retainage from the Meter Operator when a commingled stream of Gas Requiring Processing enters Transporter's system through a meter controlled by Meter Operator.

(g) Notwithstanding any other provision of this Section 25.3, Transporter shall not be obligated to process gas or to permit gas to be processed on its system and may interrupt or terminate any processing activity at any time, and from time to time, without prior notice to any Producer of Gas Requiring Processing, Meter Operator, Shipper, or other affected party. Transporter reserves the right to sell or abandon its processing facilities at any time upon 30 days notice to Producers of Gas Requiring Processing, Meter Operators, or other affected parties.

(h) Nothing in this Section 25 shall be construed to preclude a Producer of Gas Requiring Processing from processing gas or having gas processed prior to delivery of such gas to Transporter.

25.4 Heating Value. Neither Shipper nor Transporter shall be required to accept natural gas having a Heating Value of less than 967.

25.5 Objectionable Properties. The gas received and delivered by Transporter:

(a) shall be commercially free from dust, gum, gum-forming constituents, paraffin, and other particulates or other solid or liquid matter which might interfere with its merchantability or cause injury to or interference with proper operation of the lines, regulators, meters and other equipment through which it flows at the delivery point;

(b) shall not contain more than twenty-five hundredths (0.25) grains of hydrogen sulfide per one hundred (100) Cubic Feet of gas;

(c) shall not contain more than two (2) grains of total sulfur per one hundred (100) Cubic Feet.

25.6 Objectionable Properties. The gas received by Transporter:

(a) shall not contain more than seven (7) pounds of water vapor per million cubic feet of gas at the base pressure and temperature of fourteen and seventy-three hundredth (14.73) pounds per square inch absolute (psia) and sixty degrees Fahrenheit (60°F). The water vapor content will be determined in accordance with the latest methods in use in the gas industry, using apparatus approved by Transporter;

(b) shall not contain more than four percent (4%) by volume of a combined total of carbon dioxide, nitrogen, and inert components, e.g., helium, argon, neon;

(c) shall not contain more than one and twenty-five hundredths percent (1.25%) by volume of carbon dioxide;

(d) shall not contain more than two hundredths percent (0.02%) by volume of oxygen;

(e) shall not have a cricondentherm hydrocarbon dewpoint of greater than twenty-five degrees Fahrenheit (25°F). The hydrocarbon dewpoint will be determined in accordance with approved methods in use in the gas industry, using apparatus approved by Transporter;

(f) shall have a flowing temperature of no greater than one hundred and twenty degrees Fahrenheit (120°F);

(g) The gas, including any associated liquids, shall not contain any microbiological organism, active bacteria, including, but not limited to sulfate reducing bacteria (SRB) and acid producing bacteria (APB), or bacterial agent capable of causing or contributing to: (i) injury to Transporter's pipelines, meters, regulators, or other facilities and appliances through which Transporter's gas flows or (ii) interference with the proper operation of the Transporter's facilities;

25.6 Quality Standards for Gas Delivered by Transporter. All gas delivered to Shipper hereunder shall be commercially free (at prevailing pressure and temperatures in Transporter's Pipeline) from objectionable particulates or other solid or liquid matter that might interfere with its merchantability or cause injury to or interference with proper operation of the lines, regulators, meters and other gas handling equipment through which it flows.

25.7 Odorization. Transporter and Shipper may agree, or governmental authorities may require, that the gas be odorized by use of a malodorant agent of such character as to indicate by a distinctive odor the presence of gas. Whenever odorized gas is delivered, the quality and specifications of such gas, as set forth in this Section 25, shall be determined prior to the addition of malodorant and with proper allowance for changes or additions to the gas due to such malodorant. Such odorization of the gas by the Transporter, unless otherwise mutually agreed by Shipper and Transporter, shall be for the purpose of detection of the gas only during the time it is in possession of the Transporter, prior to delivery to the Shipper.

25.8 Revised Specifications or Restrictions.

(a) Transporter may refuse to accept gas or may impose additional gas quality specifications and restrictions if Transporter, in its reasonable judgment, determines that harm to Transporter's facilities or operations could reasonably be expected to occur if it receives gas that fails to meet such additional specifications and restrictions. Transporter reserves the right to refuse to execute any agreement which does not contain the gas quality specifications and restrictions deemed reasonable and necessary by Transporter, and Transporter reserves the right to refuse to accept or continue to accept gas that fails to meet such additional specifications and restrictions. Such additional specifications and restrictions may be imposed to limit the concentrations of elements or compounds that Transporter determines, in its reasonable judgment, may be corrosive or toxic in nature, may represent an environmental hazard, may interfere with the merchantability of the gas, or may cause injury to or interference with proper operation of the lines, regulators, meters and other equipment of Transporter.

(b) Transporter may impose restrictions on the temperature of the flowing gas and/or on the Utilization Factor of the gas that it receives if Transporter determines, in its reasonable judgment, that these restrictions are necessary to insure the merchantability of the gas, or to prevent injury to or interference with proper operation of the lines, regulators, meters and other equipment of Transporter.

25.9 Waiver. Transporter, in its reasonable discretion and judgment, exercised on a not unduly discriminatory basis, may accept gas that does not conform to the quality specifications in Section 25, provided that Transporter determines that acceptance will not interfere with its ability to: (1) maintain an acceptable gas quality in its pipeline that ensures prudent and safe operation of Transporter's pipeline system and any related storage facility; (2) ensure such gas does not affect Transporter's ability to provide service to its customers consistent with the applicable Rate Schedule and these General Terms and Conditions; and (3) ensure that the gas does not adversely affect Transporter's ability to deliver gas at its delivery points. Transporter will post on its EBB any waivers granted pursuant to this section.

GENERAL TERMS AND CONDITIONS (Cont'd)

(h) (i) shall have a Wobbe Index of one thousand three hundred and fifty (1,350) plus or minus four percent (4%), subject to a maximum Wobbe Index of one thousand four hundred (1,400) and a maximum heating value of one thousand one hundred and ten (1,110) btu/scf. The Wobbe Index is defined as that number obtained by dividing the dry, real basis heating value of the gas by the square root of its specific gravity.

(h) (ii) Exception: Appalachian Basin Gas may fall outside of the Wobbe Index and heating value limits set forth above as long as it does not unduly contribute to safety and utilization problems. For purposes of this subsection, "Appalachian Basin Gas" refers to natural gas received into Transporter's system directly or upstream of the following pipeline locations (listed by Line and Counties): Line KA-1 South in Estill, Lee, Owsley and Clay Counties, Kentucky; Line KZ in Menifee and Morgan Counties, Kentucky; Line B in Boyd, Martin and Lawrence Counties, Kentucky and Wayne County, West Virginia; Line P in Lawrence, Johnson, Floyd, Pike, and Martin Counties, Kentucky and in Wayne County, West Virginia; Line 8000 in Allegheny and Garrett Counties, Maryland and Mineral County, West Virginia; Line A-5 in Allegany, Steuben, Chemung and Tioga Counties, New York; Line C-106 in Fairfield, Hocking, Athens, Morgan and Washington Counties, Ohio; Line E in Hocking, Athens, Fairfield, and Meigs Counties, Ohio; Line G in Fairfield, Perry and Licking Counties, Ohio; Line H in Fairfield, Perry and Muskingum Counties, Ohio; Line L in Knox, Richland, Ashland, Wayne, and Medina Counties, Ohio; Line L-3265 in Ashland County, Ohio; Line L-1237 in Ashland County, Ohio; Line L-723 in Ashland County, Ohio; Line L-916 in Ashland County, Ohio; Line L-526 in Medina County, Ohio; Line L-530 in Medina County, Ohio; Line L-545 in Wayne County, Ohio; Line L-609 in Cuyahoga County, Ohio; Line L-920 in Cuyahoga, Lorain and Medina Counties, Ohio; Line O in Muskingum, Guernsey and Noble Counties, Ohio; Line O-1463 in Guernsey and Belmont Counties, Ohio; Line O-400 in Licking, Muskingum, and Guernsey Counties, Ohio; Line O-415 in Guernsey and Tuscarawas Counties, Ohio; Line O-1460 in Tuscarawas County, Ohio; Line V in Holmes, Wayne, Stark, Carroll and Columbiana Counties , Ohio; Line V-100 in Belmont, Harrison, Carroll, and Columbiana, Counties Ohio; Line 35 in Greene and Washington Counties, Pennsylvania; Line 65 in Lawrence, Beaver, Allegheny and Washington Counties, Pennsylvania; Line 134 in Lawrence, Butler, Armstrong, Clarion and Jefferson Counties, Pennsylvania; Line 138 in Greene, Fayette and Somerset Counties, Pennsylvania; Line 1360 in Greene, Washington and Allegheny Counties, Pennsylvania and Marshall, Wetzel, Doddridge and Gilmer Counties, West Virginia; Line 1711 in Allegheny, Washington, Westmoreland, Indiana, Clearfield, Centre and Clinton Counties, Pennsylvania; Line 7215 in Greene County, Pennsylvania; Line 1740 in Marshall and Wetzel Counties, West Virginia; Line BM74 in Wayne, Cabell, Putnam and Lincoln Counties, West Virginia; Line E in Jackson and Roane Counties, West Virginia; Line H in Kanawha and Roane Counties, West Virginia; Line KA (Suction of Flat Top) in Mingo, Summers, Mercer, Raleigh and Wyoming Counties, West Virginia and Pike County, Kentucky; Line N in Kanawha County, West Virginia; Line R in Boone, Lincoln and Putnam Counties, West Virginia; Line S in Cabell, Putnam, Lincoln and Kanawha Counties, West Virginia; Line SM-116 in Mingo, Logan and Lincoln Counties, West Virginia; Line T in Kanawha, Roane and Calhoun Counties, West Virginia; Line T-Loop in Gilmer, Calhoun,

Roane and Kanawha, Counties, West Virginia.

25.7 Odorization. Transporter and Shipper may agree, or governmental authorities may require, that the gas be odorized by use of a malodorant agent of such character as to indicate by a distinctive odor the presence of gas. Whenever odorized gas is delivered, the quality and specifications of such gas, as set forth in this Section 25, shall be determined prior to the addition of malodorant and with proper allowance for changes or additions to the gas due to such malodorant. Such odorization of the gas by the Transporter, unless otherwise mutually agreed by Shipper and Transporter, shall be for the purpose of detection of the gas only during the time it is in possession of the Transporter, prior to delivery to the Shipper.

25.8 Acceptance of Non-Conforming Gas. If gas received by Transporter ever fails to meet the specifications in this Section 25, then Transporter may elect to either continue to receive such gas pursuant to the waiver procedures of Section 25.9 or refuse to take all or any portion of such gas until that gas is brought into conformity with the specifications in Section 25. None of the specifications and restrictions set forth in this Section 25 shall be deemed to negate, reduce or limit Transporter's authority to issue Operational Flow Orders consistent with Section 17 of the General Terms and Conditions of this Tariff to provide for the safe and reliable operation of its system.

25.9 Waiver.

(a) Transporter, in its reasonable discretion and judgment, exercised on a not unduly discriminatory basis, may accept gas that does not conform to the quality specifications in Section 25, provided that Transporter determines that such acceptance will not interfere with its ability to: (1) maintain an acceptable gas quality in its pipeline through prudent and safe operation of Transporter's pipeline system and any related storage facility; (2) ensure that such gas does not affect Transporter's ability to provide service to its customers consistent with the applicable Rate Schedule and these General Terms and Conditions; and (3) ensure that such gas does not adversely affect Transporter's ability to deliver gas at its delivery points. All requests for waiver subsequent to the effective date of this Section 25.9 shall be submitted to Transporter in writing. Transporter will post any waivers granted pursuant to this section on its EBB.

(b) All waivers granted pursuant to this Section shall be subject to suspension, to the extent necessary to (i) ensure the operational integrity of Transporter's system, (ii) enable Transporter to meet its firm service obligations, (iii) facilitate the flow of natural gas during times of emergency and/or periods of force majeure, or (iv) for failure to comply with specifications for which the waiver was granted, such as a deviation from the historical composition or volume. The duration of suspension shall vary depending on the specific circumstances and conditions presented. Notice of suspension shall be posted on Transporter's EBB and shall be immediately effective. The notice shall provide the ground(s) for such suspension.

(c) All waivers granted pursuant to this Section shall be subject to revocation to the extent required to reflect significant changes in historic operating conditions on Transporter's system. To the extent possible, Transporter will provide Shipper with thirty (30) days prior written notice of revocation, and will post the notice of such revocation on Transporter's EBB. The notice shall provide the ground(s) for such revocation.

(d) All disputes concerning the grant, denial, suspension or revocation of waivers pursuant to this Section shall initially be presented to Transporter in accordance with the Complaint Resolution Procedure set forth in Section 30 of the General Terms and Conditions of this Tariff.

SHEET NO. 409
IS BEING
RESERVED FOR FUTURE USE.

26. MEASUREMENT

The volumes of natural gas and the quantities of energy received or delivered through a meter or meters shall be determined in accordance with the provisions set forth in this Section; provided, that Transporter and Shipper may agree to determine such volumes and quantities of gas received or delivered pursuant to a method or methods agreed upon by Transporter and Shipper in place of the construction and installation of a meter and measuring station. Notwithstanding any other provision in this Tariff, Transporter shall not be required to pay for or to construct or install facilities of any kind, including, but not limited to meters and measuring stations.

26.1 Measurement Unit. The Measurement Unit shall be one Dekatherm (one Dth) of natural gas and shall be calculated by multiplying the volume delivered in Mcf by a fraction, the numerator of which is the Heating Value and the denominator of which is 1,000.

26.2 Volumetric Measurement Base. The volumetric measurement base shall be one cubic foot of natural gas at a pressure base of fourteen and seventy-three one-hundredths (14.73) pounds per square inch absolute, a temperature base of sixty degrees (60°) Fahrenheit (519.67° R Absolute), and without adjustment for water vapor content.

26.3 Atmospheric Pressure. The average absolute atmospheric (barometric) pressure shall be assumed to be fourteen and four-tenths (14.4) pounds per square inch, irrespective of actual elevation or location of the delivery point above sea level or variations in actual barometric pressure from time to time.

26.4 Temperature. The temperature of the natural gas shall be determined at Transporter's option:

(a) where Electronic Measurement equipment is provided, by continuous application of instantaneous temperature measurements from one or more of the meters at a measuring station, or by contemporaneous application of the arithmetic or other average of the temperature Record from one or more of the meters for the time during which gas is flowing;

(b) where Electronic Measurement equipment is not provided,

(1) where an instrument which measures and records the temperature of the flowing gas is installed, by contemporaneous application of the arithmetic or other average of the hourly or daily temperature Record from one or more of the meters at a measuring station, or

(2) where an instrument which measures and records the temperature of the flowing gas is not installed, by contemporaneous application of the temperature as read from established tables of monthly averages for the point of measurement; or

(c) by any other method or methods mutually agreed upon by Transporter and Shipper.

26.5 Static Pressure. The static pressure of the natural gas shall be determined at Transporter's option:

(a) where Electronic Measurement equipment is provided, by continuous application of instantaneous static pressure measurements from one or more of the meters at a measuring station, or by contemporaneous application of the arithmetic or other average of the static pressure Record from one or more of the meters for the time during which gas is flowing;

(b) where Electronic Measurement equipment is not provided, by contemporaneous application of the static pressure Record from one or more of the meters at a measuring station, or by contemporaneous application of the arithmetic or other average of the hourly or daily static pressure Record from one or more of the meters at a measuring station; or

(c) by any other method or methods mutually agreed upon by Transporter and Shipper.

26.6 Specific Gravity. The specific gravity (relative density) of the natural gas shall be determined by gravitometric, chromatographic, or other generally accepted analytical method at Transporter's option:

(a) where Electronic Measurement equipment is provided,

(1) by contemporaneous application of continuous instantaneous specific gravity measurements, or by contemporaneous application of arithmetic or other average of the specific gravity for the time during which gas was flowing,

(2) by prospective application of the arithmetic or other average of the specific gravity Record, or

(3) by prospective application of the results of analyses of samples of the gas;

(b) where Electronic Measurement equipment is not provided,

(1) by contemporaneous application of the arithmetic or other average of the hourly or daily continuous specific gravity Record,

(2) by prospective application of the results of analyses of samples of the gas; or

(c) by any other method or methods mutually agreed upon by Transporter and Shipper.

26.7 Heating Value. The heating value of the natural gas shall be determined by calorimetric, chromatographic, or other generally accepted analytical method at Transporter's option:

(a) where Electronic Measurement equipment is provided,

(1) by contemporaneous application of continuous instantaneous heating value measurements, or by contemporaneous application of the arithmetic or other average of the heating value for the time during which gas was flowing,

(2) by prospective application of the arithmetic or other average of the heating value Record, or

(3) by prospective application of the results of analyses of samples of the gas;

(b) where Electronic Measurement equipment is not provided,

(1) by the contemporaneous application of the arithmetic or other average of the hourly or daily continuous heating value Record,

(2) by prospective application of the results of analyses of samples of the gas; or

(c) by any other method or methods mutually agreed upon by Transporter and Shipper.

26.8 Supercompressibility.

(a) The deviation of the natural gas from the Ideal Gas Laws shall be determined:

(1) in accordance with the American Gas Association, Par Research Project NX-19 report, titled "Manual for the Determination of Supercompressibility Factors for Natural Gas", Reprinted 1976, if the composition of the natural gas is such to render this procedure applicable, or

(2) by any other method mutually agreed upon by Transporter and Shipper.

(b) If the measurement method used by Transporter requires the concentrations of nitrogen and carbon dioxide, the concentrations of nitrogen and carbon dioxide shall be determined by chromatographic or other generally accepted analytical method at Transporter's option:

(1) where Electronic Measurement equipment is provided,

(a) by contemporaneous application of continuous instantaneous measurements of the concentrations of nitrogen and carbon dioxide, or by contemporaneous application of the arithmetic or other average of the concentrations of nitrogen and carbon dioxide for the time during which gas was flowing,

(b) by prospective application of the arithmetic or other average of the concentrations of nitrogen and carbon dioxide Record, or

(c) by prospective application of the results of analyses of samples of the gas; or

(2) where Electronic Measurement equipment is not provided,

(a) by the contemporaneous application of the arithmetic or other average of the hourly or daily concentrations of nitrogen and carbon dioxide, or

(b) by prospective application of the results of analyses of samples of the gas; or

(3) by any other method or methods mutually agreed upon by Shipper and Transporter.

26.9 Measuring Equipment.

(a) Shippers or other parties shall not operate, maintain, construct, or install facilities, meters, measuring stations, and equipment by which the volumes of natural gas or quantities of energy received or delivered by Transporter are determined, unless otherwise agreed to in writing with Transporter. Transporter reserves the right to operate, maintain, construct or install facilities, meters, measuring stations, and equipment by which the volumes of natural gas or quantities of energy received or delivered by Transporter are determined, and when agreeing to permit a Shipper or other party to do so to ensure that such operation, maintenance, construction or installation is performed pursuant to Transporter's standards, specifications, practices, and requirements.

(b) In place of the construction and installation of meters and measuring stations pursuant to this section, Transporter and Shipper and/or other affected parties may agree to a measurement methodology pursuant to Section 26.13(c).

(c) Where measuring stations and associated equipment are installed by Shipper, they shall be designed and installed in accordance with all engineering and other standards and practices as specified by Transporter, and Transporter shall have the right to be present and inspect the installation of all such measuring stations and equipment to insure compliance with such standards and practices. Shipper and Transporter shall agree in writing to reasonable standards and practices by which such measuring stations and associated equipment shall be operated by Shipper as required to insure the continuous accuracy thereof.

(d) Shipper and Transporter shall have the right to be present at the time of any installation, reading, cleaning, change of charts, repair, inspection, test, calibration, or adjustment made in connection with Transporter's or Shipper's measuring stations or equipment used to measure gas received by Transporter for Shipper or delivered by Transporter to Shipper.

(e) The Records from measuring equipment shall remain the property of the operator of such equipment, but upon request the operator will submit to the other party its Records, together with calculations therefrom, for inspection, subject to return within 30 days after receipt thereof.

(f) Orifice meters shall be installed and operated, and gas quantities computed, in accordance with AGA Report No. 3, American National Standards Institute ANSI/API 2530, "Orifice Metering of Natural Gas", revised Second Edition, 1985, applied in a practical and appropriate manner, except that the supercompressibility factor shall be calculated in accordance with Section 26.8 above.

(g) Turbine meters shall be installed and operated, and gas quantities computed, in accordance with AGA Transmission Measurement Committee Report No. 7, "Measurement of Gas by Turbine Meters", 1985 Edition, applied in a practical and appropriate manner, except that the supercompressibility factor shall be calculated in accordance with Section 26.8 above.

(h) Diaphragm meters shall be installed and operated, and gas quantities computed, in accordance with ANSI B109.1 or B109.2, "Diaphragm Type Gas Displacement Meters", 1986, applied in a practical and appropriate manner, except that the supercompressibility factor shall be calculated in accordance with Section 26.8 above.

(i) Rotary meters shall be installed and operated, and gas quantities computed, in accordance with ANSI B109.3, "Rotary Type Gas Displacement Meters", 1986, applied in a practical and appropriate manner, except that the supercompressibility factor shall be calculated in accordance with Section 26.8 above.

(j) Other types of meters may be used if mutually agreed to by Transporter and Shipper.

(k) Instrumentation and equipment to provide Records or samples of gas necessary to determine the specific gravity, heating value, and/or concentrations of nitrogen or carbon dioxide as required under Sections 26.6, 26.7 and 26.8 hereof may be installed at representative points along the pipeline in lieu of installing such instrumentation and equipment at each measuring station.

(l) Upon notice to Shippers, Transporter may prospectively implement and use any future editions or versions of the American Gas Association or ANSI reports referenced in this Section 26.

26.10 Check Measuring Equipment.

(a) Shipper may install check measurement equipment, provided such equipment does not interfere with the exercise of Transporter's rights to operate its station under this Tariff.

(b) Transporter, in the presence of Shipper, shall have access to Shipper's check measuring equipment at all reasonable times, but the reading, calibration and adjustment thereof and the change of charts shall be performed only by Shipper, unless otherwise agreed upon.

(c) Shipper shall exercise reasonable care in the installation, maintenance and operation of its equipment so as to avoid any inaccuracy in the determination of the quantity of gas delivered.

(d) The Records from such check measuring equipment shall remain the property of Shipper, but upon request Shipper will submit to Transporter its Records and charts, together with calculations therefrom, for inspection, subject to return within 30 days after receipt thereof.

26.11 Calibration and Testing of Meters. The accuracy of all measuring equipment shall be verified by its operator at reasonable intervals and, if requested, in the presence of representatives of the other party, but neither Transporter nor Shipper shall be required to verify the accuracy of such equipment more frequently than once in any 30-day period. If either party at any time desires a special test of any measuring equipment, or if either party at any time observes an error in any such measuring equipment, it will promptly notify the other party, and the parties shall then cooperate to secure a prompt verification of the accuracy of such equipment. The expense of any such special test shall be borne by the requesting party if the measurement equipment so tested is found not to be in error such that previous Recordings from the equipment must be corrected under the provisions of Section 26.12 herein.

26.12 Correction of Metering Errors. If, upon any test, any measuring equipment is found to be in error, such that the resultant aggregate error in the computed volumes of gas and quantities of energy received or delivered does not exceed two percent (2%), such errors may be taken into account in a practical manner in computing the volumes of gas and quantities of energy received or delivered. All equipment shall, in any case, be adjusted at the time of test to record correctly. If, however, the resultant aggregate error in the computed volumes of gas and quantities of energy received or delivered exceeds two percent (2%), previous Recordings of such equipment, and the corresponding volumes of gas and quantities of energy received or delivered, shall be corrected to zero error for any period which is known definitely or agreed upon, but in case the period is not known definitely or agreed upon, such correction shall be for a period extending over one half of the time elapsed since the date of the last test, not exceeding a correction period of 16 Days.

26.13 Failure or Absence of Measuring Equipment.

(a) Failure of Measuring Equipment. In the event any measuring equipment is out of service, or is found registering inaccurately and the error is not determinable by test, previous Recordings from such equipment, or the volumes of gas or quantities of energy received or delivered through such equipment, shall be estimated:

(1) by using the registration of any check meter or meters if installed and accurately registering;

(2) in the absence of check meters, by correcting the error if the percentage of error is ascertainable by calibration, special test or mathematical calculation;

(3) in the absence of check meters or the possibility of calibrations, by using Recordings or quantities received or delivered through such equipment during periods under similar conditions when the equipment was registering accurately; or

(4) as otherwise agreed by Transporter and Shipper.

(b) The Recordings from such equipment, or the volumes of gas and quantities of energy received or delivered through such equipment, so estimated shall be used in determining the volumes of gas and quantities of energy received or delivered for any known or agreed upon applicable period. In case the period is not known or agreed upon, such estimated receipts or deliveries shall be used in determining the quantity of gas received or delivered hereunder during the latter half of the period beginning on the date of the immediately preceding test and ending on the date the measuring equipment has been adjusted to record accurately. The Recordings of the measuring equipment during the first half of said period shall be considered accurate in computing receipts or deliveries.

(c) Absence of Measuring Equipment. Transporter and Shipper and/or other affected parties may agree with Transporter to determine the volumes of natural gas and the quantities of energy received or delivered pursuant to a method or methods, instead of agreeing to construct and install facilities, meters, and measuring stations. Such method or methods that may be agreed to include, but are not limited to, the minute pick up test with correction factor (or gauged pressure test), clip valve device, or test meter methods.

26.14 Preservation of Records. Both Transporter and Shipper shall preserve all test data, charts, and other similar Records for a period of at least two years, or such other longer period as may be required by public authority.

SHEET NOS. 417 THROUGH 419, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

27. CONSTRUCTION OF FACILITIES - FACILITY CHARGE

27.1 Arrangement for Construction of Transmission Facilities. Shipper may request Transporter to construct, maintain and operate, either all or a part of, the lateral line for the transportation of gas from Transporter's main transmission line to Shipper's markets, or when the delivery point to Shipper at Transporter's main transmission line is in close proximity to a compressor station of Transporter, Shipper may request Transporter to provide facilities to deliver gas to Shipper in excess of Transporter's main line operating pressure. If Transporter shall determine that the granting of such request by Shipper is necessary or desirable, that no undue burden will thereby be placed upon Transporter, and that no impairment of Transporter's ability to render adequate service to its shippers will result therefrom, Transporter will construct or provide such facilities if it can obtain proper, necessary authorization.

27.2 Method of Payment.

(a) In the event Transporter shall provide a lateral line or other transmission facilities at the request of Shipper, Shipper will pay Transporter for the costs of such facilities by paying in addition to the amount paid for natural gas, a facility charge consisting of the sum of the following components:

(1) Depreciation computed at the annual accrual rates being used by Transporter for booking depreciation expense applicable to such facilities;

(2) Return computed at the latest rate allowed Transporter by Federal Energy Regulatory Commission in a formal rate determination applied to the original cost of the facilities less accrued depreciation and plus necessary working capital applicable to such facilities;

(3) Taxes paid for the ownership and operation of such facilities; and

(4) Operation and maintenance expenses applicable to such facilities.

(b) The annual amount of the facility charge shall be established starting with the first day of the calendar month in which Transporter shall have completed or made available for operation the facilities requested by Shipper. Such amount shall be estimated by Transporter when the facilities are made available and at the beginning of each calendar year thereafter. Each month, Transporter will bill Shipper for one-twelfth of the estimated annual facility charge. An adjustment will be made if necessary at the end of each calendar year to reflect the cost applicable to said facilities for the year.

27.3 Agreement. In each case where Transporter agrees to construct facilities at the request of the Shipper, the Service Agreement will contain as an Exhibit thereto an agreement concerning such facilities, executed in the form as set forth in this Tariff.

SHEET NOS. 421 THROUGH 424, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

28. SCHEDULES AND CONTRACTS SUBJECT TO REGULATION AND REVISION

This Tariff, including the Rate Schedules, the General Terms and Conditions, and the respective obligations of the parties under the Service Agreements and assignment Agreements, is subject to all valid laws, orders, rules, and regulations of duly constituted authorities having jurisdiction.

SHEET NOS. 426 AND 427
ARE BEING
RESERVED FOR FUTURE USE

GENERAL TERMS AND CONDITIONS (Cont'd)

29. NOTICES

29.1. General Notice Procedures. Unless otherwise specifically provided in this Tariff, particularly with regard to notices and communications required through Transporter's EBB or via Electronic Notice Delivery, any notice, request, demand, or communication ("Notice") provided for in these General Terms and Conditions or in the Rate Schedules, or any other Notice that Transporter or Shipper may desire to give to the other, shall be in writing and shall be considered as duly delivered when mailed by registered mail to the Post Office address of Transporter or Shipper, or at such other address as either shall designate for formal written notice. Any notice, request, demand, communication, or other posting made on Transporter's EBB or on EDI as required by this Tariff shall be considered as duly delivered when transmitted by the sending party. Monthly payments, except those required to be made by wire or other electronic transfer, shall be considered as duly delivered when mailed either by registered or ordinary mail. Routine communications by telephone between members of the operating staffs of Transporter and Shipper shall be considered duly delivered without confirmation by mail. If Transporter is required by this Tariff to provide any notice, request, demand or other communication to a Shipper by telephonic communication, Transporter may, at its option, make such communication via Electronic Notice Delivery without any telephonic communication.

29.2 To the extent Transporter is authorized under this Tariff to provide any notice via Electronic Notice Deivery, and Transporter becomes aware that the Electronic Notice Delivery notification sent by Transporter has failed, Transporter shall recommunicate such notice via telephone or facsimile.

SHEET NO. 429 IS BEING
RESERVED FOR FUTURE USE

30. COMPLAINT RESOLUTION PROCEDURE

Any Shipper or potential Shipper may make a written complaint to Transporter, Attention: Vice President, Marketing and Volume Management, regarding any dispute between Shipper and Transporter arising under this Tariff. Shipper must specify each reason for the dispute. Within two business days of receiving a complaint, Transporter shall provide an initial response to complainant, acknowledging receipt of the complaint and requesting further information as appropriate. Within 30 days after receipt of Shipper's complaint, Transporter shall appoint a Committee composed of the Vice President, Marketing and Volume Management, and any other necessary personnel to review the complaint and provide a written decision to the complainant addressing each element thereof and, where appropriate, recommending a course of action. In the event the complainant disagrees with this determination and makes a written request for reconsideration or clarification, specifying each reason the complainant disagrees with the initial determination, the Committee shall consider such request and within 30 days after receipt thereof shall render its final written decision to complainant, addressing each element thereof and, where appropriate, recommending a course of action.

SHEET NOS. 431 AND 432
ARE BEING
RESERVED FOR FUTURE USE

31. MARKETING AFFILIATE - SHARED PERSONNEL AND FACILITIES

Columbia Energy Services Corporation (Columbia Energy) is an affiliated marketing or brokering company of Transporter, and maintains its principal office in Pittsburgh, Pennsylvania. Columbia Energy has marketing personnel with offices located in Pittsburgh, Pennsylvania, Charleston, West Virginia and Houston, Texas that are geographically separated from all of Transporter's facilities and all of Transporter's personnel. Columbia Energy and Transporter both utilize a computer system owned and maintained by Columbia Energy Group Service Corporation. Confidential information maintained in Transporter's data files is not accessible to Columbia Energy. No operating personnel are shared between Transporter and Columbia Energy.

SHEET NO. 434 IS BEING
RESERVED FOR FUTURE USE

32. CURTAILMENT PROCEDURES AND LIMITATION OF Transporter'S OBLIGATION

The curtailment procedures set forth in this Section 32 are applicable to firm sales services rendered by Transporter.

32.1 Seasonal Curtailment.

(a) If, in Transporter's reasonable judgment, its available gas supply will not be sufficient during a Winter Season or a Summer Season, or any portion of either season, to deliver the aggregate of Shippers' Annual Sales Quantity (ASQs), to satisfy Transporter's company-use and unaccounted-for gas requirements, and, if necessary, to inject the required quantities of gas into its underground storage fields to meet system requirements, then Transporter shall not deliver the ASQs of applicable Shippers, and shall deliver gas in accordance with this Section 32 up to Shippers' ASQs. For purposes of this Section 32, the ASQ shall mean the annual quantity of gas, as specified in the applicable firm sales Service Agreement, that Transporter is obligated to sell and Shipper is entitled to purchase from Transporter under any of Transporter's firm sales Rate Schedules. In such event, Transporter shall curtail deliveries to applicable Shippers by giving Electonic Notice Delivery to each Shipper of the Authorized Quantity that Shipper is entitled to receive during that season, or portion thereof. Said notice shall be given as much in advance as reasonably possible under the circumstances. The procedure for determining each Shipper's Authorized Quantity is set forth in Section 32.3 below.

(b) When Transporter is required to curtail sales as provided in Subsection (a) above, curtailment shall be determined in accordance with Shippers' end-use profiles based upon the following priorities of service, listed from highest to lowest priority:

Priority 1 - Residential uses, small commercial uses (less than 50 Dth on an average day in the peak month) and other high-priority uses.

Priority 2 - Essential agricultural uses.

Priority 3(a) - Essential industrial process and feedstock uses as determined under Section 402 of the Natural Gas Policy Act of 1978 (NGPA).

Priority 3(b) - Feedstock and process gas uses not included in Priority 3(a).

Priority 4 - All uses not specified in Priorities 1, 2, 3 and 5.

Priority 5 - Large industrial boiler fuel and power generation uses (in excess of 300 Dth
on an average day in the peak month).

(c) All quantities of gas to be taken by Shipper for injection into underground storage facilities under one or more of Transporter's firm storage rate schedules (including the GTS Rate Schedule) and into its own or a third party's underground storage facilities during a Summer Season shall be assigned priorities of service in accordance with Shipper's end-use profile for the preceding Winter Season.

(d) Transporter shall fully curtail all lower priorities before commencing curtailment of a higher priority.

(e) All quantities of gas taken by Shipper in excess of its Authorized Quantity shall be subject to the penalty for violation of an Operational Flow Order as set forth in Section 19.3 of the General Terms and Conditions.

(f) If and when Transporter foresees the need to implement seasonal curtailment pursuant to this Section 32.1, the then-effective ASQs of all Shippers under Transporter's firm sales Rate Schedules shall not be increased, at which point no further reclassification of end uses shall be permitted except as required by Subpart B of Part 281 of the Commission's Regulations. The ASQs shall not be increased until the end of a curtailment period. Transporter shall promptly notify all Shippers via Electonic Notice Delivery if and when it foresees the need to implement seasonal curtailment.

32.2 Definitions for Priorities of Service. The following definitions shall be utilized in assigning specific end uses to the priorities of service set forth in Subsection 32.1(b) above:

(a) Residential - Service to shippers that utilize gas directly in a residential dwelling for purposes such as space heating, air conditioning, water heating, cooking, clothes drying and other residential uses. Also included are apartment buildings and multi-unit dwellings where such uses constitute 50% or more of the total gas usage.

(b) Commercial - Service to shippers engaged primarily in the sale of goods or services, including institutions and local, state and federal government agencies, for uses other than those involving manufacturing or electric power generation.

(c) Other High Priority - Service to schools, hospitals and similar institutions, including police protection, fire protection, sanitation and correctional facilities.

(d) School - Any facility, the primary function of which is to provide instruction to regularly enrolled students in attendance at such facility. Facilities used for both educational and non-educational activities are not included under this definition unless the latter activities are merely incidental to the primary function of providing instruction.

(e) Hospital - Any facility, the primary function of which is providing medical care to patients who remain at the facility, including nursing and convalescent homes. Outpatient clinics and doctor offices are not included in this definition.

(f) Police Protection, Fire Protection, Sanitation or Correctional Facility - Any facility, the primary function of which is to provide the above services, but only if the gas used for such services, either singly or in combination, constitutes 50% or more of the total gas usage.

(g) Essential Agricultural Uses - Any use of natural gas which has been certified in 7 CFR Section 2900, et seq., by the Secretary of Agriculture as an "essential agricultural use" under Section 401(b) of the Natural Gas Policy Act of 1978 unless the Commission, in consultation with the Secretary of Agriculture, determines, by rule or order, that the use of an alternative fuel is economically practicable and reasonably available. The definition of "alternate fuel" shall be that stated in Section 281.303(b) of the Commission's Regulations, as amended from time to time. Peak day quantities shall be based on current requirements unless such quantities exceed contract or certificate limitations.

(h) Essential Industrial Process and Feedstock Uses - Any use which falls within the definition of "essential industrial process and feedstock uses" prescribed by the Secretary of Energy pursuant to NGPA Section 402.

(i) Feedstock and Process Gas Uses - Feedstock gas and process gas uses as defined in 18 CFR Section 2.78.

(j) Boiler Fuel and Power Generation - Service to facilities for fuel used in the generation of steam or electricity, including the utilization of gas turbines for the generation of electricity.

(k) Plant Protection Uses - Minimum volumes required to prevent physical harm to the plant facilities or danger to plant personnel when such protection cannot be afforded through the use of an alternate fuel. This includes the protection of such material in process as would otherwise be destroyed, but shall not include deliveries required to maintain plant production. For the purposes of this definition propane and other gaseous fuels shall not be considered alternate fuels.

32.3 Determination of Authorized Quantity.

(a) The total quantity of gas available to Transporter for delivery to all Shippers under Transporter's firm sales Rate Schedules for each Winter Season and each Summer Season, or any portion of either season, shall be allocated among said Shippers on the basis of the priorities of service underlying their ASQs, beginning with Priority 1 and continuing until the priority which cannot be fully served is reached. The remainder of the quantity of gas available to Transporter shall then be allocated among said Shippers by providing each Shipper with its proportionate share of the quantity of gas available for the priority which cannot be fully served. The total quantity of gas allocated to each Shipper pursuant to the foregoing procedure shall constitute Shipper's Authorized Quantity. The Authorized Quantities determined in accordance with the foregoing procedure may be redetermined for all Shippers whenever and to the extent deemed necessary and appropriate in Transporter's reasonable discretion. The Authorized Quantity shall never exceed a Shipper's ASQ on an annual basis, or Shipper's contractual monthly or seasonal entitlement (if any) during such month or season. In addition, a Shipper's Authorized Quantity may not exceed the quantities which Shipper could take if it used its full Total Firm Entitlement for the remainder of the curtailment period.

(b) In the event it becomes necessary for Transporter to implement seasonal curtailment and determine Authorized Quantities for a curtailment period consisting of less than a full Winter Season or a full Summer Season, the monthly quantities underlying each Shipper's ASQ, as set forth in the Index of Firm Sales Entitlements, or the applicable portion of said monthly quantities, shall be utilized to determine Shipper's Authorized Quantity for the designated curtailment period. The foregoing procedure also shall be utilized if it becomes necessary for Transporter to redetermine Shipper's Authorized Quantities for the remainder of a previously designated curtailment period.

32.4 Daily Curtailment.

(a) If, in Transporter's reasonable judgment, the total quantity of gas available to it on any given day from all sources is insufficient to deliver the Daily Sales Demand or other specified daily entitlements level (collectively "daily entitlements") of all Shippers under Transporter's firm sales services, to meet Transporter's company-use and unaccounted-for gas requirements, and, if necessary, to inject the required quantities of gas into Transporter's underground storage fields to meet system requirements, then Transporter

shall not deliver the daily entitlements of applicable Shippers, and shall deliver gas pursuant to the provisions of this

Section 32.4 up to the daily entitlements of applicable Shippers. Transporter shall reduce the daily entitlement of each applicable Shipper which has taken quantities of gas in excess of one hundred and three percent (103%) of the monthly quantities underlying Shipper's ASQ or Authorized Quantities through the prior Billing Month of the current Winter Season or Summer Season, as the case may be, by a quantity determined by multiplying such excess takes in millions of dekatherms (0.000 MMDth) by thirty-five thousand dekatherms (35 MDth). Transporter's remaining deficiency, if any, shall then be allocated among all applicable Shippers in proportion to each Shipper's reduced daily entitlement.

(b) If the imposition of daily curtailment pursuant to Subsection (a) above prevents Shipper from taking its Authorized Quantity for a given Winter Season, the quantity not taken by Shipper shall be added to its Authorized Quantity for the succeeding Summer Season. In such event, Shipper shall submit a verified statement, in form and content satisfactory to Transporter, setting forth the circumstances and the extent to which said daily curtailment prevented Shipper from taking its Authorized Quantity.

(c) All quantities of gas taken by Shipper in excess of its curtailed daily entitlement shall be subject to the penalty provisions set forth in Section 19.1 of the General Terms and Conditions. For the purpose of determining the amount of such penalties, Shipper's curtailed daily entitlement shall be deemed to constitute Shipper's "Effective Daily Quantity" as that term is used in said Section 19.1.

32.5 Distribution of Penalty Amounts. Penalty amounts collected by Transporter pursuant to Subsections 32.1(e) and 32.4(c) shall be distributed separately for each Winter Season and each Summer Season among those Shippers under firm sales rate schedules which did not take quantities of gas in excess of either their Authorized Quantities or their curtailed daily entitlements during the time Transporter was in curtailment. The penalty amounts applicable to each season shall be divided by Transporter's total deliveries under firm sales rate schedules to all such Shippers for such season. The resultant quotient, expressed to the nearest one one-hundredth of one cent (.01›) per Dth, shall be applied to the deliveries made by Transporter to each such Shipper during the season in question. The amount so determined shall appear as a credit on each such Shipper's gas purchase invoice issued for the last Billing Month of the succeeding season.

32.6 Exemptions from Curtailment.

(a) Transporter recognizes that exceptions to the levels of curtailment resulting from this Section 32 may be required in response to emergency situations (including environmental emergencies) during periods of curtailment when deliveries of gas in excess of curtailed levels are required to forestall irreparable injury to life or property or to provide for minimum plant protection. Any Shipper seeking emergency relief on this basis shall have the burden of establishing under oath the nature and extent of its problem and the minimum quantity of gas needed to avoid irreparable injury to life or property. In such event, Shipper may be exempted from curtailment to the extent necessary to respond to the emergency situation. Exemptions under this Subsection (a) shall be granted within Transporter's reasonable discretion, and all exempt quantities delivered by Transporter shall be returned by Shipper as soon as possible.

(b) Transporter also recognizes that exceptions to the levels of daily curtailment resulting from

Section 32.4 above may be required to avoid impairment of service for essential agricultural uses during periods when, absent the curtailment of residential, small commercial and other high-priority uses, deliveries of gas in excess of curtailed levels are necessary to satisfy said essential agricultural uses within contractual entitlements. Any Shipper seeking an exemption from curtailment in accordance with this Subsection (b) shall have the burden of establishing under oath the minimum quantity of gas needed to protect said essential agricultural uses. In such event, Shipper may be exempted from daily curtailment to the extent necessary to satisfy said essential agricultural uses.

(c) Transporter further recognizes that exceptions to the levels of daily curtailment resulting from Section 32.4 above may be required to avoid impairment of service for Priority 3(a) (essential industrial process and feedstock) and Priority 3(b) (other feedstock and process gas) uses, as each are defined in Section 32.2, during periods when, absent the curtailment of residential, small commercial, other high-priority and essential agricultural uses, deliveries of gas in excess of curtailed levels are necessary to satisfy said essential industrial process and feedstock uses within contractual entitlements. Any Shipper seeking an exemption from curtailment under this Subsection (c) shall have the burden of establishing under oath the minimum quantity of gas needed to protect said essential industrial process and feedstock uses. In such event, Shipper may be exempted from daily curtailment to the extent necessary to satisfy said Priority 3(a) and Priority 3(b) uses; provided, however, that Transporter shall exempt deliveries for Priority 3(a) uses prior to exempting deliveries for Priority 3(b) uses.

32.7 Transporter's Obligation to Serve.

Transporter shall have or obtain sufficient gas supply to serve Shippers' Annual Sales Quantities. Where a deficiency in gas supply is caused by reason of force majeure events, as that term is defined in General Terms and Conditions Section 15, Transporter shall be deemed to have met this obligation. The curtailment procedures set forth in this Section 32 shall be utilized in the event of any supply deficiency.

SHEET NOS. 440 THROUGH 442, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

33. GAS RESEARCH INSTITUTE - GENERAL RD&D FUNDING UNITS

33.1 VOLUNTARY CONTRIBUTION MECHANISM. Pursuant to the GRI Settlement approved by FERC order issued April 29, 1998, at Docket No. RP97-149-003, et al.(83 FERC 61,093), Columbia has agreed to be a voluntary collection agent for Shippers who voluntarily choose to contribute to GRI programs through a "check-the-box" mechanism on its billing invoices. The amounts collected through the mechanism will not be part of Columbia's jurisdictional rates and FERC will not review or approve any amounts submitted by Shippers. The "check-the-box" mechanism will allow Shippers to state the amount of their voluntary contribution and the programs they wish the amount to be applicable to.

33.2 Remittance to GRI. Transporter shall remit to GRI, not later than 15 days after the receipt
thereof, all monies received by the "check-the-box" mechanism, less any amounts properly payable to Federal, State or local authorities relating to the monies received hereunder. In addition to the amounts received under the "check-the-box" mechanism, Columbia shall state the amounts applicable to the specific projects indicated by Shippers.

(..continued)

SHEET NO. 444 IS BEING
RESERVED FOR FUTURE USE

GENERAL TERMS AND CONDITIONS (Cont'd)

34. ANNUAL CHARGE ADJUSTMENT (ACA)

34.1 Purpose.

(a) Pursuant to Section 3401(a)(1) of the Omnibus Budget Reconciliation Act of 1986 (Budget Act), the Commission is required to "assess and collect fees and annual charges in any fiscal year in amounts equal to all of the costs incurred by the Commission in that fiscal year." Order Nos. 472 and 472-A, issued by the Commission on May 29, 1987, and June 17, 1987, respectively, in Docket No. RM87-3-000, amend the Commission's regulations to establish annual charges as required by the Budget Act. Pursuant to those regulations, Transporter is assessed, and pays to the Commission, an allocated annual assessment (Annual Charge).

(b) For the purpose of reimbursing Transporter for the Annual Charge it pays to the Commission, this Section establishes, pursuant to Section 154.402 of the Commission's Regulations, an Annual Charge Adjustment (ACA) rate applicable to: (i) Shippers under Transporter's FTS, NTS, NTS-S, TPS, SST (when a secondary receipt point is being utilized), GTS, OPT, and ITS Rate Schedules, as set forth on Sheet Nos. 25 through 28, inclusive, of this Tariff, and (ii) Shippers under those Rate Schedules set forth in Volume No. 2 of this Tariff that incorporate rates from Volume No. 1 of this Tariff. The ACA rate shall not be applicable to deliveries to or for a Shipper under Transporter's above referenced Rate Schedules to the extent the receipt point for such gas is Transporter's storage facilities.

34.2 Basis of the ACA Rate. Transporter's ACA rate shall be the increment specified by the Commission for such charge for that fiscal year (October 1 through September 30). The current ACA rate is set forth at Sheet Nos. 25 through 28, inclusive, of this Tariff. Transporter does not intend to recover any Annual Charges in an NGA Section 4 rate filing. 1/

34.3 Filing of Annual Charge Adjustment. Transporter shall file rate changes as necessary to reflect in the ACA rate any changes in the Annual Charge ordered by the Commission. Any such filing shall become effective without suspension or refund obligation.

1/ In Order No. 472, the Commission gave natural gas pipelines the choice of implementing an ACA clause, or including their annual charges in Account 928 (Regulatory Commission Expenses) for consideration in general rate filings made pursuant to Subpart D of the Commission's Regulations. While exercising the ACA clause option at this time, Transporter reserves the right to switch to the general rate filing method at a future date. If Order No. 472 annual charges are included in the cost of service in any future rate case, Transporter would file therein to eliminate its ACA rate and Tariff provision.

SHEET NOS. 446 AND 447
ARE BEING
RESERVED FOR FUTURE USE

35. RETAINAGE ADJUSTMENT MECHANISM (RAM)

35.1 In General. Retainage, as defined at Section 1 of the General Terms and Conditions, shall apply to all Rate Schedules in Volume Nos. 1 and 2 of this Tariff and to Transporter's gathering and processing services that provide for Retainage to be supplied by Shipper (the Applicable Rate Schedules). The amount of such Retainage shall be determined based upon the Retainage percentages, as set forth at Sheet No. 44 of this Tariff, which sheet includes the following Retainage percentages: Transportation Retainage, Storage Gas Loss Retainage, Processing Retainage and Gathering Retainage (hereinafter the "Retainage percentages"). Those Retainage percentages shall be adjusted pursuant to the Retainage Adjustment Mechanism (RAM) set forth in this Section. Transporter shall not recover any extraordinary gas losses pursuant to this provision.

35.2 Transporter's RAM Filing. Annually, or at such other times as Transporter in its reasonable discretion determines necessary based upon operating or other conditions, Transporter shall adjust the Retainage percentages, to take into account both prospective changes in Retainage requirements and unrecovered Retainage quantities from the preceding period as described at Section 35.4 below for transportation, storage, processing or gathering. That Retainage adjustment shall be effected by means of a Retainage Adjustment Mechanism filing (RAM), which shall be filed with the Commission (i) annually on or before March 1 to become effective April 1 (Annual RAM Filing), and (ii) at such other times as required by operating or other conditions, to become effective 30 days after filing (Periodic RAM Filing).

35.3 Accounting for Activity. Transporter will account for all under or over recovered company-use, lost and unaccounted-for quantities in Account No. 186.

35.4 Retainage Percentage. The four Retainage percentages, as adjusted by Transporter through its RAM filings, shall each consist of the sum of (i) the Current Retainage Percentage, and (ii) the Unrecovered Retainage Percentage, calculated in the following manner for each of the three Retainage percentages, respectively:

(a) Current Retainage Percentage Component. In each Annual and Periodic RAM Filing, Transporter shall calculate the Current Retainage Percentage by (i) estimating the total company-use, lost, and unaccounted-for quantities required during the 12-month period commencing with the effective date of Transporter's RAM filing (Current Retainage Quantities) and (ii) dividing that volumetric figure by the total quantities estimated by Transporter to flow under the Applicable Rate Schedules which are the subject to that particular retainage percentage during the same 12-month period commencing with the effective date of the RAM filing (Current Rate Schedule Quantities).

(b) Unrecovered Retainage Percentage Component. In each Annual RAM Filing, Transporter shall calculate the Unrecovered Retainage Percentage by: (i) determining the company-use, lost, and unaccounted-for quantities for the preceding calendar year (Preceding Annual Period); (ii) subtracting the Retainage quantities retained by Transporter during that Preceding Annual Period; and (iii) dividing the result (the Unrecovered Retainage Quantities), whether positive or negative, by the Current Rate Schedule Quantities for the 12-month period commencing on the effective date of that Annual RAM filing.

(c) In each Annual or Periodic RAM Filing, Transporter shall add (i) the Current Retainage Percentage established in that filing, as calculated in accordance with paragraph (a) above, and (ii) the Unrecovered Retainage Percentage established in the currently effective Annual RAM Filing (whether a positive figure reflecting an underrecovery or a negative figure reflecting an overrecovery), as calculated in accordance with paragraph (b) above. The resulting total Retainage percentage for transportation, storage, processing and/or gathering shall be effective until the effective date of Transporter's next succeeding RAM Filing.

35.5 Termination.

(a) If the provisions of this Section are terminated or otherwise rendered inapplicable (termination), Shippers under the Applicable Rate Schedules from the effective date of Transporter's most recent RAM filing through the date of termination (the Termination Period) shall remain liable for any Unrecovered Retainage Quantities. Transporter shall remain liable to such Shippers for any excess quantities retained.

(b) Any positive or negative balance in Transporter's Unrecovered Retainage Quantities account at the date of termination (i) shall be allocated to any successor services offered by Transporter, or (ii) if no successor services are offered by Transporter, shall be charged to Shippers under the Applicable Rate Schedules based on the actual quantities that flowed during the Termination Period.

SHEET NOS. 450 AND 451
ARE BEING
RESERVED FOR FUTURE USE

36. TRANSPORTATION COSTS RATE ADJUSTMENT (TCRA)

36.1 Purpose.

(a) This Section provides for the recovery of costs incurred for the transmission and compression of gas by others (Account No. 858 costs or 858 costs), applicable to Operational 858 costs, which shall be defined as including amounts paid to upstream pipelines for contracts retained as a result of Transporter's Order No. 636 restructuring, or utilized in Transporter's post-restructuring operations.

(b) Transporter shall recover Transportation Costs, including carrying charges calculated under Section 154.501 or successor provision of the Commission's regulations, by means of rates and charges applicable to Shippers under (i) Transporter's FTS, NTS, NTS-S, TPS, SST, GTS, OPT, and ITS Rate Schedules as set forth in Volume No. 1 of this Tariff, and (ii) those X-Rate Schedules set forth in Volume No. 2 of this Tariff that incorporate rates from Volume No. 1 of this Tariff (collectively the Applicable Rate Schedules). The rates for recovery of Transportation Costs, as set forth at Sheet Nos. 25 through 28, inclusive, of this Tariff, shall be established by Transporter's Section 4(e) rate filings. Recovery of adjustments to those base rates and of unrecovered amounts from preceding periods shall be effected through the Transportation Cost Rate Adjustment (TCRA) mechanism set forth in this Section.

36.2 Transporter's TCRA Filings. Annually, or at such other times as Transporter in its reasonable discretion determines necessary (Periodic TCRA Filing), Transporter may adjust the TCRA rates to take into account prospective changes in Transportation Costs. That adjustment shall be effected by Transporter filing a TCRA with the Commission (i) annually on or before March 1, to become effective April 1 (Annual TCRA Filing), and (ii) at such other times as Transporter in its reasonable discretion determines necessary to become effective 30 days after filing (Periodic TCRA Filing).

36.3 Accounting for Activity. Transporter will account for all under or over recovered Transportation Costs in Account No. 186.

36.4 Adjustments To The Transportation Costs Rate.

(a) The Transportation Costs Rate, as adjusted by Transporter through its TCRA filings, shall consist of the sum of (i) the current Operational 858 costs includable in the Transportation Costs rate (Current Operational TCRA Rate) as adjusted by any TCRA Filing, and (ii) the unrecovered Operational 858 costs includable in the Transportation Costs rate (Operational TCRA Surcharge) as adjusted through the Annual TCRA. These shall be calculated for TCRA Filings in the following manner:

(1) In each Annual or Periodic TCRA Filing, Transporter shall calculate, and allocate to the Applicable Rate Schedules on an as-billed basis and in a manner consistent with Transporter's currently effective cost allocation and rate design, the Current Operational TCRA Rate applicable to current Operational 858 costs by: (i) estimating the Operational 858 costs comprising the total Transportation Costs for the 12-month period commencing with the effective date of that TCRA filing, using the transportation rates that will be in effect on the effective date of that TCRA filing; and (ii) dividing those amounts by the applicable rate design determinants under all of the Applicable Rate Schedules for that same 12-month period.

(2) In each Annual TCRA Filing, Transporter shall calculate, and allocate to the Applicable Rate Schedules on an as-billed basis and in a manner consistent with Transporter's currently effective cost allocation and rate design, the Operational TCRA Surcharge applicable to unrecovered Operational 858 costs by: (i) ascertaining the Operational 858 costs comprising the total Transportation Costs actually incurred by Transporter during the preceding calendar year (Preceding Period); (ii) subtracting the amounts collected by Transporter during that same Preceding Period under the Current Operational TCRA Rate; and (iii) dividing the differences, respectively, whether positive or negative, by the estimated design determinants under the Applicable Rate Schedules for the 12-month period commencing on the effective date of that Annual TCRA filing.

(b) In calculating the Transportation Costs Rate, as set forth in paragraph (a) above, Transporter shall credit against actual costs incurred any (i) amounts received through the release of its capacity on upstream pipelines, and (ii) refunds received that are attributable to the transmission and compression of gas by others.

36.5 Termination

(a) If the provisions of this Section are terminated or otherwise rendered inapplicable (termination), Shippers under the Applicable Rate Schedules from the date of Transporter's most recent Annual TCRA Filing through the date of termination (Termination Period) shall remain responsible for any Unrecovered Transportation Costs.

(b) Any positive or negative balances in Transporter's Unrecovered Transportation Costs account at the date of termination (i) shall be allocated to any successor services offered by Transporter, or (ii) if no successor services are offered by Transporter, shall be charged or refunded to Shippers under the Applicable Rate Schedules based on the actual billing determinants and throughput, as applicable, during the Termination Period.

SHEET NOS. 454 AND 455
ARE BEING
RESERVED FOR FUTURE USE

37. COMPLIANCE WITH 18 CFR, SECTION 284.12

Transporter shall comply with the business practices and electronic communication standards incorporated by reference in Section 284.12 of the Commission's Regulations (18 CFR Section 284.12), as amended from time to time. Transporter specifically incorporates by number Version 1.7 of the following standards:

0.3.1	1.3.36	1.3.69	2.3.23	2.4.8	3.4.4
0.3.2	1.3.37	1.3.70	2.3.27	2.4.9	4.2.1 2/
1.2.1	1.3.38	1.3.71	2.3.29	2.4.10	4.2.2
1.2.2	1.3.39	1.3.72	2.3.30	2.4.11	4.2.3
1.2.8	1.3.41	1.3.73	2.3.31	2.4.12	4.2.4
1.2.9	1.3.42	1.3.74	2.3.32	2.4.13	4.2.5
1.2.10	1.3.43	1.3.75	2.3.33	2.4.14	4.2.6
1.2.13	1.3.45	1.3.76	2.3.34	2.4.15	4.2.7
1.2.14	1.3.46	1.3.77	2.3.35	2.4.16	4.2.8
1.2.15	1.3.47	1.3.79	2.3.51	3.3.1	4.2.9
1.2.16	1.3.48	1.4.1	2.3.52	3.3.2	4.2.10
1.2.17	1.3.49	1.4.2	2.3.53	3.3.3	4.2.11
1.2.18	1.3.50	1.4.3	2.3.54	3.3.5	4.2.12
1.2.19	1.3.52	1.4.4	2.3.55	3.3.6	4.2.13
1.3.2(vi)	1.3.53	1.4.5	2.3.56	3.3.7	4.2.14
1.3.15	1.3.54	1.4.6	2.3.57	3.3.8	4.2.15
1.3.17	1.3.55	1.4.7	2.3.58	3.3.11	4.2.16
1.3.18	1.3.56	2.2.4	2.3.59	3.3.12	4.2.17
1.3.23	1.3.57	2.2.5	2.3.60	3.3.13	4.2.18
1.3.24	1.3.58	2.3.1	2.3.61	3.3.16	4.2.19
1.3.25	1.3.59	2.3.2	2.3.62	3.3.20	4.2.20
1.3.26	1.3.60	2.3.8	2.3.63	3.3.21	4.3.1
1.3.27	1.3.61	2.3.9	2.3.64	3.3.22	4.3.2
1.3.28	1.3.62	2.3.10	2.4.1	3.3.23	4.3.3
1.3.29	1.3.63	2.3.11	2.4.2	3.3.24	4.3.5
1.3.30	1.3.64	2.3.12	2.4.3	3.3.25	4.3.7
1.3.31	1.3.65	2.3.15	2.4.4	3.3.26	4.3.8
1.3.33	1.3.66	2.3.17	2.4.5	3.4.1	4.3.9
1.3.34	1.3.67	2.3.19	2.4.6	3.4.2	4.3.10
1.3.35	1.3.68	2.3.21	2.4.7	3.4.3	4.3.11

37. COMPLIANCE WITH 18 CFR, SECTION 284.12 (continued)

4.3.12		4.3.36	4.3.58	4.3.82	5.3.38	5.4.5
4.3.13		4.3.37	4.3.59	4.3.83	5.3.39	5.4.6
4.3.14		4.3.38	4.3.60	4.3.84	5.3.40	5.4.7
4.3.15		4.3.39	4.3.61	4.3.85	5.3.41	5.4.8
4.3.16	2/	4.3.40	4.3.62	4.3.86	5.3.42	5.4.9
4.3.17		4.3.41	4.3.64	4.3.87	5.3.43	5.4.10
4.3.18	2/	4.3.42	4.3.65	4.3.88	5.3.46	5.4.11
4.3.20		4.3.43	4.3.66	4.3.89 1/	5.3.47	5.4.12
4.3.22	2/	4.3.44	4.3.67	4.3.90 1/	5.3.48	5.4.13
4.3.23	1/ 2/ 3/	4.3.45	4.3.68	4.3.91 1/	5.3.49	5.4.14
4.3.24		4.3.46	4.3.69	4.3.92 1/	5.3.50	5.4.15
4.3.25	2/	4.3.47	4.3.70	5.2.1	5.3.51	5.4.16
4.3.26		4.3.48	4.3.71	5.3.7	5.3.52	5.4.17
4.3.27		4.3.49	4.3.72	5.3.8	5.3.53	5.4.18
4.3.28		4.3.50	4.3.73	5.3.10	5.3.54	5.4.19
4.3.29		4.3.51	4.3.74	5.3.17	5.3.56	5.4.20
4.3.30		4.3.52	4.3.75	5.3.22	5.3.57	5.4.21
4.3.31		4.3.53	4.3.76	5.3.30	5.3.58	5.4.22
4.3.32		4.3.54	4.3.78	5.3.31	5.4.1	6.3.3
4.3.33		4.3.55	4.3.79	5.3.32	5.4.2	
4.3.34		4.3.56	4.3.80	5.3.33	5.4.3	
4.3.35		4.3.57	4.3.81	5.3.37	5.4.4	

1/ Per Wholesale Gas Quadrant Recommendation R03035A
2/ Per Wholesale Gas Quadrant 2004 Annual Plan Item 2 FERC Order 2004
3/ Per Wholesale Gas Quadrant 2005 Annual Plan Item 8

GENERAL TERMS AND CONDITIONS (Cont'd)

38. RECOVERY OF PIPELINE SUPPLIER BILLINGS OF TAKE-OR-PAY AND CONTRACT REFORMATION COSTS

38.1 Purpose. This Section establishes the mechanism for the recovery by Transporter from Shippers of Order No. 500/528 costs billed to Transporter by its pipeline suppliers.

38.2 Fixed Charge Recovery Mechanism. Transporter shall allocate to and recover from its Shippers each month the fixed charges billed by its pipeline suppliers in such month. The amounts billed to each Shipper shall equal the sum of the amounts billed to Transporter by each pipeline supplier times the percentage allocated to each Shipper under the allocation method employed by each respective billing pipeline supplier, except in instances where a pipeline supplier is exempt from Commission Order No. 528 or any successor Commission orders. In those instances, Columbia will allocate the monthly charges from that pipeline supplier to its shippers based on an allocation methodology reflecting current daily Total Firm Entitlements under Rate Schedules FTS, NTS, NTS-S, TPS, SST, GTS, and OPT. Periodic adjustments will be made annually at November 1 of each year and direct billings will remain in effect, reflecting the then current daily Total Firm Entitlements. In the event fixed charges from Transporter's pipeline suppliers are being collected by such suppliers subject to refund, Transporter's charges to Shippers pursuant to this Section will also be subject to refund. Any increase or decrease in such fixed charges to Transporter by any such pipeline supplier will likewise be allocated and charged to Shippers on that same basis. The fixed monthly demand surcharges applicable to Shippers shall remain in effect until all charges, including all associated carrying charges, are fully recovered by Transporter from Shippers. These fixed monthly demand surcharges may be refunded or recovered from Shippers over an extended amortization period as may be requested by the affected Shipper, not to exceed 36 months (Recovery Period), commencing with the effective date of the filing; provided, however, that Transporter may elect to propose such longer Recovery Period and provided, further, that Shipper may elect the option of a lump sum payment. Such fixed monthly demand surcharge to Shippers, which includes carrying charges estimated by Transporter's pipeline suppliers, shall be set forth on the currently effective Sheet Nos. 46, et seq. Actual carrying charges billed to Transporter by its pipeline suppliers shall be allocated among Shippers in accordance with the allocation percentages as set forth on Sheet Nos. 46, et seq.

38.3 Payment. Transporter shall include in the monthly billing statements rendered to Shipper pursuant to Section 10 (Billing and Payment) for services under other provisions of this Tariff, the applicable charges to Shipper pursuant to this Section 38. To the extent Transporter incurs charges in a given month from its pipeline suppliers on a retroactive basis covering more than one month, Transporter shall recover from each Shipper in said given month Shipper's allocated share of such amount. If for any reason Transporter is required to pay amounts billed by its pipeline suppliers prior to the recovery of such amounts from Shippers under this Section 38, Transporter shall be permitted to recover carrying charges calculated in accordance with Section 154.501 of the Commission's Regulations. The provisions of Section 10 of these General Terms and Conditions shall apply to this Section 38.

38.4 Sales and Transportation Entitlement Changes or Termination. In the event the Service Agreement with Transporter under Rate Schedules FTS, NTS, NTS-S TPS, SST, GTS, and OPT of any Shipper liable for charges under this Section 38 is terminated for any reason, including, but not limited to, the expiration of said agreement, an abandonment of service under the Natural Gas Act, a change in corporate identity, a change in

entitlement levels or through conversion of any or all demand billing determinants to another of Transporter's Rate Schedules, Shipper shall not be relieved of its obligation under Section 38, et seq. In such event, Transporter shall at Shipper's option either (a) bill Shipper within forty-five (45) days after such notice of termination a one-time charge for the full amount of said Shipper's monthly fixed charge remaining due, or (b) continue billing the monthly fixed charge to Shipper during the remainder of the recovery period, or in any other manner allowable under the Natural Gas Act.

SHEET NO. 459 IS BEING
RESERVED FOR FUTURE USE

GENERAL TERMS AND CONDITIONS (Cont'd)

39. ACCOUNT NO. 191 RECONCILIATION MECHANISM

39.1 Purpose. This Section provides a mechanism by which Transporter shall refund to or recover from certain Shippers (i) any overrecovered or underrecovered balance in Transporter's Account No. 191 as of the day preceding the effective date of Transporter's Order No. 636 Compliance Filing (Account No. 191 Transition Balance), and (ii) any other billings or refunds arising from purchased gas costs attributable to periods prior to termination of Transporter's PGA and otherwise eligible for recovery by Transporter (Other Eligible Costs). Transporter shall refund or recover the Account No. 191 Transition Balance and any Other Eligible Costs, both of which shall include carrying charges calculated under Section 154.501 or successor provision of the Commission's Regulations, from Shippers under the Rate Schedules set forth below.

39.2 The Initial Filing. Transporter initially shall refund or recover any Account No. 191 Transition Balance by means of a positive or negative fixed charge applicable to all Shippers under Transporter's previous CDS, WS and SGS Rate Schedules (Former Sales Customers) as of the day preceding the effective date of Transporter's Order No. 636 restructuring (Effective Date) Transporter shall: (i) allocate demand-related portions of that Account No. 191 Balance based upon such Former Sales Customers' Total Daily Entitlements as of the date immediately preceding the Effective Date; and (ii) allocate commodity-related portions of that Account No. 191 Balance based upon such Former Sales Customers' respective purchases during the twelve months preceding the Effective Date. That initial fixed charge under this Section, to be filed by Transporter on or before March 1, 1994, shall be refunded or recovered from Eligible Shippers over a 24 month period for CDS Rate Schedule shippers, a 36 month period for SGS Rate Schedule shippers, or other agreed to amortization period not to exceed 24 months or 36 months, as applicable, (Recovery Period) commencing with the April 1, 1994 effective date of such filing; provided, however, that Transporter may elect to propose such longer Recovery Period as may be warranted and provided further that Shipper may elect the option of a lump sum payment.

39.3 Additional Filings. Transporter periodically may make additional filings under this Section as necessary to recover Other Eligible Costs. Any such periodic filings shall provide for the refund or recovery of those costs (i) over an amortization period of 12 months, provided however that Transporter may elect to propose such longer Recovery Period as may be warranted and provided further that Shipper may elect the option of a lump sum payment to be prescribed in such filings, and (ii) otherwise in accordance with the allocation and recovery procedures set forth in Section 39.2 above. Such additional filings to recover costs from Former Sales Customers shall be filed within nine months of the Effective Date; provided, however, that such nine-month limitation shall not apply to Other Eligible Costs that are the subject of ongoing litigation at such date, including any unpaid purchased gas costs attributable to the period before the filing of Transporter's July 31, 1991 petition under Chapter 11 of the United States Bankruptcy Code in the United States District Court for the District of Delaware that are not yet resolved by that bankruptcy proceeding but are otherwise eligible for recovery as Other Eligible Costs. No time limitation shall apply to flow through refunds received by Transporter applicable to amounts paid by Former Sales Customers.

39.4 Reconciliation Procedure. Within 60 days after the end of each Recovery Period following the Initial and Additional Filings described at Sections 39.2 and 39.3 above, Transporter shall file with

the
Commission a Reconciliation that sets forth the actual applicable balance of such costs, including carrying
charges at the end of the Recovery Period (Reconciliation Balance). Any such Reconciliation Balance shall
be refunded or recovered through a Reconciliation Balance Fixed Charge that shall be recovered (i) over a
period to be prescribed in each such Reconciliation filing, and (ii) otherwise in accordance with the
allocation and recovery procedures set forth at Section 39.2 above. To the extent that any balance remains
after completion of the Recovery period for the first Reconciliation Balance Fixed Charge, Transporter shall
file, for each recovery filing under this section, a Final Reconciliation Balance Fixed Charge, which shall
reflect the Commission published interest rate in effect at that time. Such Final Reconciliation filings
shall provide for refund or recovery of the remaining amount through a one-time fixed charge allocated in
accordance with the procedures set forth in Section 39.2 above.

39.5 Reports. Nine months after the effective date of Transporter's Order No. 636 Compliance Filing Transporter shall file with the Commission a report detailing Transporter's final Account No. 191 Balance and any additional Account No. 191 costs subject to ongoing litigation as set forth at Section 39.3 above. If Transporter has begun collecting Account No. 191 amounts as of that date, such report shall provide for adjustments to the amounts being billed, if necessary, to correct for any revisions to the Account No. 191 Balance. Following the close of the amortization and reconciliation periods for any filings made pursuant to this Section, Transporter shall file with the Commission a report showing the total actual amounts billed to each Former Sales Customer along with workpapers supporting the amounts billed and paid by each such shipper.

39.6 Service Entitlement Changes or Termination. If the Service Agreements of any Shipper liable for charges under this Section are terminated for any reason, including but not limited to the expiration of said agreement, an abandonment of service under the Natural Gas Act, a change in corporate identity, a change in entitlement levels, or conversion of any or all demand billing determinants to another of Transporter's Rate Schedules, such Shipper shall not be relieved of its obligation under this Section. In that event, Transporter, at Shipper's option, shall (i) bill Shipper within 45 days after notice of such termination or conversion a one-time charge for the aggregate amount of all of that Shipper's charges remaining due, (ii) continue billing the charges to Shipper (or its corporate successor) during the remainder of the recovery period, or under Shipper's new Rate Schedule, or (iii) bill Shipper in any other manner allowable under the Natural Gas Act and agreed to in writing by Transporter and Shipper.

SHEET NO. 462 IS BEING
RESERVED FOR FUTURE USE

GENERAL TERMS AND CONDITIONS (Cont'd)

40. Segmentation Pooling

40.1 A Shipper contracting for firm transportation service on Transporter under Rate Schedules FTS, NTS, NTS-S, TPS, SST or OPT may elect, subject to the below limitations, to segment its contractual entitlement into two segments as follows:

(a) Supply Segment. One segment designated as the "Supply Segment" must be nominated from primary and/or secondary receipt point(s) to the Segmentation Pool. The Supply Segment contract Transportation Demand shall be limited to the Transportation Demand set forth in the firm transportation service agreement being segmented. The Supply Segment is not entitled to utilize secondary delivery points other than the Segmentation Pool and is not subject to Commodity Charges or Retainage by Transporter.

(b) Market Segment. The second segment designated as the "Market Segment" shall be nominated from the Segmentation Pool and/or secondary receipt point(s) to Shipper's primary and/or secondary delivery point(s). Subject to the exceptions set forth in Section 40.5 below, the Market Segment contract Transportation Demand shall be limited to the available Transportation Demand of the firm transportation service agreement being segmented, and shall be subject to all applicable rates and surcharges provided for in this Tariff.

(c) The Segmentation Pool will be a secondary receipt or delivery point, as applicable.

(d) If a Shipper segments its SST and/or TPS Service Agreement, the SST and/or TPS capacity shall be treated as if it is capacity segmented under Transporter's FTS Rate Schedule. In all other respects, the provisions of the SST and/or TPS Rate Schedule will control.

40.2 A segmented firm transportation service agreement under Rate Schedules FTS, NTS, NTS-S, or OPT shall be subject to the provisions of (i) Section 7 (Capacity Allocation) of the General Terms and Conditions; (ii) Section 16 (Interruptions of Service) of the General Terms and Conditions; (iii) Section 17 (Operational Flow Orders) of the General Terms and Conditions; and (iv) any other applicable provisions of Transporter's FERC Gas Tariff.

40.3 A firm service agreement may be segmented and released and assigned in accordance with Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions; provided, a segmented firm service agreement may not be permanently released and assigned. Service to a replacement Shipper under any such release and assignment shall be subject to the provisions set forth in the underlying rate schedule and in the applicable General Terms and Conditions.

40.4 Transporter reserves the right at any time to control or restrict segmentation when, in Transporter's sole discretion, such segmentation would result in a degradation of service or pose a threat to the sound operation of Transporter's system. Such control or restriction may be necessary to ensure that gas is available at particular locations at particular times.

40.5 The Segmentation Pool must be in balance in each nomination cycle and on a daily basis. Therefore, the gas to be transported from the Segmentation Pool to market must equal the amount of gas supply arising from transportation into the Segmentation Pool and/or from inventory transfers.

SHEET NO. 464 IS BEING
RESERVED FOR FUTURE USE

41. RECOVERY OF STRANDED ACCOUNT NO. 858 COSTS

41.1 Purpose. This Section establishes the mechanism by which Transporter shall recover any costs associated with reformations or terminations of contracts with upstream pipeline suppliers and included in Transporter's Account No. 858 that are stranded as a result of Order No. 636 (Stranded 858 Costs). Stranded 858 Costs shall include costs incurred by Transporter under contracts with upstream pipelines for transportation service, provided that those contracts are not assigned and are not required for Transporter's continuing system operations.

41.2 Recovery Mechanism. Transporter shall recover Stranded 858 Costs by including such costs in its Transportation Cost Recovery Adjustment (TCRA) mechanism, as set forth at Section 36 of this Tariff.

42. Contract Demand Reduction Option

(a) Any Shipper receiving service under a firm transportation and/or storage Service Agreement(s) with Transporter (whether the service is provided at a Negotiated Rate, Recourse Rate, or a discount to the Recourse Rate) with a remaining term of at least five years, and any Shipper that will receive service under a firm transportation and/or storage Service Agreement with Transporter (whether the service is provided at a Negotiated Rate, Recourse Rate, or a discount to the Recourse Rate) with an initial term of at least five years, may mutually agree with Transporter to obtain a right to a contract demand reduction ("Reduction Option") in its Service Agreement(s) upon the occurrence of "Regulatory Restructuring" as defined below. Once mutually agreed to and inserted in its Service Agreement(s), a Shipper may exercise its Reduction Option at any time all of the prerequisite terms and conditions set forth below are met. A contract demand reduction as that term is used in this Section 42 means, for firm transportation service agreements, a "Transportation Demand" reduction and, for firm storage Service Agreements, a "Storage Contract Quantity" and "Maximum Daily Storage Quantity" reduction. For purposes of this Section 42, the following definition and associated terms and conditions of Shipper eligibility apply:

Regulatory Restructuring: Regulatory Restructuring is defined as an event in which a local distribution company Shipper is required by a final order of a state regulatory agency with authority to regulate the rates and services of such local distribution company Shipper ("State Commission") to provide separate merchant and transportation services pursuant to a retail access or competitive choice program, and both of the following events occur: (1) such State Commission does not approve a mechanism which provides Shipper the opportunity to recover fully all costs incurred by Shipper under Shipper's Service Agreement(s), notwithstanding Shipper's reasonable efforts to seek State Commission approval of a mechanism that allows Shipper the opportunity to recover such costs; and (2) the Shipper is unable to fully recover all of its costs by releasing such Service Agreement(s), including any existing discounted or negotiated rate agreements, pursuant to the capacity release provisions of Transporter's Tariff in whole or in part, at both the rate provided for under the Service Agreement(s) (or a greater rate) and for the full remaining term of that service agreement(s). The contract demand of an individual Service Agreement subject to reduction under this Regulatory Restructuring reduction provision shall be that portion as to which the State Commission denies Shipper cost recovery and which portion cannot be released or assigned at the rates provided under such Service Agreements (or a greater rate) and for the full remaining term of that Service Agreement(s). If a local distribution company Shipper is also served by other natural gas pipelines in addition to Transporter, the contract demand subject to reduction on Transporter shall be a pro rata amount based on the respective levels of firm transportation service that Shipper holds on Transporter and such other natural gas pipelines; provided, if a local distribution company Shipper can show (1) that it entered into a Service Agreement(s) with another pipeline solely to transport supplies to a location unrelated to load lost as a result of Regulatory Restructuring and (2) that the Shipper has never used the Service Agreement(s) with the other pipeline to supply the load lost as result of Regulatory Restructuring, then the capacity associated with such Service Agreement(s) will be excluded from the pro-rata calculation.

(b) If a Regulatory Restructuring Reduction Option is implemented pursuant to Section 42(a), Shipper must implement the Reduction Option under its firm storage Service Agreement(s) and its related firm transportation Service Agreement(s) on a proportionate basis so that storage service quantities, including storage capacity and deliverability quantities, and related transportation service quantities, remain proportionately the same. In addition, unless otherwise agreed to by Transporter and Shipper, Shipper may only implement a Reduction Option under its firm storage Service Agreement(s) and its related firm transportation Service Agreement(s) to be effective as of March 31 of any given Service Agreement year.

(c) Shipper must establish its entitlement to a Regulatory Restructuring Reduction Option by demonstrating that the provisions of Section 42(a) have been met. For purposes of establishing the requirement that Shipper cannot release the capacity under the provisions of Transporter's Tariff, Shipper must demonstrate that the capacity has been posted on Transporter's EBB for thirty (30) days and that no Shipper has agreed to purchase the capacity, in whole or in part, at the rate provided for under the relevant Service Agreement(s) (or a greater rate) and for the full remaining term of that Service Agreement(s). Shipper must provide Transporter with sixty (60) days written notice of its intent to exercise the Regulatory Restructuring Reduction Option. The effective date of the Regulatory Restructuring Reduction Option for transportation service not associated with storage will be the latter of the effective date of the Regulatory Restructuring or the end of the sixty (60) day written notice period. For storage service and associated storage transportation Service Agreements, unless otherwise agreed to by Transporter and Shipper, Shipper must provide written notice to Transporter no less than sixty (60) days prior to March 31 of any Service Agreement year of its intent to exercise its Regulatory Restructuring Reduction Option as of the upcoming March 31. Transporter will utilize the sixty (60) days to verify that the Shipper is entitled to the Regulatory Restructuring Reduction Option. If Transporter determines that Shipper is not so entitled, Transporter will provide written notice as soon as possible, but in no event later than 5 business days after the end of the initial sixty (60) day period.

(d) The details of any mutual agreement between Transporter and Shipper shall be reflected in the appropriate blanks in a Service Agreement between the parties and shall be posted on Transporter's EBB in accordance with the Commission's Regulations.

(e) Transporter shall be under no obligation to grant any request for a Regulatory Restrucuring Reduction Option, but Transporter shall not unduly discriminate against Shippers when determining whether to mutually agree to a Regulatory Restructuring Reduction Option.

(f) Any portions of any Service Agreement that is subject to termination in accordance with the provisions of this section and that are necessary to correct any natural gas imbalances or make any payments required under the Service Agreement as required by the General Terms and Conditions will survive the termination until such time as the balancing or payment has been accomplished.

SHEET NOS. 468 AND 469
ARE BEING
RESERVED FOR FUTURE USE.

43. STORAGE INVENTORY TRANSFERS

43.1 Purpose. Pursuant to the restructuring of Transporter's services under Commission Order No. 636, on November 1, 1993 or such later effective date of Transporter's Order No. 636 Compliance Filing (the Effective Date), Transporter shall effect a transfer of certain storage inventory gas (the Conversion Transfer) to shippers converting from Transporter's former CDS, WS, and SGS Rate Schedules to Transporter's current FSS and GTS Rate Schedules and those shippers receiving direct assignment from Transporter of storage capacity on upstream pipelines (Converting Shippers). This Section provides the mechanisms through which the Conversion Transfer shall be effected, and any resulting costs recovered by Transporter.

43.2 The Conversion Transfer Mechanism.

(a) Pursuant to the Conversion Transfer authority referenced above, Transporter, on the Effective Date, shall transfer to Converting Shippers title to (i) all gas reflected in Shippers' WS Reserve Gas Balance as of the Effective Date (WS Reserve Gas Balance), and (ii) an additional quantity of Transporter's current storage inventory based on the aggregate Storage Contract Quantity (SCQ) for Converting Shippers as of the Effective Date, less the aggregate SCQ and Winter Contract Quantity (WCQ) under Transporter's former FSS and WS Rate Schedules, respectively, as of the Conversion Date (the Additional Quantity).

(b) Transporter shall allocate to each Converting Shipper at no charge its share of the WS Reserve Gas Balance, the cost of which was prepaid by those Shippers at the time of nomination.

(c) Transporter shall allocate the Additional Quantity to Converting Shippers pro rata based on each such Converting Shipper's share of the amount by which (i) the aggregate Storage Contract Quantity (SCQ) for Converting Shippers, as of the Effective Date exceeds the aggregate SCQ and WCQ under Transporter's former FSS and WS Rate Schedules, respectively, as of the conversion date. Converting Shippers shall be billed for their respective allocations of the Additional Quantity in the next regular monthly billing following the Effective Date. Transporter shall bill Shippers under the GTS Rate Schedule for their respective allocations of the Additional Quantity in three equal installments during the months of January, February and March following the effective date of implementation of this Tariff. The cost to be charged to those Converting Shippers shall be Transporter's imbedded per book storage costs for the transferred gas as of the Effective Date.

SHEET NOS. 471 THROUGH 474, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 11/01/2000 Status: Effective
FERC Docket: RP01- 63-000

Third Revised Sheet No. 475 Third Revised Sheet No. 475 : Effective
Superseding: Sheet Nos. 475 - 476

GAS SUPPLY REALIGNMENT (GSR) COSTS

Notice is hereby given that effective November 20, 2000
The "Gas Supply Realignment (GSR) Costs" constituting

Second Revised Sheet No. 475
First Revised Sheet No. 476

Of FERC Gas Tariff, Second Revised Volume No. 1
of Columbia Gas Transmission Corporation is cancelled.

Sheet Nos. 475 and 476
are being
RESERVED FOR FUTURE USE.

44.4 Annual and Final Reconciliations.

(a) Annual GSR Surcharge Reconciliations. At the end of each 12-month billing cycle within the Recovery Period for any filing under this Section, Transporter shall adjust the GSR Surcharge to reflect (i) the actual Commission published interest rates, and (ii) any amount by which recoveries by Transporter during that 12-month period under the GSR Surcharge exceeded or failed to meet the cost recovery levels designated for recovery under the GSR Surcharge during that 12-month period. Within three calendar months after each such 12-month period, Transporter shall file a GSR Surcharge Annual Reconciliation that sets forth the net current overcollection or undercollection balance resulting from that calculation. That balance shall be refunded or recovered through a Reconciliation Surcharge to the GSR Surcharge. The Reconciliation Surcharge shall be calculated in accordance with Section 44.2 above for the remaining months of the Recovery Period.

(b) Annual IRC Reconciliation. At the end of each 12-month billing cycle within the Recovery Period for any filing under this Section, Transporter shall calculate a proposed adjustment to the IRC to reflect (i) the actual Commission published interest rates, (ii) any amount by which recoveries by Transporter during that 12-month period under the IRC exceeded or failed to meet the cost recovery levels designated for recovery under the IRC during that 12-month period. Within three calendar months after each such 12-month period, Transporter shall file an IRC Annual Reconciliation that sets forth the net current overcollection or undercollection balance attributable to IRC collections. That balance may be refunded or recovered through a limited Section 4 filing to establish a Reconciliation Adjustment to the IRC. Any Reconciliation Adjustment to the IRC shall be calculated and allocated in accordance with Section 44.3 above and shall be amortized over the remaining months of the Recovery Period.

(c) Final Reconciliation. At the completion of the recovery period for any GSR Filing, Transporter shall calculate a final undercollection or overcollection balance under the GSR Surcharge and the IRC (Final Reconciliation) and shall file to recover or refund such balance, including interest, by means of a limited Section 4 rate filing. In any such Final Reconciliation filing, Transporter will not assess any of the remaining balance attributable to underrecoveries under the IRC solely to released firm capacity.

SHEET NOS. 477 THROUGH 479, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

45. ELECTRIC POWER COSTS ADJUSTMENT (EPCA)

45.1 Purpose. This Section provides for the recovery of electric power costs incurred by Transporter for compression or processing of natural gas and for company use and operations (Electric Power Costs). Transporter shall recover Electric Power Costs, including carrying charges calculated under Section 154.501 or successor provision of the Commission's regulations, by means of a Transportation EPCA Rate, an LNG EPCA Rate and a Processing EPCA Rate, each of which shall be comprised of a Current EPCA Rate and an EPCA Surcharge as calculated in Section 45.4 below (hereinafter generally referred to as the "EPCA Rates"). The Transportation EPCA Rate shall be applicable to Shippers under (i) Transporter's FTS, NTS, NTS-S, TPS, SST, GTS, OPT, and ITS Rate Schedules as set forth in Volume No. 1 of this Tariff, and (ii) Rate Schedule X-124 and those X-Rate Schedules set forth in Volume No. 2 of this Tariff that incorporate rates from Volume No. 1 of this Tariff (collectively the Applicable Rate Schedules). The LNG EPCA Rate shall be applicable to Shippers under Transporter's Rate Schedules X-131, X-132 and X-133. The Processing EPCA Rate shall be applicable to those receiving processing services from Transporter. The EPCA Rates for recovery of Transporter's Electric Power Costs are set forth at Sheet Nos. 25 through 30 and 31, inclusive, of this Tariff, which may be adjusted by Transporter in subsequent Section 4(e) rate filings. Recovery of adjustments in such filings to the EPCA Rates for the current period, and unrecovered amounts from preceding periods, shall be effected through the mechanism set forth in this section.

45.2 Transporter's EPCA Filings. Annually, or at such other times as Transporter in its reasonable discretion determines necessary, Transporter may adjust any of the EPCA Rates to take into account both prospective changes in Electric Power Costs and unrecovered Electric Power Costs from the preceding period as described at Section 45.4 below. That adjustment shall be effected by Transporter filing an Electric Power Costs Adjustment (EPCA), with the Commission (i) annually on or before March 1 to become effective April 1 (Annual EPCA Filing), and (ii) at such other times as Transporter in its reasonable discretion determines neccesary to become effective 30 days after filing (Periodic EPCA Filing).

45.3 Accounting for Activity. Transporter will account for all under or over recovered Electric Power Costs for the three EPCA Rates in Account No. 186.

45.4 Adjustments to Electric Power Costs Recovery. Transporter's Electric Power Costs recovery through each of its three EPCA Rates (Transportation, LNG or Processing), as adjusted by Transporter through its EPCA filings, shall include the following components: (i) the current component of Transporter's Electric Power Costs recovery for that particular EPCA Rate (the Current EPCA Rate), and (ii) the unrecovered component of Transporter's Electric Power Costs recovery from the preceding period for that particular EPCA Rate (the EPCA Surcharge). The Current EPCA Rate and the EPCA Surcharge for each of the three EPCA Rates shall be calculated separately for EPCA filings in the following manner:

(a) Current EPCA Rate. In each Annual or Periodic EPCA Filing, Transporter shall calculate, and allocate to the applicable Rate Schedules or services covered by that particular EPCA Rate on an as-billed basis and in a manner consistent with Transporter's currently effective cost allocation and rate design, the Current EPCA Rate by: (i) estimating the total Electric Power Costs for the 12-month period commencing

with
the effective date of that EPCA Filing associated with the Rate Schedules or services covered by the particular EPCA Rate, and (ii) dividing that amount by the applicable rate design determinants under all of
the applicable Rate Schedules or services covered by that particular EPCA Rate for that same 12-month period.
The following is an example of the calculation of the LNG Current EPCA Rate and the numbers are for illustrative purposes only:

	Total	Demand	Capacity
Projected LNG Electric Power Costs	$692,000	$ 138,400	$ 553,600
Projected Determinants		1,440,000	14,426,400
LNG Current EPCA Rate		$0.100	$.038

(b) EPCA Surcharge. In each Annual EPCA Filing, Transporter shall calculate, and allocate to the applicable Rate Schedules or services covered by that particular EPCA Rate on an as-billed basis and in a manner consistent with Transporter's currently effective cost allocation and rate design, the EPCA Surcharge by subtracting from the Electric Power Costs actually incurred by Transporter during the preceding calendar year the amount collected by Transporter during that period under the particular EPCA Rate and dividing the difference, whether positive or negative, by the estimated design determinants under all of the applicable Rate Schedules or services covered by that particular EPCA Rate for the 12-month period commencing on the effective date of that Annual EPCA Filing. The following is an example of the calculation of an LNG EPCA Surcharge and the numbers are for illustrative purposes only:

LNG Electric Power Costs Incurred	$650,000
Amount Collected	600,000
Amount for Surcharge Purposes	$ 50,000

	Total	Demand	Capacity
Amount for Surcharge Purposes	$50,000	$ 10,000	$ 40,000
Projected Determinants		1,440,000	14,426,400
LNG EPCA Surcharge		$.007	$.003

45.5 Termination.

(a) If the provisions of this Section are terminated or otherwise rendered inapplicable (termination), Shippers under the Rate Schedules subject to any of the three EPCA Rates from the date of Transporter's most recent EPCA Filing through the date of termination (Termination Period) shall remain liable for any unrecovered Electric Power Costs.

(b) Any positive or negative balances in Transporter's Unrecovered Electric Power Costs account at the date of termination (i) shall be allocated to any successor services offered by Transporter, or (ii) if no successor services are offered by Transporter, shall be charged or refunded to Shippers under the Rate Schedules subject to the three EPCA Rates based on the actual billing determinants and throughput, as applicable, during the Termination Period set forth above.

SHEET NO. 482 IS BEING
RESERVED FOR FUTURE USE

46. SFC CHARGE

46.1 Purpose. This Section provides for (a) the application of a surcharge ("SFC Charge") to Shippers under Transporter's FTS, NTS, SST, GTS, OPT, and ITS Rate Schedules (collectively the Applicable Rate Schedules) and (b) the potential collection from such Shippers of certain other amounts below a "Sharing Threshold," as defined in, and in accordance with, the provisions of Article III, Section F of the Offer of Settlement, Stipulation II, filed by Transporter on November 22, 1996 and approved by the Commission on April 17, 1997 in FERC Docket Nos. RP95-408, et al. (Stipulation).

46.2 SFC Collections. The SFC Charge, as set forth at Sheet Nos. 25 through 30 of this Tariff, shall be fixed at 18.2 cents per Dth during the period August 1, 1996 through December 31, 1997. Transporter shall terminate assessment of the SFC Charge on the earlier of: (i) December 31, 1997, or (ii) the date upon which Transporter's total SFC Charge collections pursuant to this Section 46 commencing with its effective date of February 1, 1996, equal $22.4 million, inclusive of interest.

46.3 Subsequent Assessment. If implementation of the terms of the Stipulation results in Transporter being entitled to collect an additional sum of money pursuant to Article III, Section F of the Stipulation, Transporter shall make a limited Section 4(e) filing on December 31, 2000, to be effective on February 1, 2001, to implement a surcharge to rates under the Applicable Rate Schedules to collect such amounts, plus applicable interest. To the extent Transporter is thereafter entitled to collect additional sums of money pursuant to Article III, Section F of the Stipulation, Transporter shall make annual limited Section 4(e) filings on December 31 of each year, to be effective on February 1 of the following year, to adjust the surcharge to collect such amounts, plus applicable interest.

SHEET NO. 484
IS BEING
RESERVED FOR FUTURE USE

GENERAL TERMS AND CONDITIONS (Cont'd)

47. NEGOTIATED RATES

47.1 Availability. Transporter and Shipper may mutually agree to a Negotiated Rate for service under any Rate Schedule, provided Shipper has not acquired its capacity as a temporary capacity release under Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions.

47.2 Recourse Rate Availability. The Recourse Rate shall be available to any Shipper that does not wish to mutually agree to a Negotiated Rate.

47.3 Limitations. This Section 47 does not authorize the negotiation of terms and conditions of service.

47.4 Allocations/Interruptions Based on Price. Under any circumstances where the allocation or interruption of capacity is determined by the rate being paid (including pursuant to General Terms and Conditions Sections 7.2(d)(1), 7.3(c), 7.4(c), 7.6(c) and (d), and 7.7(b) and (c), and pursuant to General Terms and Conditions Sections 16.4(a)(2) and 16.4(b)(3)), Shippers paying more than the Recourse Rate will be considered to be paying the Recourse Rate.

47.5 Capacity Release. With the exception of short-term (less than one year) capacity release transactions under Order No. 637 that occur during the period March 27, 2000 until September 30, 2002, the maximum price cap for the release of capacity under a Negotiated Rate agreement shall be the Recourse Rate. Transporter and a Releasor under Section 14 (Release and Assignment of Service Rights) of the General Terms and Conditions may, in connection with their agreement to a Negotiated Rate, 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 General Terms and Conditions Section 14.8.

47.6 Right of First Refusal. Unless otherwise mutually agreed to by Transporter and Shipper pursuant to General Terms and Conditions Section 4.1(c)(1)(b), the right of first refusal provided with respect to certain Shipper's firm Service Agreements, as described in Section 4 (Auctions of Available Firm Service) of the General Terms and Conditions, shall not apply to firm Service Agreements with Negotiated Rates.

47.7 Assessing Negotiated Rate Bids for Available Firm Capacity. For purposes of assessing bids
for available firm capacity pursuant to General Terms and Conditions Section 4, the net present value of Negotiated Rate bids containing a reservation rate or other form of revenue guarantee which exceeds the applicable Recourse Rate during all or any portion of the term contained in the bid, shall not exceed the net present value that is calculated assuming that the applicable Recourse Rate is in effect during the full
term contained in the bid, in place of the reservation rate or other revenue guarantee contained in the bid.

GENERAL TERMS AND CONDITIONS (Cont'd)

47.8 Rate Treatment. Transporter 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, provided that the type of pre-existing service is not altered as a result of the conversion to a Negotiated Rate. In those situations, Transporter may seek a discount-type adjustment based upon the greater of: (a) the Negotiated Rate revenues received or (b) the discounted rate revenues which otherwise would have been received.

47.9 Negotiated Rate Surcharge and Retainage Components. If Transporter negotiates surcharge or retainage percentage rate components at lower than the maximum rate level for those components as part of a Negotiated Rate arrangement, it will assume any under-recovery of costs or retainage from negotiated shippers in order to ensure that its recourse Shippers are not better or worse off due to Negotiated Rate arrangements with individual Shippers. To accomplish this, Columbia will credit full recourse rate surcharge and retainage amounts to the appropriate surcharge and retainage accounts.

47.10 Relationship to Section 20.2 of the General Terms and Conditions. If Transporter negotiates specific surcharge components of its rates, rather than total rates, as part of a Negotiated Rate arrangement, the attribution policy in Section 20.2 of the General Terms and Conditions shall not apply.

47.11 Filing Requirement. With respect to Negotiated Rate arrangements, unless Transporter executes and files a non-conforming service agreement, Transporter will file with the Commission a tariff sheet stating the exact legal name of the Shipper, the Negotiated Rate, the rate schedule, the receipt and delivery points, the contract quantities, and where applicable, any Negotiated Rate formula. The Negotiated Rate arrangement shall not become effective earlier than the filing date of the tariff sheet, unless the Negotiated Rate arrangement is dependent on information available on the first day of the month, and the filing date of the tariff sheet falls after the first day of the month. Any such filed tariff sheet will contain a statement that the Negotiated Rate agreement does not deviate in any material aspect from the Form of Agreement in the tariff for the applicable rate schedule.

47.12 Accounting Treatment. To ensure compliance with the foregoing Sections 47.8, 47.9, 47.10 and 47.11, and to ensure that recourse Shippers are not better or worse off due to Negotiated Rate arrangements, Transporter shall maintain and provide separately identified and totaled volume, billing determinant, rate or surcharge component, and revenue accounting information for its Negotiated Rate arrangements in any general or limited rate change filing that it makes. Transactions related to Negotiated Rate agreements that originated as a pre-existing discounted service and were subsequently converted will be recorded separately from those originating as Negotiated Rate agreements.

GENERAL TERMS AND CONDITIONS (Cont'd)

48. Offsystem Pipeline Capacity

48.1 From time to time, Transporter may acquire capacity on a third-party system. When Transporter acquires such offsystem capacity, it will utilize the offsystem capacity to provide service to Transporter's shippers under its FERC Gas Tariff, and the "shipper must have title" policy is waived to permit such use. This Section 48 does not preclude Transporter from seeking case specific authorization for the utilization of off-system capacity by Transporter for other purposes.

48.2 In the event that offsystem capacity used to render service to Transporter's Shippers is subject to renewal limitations, consistent with the offsystem capacity provider's tariff or operating statement, Transporter will indicate, in any posting of capacity available for service, any limitation to extension rights that will apply as a result of the limitation on the offsystem capacity. Any such extension limitation shall be reflected in the Service Agreement between Transporter and Shipper. This provision shall not impact any right of first refusal Shipper may have pursuant to this tariff, except that extension of the affected Service Agreement shall be limited to the term of Transporter's contract or service agreement with the offsystem capacity provider.

GENERAL TERMS AND CONDITIONS (Cont'd)

49. Reimbursement of Sales and Use Taxes

Shipper shall pay to Transporter any applicable energy, value added, sales or use tax, or similar tax, and any penalty and interest imposed on the Shipper by the federal government, any state, or by any political subdivision of a state, which amount Transporter is obligated by law to collect and remit. Payment shall be at the applicable rate prescribed by law. If Shipper is exempt from the obligation to pay such taxes, Shipper shall provide Transporter with documentation establishing that exemption.

GENERAL TERMS AND CONDITIONS (Cont'd)

50 OPERATIONAL TRANSACTIONS

50.1 Transporter may buy, sell and/or borrow or tender gas for return at a later date (an "Operational Transaction") to the extent necessary to:

(i) maintain system pressure and line pack;

(ii) manage system imbalances;

(iii) perform other operational functions of Transporter in connection with transportation, storage, and other similar services;

(iv) otherwise protect the operational integrity of Transporter's system.

Any Operational Transaction will be made on an unbundled basis and the purchaser of gas sold or tendered by Transporter will be responsible for any transportation. Sales by Transporter will be made at receipt point(s), which may include Pooling Points or Aggregation Points as defined in Transporter's IPP or AS Rate Schedules or at the points of interconnection with the upstream pipelines prior to receipt into Transporter's system. Other Operational Transactions will be made at locations where the gas may be most operationally needed from time to time. Operational Transactions will have a lower priority than firm service.

50.2 Transporter will post its Operational Transaction quantities for bidding on its electronic bulletin board in accordance with the applicable bidding provisions which will be posted at the time of the Operational Transaction offer. Transporter reserves its right, in its sole discretion,

(i) to withdraw its postings

(ii) reject all bids due to operational changes; and

(iii) reject any bids which do not meet or which contain modifications to the terms of the posting or which contain terms that are operationally unacceptable.

50.3 Transporter will file a report on or before March 1 of each year reflecting the Operational Transactions for the 12-month period ending the preceding December 31. The report will indicate:

(i) whether the Operational Transaction was a purchase, sale, borrow or tender;

(ii) the source of the gas in the Operational Transaction;

(iii) the date of the Operational Transaction; (for borrows and tenders, Transporter will include the beginning and termination date of the transaction);

(iv) volumes;

(v) the Operational Transaction price, expressed as a rate per dekatherm;

(vi) the costs and revenues from the Operational Transaction;

(vii) the disposition of the associated costs and revenues, including their absorption by Transporter;

(viii) an explanation of the purpose of any Operational Transaction; and

(ix) whether Transporter exercised its rights under Sections 50.2(i) and (ii).

SHEET NOS. 490 THROUGH 499, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE.

[Applicable to the following Rate Schedules: FTS, NTS, NTS-S, TPS, SST, OPT, ITS and GTS]

Service Agreement No.

Control No.

SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this day of , 20____,by and between COLUMBIA
GAS TRANSMISSION CORPORATION ("Transporter") and
("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance
with the provisions of the effective Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and
regulations of the Commission. The maximum obligation of Transporter to deliver gas hereunder to or for Shipper, the designation of the points of delivery at which Transporter shall deliver or cause gas to be delivered to or for Shipper, and the points of receipt at which Shipper shall deliver or cause gas to be delivered, are specified in Appendix A, as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Part 284. of Subpart of the Commission's regulations. Shipper warrants that service hereunder is being provided on behalf of , a local distribution company or an intrastate pipeline. [For Subpart G service, Shipper warrants that service hereunder is being provided on behalf of , an interstate pipeline or Shipper].

Section 2. Term. Service under this Agreement shall commence as of [or when applicable, "This Agreement shall be effective as of the later of _____ or the date that all of Transporter's _____ (insert project name) facilities necessary to provide firm transportation service to Shipper have been commissioned, tested, and are ready for service as determined in
Transporter's discretion"] and shall continue in full force and effect until
[or,
when applicable, "shall remain in full force and effect for a term of _____"]. Pre-granted abandonment
shall apply upon termination of this Agreement, subject to any right of first refusal Shipper may have under
the Commission's regulations and Transporter's Tariff.

Section 3. Rates. Shipper shall pay Transporter the charges and furnish Retainage as described in the above-
referenced Rate Schedule, unless otherwise agreed to by the parties in writing and specified as an amendment
to this Service Agreement. Transporter may agree to discount its rate to Shipper below Transporter's maximum
rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level
or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the
reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the
applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable
maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively,

commencing
with the date a Commission order accepts revised tariff sheets. However, nothing contained herein shall be
construed to alter a refund obligation under applicable law for any period during which rates which had been
charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable.

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box
1273, Charleston, West Virginia 25325-1273, Attention: Manager Customer Services and notices to Shipper shall
be addressed to it at
Attention: , until changed by either party by written notice.

SERVICE AGREEMENT (Cont'd)

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date
hereof, the following Service Agreements:
_____

SHIPPER

By _____

Title _____

COLUMBIA GAS TRANSMISSION CORPORATION

By _____

Title _____

REFERENCE TO CUSTOMERS HAVING NON-CONFORMING SERVICE AGREEMENTS PURSUANT TO SECTION 154.112(B) OF THE COMMISSION'S REGULATIONS:

Customer	Rate Schedule	Signed	Effective Date	Docket No.
East Ohio Gas Company	FSS	08/13/97	11/1/93	GT97-34
First Energy Trading	FTS	12/01/00	06/01/01	CP01-70
First Energy Trading	FTS	12/01/00	06/01/01	CP01-70
DPL Energy Inc	NTS	05/14/01	06/15/01	RP01-423
Virginia Power Services Energy Corp	NTS	08/14/01	10/01/01	RP01-510
Virginia Power Services Energy Corp	OPT	08/14/01	10/01/01	RP01-510
Virginia Power Services Energy Corp	OPT	08/14/01	10/01/01	RP01-510
CED Rock Springs Inc.	FTS	03/12/03	11/01/03	CP02-142
Rock Springs Generation LLC	FTS	03/07/03	11/01/03	CP02-142
Columbia Natural Resources	FTS	04/01/04	05/01/04	RP04-252
Fortuna Energy Inc.	FTS	04/01/04	05/01/04	RP04-252
Baltimore Gas & Electric Company	SST	10/08/03	11/01/04	RP05-21
Columbia Gas of Kentucky, Inc.	SST	10/05/04	11/01/04	RP05-21
Amerada Hess Corporation	FTS	02/01/05	03/05/05	RP05-178
Amerada Hess Corporation	FTS	02/01/05	04/01/05	RP05-178
Fortuna Energy Inc.	FTS	02/10/05	04/01/05	RP05-188
Columbia Gas of Pennsylvania, Inc	SST	03/30/05	04/01/05	RP05-268
Columbia Gas of Kentucky, Inc	FTS	10/27/05	11/01/05	RP06-60
Amerada Hess Corporation	FTS	01/23/06	03/05/06	RP06-208
Amerada Hess Corporation	FTS	01/23/06	04/01/06	RP06-208
Fortuna Energy Inc.	FTS	07/03/06	11/01/06	RP06-579
Hess Corporation	FTS	02/20/07	03/05/07	RP07-307
Hess Corporation	FTS	02/20/07	04/01/07	RP07-307
Fortuna Energy Inc.	FTS	03/06/07	04/02/07	RP07-349
Stand Energy Corporation	SST	03/02/07	04/02/07	RP07-350
Chesapeake Appalachia, LLC	FTS	02/07/07	05/01/07	RP07-363
Chesapeake Appalachia, LLC	FTS	02/07/07	05/01/07	RP07-363
BP Energy Company	FTS	06/11/07	06/13/07	RP07-488
Chesapeake Appalachia, LLC	FTS	01/28/08	05/01/08	RP08-204
Chesapeake Appalachia, LLC	FTS	01/28/08	05/01/08	RP08-204
Hess Corporation	FTS	02/27/08	03/05/08	RP08-222
Hess Corporation	FTS	02/27/08	04/01/08	RP08-222

Effective Date: 11/27/2008 Status: Effective
FERC Docket: RP09-152-000

Fourth Revised Sheet No. 500C Fourth Revised Sheet No. 500C
Superseding: Third Revised Sheet No. 500C

REFERENCE TO CUSTOMERS HAVING NON-CONFORMING SERVICE AGREEMENTS PURSUANT TO SECTION 154.112(B) OF THE COMMISSION'S REGULATIONS:

Customer	Rate Schedule	Signed	Effective Date	Docket No.
Fortuna Energy Inc.	FTS	10/23/07	11/01/07	RP08-38
International Paper Co.	FTS	01/31/00	11/01/98	CP01-70
International Paper Co.	FTS	01/31/00	11/01/98	CP01-70
Fortuna Energy Inc.	FTS	12/10/08	11/01/08	
Energy America, LLC	FTS	12/10/08	11/27/08	

[For FTS, NTS, NTS-S and TPS Rate Schedules]
Revision No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule _____
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand

Begin Date	End Date	Transportation Demand Dth/Day	Recurrence Interval

Primary Receipt Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure (psig) 1/	Obligation Hourly Flowrate (Dth/hour) 1/	Recurrence Interval

Primary Delivery Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day) 1/	Design Daily Quantity (Dth/day) 1/	Minimum Delivery Pressure (psig) 1/	Hourly Obligation Flowrate (Dth/hour) 1/	Recurrence Interval	Aggregate Daily Quantity 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

2nd Revised Eighth Revised Sheet No. 501 2nd Revised Eighth Revised Sheet No. 501 : Superseded
Superseding: 1st Revised Eighth Revised Sheet No. 501
[For FTS, NTS, NTS-S and TPS Rate Schedules]

Revision No. _____
Control No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule _____
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

Primary Receipt Points

Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure Obligation (psig) 1/	Hourly Flowrate (Dth/hour) 1/

Primary Delivery Points

Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day) 1/	Design Daily Quantity (Dth/day) 1/	Aggregate Daily Quantity 1/	Minimum Delivery Pressure Obligation (psig) 1/	Hourly Flowrate (Dth/hour) 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

___Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter’s FERC Gas Tariff.

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP07-414-000

Ninth Revised Sheet No. 501 Ninth Revised Sheet No. 501 : Superseded
Superseding: Eighth Revised Sheet No. 501
[For FTS and NTS Rate Schedule]

Appendix A to Service Agreement No. _____
Under Rate Schedule _____
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

Primary Receipt Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure Obligation (psig) 1/	Hourly Flowrate (Dth/hour) 1/

Primary Delivery Points

Revision No	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day) 1/	Design Daily Quantity (Dth/day) 1/	Aggregate Daily Quantity 1/	Minimum Delivery Pressure Obligation psig) 1/	Hourly Flowrate (Dth/hour) 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for
the purposes of listing valid secondary interruptible receipt points and delivery points.

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the
General Terms and Conditions of Transporter's FERC Gas Tariff.

[For FTS, NTS, NTS-S and TPS Rate Schedules]

Appendix A to Service Agreement No. _____

Under Rate Schedule _____
between Columbia Gas Transmission Corporation
(Transporter)
and _____
(Shipper)

(Continued)

Service pursuant to this Appendix A, Revision No. _____ shall be effective from _____, 20____ through _____, 20_____.

___Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ____ shall cancel and supersede the previous Appendix A, Revision No.____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) All gas shall be delivered at existing points of interconnection within the MDDO's, and/or ADQ's and/or DDQ's, as applicable, set forth in Transporter's currently effective Rate Schedule ____ Appendix A with Shipper, which for such points set forth are incorporated herein by reference.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. ____, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____ By_____

Its_____ Its_____

Date_____ Date_____

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP08-110-000

2nd Revised Third Revised Sheet No. 501A 2nd Revised Third Revised Sheet No. 501A : Superseded
Superseding: 1st Revised Third Revised Sheet No. 501A

[For FTS, NTS, NTS-S and TPS Rate Schedules]

Revision No. _____
Control No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule _____
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

(Continued)

Service pursuant to this Appendix A, Revision No. _____ shall be effective from _____, 20____ through _____, 20____.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ____ shall cancel and supercede the previous Appendix A, Revision No.____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) All gas shall be delivered at existing points of interconnection within the MDDO's, and/or ADQ's and/or DDQ's, as applicable, set forth in Transporter's currently effective Rate Schedule ____ Appendix A, Revision No.___ with Shipper, which for such points set forth are incorporated herein by reference.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. ____, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER)

By_____
By_____

Its_____

Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

Its_____

Date_____

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP07-414-000

Fourth Revised Sheet No. 501A Fourth Revised Sheet No. 501A : Superseded
Superseding: Third Revised Sheet No. 501A

[For FTS and NTS Rate Schedule]

Appendix A to Service Agreement No. _____
Under Rate Schedule _____
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

(Continued)

Service pursuant to this Appendix A, Revision No. _____ shall be effective from _____, 20____ through _____, 20____.

___Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ____ shall cancel and supercede the previous Appendix A, Revision No.____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) All gas shall be delivered at existing points of interconnection within the MDDO's, and/or ADQ's and/or DDQ's, as applicable, set forth in Transporter's currently effective Rate Schedule ____ Appendix A with Shipper, which for such points set forth are incorporated herein by reference.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. ____, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____ Its_____

Date_____ Date_____

Sixth Revised Sheet No. 502 Sixth Revised Sheet No. 502 : Effective
Superseding: Fifth Revised Sheet No. 502
[For SST Rate Schedule]

Revision No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule SST
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand

Begin Date	End Date	Transportation Demand Dth/day	Recurrence Interval

Primary Receipt Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Maximum Daily Quantity (Dth/day)	Recurrence Interval

Primary Delivery Points

Begin Date	End Date	Minimum Daily Quantity 1/	Delivery Pressure psig) 1/	Scheduling Point No.	Scheduling Point Name	Hourly Obligation (Dth/hour) 1/	Measuring Point No.	Measuring Point Name	Recurrence Interval	Maximum Daily Delivery Obligation Dth/day) 1/	Design Daily Quantity (Dth/day) 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____.

[For SST Rate Schedule]

Appendix A to Service Agreement No. _____
Under Rate Schedule SST
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

October through March Transportation Demand _____ Dth/day

April through September Transportation Demand _____ Dth/Day

Primary Receipt Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Maximum Daily Quantity (Dth/day)

Primary Delivery Points

Revision No	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation Dth/day) 1/	Design Daily Quantity (Dth/day) 1/	Aggregate Daily Quantity 1/	Minimum Delivery Pressure psig) 1/	Hourly Flowrate (Dth/hour) 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____.

Appendix A to Service Agreement No. _____
Under Rate Schedule SST
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

(Continued)

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for purposes of listing valid secondary receipt and delivery points.

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

___ Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

Service pursuant to this Appendix A, Revision No. _____ shall be effective from _____, 20____ through _____, 20___.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ____ shall cancel and supersede the previous Appendix A, Revision No. _____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) All gas shall be delivered at existing points of interconnection within the MDDOs, and/or ADQs, and/or DDQs, as applicable, set forth in Transporter's currently effective Rate Schedule ___ Appendix A with Shipper, which for such points set forth are incorporated herein by reference.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. ____ all terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER)	COLUMBIA GAS TRANSMISSION CORPORATION
By_____	By_____
Its_____	Its_____
Date_____	Date_____

[For FTS, NTS, NTS-S, TPS and SST Rate Schedules] Revision No. _____

Appendix B to Service Agreement No. _____

Under Rate Schedule _____ [FTS, NTS, NTS-S, TPS or SST]

Segmentation Agreement
between Columbia Gas Transmission Corporation (Transporter)

and _____ (Shipper)

Transportation Demand

Begin Date	End Date	Transportation Demand Dth/day	Recurrence Interval

[Primary or Secondary] _____ Receipt Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure Obligation (psig)	Hourly Flowrate (Dth/hour)	Recurrence Interval

[Primary or Secondary] _____ Delivery Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Delivery Obligation(Dth/day)	Minimum Delivery Pressure Obligation (psig)	Hourly Flowrate (Dth/hour)	Recurrence Interval

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

Service changes pursuant to this Appendix B shall become effective as of _____, 20____. This Appendix B shall cancel and supersede the previous Appendix B effective as of _____, 20____, to the Service Agreement referenced above. With the exception of this Appendix B, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____
Its_____

Date_____
Date_____

2nd Rev Second Revised Sheet No. 502B 2nd Rev Second Revised Sheet No. 502B : Superseded
Superseding: 1st Rev Second Revised Sheet No. 502B
[For FTS, NTS, NTS-S, TPS, and SST Rate Schedule]

Revision No. _____

Control No. _____

Appendix B to Service Agreement No. _____
Under Rate Schedule _____ [FTS, NTS, NTS-S, TPS, or SST]
Segmentation Agreement
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

[Primary or Secondary] _____ Receipt Points

Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure Obligation (psig)	Hourly Flowrate (Dth/hour)

[Primary or Secondary] _____ Delivery Points

Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day)	Minimum Delivery Pressure Obligation (psig)	Hourly Flowrate (Dth/hour)

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

Service changes pursuant to this Appendix B shall become effective as of _____, 20____. This Appendix B shall cancel and supersede the previous Appendix B effective as of _____, 20____, to the Service Agreement referenced above. With the exception of this Appendix B, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____ Its_____

Date_____ Date_____

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP07-414-000

Third Revised Sheet No. 502B Third Revised Sheet No. 502B : Superseded
Superseding: Second Revised Sheet No. 502B
[For FTS, NTS, and SST Rate Schedule]

Appendix B to Service Agreement No. _____
Under Rate Schedule _____ [FTS, NTS, or SST]
Segmentation Agreement
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

[Primary or Secondary] _____ Receipt Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure (psig)	Hourly Obligation (Dth/hour)

[Primary or Secondary] _____ Delivery Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Delivery Obligation(Dth/day)	Minimum Delivery Pressure (psig)	Hourly Obligation (Dth/hour)

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

Service changes pursuant to this Appendix B shall become effective as of _____, 20____. This Appendix B shall cancel and supersede the previous Appendix B effective as of _____, 20____, to the Service Agreement referenced above. With the exception of this Appendix B, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____ Its_____

Date_____ Date_____

Tenth Revised Sheet No. 503 Tenth Revised Sheet No. 503 : Effective
Superseding: Ninth Revised Sheet No. 503
[For OPT Rate Schedule]

Revision No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule OPT
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand
Service under this Service Agreement may be interrupted for ____ days annually.

Begin Date	End Date	Transportation Demand Dth/day	Recurrence Interval

Primary Receipt Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure (psig) 1/	Hourly Obligation Flowrate (Dth/hour) 1/	Recurrence Interval

Primary Delivery Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day) 1/	Design Daily Quantity (Dth/day) 1/	Minimum Delivery Pressure (psig) 1/	Hourly Obligation Flowrate (Dth/hour) 1/	Recurrence Interval	Aggregate Daily Quantity 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP07-414-000

Ninth Revised Sheet No. 503 Ninth Revised Sheet No. 503 : Superseded
Superseding: Eighth Revised Sheet No. 503
[For OPT Rate Schedule]

Appendix A to Service Agreement No. _____
Under Rate Schedule OPT
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

Service under this Service Agreement may be interrupted for ____ days annually.

Primary Receipt Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure Obligation (psig) 1/	Hourly Flowrate (Dth/hour) 1/

Primary Delivery Points

Revision No	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day) 1/	Design Daily Quantity (Dth/day) 1/	Aggregate Daily Quantity 1/	Minimum Delivery Pressure Obligation psig) 1/	Hourly Flowrate (Dth/hour) 1/

1/ Application of MDDOs, DDQs and ADQs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

Fourth Revised Sheet No. 503A Fourth Revised Sheet No. 503A : Effective
Superseding: Third Revised Sheet No. 503A
[For OPT Rate Schedule]

Revision No. _____

Appendix B to Service Agreement No. _____
Under Rate Schedule OPT
Segmentation Agreement
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand

Begin Date	End Date	Transportation Demand Dth/day	Recurrence Interval

[Primary or Secondary] _____ Receipt Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure Obligation (psig)	Hourly Flowrate (Dth/hour)	Recurrence Interval

[Primary or Secondary] _____ Delivery Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Delivery Obligation(Dth/day)	Minimum Delivery Pressure Obligation (psig)	Hourly Flowrate (Dth/hour)	Recurrence Interval

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

Service changes pursuant to this Appendix B shall become effective as of _____, 20____. This Appendix B shall cancel and supersede the previous Appendix B effective as of _____, 20____, to the Service Agreement referenced above. With the exception of this Appendix B, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____ Its_____

Date_____ Date_____

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP07-414-000

Third Revised Sheet No. 503A Third Revised Sheet No. 503A : Superseded
Superseding: Second Revised Sheet No. 503A
[For OPT Rate Schedule]

Appendix B to Service Agreement No. _____
Under Rate Schedule OPT
Segmentation Agreement
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

[Primary or Secondary] _____ Receipt Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure (psig)	Minimum Receipt Obligation (Dth/day)	Hourly Flowrate (Dth/hour)

[Primary or Secondary] _____ Delivery Points

Revision No.	Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point_Name	Maximum Daily Delivery Obligation (Dth/day)	Minimum Delivery Pressure (psig)	Minimum Delivery Obligation (Dth/day)	Hourly Flowrate (Dth/hour)

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions of Transporter's Tariff is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points and delivery points.

Service changes pursuant to this Appendix B shall become effective as of _____, 20____. This Appendix B shall cancel and supersede the previous Appendix B effective as of _____, 20____, to the Service Agreement referenced above. With the exception of this Appendix B, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____ Its_____

Date_____ Date_____

Appendix A to Service Agreement No. _____
Under Rate Schedule OPT
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

(Continued)

___ Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

Service pursuant to this Appendix A, Revision No. ____ shall be effective from _____, 20____ through _____, 20____.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ____ shall cancel and supersede the previous Appendix A, Revision No. ____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. _____ all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER)

By_____
By_____

Its_____

Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

Its_____

Date_____

Appendix A to Service Agreement No. _____
Under Rate Schedule OPT
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Demand _____ Dth/day

Service under this Service Agreement may be interrupted for ____ days annually.

(Continued)

___ Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

Service pursuant to this Appendix A, Revision No. ____ shall be effective from _____, 20____ through _____, 20____.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ____ shall cancel and supersede the previous Appendix A, Revision No. ____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. _____ all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____ Its_____

Date_____ Date_____

Revision No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule ITS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Quantity

Begin Date	Transportation End Date	Quantity Dth/day

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions is incorporated herein by reference for purposes of listing valid interruptible receipt points and delivery points.

Service changes pursuant to this Appendix A shall become effective as of _____, 20___. This Appendix A
shall cancel and supersede the previous Appendix A effective as of _____, 20___, to the Service Agreement referenced above. With the exception of this Appendix A, all other terms and conditions of said
Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____ By_____

Its_____ Its_____

Date_____ Date_____

Revision No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule GTS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Storage Contract Quantity

Begin Date	End Date	Transportation Demand Dth/day	Storage Demand Dth	Annual Contract Quantity Dth/year	GTS Quantity Recurrence Interval

Primary Receipt Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)	Minimum Receipt Pressure (psig) 1/	Hourly Obligation (Dth/hour) 1/	Recurrence Interval

Primary Delivery Points

Begin Date	End Date	Scheduling Point No.	Scheduling Point Name	Measuring Point No.	Measuring Point Name	Maximum Daily Delivery Obligation (Dth/day) 1/	Minimum Delivery Pressure Obligation (psig) 1/	Hourly Flowrate (Dth/hour) 1/	Recurrence Interval

1/ Application of MDDOs and/or minimum pressure and/or hourly flowrate shall be as follows:

_____

_____

_____.

Appendix A to Service Agreement No. _____
Under Rate Schedule GTS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

(Continued)

The Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions is incorporated herein by reference for the purposes of listing valid secondary interruptible receipt points.

___ Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of Transporter's FERC Gas Tariff.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

Service changes pursuant to this Appendix A shall become effective as of _____, 20____. This Appendix A shall cancel and supersede the previous Appendix A effective as of _____, 20____, to the Service Agreement referenced above. With the exception of this Appendix A, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____
By_____

Its_____
Its_____

Date_____
Date_____

SHEET NOS. 506 THROUGH 509, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Service Agreement No.

Control No.

FSS SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this day of , 20 ____, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and ("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of the effective FSS Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and regulations of the Commission. Transporter shall store quantities of gas for Shipper up to but not exceeding Shipper's Storage Contract Quantity as specified in Appendix A, as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Part 284. of Subpart of the Commission's regulations. Shipper warrants that service hereunder is being provided on behalf of , a local distribution company or an intrastate pipeline. [For Subpart G service, Shipper warrants that service hereunder is being provided on behalf of , an interstate pipeline or Shipper].

Section 2. Term. Service under this Agreement shall commence as of [or when applicable, "This Agreement shall be effective as of the later of _____ or the date that all of Transporter's _____ (insert project name) facilities necessary to provide firm transportation service to Shipper have been commissioned, tested, and are ready for service as determined in Transporter's discretion"] and shall continue in full force and effect until [or, when applicable, "shall remain in full force and effect for a term of _____"]. Pre-granted abandonment shall apply upon termination of this Agreement, subject to any right of first refusal Shipper may have under the Commission's regulations and Transporter's Tariff.

Section 3. Rates. Shipper shall pay Transporter the charges and furnish Retainage as described in the above-referenced Rate Schedule, unless otherwise agreed to by the parties in writing and specified as an amendment to this Service Agreement. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at

the time
the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable
maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as
none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes
to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised
tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded
rates which ultimately are found to be just and reasonable.

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box
1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services and notices to Shipper shall
be addressed to it at
Attention: , until changed by either party by written notice.

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date
hereof, the following Service Agreements:
_____.

SHIPPER	COLUMBIA GAS TRANSMISSION CORPORATION
By	By
Title	Title

[For FSS Rate Schedule]

Revision No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule FSS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Storage Contract Quantity

Begin Date	End Date	Maximum Storage Contract Quantity (Dth)	Daily Storage Quantity (Dth/day)

CANCELLATION OF PREVIOUS APPENDIX A

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's
FERC Gas Tariff.

___ Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of
Transporter's FERC Gas Tariff.

Service pursuant to this Appendix A, Revision No. ____ shall be effective from _____, 20____ through _____, 20____.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ___ shall cancel and supersede the
previous Appendix A, Revision No. ____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. ___ all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER)	COLUMBIA GAS TRANSMISSION CORPORATION
By_____	By_____
Its_____	Its_____
Date_____	Date_____

Effective Date: 12/31/9999 Status: Accepted
FERC Docket: RP07-414-000
Seventh Revised Sheet No. 511 Seventh Revised Sheet No. 511 : Superseded
Superseding: Sixth Revised Sheet No. 511
[For FSS Rate Schedule]

Appendix A to Service Agreement No. _____
Under Rate Schedule FSS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Revision Number _____
Begin Date _____
End Date _____

Storage Contract Quantity _____ Dth

Maximum Daily Storage Quantity _____ Dth per day

CANCELLATION OF PREVIOUS APPENDIX A

___ Yes ___ No (Check applicable blank) Transporter and Shipper have mutually agreed to a Regulatory Restructuring Reduction Option pursuant to Section 42 of the General Terms and Conditions of Transporter's
FERC Gas Tariff.

___ Yes ___ No (Check applicable blank) Shipper has a contractual right of first refusal equivalent to the right of first refusal set forth from time to time in Section 4 of the General Terms and Conditions of
Transporter's FERC Gas Tariff.

Service pursuant to this Appendix A, Revision No. ____ shall be effective from _____, 20____ through _____, 20____.

___ Yes ___ No (Check applicable blank) This Appendix A, Revision No. ___ shall cancel and supersede the
previous Appendix A, Revision No. ____ effective as of _____, 20__, to the Service Agreement referenced above.

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

With the exception of this Appendix A, Revision No. ___ all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER)	COLUMBIA GAS TRANSMISSION CORPORATION
By_____	By_____
Its_____	Its_____
Date_____	Date_____

SHEET NOS. 512 AND 513
ARE BEING
RESERVED FOR FUTURE USE

Service Agreement No. _____
Control No. _____

ISS SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of _____, 20___, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ _____("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive the service in accordance with the provisions of the effective ISS Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and regulations of the Commission. Transporter shall store quantities of gas for Shipper up to but not exceeding Shipper's Interruptible Storage Quantity as specified in Appendix A, as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Part 284.___, Subpart ____, of the Commission's regulations. Shipper warrants that service hereunder is being provided on behalf of _____, a local distribution company or an intrastate pipeline. [For Subpart G service, Shipper warrants that service hereunder is being provided on behalf of _____, an interstate pipeline or Shipper].

Section 2. Term. Service under this Agreement shall commence as of the first Day of the first Month specified in Appendix A and shall continue in full force and effect until the last Day of the last Month specified in Appendix A. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay the charges calculated in accordance with the ISS Rate Schedule and shall furnish the Retainage percentage specified in Transporter's currently effective Tariff, unless otherwise agreed to by the parties in writing and specified as an amendment to this Service Agreement. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). The Months for which such charges shall be paid, together with the bid Average Monthly Balance and the bid Commodity Charge which shall be used to calculate such charges are specified in Appendix A. In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable.

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services and notices to
Shipper shall be addressed to it at _____, Attention: _____, until changed by either party by written notice.

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date hereof, the following Service Agreements: _____.

SHIPPER	COLUMBIA GAS TRANSMISSION CORPORATION
By _____	By _____
Title _____	Title _____

[For ISS Rate Schedule]

Revision No. _____
Control No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule ISS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Interruptible Storage Quantity _____ Dth

Bid Commodity Rate _____ ¢ per Dth

Service Commencement Month _____, 20___
through
Service Termination Month _____, 20___

CANCELLATION OF PREVIOUS APPENDIX A

Service changes pursuant to this Appendix A shall commence as of _____, 20___. This Appendix A shall
cancel and supersede the previous Appendix A to the Service Agreement dated _____, 20___. With
the exception of this Appendix A, all other terms and conditions of said Service Agreement shall remain in
full force and effect.

(SHIPPER)

By_____

Its_____

Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

By_____

Its_____

Date_____

SHEET NOS. 516 AND 517
ARE BEING
RESERVED FOR FUTURE USE

Service Agreement No. _____
Control No. _____

SIT SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of _____, 20___, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ _____("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive the service in accordance with the provisions of the effective SIT Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and regulations of the Commission. Transporter shall store quantities of gas for Shipper up to but not exceeding Shipper's Maximum Balance Quantity as specified in Appendix A, as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Part 284.___ of Subpart ___ of the Commission's regulations. Shipper warrants that service hereunder is being provided on behalf of _____, a local distribution company or an intrastate pipeline. [For Subpart G service, Shipper warrants that service hereunder is being provided on behalf of _____, an interstate pipeline or Shipper].

Section 2. Term. Service under this Agreement shall commence as of _____ and shall continue in full force and effect until _____.
Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay the charges and furnish the Retainage percentage set forth in the above-referenced Rate Schedule and specified in Transporter's currently effective Tariff, unless otherwise agreed to by the parties in writing and specified as an amendment to this Service Agreement. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable.

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services and notices to
Shipper shall be addressed to it at _____, Attention: _____, until changed by either party by written notice.

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date hereof, the following Service Agreements: _____.

SHIPPER	COLUMBIA GAS TRANSMISSION CORPORATION
By _____	By _____
Title _____	Title _____

[For SIT Rate Schedule]

Revision No. _____

Control No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule SIT
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Maximum Balance Quantity _____ Dth

CANCELLATION OF PREVIOUS APPENDIX A

Service changes pursuant to this Appendix A shall commence as of _____, 20___. This Appendix A shall
cancel and supersede the previous Appendix A to the Service Agreement dated _____, 20___. With
the exception of this Appendix A, all other terms and conditions of said Service Agreement shall remain in
full force and effect.

(SHIPPER)	COLUMBIA GAS TRANSMISSION CORPORATION
By_____	By_____
Its_____	Its_____
Date_____	Date_____

SHEET NOS. 520 THROUGH 524, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

First Revised Sheet No. 525 cancels and supersedes Columbia's SSS Service Agreement contained on Original Sheet No. 525.

This sheet is being RESERVED FOR FUTURE USE.

SHEET NOS. 526 THROUGH 529, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Service Agreement No. _____
Control No. _____

AS SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of _____, 20__, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ _____("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of the effective AS Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and regulations of the Commission. The maximum obligation of Transporter to receive gas at multiple receipt points and deliver thermally equivalent quantities at Aggregation Points on an interruptible basis are specified in Appendix A, as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Part 284.___ of Subpart ___ of the Commission's regulations. Shipper warrants that service hereunder is being provided on behalf of _____, a local distribution company or an intrastate pipeline. [For Subpart G service, Shipper warrants that service hereunder is being provided on behalf of _____, an interstate pipeline or Shipper.]

Section 2. Term. Service under this Agreement shall commence as of _____ and shall continue in full force and effect until _____. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay Transporter any charges and furnish any Retainage as may be described in the above-referenced Rate Schedule, unless otherwise agreed to by the parties in writing and specified as an amendment to this Service Agreement.

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services and notices to Shipper shall be addressed to it at _____, Attention: _____, until changed by either party by written notice.

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date hereof, the following Service Agreements: _____.

SHIPPER	COLUMBIA GAS TRANSMISSION CORPORATION
By _____	By _____
Title _____	Title _____

[For AS Rate Schedule]

Revision No. _____
Control No. _____

Appendix A to Service Agreement No. _____
Under Rate Schedule AS
between Columbia Gas Transmission Corporation (Transporter)
and _____ (Shipper)

Transportation Quantity _____ Dth/day

Receipt Points

Measuring Point No.	Measuring Point Name	Maximum Daily Quantity (Dth/day)

Aggregation Points

Aggregation Point No.	Aggregation Point Name	Maximum Daily Delivery Obligation (Dth/day)

The Aggregation Area and Aggregation Points as defined in Transporter's Tariff under this Rate Schedule are
incorporated herein by reference.

Service changes pursuant to this Appendix A shall become effective as of _____, 20___. This Appendix A shall cancel and supersede the previous Appendix A effective as of _____, 20___, to
the Service Agreement referenced above. With the exception of this Appendix A, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____ _____

Its_____ _____

Date_____ _____

SHEET NOS. 532 THROUGH 534, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Service Agreement No. _____
Control No. _____

IPP SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of _____, 20___, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ _____("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive an accounting service in accordance with the provisions of the effective IPP Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and regulations of the Commission. Subject to the limitations set forth in the IPP Rate Schedule, Transporter shall provide an accounting service for gas supplies pooled by Shipper on an interruptible basis.

Section 2. Term. Service under this Agreement shall commence as of _____ and shall continue in full force and effect until _____. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay Transporter any charges and furnish any Retainage as may be described in the above-referenced Rate Schedule, unless otherwise agreed to by the parties in writing and specified as an amendment to this Service Agreement.

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services and notices to Shipper shall be addressed to it at _____, Attention: _____, until changed by either party by written notice.

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date hereof, the following Service Agreements: _____.

SHIPPER	COLUMBIA GAS TRANSMISSION CORPORATION
By _____	By _____
Title _____	Title _____

(..continued)

Effective Date: 11/16/1998 Status: Effective
FERC Docket: RP99- 89-000

First Revised Sheet No. 536 First Revised Sheet No. 536 : Effective
Superseding: Original Sheet No. 536

SHEET NOS. 536 AND 537
ARE BEING
RESERVED FOR FUTURE USE

Master PAL Agreement No. _____
Control No. _____

MASTER PAL AGREEMENT

THIS MASTER PAL AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 20__, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ ("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of (1) the effective PAL Rate Schedule; (2) the applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 ("Tariff"), on file with the Federal Energy Regulatory Commission ("Commission"), as the same may be amended or superseded in accordance with the rules and regulations of the Commission; and (3) the terms and conditions of this Agreement, including the Transaction Confirmation Sheet, referred to as Appendix A hereto, which is incorporated in, and made a part of, this Agreement. Transporter shall park or loan quantities of gas for Shipper as specified in Appendix A to this Agreement as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Subpart B or G of Part 284 of the Commission's regulations.

This Master PAL Agreement, and every Appendix A subject to this Master PAL Agreement, will comprise the contractual agreement of the parties. If the Master PAL Agreement terminates, every Appendix A subject to this Master PAL Agreement will be deemed terminated on the same date.

Section 2. Term. Service under this Agreement shall commence on the Term Commencement Date and shall terminate on the Term Ending Date set forth in Appendix A hereto. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay Transporter the rates as set forth in Appendix A. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised

tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable.

Section 4. Quantities and Points of Service. Transporter shall, as specified in Appendix A, park or loan quantities of natural gas at mutually agreed upon point(s) of service in accordance with the Schedule for Service.

Section 5. Notices. Notices to Transporter under this Agreement shall be addressed to it at the address set forth in Appendix A, and notices to Shipper shall be addressed to it at the address set forth in Appendix A, until changed by either party by written notice.

Section 6. Appendix A Requirement. Shipper must execute an Appendix A in order to receive service under this Agreement. On the Shipper's behalf, Transporter will complete the rate, quantity, and other terms required by the Appendix A consistent with the agreed upon transaction. The completed Appendix A will be automatically e-mailed to the Shipper and Shipper may choose one of the following two ways of executing an Appendix A (check selection):

_____ Appendix A will be deemed executed if not disputed in writing within 2 business days. The Appendix A after execution shall be incorporated in and made a part hereof.

Master PAL Agreement No. _____
Control No. _____

MASTER PAL AGREEMENT

THIS MASTER PAL AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 20__, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ ("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of (1) the effective PAL Rate Schedule; (2) the applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 ("Tariff"), on file with the Federal Energy Regulatory Commission ("Commission"), as the same may be amended or superseded in accordance with the rules and regulations of the Commission; and (3) the terms and conditions of this Agreement, including the Transaction Confirmation Sheet, referred to as Appendix A hereto, which is incorporated in, and made a part of, this Agreement. Transporter shall park or loan quantities of gas for Shipper as specified in Appendix A to this Agreement as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Subpart B or G of Part 284 of the Commission's regulations.

This Master PAL Agreement, and every Appendix A subject to this Master PAL Agreement, will comprise the contractual agreement of the parties. If the Master PAL Agreement terminates, every Appendix A subject to this Master PAL Agreement will be deemed terminated on the same date.

Section 2. Term. Service under this Agreement shall commence on the Term Commencement Date and shall terminate on the Term Ending Date set forth in Appendix A hereto. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay Transporter the rates as set forth in Appendix A. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised

tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable.

Section 4. Quantities and Points of Service. Transporter shall, as specified in Appendix A, park or loan quantities of natural gas at mutually agreed upon point(s) of service in accordance with the Schedule for Service.

Section 5. Notices. Notices to Transporter under this Agreement shall be addressed to it at the address set forth in Appendix A, and notices to Shipper shall be addressed to it at the address set forth in Appendix A, until changed by either party by written notice.

Section 6. Appendix A Requirement. Shipper must execute an Appendix A in order to receive service under this Agreement. On the Shipper's behalf, Transporter will complete the rate, quantity, and other terms required by the Appendix A consistent with the agreed upon transaction. The completed Appendix A will be automatically e-mailed to the Shipper and will be deemed executed if not disputed in writing within 2 business days. The Appendix A after execution shall be incorporated in and made a part hereof.

MASTER PAL AGREEMENT
(Continued)

_____ Shipper must physically execute and return or transmit the executed electronic or paper copy of Appendix A to Transporter. The Appendix A after execution shall be incorporated in and made a part hereof.

Section 7. Superseded Agreements. This Agreement supersedes and cancels, as of the effective date
hereof, the following Agreement(s): _____.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____ By_____

Its_____ Its_____

Date_____ Date_____

MASTER PAL AGREEMENT
(Continued)

Section 7. Superseded Agreements. This Agreement supersedes and cancels, as of the effective date hereof, the following Agreement(s): _____.

(SHIPPER)

By_____

Its_____

Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

By_____

Its_____

Date_____

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER PAL AGREEMENT NO. _____

COMPANY: Columbia Gas Transmission Corporation

COMPANY'S ADDRESS: Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services

SHIPPER: _____

SHIPPER'S ADDRESS: _____

TERM COMMENCEMENT DATE: _____

TERM ENDING DATE: _____

TYPE OF TRANSACTION (check applicable blank): PARK ___; LOAN ____

SCHEDULE FOR SERVICE:

Maximum Quantity Parked/Loaned (Dth): _____

Minimum Quantity Parked/Loaned (Dth): _____

Transporter			Daily Quantity Delivered to Transporter		Daily Quantity Received From	
Beginning Date	Ending Date	Point(s) of Transaction	Minimum (Dth)	Maximum (Dth)	Minimum (Dth)	Maximum (Dth)
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

RATES:

The maximum Account Balance Charge set forth in the Tariff from time to time shall apply to all service provided under this Master PAL Agreement; provided, Transporter and Shipper may agree to discount the Account Balance Charge in accordance with Transporter's Tariff and Section 3 of the Master PAL Agreement, which discounted Account Balance Charge shall be set forth on this Appendix A.

If applicable, the discounted Account Balance Charge for the specified quantities and time periods set forth in the Schedule for Service stated above shall be as set forth below:

Beginning Date	Ending Date	Account Balance Charges (per Dth)
_____	_____	_____
_____	_____	_____
_____	_____	_____

If quantities exceed the maximum daily quantities or do not meet the minimum daily quantities agreed to on the
above Schedule of Service for any day, the maximum Account Balance Charge set forth in the tariff from time to
time shall apply to the account balance on that day. In no event is Transporter obligated to provide service
under this Master PAL Agreement for time periods outside the above term commencement and ending dates.

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER PAL AGREEMENT NO. _____
(Continued)

This Transaction Confirmation is subject to Master PAL Agreement No. _____ between Shipper and Transporter
dated _____.

_____ The terms of this Transaction Confirmation are binding and this Transaction Confirmation is deemed executed for purposes of Section 6 of the Master PAL Agreement if this Transaction Confirmation is not
disputed in writing within 2 Business Days of receipt by Shipper.

_____ The terms of this Transaction Confirmation will not be binding for purposes of Section 6 of the Master PAL Agreement until Shipper physically executes and returns or transmits an executed electronic or
paper copy of this Transaction Confirmation to Transporter.

(SHIPPER)	COLUMBIA GAS TRANSMISSION CORPORATION
By_____	By_____
Title_____	Title_____
Date_____	Date_____

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER PAL AGREEMENT NO. _____
(Continued)

This Transaction Confirmation is subject to Master PAL Agreement No. _____ between Shipper and Transporter
dated _____. The terms of this Transaction Confirmation are binding and this Transaction Confirmation is deemed executed for purposes of Section 6 of the Master PAL Agreement if this Transaction Confirmation is not disputed in writing within 2 Business Days of receipt by Shipper.

(SHIPPER)

By_____
Title_____
Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

By_____
Title_____
Date_____

Master Auto PAL Agreement No. _____
Control No. _____

MASTER AUTO PAL AGREEMENT

THIS MASTER AUTO PAL AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 20__, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ ("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of (1) the effective PAL Rate Schedule; (2) the applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 ("Tariff"), on file with the Federal Energy Regulatory Commission ("Commission"), as the same may be amended or superseded in accordance with the rules and regulations of the Commission; and (3) the terms and conditions of this Agreement, including the Transaction Confirmation Sheet, referred to as Appendix A hereto, which is incorporated in, and made a part of, this Agreement. Transporter shall park or loan quantities of gas for Shipper as specified in Appendix A to this Agreement as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Subpart B or G of Part 284 of the Commission's regulations.

This Master Auto PAL Agreement, and every Appendix A subject to this Master Auto PAL Agreement, will comprise the contractual agreement of the parties. If the Master Auto PAL Agreement terminates, every Appendix A subject to this Master Auto PAL Agreement will be deemed terminated on the same date.

Section 2. Term. Service under this Agreement shall commence on the Term Commencement Date and shall terminate on the Term Ending Date set forth in Appendix A hereto. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay Transporter the rates as set forth in Appendix A. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under

applicable law for any period during which rates which had been charged under a discount agreement exceeded
rates which ultimately are found to be just and reasonable.

Section 4. Quantities and Points of Service. Transporter shall, as specified in Appendix A, park or
loan quantities of natural gas at mutually agreed upon point(s) of service, up to a Maximum Cumulative Park/Loan Quantity of _____ Dth. The Maximum Cumulative Park/Loan Quantity shall represent Shipper's
maximum account balance (negative or positive) at any time under this Agreement.

Section 5. Notices. Notices to Transporter under this Agreement shall be addressed to it at the
address set forth in Appendix A, and notices to Shipper shall be addressed to it at the address set forth in
Appendix A, until changed by either party by written notice.

Section 6. Appendix A Requirement. Shipper must execute an Appendix A in order to receive service
under this Agreement. On the Shipper's behalf, Transporter will complete Appendix A consistent with the agreed upon transaction. The completed Appendix A will be automatically e-mailed to the Shipper and Shipper
may choose one of the following two ways of executing an Appendix A (check selection):

_____ Appendix A will be deemed executed if not disputed in writing within 2 business days. The Appendix A after execution shall be incorporated in and made a part hereof.

Master Auto PAL Agreement No. _____
Control No. _____

MASTER AUTO PAL AGREEMENT

THIS MASTER AUTO PAL AGREEMENT ("Agreement") is made and entered into this _____ day of _____, 20__, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and _____ ("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of (1) the effective PAL Rate Schedule; (2) the applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 ("Tariff"), on file with the Federal Energy Regulatory Commission ("Commission"), as the same may be amended or superseded in accordance with the rules and regulations of the Commission; and (3) the terms and conditions of this Agreement, including the Transaction Confirmation Sheet, referred to as Appendix A hereto, which is incorporated in, and made a part of, this Agreement. Transporter shall park or loan quantities of gas for Shipper as specified in Appendix A to this Agreement as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Subpart B or G of Part 284 of the Commission's regulations.

This Master Auto PAL Agreement, and every Appendix A subject to this Master Auto PAL Agreement, will comprise the contractual agreement of the parties. If the Master Auto PAL Agreement terminates, every Appendix A subject to this Master Auto PAL Agreement will be deemed terminated on the same date.

Section 2. Term. Service under this Agreement shall commence on the Term Commencement Date and shall terminate on the Term Ending Date set forth in Appendix A hereto. Pre-granted abandonment shall apply upon termination of this Agreement.

Section 3. Rates. Shipper shall pay Transporter the rates as set forth in Appendix A. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported). In addition, the discount agreement may include a provision that if one rate component which was at or below the applicable maximum rate at the time the discount agreement was executed subsequently exceeds the applicable maximum rate due to a change in Transporter's maximum rate so that such rate component must be adjusted downward to equal the new applicable maximum rate, then other rate components may be adjusted upward to achieve the agreed overall rate, so long as none of the resulting rate components exceed the maximum rate applicable to that rate component. Such changes to rate components shall be applied prospectively, commencing with the date a Commission order accepts revised tariff sheets. However, nothing contained herein shall be construed to alter a refund obligation under

applicable law for any period during which rates which had been charged under a discount agreement exceeded rates which ultimately are found to be just and reasonable.

Section 4. Quantities and Points of Service. Transporter shall, as specified in Appendix A, park or loan quantities of natural gas at mutually agreed upon point(s) of service, up to a Maximum Cumulative Park/Loan Quantity of _____ Dth. The Maximum Cumulative Park/Loan Quantity shall represent Shipper's maximum account balance (negative or positive) at any time under this Agreement.

Section 5. Notices. Notices to Transporter under this Agreement shall be addressed to it at the address set forth in Appendix A, and notices to Shipper shall be addressed to it at the address set forth in Appendix A, until changed by either party by written notice.

Section 6. Appendix A Requirement. Shipper must execute an Appendix A in order to receive service under this Agreement. On the Shipper's behalf, Transporter will complete Appendix A consistent with the agreed upon transaction. The completed Appendix A will be automatically e-mailed to the Shipper and will be deemed executed if not disputed in writing within 2 business days. The Appendix A after execution shall be incorporated in and made a part hereof.

MASTER AUTO PAL AGREEMENT
(Continued)

_____ Shipper must physically execute and return or transmit the executed electronic or paper copy of Appendix A to Transporter. The Appendix A after execution shall be incorporated in and made a part hereof.

Section 7. Superseded Agreements. This Agreement supersedes and cancels, as of the effective date
hereof, the following Agreement(s): _____.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____ By_____

Its_____ Its_____

Date_____ Date_____

MASTER AUTO PAL AGREEMENT
(Continued)

Section 7. Superseded Agreements. This Agreement supersedes and cancels, as of the effective date hereof, the following Agreement(s): _____.

(SHIPPER)

By_____

Its_____

Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

By_____

Its_____

Date_____

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER AUTO PAL AGREEMENT NO. _____

COMPANY: Columbia Gas Transmission Corporation

COMPANY'S ADDRESS: Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer
Services

SHIPPER:
_____

SHIPPER'S ADDRESS:
_____
_____
_____

TERM COMMENCEMENT DATE: _____

TERM ENDING DATE: _____

POINT OF SERVICE (Choose One):

Aggregation Point [ ] Identify AS Point here: _____

IPP Point [ ] Identify IPP Point here: _____

Seg. Pool [ ] Identify Seg. Pool here: _____

Each gas day, any difference between scheduled quantities to and from Shipper's point of service identified above shall be deemed by Transporter to be an auto park or auto loan under this Appendix A (i.e., an auto park for any positive difference, an auto loan for any negative difference). If Shipper chooses an AS or IPP Point as its point of service, above, Transporter shall account for any applicable ratchet provisions (identified in AS Rate Schedule Section 4(b)(ii) and IPP Rate Schedule 3(b)(ii)) in its calculation of auto park and auto loan quantities, and only scheduled quantity differences outside of the ratchet percentages shall be deemed auto parks or auto loans.

RATES:

The maximum Account Balance Charge set forth in the Tariff from time to time shall apply to all service provided under this Master Auto PAL Agreement; provided, Transporter from time to time may grant a discount of the Account Balance Charge to Auto PAL Shippers, consistent with Section 3 of the Master Auto PAL Agreement, at a particular Point of Service, by posting such discount details on its Electronic Bulletin Board at least two business days in advance of the discount's effective date.

The Account Balance Charge shall be assessed daily on Shipper's Auto PAL Account Balance. No Account Balance Charge shall be assessed on any day Shipper's Account Balance is zero.

For the first two calendar months immediately following the effective date of the Auto PAL service feature on Transporter's system, a 1,000 Dth "safe harbor limit" shall apply to Auto PAL Account Balances. Specifically, a Shipper with an effective Master Auto PAL Agreement shall be entitled to maintain an Auto PAL Account Balance of up to 1,000 Dth for no charge during this two-month "safe harbor limit" period. If a Shipper exceeds a 1,000 Dth Auto PAL Account Balance at any time during this two-month period, Shipper shall pay the Auto PAL Account Balance Charge on that portion of Shipper's Auto PAL Account Balance in excess of 1,000

Dth.

In no event is Transporter obligated to provide service under this Master Auto PAL Agreement and all of its
Appendix As for amounts greater than the Maximum Cumulative Park/Loan Quantity identified in the Agreement, or
for time periods outside the Term Commencement and Ending Dates.

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER AUTO PAL AGREEMENT NO. _____

COMPANY: Columbia Gas Transmission Corporation

COMPANY'S ADDRESS: Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Customer Services

SHIPPER: _____

SHIPPER'S ADDRESS: _____

TERM COMMENCEMENT DATE: _____

TERM ENDING DATE: _____

POINT OF SERVICE (Choose One):

Aggregation Point [ ] Identify AS Point here: _____

IPP Point [ ] Identify IPP Point here: _____

Seg. Pool [ ] Identify Seg. Pool here: _____

Each gas day, any difference between scheduled quantities to and from Shipper's point of service identified above shall be deemed by Transporter to be an auto park or auto loan under this Appendix A (i.e., an auto park for any positive difference, an auto loan for any negative difference). If Shipper chooses an AS or IPP Point as its point of service, above, Transporter shall account for any applicable ratchet provisions (identified in AS Rate Schedule Section 4(b)(ii) and IPP Rate Schedule 3(b)(ii)) in its calculation of auto park and auto loan quantities, and only scheduled quantity differences outside of the ratchet percentages shall be deemed auto parks or auto loans.

RATES:

The maximum Account Balance Charge set forth in the Tariff from time to time shall apply to all service provided under this Master Auto PAL Agreement; provided, Transporter from time to time may grant a discount of the Account Balance Charge to Auto PAL Shippers, consistent with Section 3 of the Master Auto PAL Agreement, at a particular Point of Service, by posting such discount details on its Electronic Bulletin Board at least two business days in advance of the discount's effective date.

The Account Balance Charge shall be assessed daily on Shipper's Auto PAL Account Balance. No Account Balance Charge shall be assessed on any day Shipper's Account Balance is zero.

In no event is Transporter obligated to provide service under this Master Auto PAL Agreement and all of its Appendix As for amounts greater than the Maximum Cumulative Park/Loan Quantity identified in the Agreement, or for time periods outside the Term Commencement and Ending Dates.

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER AUTO PAL AGREEMENT NO. _____
(Continued)

This Transaction Confirmation is subject to Master Auto PAL Agreement No. _____ between Shipper and Transporter dated _____.

_____ The terms of this Transaction Confirmation are binding and this Transaction Confirmation is deemed executed for purposes of Section 6 of the Master Auto PAL Agreement if this Transaction Confirmation
is not disputed in writing within 2 Business Days of receipt by Shipper.

_____ The terms of this Transaction Confirmation will not be binding for purposes of Section 6 of the Master Auto PAL Agreement until Shipper physically executes and returns or transmits an executed electronic or paper copy of this Transaction Confirmation to Transporter.

(SHIPPER)

By_____
Title_____
Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

By_____
Title_____
Date_____

TRANSACTION CONFIRMATION SHEET NO. _____
APPENDIX A TO MASTER AUTO PAL AGREEMENT NO. _____
(Continued)

This Transaction Confirmation is subject to Master Auto PAL Agreement No. _____ between Shipper and Transporter dated _____. The terms of this Transaction Confirmation are binding and this Transaction
Confirmation is deemed executed for purposes of Section 6 of the Master Auto PAL Agreement if this Transaction
Confirmation is not disputed in writing within 2 Business Days of receipt by Shipper.

(SHIPPER)

By_____
Title_____
Date_____

COLUMBIA GAS TRANSMISSION CORPORATION

By_____
Title_____
Date_____

Service Agreement No.

Control No.

FBS SERVICE AGREEMENT

THIS AGREEMENT, made and entered into this day of , 20 ____, by and between COLUMBIA GAS TRANSMISSION CORPORATION ("Transporter") and ("Shipper").

WITNESSETH: That in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Service to be Rendered. Transporter shall perform and Shipper shall receive service in accordance with the provisions of the effective FBS Rate Schedule and applicable General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), on file with the Federal Energy Regulatory Commission (Commission), as the same may be amended or superseded in accordance with the rules and regulations of the Commission. Transporter shall store quantities of gas for Shipper up to but not exceeding Shipper's Storage Contract Quantity as specified in Appendix A, as the same may be amended from time to time by agreement between Shipper and Transporter, or in accordance with the rules and regulations of the Commission. Service hereunder shall be provided subject to the provisions of Part 284. of Subpart of the Commission's regulations. Shipper warrants that service hereunder is being provided on behalf of , a local distribution company or an intrastate pipeline. [For Subpart G service, Shipper warrants that service hereunder is being provided on behalf of , an interstate pipeline or Shipper].

Section 2. Term. Service under this Agreement shall commence as of [or when applicable, "This Agreement shall be effective as of the later of _____ or the date that all of Transporter's _____ (insert project name) facilities necessary to provide firm transportation service to Shipper have been commissioned, tested, and are ready for service as determined in Transporter's discretion"] and shall continue in full force and effect until [or, when applicable, "shall remain in full force and effect for a term of _____"]. Pre-granted abandonment shall apply upon termination of this Agreement, subject to any right of first refusal Shipper may have under the Commission's regulations and Transporter's Tariff.

Section 3. Rates. Shipper shall pay Transporter the charges and furnish Retainage as described in the above-referenced Rate Schedule, unless otherwise agreed to by the parties in writing and specified as an amendment to this Service Agreement. Transporter may agree to discount its rate to Shipper below Transporter's maximum rate, but not less than Transporter's minimum rate. Such discounted rate may apply to: a) specified quantities (contract demand or commodity quantities); b) specified quantities above or below a certain level or all quantities if quantities exceed a certain level; c) quantities during specified time periods; d) quantities at specified points, locations, or other defined geographical areas; and e) that a specified discounted rate will apply in a specified relationship to the quantities actually transported (i.e., that the reservation charge will be adjusted in a specified relationship to quantities actually transported).

Section 4. Notices. Notices to Transporter under this Agreement shall be addressed to it at Post Office Box 1273, Charleston, West Virginia 25325-1273, Attention: Manager, Commercial Services and notices to Shipper shall be addressed to it at
Attention: , until changed by either party by written notice.

Section 5. Superseded Agreements. This Service Agreement supersedes and cancels, as of the effective date
hereof, the following Service Agreements:
.

[For FBS Rate Schedule]

Maximum Daily Injection Quantity (MDIQ) _____ Dth per day

From _____ To _____

Maximum Daily Withdrawal Quantity (MDWQ) _____ Dth per day

From _____ To _____

___ Yes ___ No (Check applicable blank) This Service Agreement covers interim capacity sold pursuant to the provisions of General Terms and Conditions Section 4.2(j). Right of first refusal rights, if any, applicable to this interim capacity are limited as provided for in General Terms and Conditions Section 4.2(j).

* The Maximum Daily Storage Quantity shall equal the average of the total MDIQ and MDWQ Dth quantities.

CANCELLATION OF PREVIOUS APPENDIX A

Service changes pursuant to this Appendix A shall commence as of _____, 20___. This Appendix A shall cancel and supersede the previous Appendix A to the Service Agreement dated _____, 20___. With the exception of this Appendix A, all other terms and conditions of said Service Agreement shall remain in full force and effect.

(SHIPPER) COLUMBIA GAS TRANSMISSION CORPORATION

By_____ By_____

Its_____ Its_____

Date_____ Date_____

SHEET NOS. 543 THROUGH 549, INCLUSIVE
ARE BEING
RESERVED FOR FUTURE USE.

REQUEST FOR SERVICE
NEW AGREEMENT
COLUMBIA GAS TRANSMISSION CORPORATION
COLUMBIA GULF TRANSMISSION COMPANY

1.a. Identity of Requestor

Legal Company Name

Abbreviation or short name (if applicable)

Phone Number

Facsimile Number

b. Identity of Shipper (if different than Requestor)

Written documentation must be submitted to support Requestor's legal authorization to negotiate and/or bind the Shipper contractually.

Legal Company Name

Abbreviation or short name (if applicable)

Phone Number

Facsimile Number

ADDRESSES FOR NEW AGREEMENT

MAILING

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

REQUEST FOR SERVICE (Cont'd)

BILLING (if different than Mailing)

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

IMBALANCES (if different than Billing)

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

2. Type of Service Requested

(Please check where appropriate. A completed form must be submitted for each Rate Schedule requested.)

a. Columbia Gas Rate Schedule -

1. FTS
2. NTS
3. SST
4. FSS
5. FBS _____
6. GTS
6. OPT-30 DAY _____
7. OPT-60 DAY _____
8. ITS _____
9. ISS _____
10. SIT _____
11. AS _____
12. IPP _____
13. PAL (parking) _____
14. PAL (lending) _____
15 TPS _____
16. NTS-S _____

b. Columbia Gulf Rate Schedule -

1. FTS-1
2. FTS-2
3. ITS-1
4. ITS-2
5. AS-GULF
6. IPP-GULF

c. Authority under which transportation is requested. Please state the appropriate subpart. (Not applicable for IPP)

1. Part 284, Subpart B (NGPA § 311) or
2. Part 284, Subpart G (Blanket Certificate)

REQUEST FOR SERVICE (Cont'd)

d. Transportation service is to be provided on behalf of (if different than Shipper)

_____

The stated party is a(n)
(Please enter the appropriate code. Note, only one can be selected.)

CODE
1 Local Distribution Company
2 Interstate Pipeline Company
3 Intrastate Pipeline Company
7 Other

3. The Shipper is a(n)
(Please enter the appropriate code.)

CODE
1 Local Distribution Company
2 Interstate Pipeline Company
3 Intrastate Pipeline Company
4 End User
5 Producer
6 Marketer
7 Other
8 Pipeline Blanket Sales Operating Unit

4. a. If the request is for firm service or capacity release and assignment, please answer the following:

Parcel Number (required only for capacity release and assignment or auction.)

Bid Rate

b. State Bid Offer Contingencies

5. Term of service requested:

Beginning Date	Ending Date	Evergreen Clause (yes/no)
/ /	/ /	/ /

REQUEST FOR SERVICE (Cont'd)

6. Please enter the appropriate quantities.

a. Transportation Demand/Quantity (Dth/d) for services under all Rate Schedules EXCEPT FSS, FBS, ISS, IPP or IPP-Gulf
(Note, the SST Transportation Demand requested must not exceed the MDSQ for new service under FSS.)

b. Storage Quantity (Dth) for service under FSS, FBS or ISS Rate Schedule

_____ c. Maximum Daily Storage Quantity (MDSQ) for FSS or FBS (Dth/d)

_____ d. Maximum Daily Injection Quantity (MDIQ) for FBS from _____ to _____.

_____ e. Maximum Daily Withdrawal Quantity (MDWQ) for FBS from _____ to _____.

7. Will a partial offer of the amount requested be acceptable? YES/NO

For items 8 and 9, list the following for each requested receipt and/or delivery point:

Note, for service under the ITS, ITS-1, or ITS-2 Rate Schedules, all points contained in the Master List of Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions are deemed to be valid receipt and/or delivery point(s).

8.
(i) Receipt Point (ii) Dth/d

9.
(i) Delivery Point (ii) Daily Quantity

10. If the resulting new agreement is eligible for and will be balanced by SIT, please list that SIT agreement number.

REQUEST FOR SERVICE (Cont'd)

General Comments

Requestor hereby certifies that the information contained in this Request for Transportation is complete and accurate to the best of Requestor's knowledge, information, and belief; that transportation agreements with all downstream and upstream third-party transporters have been either executed or requested; and that all State and Federal approvals that are necessary for gas to be received into and delivered from Transporter's facilities have been applied for or obtained.

Requestor Company:

Signed By:

Title

Date

SHEET NO. 555 IS BEING
RESERVED FOR FUTURE USE

BID FOR CAPACITY RELEASE
COLUMBIA GAS TRANSMISSION CORPORATION
COLUMBIA GULF TRANSMISSION COMPANY

1.a. Identity of Requestor

Legal Company Name

Abbreviation or short name (if applicable)

Phone Number

Facsimile Number

b. Identity of Replacment Shipper (if different than Requestor)

Written documentation must be submitted to support Requestor's legal authorization to negotiate and/or bind the Replacement Shipper contractually.

Legal Company Name

Abbreviation or short name (if applicable)

Phone Number

Facsimile Number

ADDRESSES FOR NEW ASSIGNMENT

MAILING

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

BILLING (if different than Mailing)

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

BID FOR CAPACITY RELEASE (Cont'd)

IMBALANCES (if different than Billing)

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

The above shipper information detail must be established initially. Once established, only changes to this
detail must be resubmitted.

_____ 2. The Bidder is a(n)
(Please enter the appropriate code.)

CODE
1 Local Distribution Company
2 Interstate Pipeline Company
3 Intrastate Pipeline Company
4 End User
5 Producer
6 Marketer
7 Other
8 Pipeline Blanket Sales Operating Unit

3. a. Please answer the following:

Parcel Number (If not a stand-alone bid, please reflect all related parcel numbers below.)
_____

Bid Rate (Reflect bid rate in a. or b. below. Bid rate must comport with the capacity release offer. Choose only one option under (a) or (b) unless you want a blended rate to be considered.)

_____ a. (i) Absolute dollars and cents two-part rate
_____ (ii) Absolute dollars and cents one-part rate

_____ b. (i) Percent of maximum rate two-part rate
_____ (ii) Percent of maximum rate one-part rate

c. State Bid Offer Contingencies
_____
_____
_____

4. Term of Service

Beginning Date Ending Date

/ / / /

5. Please enter the appropriate quantities.

a. Transportation Demand/Quantity (Dth/d) for services under all Rate Schedules EXCEPT FSS and FBS.

b. Storage Quantity (Dth) for service under FSS and FBS.

c. Maximum Daily Storage Quantity (MDSQ) for FSS (Dth/d).

_____ d. Maximum Daily Injection Quantity (MDIQ) for FBS from _____ to _____.

_____ e. Maximum Daily Withdrawal Quantity (MDWQ) for FBS from _____ to _____.

BID FOR CAPACITY RELEASE (Cont'd)

6. Will a partial offer of the quantity bid be acceptable?

_____ Yes/No

_____ If Yes, please state minimum quantity acceptable.

For items 7 and 8, list the following for each requested receipt and/or delivery point (not applicable to FSS):

7.
(i) Receipt Point (ii) Dth/d

8.
(i) Delivery Point (ii) Dth/d

9. If the resulting assignment is to be balanced by SIT, please list that SIT agreement number.

General Comments

Bidder hereby certifies that the information contained in this Bid for Capacity Release is complete and accurate to the best of Bidder's knowledge, information, and belief.

Requestor Company:

Signed By:

Title

Date

SHEET NO. 559 IS BEING
RESERVED FOR FUTURE USE

REQUEST FOR SERVICE
SHIPPER NAME OR ADDRESS CHANGE
COLUMBIA GAS TRANSMISSION CORPORATION
COLUMBIA GULF TRANSMISSION COMPANY

1. Changes are applicable to:

Rate Schedule Agreement No.

ALL

2. Identity of Requestor

Legal company name

Abbreviation or short name (if applicable)

Phone Number

Facsimile Number

ADDRESSES FOR AGREEMENT

MAILING

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

BILLING (if different than Mailing)

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

REQUEST FOR SERVICE (Cont'd)

IMBALANCE (if different than Billing)

Street

City

State

Zip Code

Contact Person (Mr., Mrs., Miss, Ms.)

Requestor Company:

Signed By:

Title

Date

SHEET NOS. 562 THROUGH 564, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

REQUEST FOR SERVICE
REVISE RECEIPT/DELIVERY POINTS ON EXISTING AGREEMENT
COLUMBIA GAS TRANSMISSION CORPORATION
COLUMBIA GULF TRANSMISSION COMPANY

1. Changes are applicable to:

   Rate Schedule Agreement No.

2.

   a. Identity of Requestor

      Legal company name

      Abbreviation or Short Name (if applicable)

      Phone Number

      Facsimile Number

   b. Identity of Shipper (if different than Requestor)

      Written documentation must be submitted to support Requestor's legal authorization to negotiate and/or bind the Shipper contractually.

      Legal company name

      Abbreviation or short name (if applicable)

      Phone Number

      Facsimile Number

3. Beginning date of requested change

   / /

REQUEST FOR SERVICE (Cont'd)

For items 4 and 5, list the following for each requested receipt and/or delivery point:

(i) Transaction Type:

A - add new point of receipt or delivery;
I - increase an existing contracted receipt/delivery point by the amount stated;
R - reduce an existing contracted receipt/delivery point by the amount stated;
D - delete an existing receipt/delivery point.

(ii) Receipt/Delivery meter (Available through Transporter's EBB);

The explicit receipt and/or delivery meter(s) must be identified if firm service is being requested.

(iii) Daily quantities (Dth) to be delivered to/by Transporter.

4. (i) A - Add (ii) Receipt Point (iii) Daily Quantity
I - Increase
R - Reduce
D - Delete

5. (i) A - Add (ii) Delivery Point (iii) Daily Quantity
I - Increase
R - Reduce
D - Delete

REQUEST FOR SERVICE (Cont'd)

General Comments

Requestor hereby certifies that the information contained in this Request for Transportation is complete and
accurate to the best of Requestor's knowledge, information, and belief; that transportation agreements with
all downstream and upstream third-party transporters have been either executed or requested; and that all State
and Federal approvals that are necessary for gas to be received into and delivered from Transporter's
facilities have been applied for or obtained.

Requestor Company:

Signed By:

Title

Date

SHEET NOS. 568 AND 569
ARE BEING
RESERVED FOR FUTURE USE

REQUEST FOR SERVICE
INCREASE IN QUANTITY OF AN EXISTING AGREEMENT
COLUMBIA GAS TRANSMISSION CORPORATION
COLUMBIA GULF TRANSMISSION COMPANY

1. Changes are applicable to:

   Rate Schedule Agreement No.

2. a. Identity of Requestor

   Legal Company Name

   Abbreviation or short name (if applicable)

   Phone Number

   Facsimile Number

   b. Identity of Shipper (if different than Requestor)

   Written documentation must be submitted to support Requestor's legal authorization to negotiate and/or bind the Shipper contractually.

   Legal Company Name

   Abbreviation or short name (if applicable)
   Phone Number

   Facsimile Number

3. The Shipper is a(n)
   (Please enter the appropriate code.)

   CODE
   1 Local Distribution Company
   2 Interstate Pipeline Company
   3 Intrastate Pipeline Company
   4 End User
   5 Producer
   6 Marketer
   7 Other
   8 Pipeline Blanket Sales Operating Unit

REQUEST FOR SERVICE (Cont'd)

4. a. If the request is for firm service, please enter the following:

   Parcel Number

   Bid Rate (The stated rate will be deemed to be the agreement's currently effective rate.)

   b. State Bid Offer Contingencies

5. Beginning date of requested change

   / /

6. Please enter the appropriate quantities.

   a. Transportation Demand/Quantity (Dth/d) for services under all Rate Schedules EXCEPT FSS, FBS, IPP or IPP-Gulf (Note, the SST Transportation Demand requested must not exceed the MDSQ for new service under FSS.)

   b. Storage Quantity (Dth) for service under FSS and FBS

   c. Maximum Daily Storage Quantity (MDSQ) for FSS and FBS (Dth/d)

_____ d. Maximum Daily Injection Quantity (MDIQ) for FBS from _____ to _____.

_____ e. Maximum Daily Withdrawal Quantity (MDWQ) for FBS from _____ to _____.

7. Will a partial offer of the amount requested be acceptable? YES/NO

REQUEST FOR SERVICE (Cont'd)

For items 8 and 9, list the following for each requested receipt and/or delivery point:
Note, for service under the ITS, ITS-1, or ITS-2 Rate Schedules, all points contained in the Master List of
Interconnects (MLI) as defined in Section 1 of the General Terms and Conditions are deemed to be valid receipt and/or delivery point(s).

(i) Transaction Type:

A - add new point of receipt or delivery;
I - increase an existing contracted receipt/delivery point by the amount stated;
R - reduce an existing contracted receipt/delivery point by the amount stated;
D - delete an existing receipt/delivery point.

(ii) Receipt/Delivery meter (Available through Transporter's EBB);

The explicit receipt and/or delivery meter(s) must be identified if firm service is being requested.

(iii) Daily quantities (Dth) to be delivered to/by Transporter.

8.

(i)	(ii) Receipt Point	(iii) Daily Quantity
A - Add I - Increase R - Reduce D - Delete		

9.

(i)	(ii) Delivery Point	(iii) Daily Quantity
A - Add I - Increase R - Reduce D - Delete		

REQUEST FOR SERVICE (Cont'd)

General Comments

Requestor hereby certifies that the information contained in this Request for Transportation is complete and accurate to the best of Requestor's knowledge, information, and belief; that transportation agreements with all downstream and upstream third-party transporters have been either executed or requested; and that all State and Federal approvals that are necessary for gas to be received into and delivered from Transporter's facilities have been applied for or obtained.

Requestor Company:

Signed By:

Title

Date

SHEET NO. 574 IS BEING
RESERVED FOR FUTURE USE

FORM OF RELEASE NOTICE

_____ (Releasor) hereby notifies Columbia Gas Transmission Corporation (Transporter) that pursuant to Section 14 of the General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), it desires to release and assign its service rights
(i) under its Service Agreement (Agreement) under the _____ Rate Schedule with Transporter dated _____, 20____ and having Contract Number _____, as limited and described herein; or
(ii) under another Assignment Agreement (Agreement) by and between Releasor _____ and _____ pertaining to service under Transporter's _____ Rate Schedule dated _____,
20____, and having Assignment Number _____, as limited and described herein.

1. Prearrangement. The capacity and service rights described herein shall be submitted for bid pursuant to Section 14 of the General Terms and Conditions of Transporter's Tariff as a release for which:

(a) ____ there is no prearranged assignment; or

(b) ____ an assignment has been prearranged with _____ (Replacement Shipper) and does not qualify as an exempt from bidding offer as described in the General Terms and Conditions 14.2(a) or 14.2(c).

2. Released Service Rights. The capacity and service rights to be released and assigned under the Agreement shall be as follows:

(a) (i) Quantity: _____ Dth/day (exclude FSS and FBS); or
(ii) Storage Contract Quantity (SCQ) under FSS and FBS Service _____ (Dth) and Maximum Daily Storage Quantity (MDSQ) for FSS and FBS (Dth/d) _____.

(b) The release of capacity and service rights described herein shall commence as of _____, 20____, and shall continue in full force and effect until _____, 20____, subject to any recall rights specified herein by Releasor.

(c) Receipt points and MDQ's, and delivery points and MDDO's (if set forth in an attachment, please indicate): _____
_____
_____
_____

(d) In the case of 1.(b) above, the price offered under the prearrangement in absolute dollars and cents or percent of maximum:_____
_____.

(e) The resulting assignment may _____ may not _____ be reassigned.

(f) This release will "Stand Alone." Yes ____ No ____ If not "Stand Alone," please state all parcel numbers that must be accepted by the Replacement Shipper (if parcel numbers are unknown due to manual submission, then all releases that must be accepted as a package must be submitted together in written format.)
_____

3. Releasor's Recall Rights. Releasor's recall rights shall be subject to the following requirements:

(a) The frequency with which Releasor may recall the capacity shall be:

_____
_____;

(b) The maximum duration of any such recall(s) shall be:
_____; and

(c) The released capacity may_____ may not_____ be recalled on an Intra-Day basis.

FORM OF RELEASE NOTICE (Cont'd)

(d) The Replacement Shipper has ____ has not ____ the option to accept the capacity after a recall for the remainder of the release term.

4. Form of Price Bid. Bids for the capacity and service rights to be released and assigned are to be submitted on the basis of:

(a) (i) ____ a two-part rate only,
(ii) ____ a one-part volumetric rate only,
(iii) ____ a blended rate, or
(iv) ____ any of the above, and

(b) (i) ____ absolute dollars and cents, or
(ii) ____ percent of maximum rate.

5. Minimum Conditions. The minimum price, minimum term, or minimum volume, if any, applicable to bids for the released capacity are as follows: (i) price _____; (ii) term _____; and (iii) volume _____. Any other minimum conditions applicable to bids for the released capacity
are as follows: _____
_____.

6. Contingent Bids. Contingent bids for the released capacity (check one) ___ will or ___ will not be permitted. If contingent bids will be permitted, the terms and conditions of acceptable contingencies -- including the manner in which such contingent bids will be evaluated -- are as follows:
_____
_____
_____.

7. Maximum Reservation Charge. The maximum reservation charge (including demand-type surcharges) applicable to the released capacity is: _____.

8. Posting Period. The date and time at which this Release Notice shall be posted on Transporter's EBB shall be: Date: _____ Time: _____. Bidding shall commence at the time
of posting and shall continue until: Date: _____ Time: _____ (must comply with the minimum established in the General Terms and Conditions Section 14.2(d)).

9. Evaluation and Tie-Breaking Criteria. Releasor agrees that all bids for its released capacity shall be evaluated by Transporter pursuant to the evaluation criteria referenced in Section 14.1(c)
of the General Terms and Conditions of Transporter's Tariff, unless alternate evaluation criteria are otherwise specified as follows: _____
_____.

Releasor further agrees that the criteria for breaking ties among highest bidders shall be as specified in
Section 14.4(d) of the General Terms and Conditions of Transporter's Tariff, unless alternate tie-breaking
criteria are specified as follows: _____
_____.

10. Releasor's Contact Person. Releasor's contact person with respect to this Release Notice is:
Name: _____
Telephone No.: _____
Facsimile No.: _____

FORM OF RELEASE NOTICE (Cont'd)

11. Type of Rate. Bids for the capacity are to be submitted on the basis of: _____ a two-part rate only; _____ a one-part volumetric rate only; _____ Blended rate (combination of two-part/one-part rate);
_____ either reservation or volumetric; _____ or best of reservation or volumetric charge.

12. Indemnification. This release is ____ is not ____ subject to an indemnification provision pursuant
to which the initial Replacement Shipper for the released capacity shall indemnify Releasor for any claims
relating to refunds made by successive Replacement Shippers of that capacity. Any such indemnification provision must be subject to the requirement that Releasor correctly calculate refunds to the initial Replacement Shipper. If any such indemnification provision applies to this release, the terms of that provision are as follows: _____.

13. Bids. All bids for the capacity to be released and assigned, as limited and described in this Release Notice, shall be made to Transporter in accordance with the provisions of Section 14 of the General
Terms and Conditions of Transporter's Tariff.

14. Conditions of Release. Transporter reserves the right to request modifications or deletions of all
or any portion of this Release Notice to the extent it is incomplete or fails to conform in any manner to the
requirements in Transporter's Tariff. Transporter shall have no responsibility for any errors, omissions,
or other aspects of this Release Notice.

SHEET NOS. 578 AND 579
ARE BEING
RESERVED FOR FUTURE USE

Assignment Agreement No. _____

Offer No. _____

FORM OF ASSIGNMENT AGREEMENT

This Assignment Agreement (Agreement) made and entered into the ___ of _____, 20___, is by and between _____ (Replacement Shipper), and Columbia Gas Transmission Corporation (Transporter).

W I T N E S S E T H:

WHEREAS, pursuant to a Release Notice complying with Section 14 of the General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), _____ (Releasor) released capacity and service rights under its Service Agreement with Transporter or under a prior Assignment Agreement, subject to the requirements set forth in said Section 14 and in the Release Notice; and

WHEREAS, Replacement Shipper is to be awarded all or part of such capacity and service rights in accordance with Section 14 of Transporter's Tariff.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties agree as follows:

1. Assignment. Transporter hereby assigns to Replacement Shipper the capacity and service rights in Releasor's Service Agreement under the ____ Rate Schedule with Transporter having Agreement or Assignment Agreement Number _____, to the extent described in Appendix A, attached hereto and incorporated herein by reference.

FORM OF ASSIGNMENT AGREEMENT (Cont'd)

2. Obligations of Replacement Shipper.

(a) Replacement Shipper shall be responsible for nominating and scheduling with Transporter all service to be rendered by Transporter for the benefit of Replacement Shipper under this Agreement.

(b) Replacement Shipper shall comply with (i) the terms and conditions of the assigned Service Agreement or Assignment Agreement described in Section 1 above, (ii) Transporter's applicable Rate Schedule, (iii) Appendix A attached hereto, (iv) the General Terms and Conditions of Transporter's Tariff, under which Replacement Shipper shall be deemed to be a "Shipper", and (v) the terms, conditions and provisions specified in the Release Notice bearing the above-referenced Offer No.

(c) On two-part rate releases, Replacement Shipper shall pay to Transporter a reservation charge of $_____ per Dth/month or _____% of the maximum rate per Dth/month; and Replacement Shipper shall pay to Transporter all commodity charges and any commodity surcharges. On one-part volumetric rate releases, Replacement Shipper shall pay to Transporter a rate of _____¢ per Dth/day/month or _____% of the maximum rate per Dth/day/month. Any releases at the maximum Tariff rate or at a % of the maximum Tariff rate are subject to adjustment as these rates may be changed from time to time upon approval of the Commission. In addition, Replacement Shipper shall pay to Transporter (i) any penalties or imbalance correction costs associated with the capacity and service rights assigned under this Agreement and (ii) any applicable overrun charges, as set forth in Transporter’s currently-effective Tariff, as any of these charges may be adjusted from time to time upon approval of the Commission. As provided in Section 14.8(b) of the General Terms and Conditions of Transporter's Tariff, in the event of termination of Releasor's Service Agreement with Transporter under Section 10.4 of the General Terms and Conditions, Replacement Shipper's Assignment Agreement with Transporter is deemed terminated unless Replacement Shipper agrees to pay the lower of: the Releasor’s contract rate or (2) the maximum tariff rate for the service for the remainder of the Replacement Shipper’s Assignment Agreement.

3. Obligations of Transporter. Transporter shall provide service to Replacement Shipper and shall bill Releasor and Replacement Shipper in accordance with (i) the assigned Service Agreement or Assignment Agreement described in Section 1 above, (ii) Transporter's applicable Rate Schedule, (iii) Appendix A attached hereto, and (iv) the General Terms and Conditions of Transporter's Tariff.

4. Term. Service under this Agreement shall commence as of _____, 20____, and shall continue in full force and effect until _____, 20____.

5. Releasor's Recall Rights. This Agreement and the assignment herein shall be subject to Releasor's rights to recall in accordance with the Transporter’s Tariff requirements under Section 14 and the recall provisions stated on the Release Notice bearing the above-referenced Offer No.

FORM OF ASSIGNMENT AGREEMENT (Cont'd)

6. Notices. Notices given under this Agreement shall be provided in accordance with Section 29 of the General Terms and Conditions of Transporter's Tariff as follows:

If to Transporter: _____
_____
_____
_____

If to Replacement Shipper: _____
_____
_____
_____

7. Successors and Assigns. Consistent with Section 14 of the General Terms and Conditions of Transporter's Tariff, this Agreement shall be binding upon, and shall inure to the benefit of, the parties hereto and their respective successors and assigns; provided that if this Agreement is subject to recall rights as set forth in Section 5 above, the capacity and service rights assigned herein shall not vary the recall provisions contained in the original assignment.

8. Other Provisions. All applicable provisions of Transporter's Tariff are incorporated herein and made a part hereof by reference.

9. Applicable Law. This Agreement shall be construed and interpreted under the laws of the State of West Virginia.

FORM OF ASSIGNMENT AGREEMENT (Cont'd)

_____
Replacement Shipper

By: _____

Name: _____

Title: _____

Date: _____

_____
Transporter

By: _____

Name: _____

Title: _____

Date: _____

Note: Appendix A, attached hereto and incorporated herein by reference, shall be Transporter's form of Appendix A set forth in Transporter's Tariff pertaining to Transporter's Rate Schedule under which the service assigned in this Assignment Agreement is released by Transporter, completed to describe the capacity and service rights assigned to Replacement Shipper under this Assignment Agreement.

SHEET NO. 584 IS BEING
RESERVED FOR FUTURE USE

INFORMATIONAL POSTING FORM FOR PREARRANGED ASSIGNMENTS

_____ (Releasor) hereby posts on the Electronic Bulletin Board (EBB) of Columbia Gas Transmission Corporation (Transporter), pursuant to Section 14 of the General Terms and Conditions of Transporter's FERC Gas Tariff, Second Revised Volume No. 1 (Tariff), Releasor's release of its service rights (i) under its Service Agreement (Agreement) under the ____ Rate Schedule with Transporter dated _____, 20____ and having Contract Number _____, as limited and described herein; or (ii) under that certain Assignment Agreement (Agreement) by and between Releasor and _____ pertaining to service under Transporter's _____ Rate Schedule dated _____, 20____, having Assignment Number _____, as limited and described herein.

1. Prearrangement.

(a) ____ an assignment has been prearranged with _____ (Replacement Shipper) for a period of 31 days or less; or

(b) ____ an assignment has been prearranged with _____ (Replacement Shipper) for a period of more than 31 days and Replacement Shipper has agreed to pay at least the applicable maximum rate.

2. Released Service Rights. The capacity and service rights released under the Agreement shall be as follows:

(a) (i) Quantity: _____ Dth/day (exclude FSS or FBS); or

(ii) Storage Contract Quantity (SCQ) under FSS and FBS Service _____ (Dth) and Maximum Daily Storage Quantity (MDSQ) for FSS and FBS (Dth/d) _____; or

(iii) MDWQ under FBS Service _____ (Dth) from _____ to _____ and MDIQ under FBS Service _____(Dth) from _____ to _____.

(b) The release of capacity and service rights described herein shall commence as of _____, 20____, and shall continue in full force and effect until _____, 20____, subject to any recall rights specified herein by Releasor.

(c) Receipt points and MDQs, and delivery points and MDDOs (if set forth in an attachment, please indicate): _____
_____
_____

(d) The resulting assignment may ____ may not ____ be reassigned.

(e) This release will "Stand Alone." Yes ____ No ____ If not "Stand Alone," please state all parcel numbers that must be accepted by the Replacement Shipper (if parcel numbers are unknown due to manual submission, then all releases that must be accepted as a package must be submitted together in written format.)_____

3. Releasor's Recall Rights. Releasor's recall rights shall be subject to the following requirements:

(a) The frequency with which Releasor may recall the capacity shall be:
_____
_____
;

(b) The maximum duration of any such recall(s) shall be: _____
_____; and

(c) The released capacity may_____ may not_____ be recalled on an Intra-Day basis.

(d) The Replacement Shipper has ____ has not ____ the option to accept the capacity after a recall for the remainder of the release.

4. Charges. All rates, charges and surcharges for the release to be paid by Replacement Shipper to Releasor shall be (in absolute dollars and cents or percent of maximum):

_____

_____

SHEET NOS. 586 THROUGH 589, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

FORM OF ELECTRONIC CONTRACTING AGREEMENT

THIS ELECTRONIC CONTRACTING AGREEMENT (the "Agreement") is made as of _____, 20___, by and among COLUMBIA GAS TRANSMISSION CORPORATION, a Delaware corporation (Columbia Gas), and COLUMBIA GULF TRANSMISSION COMPANY, a Delaware corporation (Columbia Gulf), both with offices at 1700 MacCorkle Avenue, S.E., Charleston, West Virginia 25314 (collectively "Pipeline") and _____ ("Subscriber"), a _____ corporation, with offices at _____.

RECITALS

WHEREAS, Pipeline and Subscriber have entered into or may in the future enter into one or more new or amended Service Agreements or Assignment Agreements pursuant to the provisions of Pipeline's effective FERC Gas Tariff, Second Revised Vol. No. 1 (Tariff), on file with the Federal Energy Regulatory Commission, or nonjurisdictional agreements or contracts (collectively "Contracts"); and

WHEREAS, Pipeline provides an Electronic Bulletin Board service through the Columbia Navigator, which includes an electronic data interchange component, pursuant to Section 2 of the General Terms and Conditions (GTC) of the Tariff; and

WHEREAS, Pipeline and Subscriber desire to facilitate the provision and receipt of service for their mutual benefit by entering into Contracts and transacting business under such Contracts by electronically transmitting and receiving data through Navigator in agreed formats ("Transactions") in substitution for conventional paper-based documents, and further desire to assure that such Transactions and Contracts are not legally invalid or unenforceable as a result of the use of available electronic technologies; and

WHEREAS, the terms and conditions governing electronic contracting are contained in GTC Section 5.7;

NOW THEREFORE, in consideration of the mutual covenants and agreements herein contained and the benefits to be derived, the parties, intending to be legally bound, agree as follows:

1. Any Contract entered into electronically between the parties shall be governed by the provisions of said GTC Section 5.7, as it may be amended or modified from time to time, which is incorporated herein by reference.

2. The provisions of GTC Sections 2 (Electronic Bulletin Board), 5 (Service Agreement), 15 (Force Majeure), 27 or 28 (Columbia Gulf and Columbia Gas, respectively) (Schedules and Contracts Subject to Regulation and Revision) and 28 or 29 (Columbia Gulf and Columbia Gas, respectively) (Notices) of the Tariff are incorporated herein by reference and shall bind the parties with respect to this Agreement.

FORM OF ELECTRONIC CONTRACTING AGREEMENT (Cont'd)

3. The person(s) designated and properly authorized by Subscriber to bind Subscriber to Contracts through electronic communications and the use of the User Identification(s) and Password(s) assigned to such person(s) is as follows: _____
_____

4. If only one of the Pipelines executes this Agreement with the Subscriber, this Agreement shall be binding only upon the Subscriber and the Pipeline that executed it. This Agreement need not be executed by all three parties to be effective.

WHEREFORE, each party has caused this Agreement to be properly executed on its behalf effective as of the date first above written.

COLUMBIA GAS TRANSMISSION CORPORATION

By_____

Name: _____

Title: _____

Date: _____

SUBSCRIBER: _____

By_____

Name: _____

Title: _____

Date: _____

COLUMBIA GULF TRANSMISSION COMPANY

By_____

Name: _____

Title: _____

Date: _____

SHEET NOS. 592 THROUGH 594, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

OPERATIONAL BALANCING AGREEMENT

This Operational Balancing Agreement ("Agreement") is made and entered into to be effective as of the _____ day of _____, 20___, by and between Columbia Gas Transmission Corporation ("Columbia") and _____ ("_____"), collectively referred to herein as the "Parties," or individually as a "Party."

W I T N E S S E T H:

WHEREAS, the parties operate certain pipeline facilities which interconnect at the point(s) (the "Interconnection Point(s)") identified in Exhibit "A" attached hereto;

WHEREAS, one or both Parties have entered into one or more transportation agreements with various shippers (the "Shippers") whereby the Parties either receive gas which the Shippers cause to be delivered at the Interconnection Point(s) or deliver gas which the Shippers cause to be received at the Interconnection Point(s);

WHEREAS, from time to time the aggregate quantity of gas delivered to or by the Parties at the Interconnection Point(s) is greater or less than the aggregate quantity of gas nominated by the Shippers and confirmed by the Parties at the Interconnection Points, resulting in the inadvertent overdelivery or underdelivery of gas by one Party to the other Party relative to the Shippers' nominated quantities (the "Operational Imbalance");

WHEREAS, the Parties desire to provide for a means whereby certain actions will be taken by them in order to prevent the occurrence of an Operational Imbalance at the Interconnection Point(s) and to reduce or eliminate any Operational Imbalance which may occur at the Interconnection Point(s);

NOW THEREFORE, in consideration of the mutual covenants and provisions herein contained and subject to all of the terms, provisions and conditions herein set forth, the Parties do hereby agree as follows:

OPERATIONAL BALANCING AGREEMENT (Cont'd)

ARTICLE I
CONFIRMATION OF NOMINATIONS

1.1 No later than one business day prior to the first day of each calendar month, each Party shall provide oral or written notice to the other Party concerning the confirmed nominations received by each Party from the Shippers for whose account the Parties will deliver or receive gas at the Interconnection Point(s). If provided orally, the noticing Party shall confirm such notice in writing within three business days. Notice of subsequent changes by the Shippers in nominated quantities at any time during any given month shall be provided by the Party receiving such notice to the other Party within one business day of any such change. If such notice is given orally, the noticing Party shall confirm such notice in writing within three business days. Any notice of changes to nominations to this Agreement to adjust for operational errors in the volumes may be given by telephone or facsimile transmission to the phone or facsimile number set forth below in this Article and shall be confirmed in writing. Any written notice shall be deemed delivered when transmitted by facsimile or when mailed, by either certified or ordinary mail, postage prepaid, to the post office address of either of the Parties hereto, as the case may be, as follows:

_____
_____
_____
Attention: _____
_____

Phone: _____
Fax: _____

Columbia Gas Transmission Corporation
1700 MacCorkle Avenue, S.E.
P. O. Box 1273
Charleston, West Virginia 25325
Attention: _____
Manager, Commercial Services
Phone: (304) _____
Fax: (304) _____

A Party's phone or fax numbers or address set forth herein may be changed from time to time by giving written notice of such change to the other Party. Such changes shall be effective upon actual receipt of such notice by the other Party.

OPERATIONAL BALANCING AGREEMENT (Cont'd)

ARTICLE II
RECONCILIATION OF OPERATIONAL IMBALANCES

2.1 The Parties intend that the quantities of gas actually delivered and received each day at the Interconnection Point(s) will equal the confirmed nominations, and the party controlling the flow at the Interconnection Point(s), as set forth on Exhibit "A", shall control such flow accordingly. Each Party shall allocate the volumes to be delivered and received at the Interconnection Point(s) among the Shippers in accordance with the confirmed nominations. Any difference between the aggregate quantity of gas nominated and the aggregate quantity of gas actually delivered at the Interconnection Point(s) on any given day by each Party shall constitute the Operational Imbalance for each Party for that day (the "Daily Operational Imbalance").

2.2 During any given month, estimated meter quantities (mcf) shall be used by each Party on a daily basis to determine the estimated Daily Operational Imbalance, if any, at the Interconnection Point(s) for any given day. The Parties shall promptly make such physical flow adjustments as may be necessary in order to prevent, reduce or eliminate any Daily Operational Imbalance. The daily variance in the estimated Daily Operational Imbalance should not exceed five percent (5%) of the aggregate quantities nominated for the day, nor two percent (2%) of the aggregate monthly quantities.

2.3 The sum of estimated Daily Operational Imbalances for each day in a given month shall constitute the estimated Monthly Operational Imbalance for such month. By the fifth day of the month following any given month in which an estimated Monthly Operational Imbalance arises, the measuring Party, as identified on Exhibit "A", will notify the other Party as to the estimated Monthly Operational Imbalance for the prior month, and the Parties shall promptly make such physical flow modifications as may be necessary to reduce or eliminate any such Monthly Operational Imbalance.

2.4 The actual MMBtu at the Interconnection Point(s) each month will be determined and the actual Monthly Operational Imbalance communicated by the allocating Party to the other Party in writing as soon as possible, but in no case later than the fifteenth day of the month following the month in which the actual Monthly Operational Imbalances arises. The Parties shall correct any actual Monthly Operational Imbalance by the end of the month within which the actual Monthly Operational Imbalance is determined, or within such longer period of time as may be agreed to by the Parties. Deliveries of gas to correct actual Monthly Operational Imbalances may be made between the parties at the Interconnection Point(s) set forth on Exhibit "A", or at any other point of interconnection between the respective facilities of the Parties as may be mutually agreed to by the Parties.

2.5 Any gas volumes received and delivered to correct an Operational Imbalance shall be adjusted for variations in Btu content in accordance with the applicable provisions of the FERC Gas Tariff of the Party which received the gas. Measurement of gas for all purposes hereunder shall be in accordance with the provisions set forth in the measuring Party's then effective FERC Gas Tariff.

2.6 In the event that a capacity constraint occurs on either Party's pipeline system which results in curtailment of deliveries through an Interconnection Point, the Party on whose system the constraint has occurred shall determine the appropriate reallocation of quantities due to curtailment as pursuant to the provisions of Article I. If the constraint occurs at the Interconnection Point, the Party which owns the

meter
at the Interconnection Point shall be deemed to have the constraint on its system.

ARTICLE III
TERM

3.1 This Agreement shall be effective and the procedures set forth in this Agreement shall be implemented as of the day and year first above written, and shall continue in effect month-to-month thereafter;
provided, however that either Party may terminate this Agreement at any time by giving forty-eight (48) hours
prior written notice of termination to the other Party, to be effective at the end of the month of such notification.

OPERATIONAL BALANCING AGREEMENT (Cont'd)

ARTICLE IV
OTHER AGREEMENTS

4.1 In the event that any provision of this Agreement conflicts with any provision of the Parties' respective FERC Gas Tariffs or transportation agreements, the applicable provision of the Parties' FERC Gas Tariffs or transportation agreements shall take precedence over the conflicting provisions of this Agreement; provided, however, that no Party or Daily or Monthly Operational Imbalance, estimated or actual, shall be subject to (i) a cash-in or cash-out, or (ii) an operational flow order, unless specifically provided for in this Agreement.

ARTICLE V
NO THIRD PARTY BENEFICIARIES

5.1 This Agreement shall not create any rights in third parties, and no provision of this Agreement shall be construed as creating any obligations for the benefit of, or rights in favor of, any person or entity other than the Parties.

ARTICLE VI
STANDARD OF PERFORMANCE

6.1 The Parties understand and agree that performance under this Agreement shall occur only on a good faith basis. In the event of nonperformance or noncompliance by either Party with respect to one or more of the conditions set forth herein, such Party shall not be liable in any manner to the other Party or to any third parties for such nonperformance or noncompliance; except that, the Parties shall be legally obligated to reconcile any outstanding actual Operational Imbalance under this Agreement and which may exist upon termination of this Agreement consistent with the relevant terms and conditions set forth in this Agreement.

ARTICLE VII
GOVERNING LAW

7.1 The construction and interpretation of this Agreement shall be governed by the laws of the State of West Virginia, excluding any conflict of law rule which would refer any matter to the laws of a jurisdiction other than the State of West Virginia.

IN WITNESS WHEREOF, the Parties hereto have caused this Agreement to be executed by its duly authorized officers to be effective as of the day and year first above written.

COLUMBIA GAS TRANSMISSION CORPORATION

By: _____

Name: _____

Date: _____ Title: _____

_____

By: _____

Name: _____

Date: _____ Title: _____

OPERATIONAL BALANCING AGREEMENT

EXHIBIT "A"
Interconnection Point(s)

Meter Name	Meter No.	Location County, State	Measuring Party	Party With Flow Control

SHEET NOS. 600 THROUGH 604, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

EXHIBIT _____ TO SERVICE AGREEMENT

FORM OF AGREEMENT
FOR CONSTRUCTION OF TRANSMISSION FACILITIES
AND FOR FACILITY CHARGES

THIS AGREEMENT, made and entered into as of the ____ day of _____, 20___, by and between COLUMBIA GAS TRANSMISSION CORPORATION, a Delaware corporation (hereinafter called Transporter), and _____, a _____ corporation (hereinafter called Shipper):

W I T N E S S E T H:

WHEREAS, the parties hereto have executed a Service Agreement dated _____ _____ wherein Transporter has agreed to sell and deliver and Shipper has agreed to purchase and receive certain quantities of natural gas _____.

NOW, THEREFORE, in consideration of the mutual covenants herein contained, the parties hereto agree as follows:

Section 1. Facilities. _____ _____.

Section 2. Facility Charges. In consideration of _____ _____, Shipper hereby agrees to pay Transporter for the costs of such facilities in accordance with the provisions of Section 27 of the General Terms and Conditions. Section 27
and all other applicable provisions of the General Terms and Conditions are by reference made a part hereof.

This Agreement supersedes and cancels _____ _____.

The parties hereto have accordingly and duly executed this Agreement, which is made part of the Service Agreement.

COLUMBIA GAS TRANSMISSION CORPORATION

By _____
Its Vice President

(SHIPPER)

By _____
Its _____

SHEET NOS. 606 THROUGH 609, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

REQUEST FOR SEGMENTATION
OF EXISTING TRANSPORTATION SERVICE AGREEMENT
COLUMBIA GAS TRANSMISSION CORPORATION

1. Changes are applicable to:

   Rate Schedule Agreement No.

2.

   a. Identity of Requestor

      Legal company name

      Abbreviation or Short Name (if applicable)

      Phone Number

      Facsimile Number

      E-mail Service _____

   b. Identity of Shipper (if different than Requestor)

      Written documentation must be submitted to support Requestor's legal authorization to negotiate and/or bind the Shipper contractually.

      Legal company name

      Abbreviation or short name (if applicable)

      Phone Number

      Facsimile Number

      E-mail Service _____

3. Requested beginning date for segmentation

   / /

4. Requested ending date for segmentation

   / /

REQUEST FOR SEGMENTATION (Cont'd)

4. Identify receipt and delivery points on existing agreement for which segmentation is requested. If service agreement has multiple receipt and/or delivery points, Requestor must select one receipt and one delivery point.

5. Identify daily quantity (Dth) to be segmented

_____ Dth

6. Identify segments being requested. (Receipt and delivery meters available through Transporter's EBB)

Segment Receipt Point MLI	Segment Delivery Point MLI

General Comments

_____

_____

_____

_____

Requestor hereby certifies that the information contained in this Request for Segmentation is complete and
accurate to the best of Requestor's knowledge, information and belief.

Requestor Company: _____

Signed By: _____

_____
Title

Date: _____

Second Revised Sheet No. 612 Second Revised Sheet No. 612 : Effective
Superseding: Third Revised Sheet No. 610

SHEET NOS 612 - 618
ARE BEING
RESERVED FOR FUTURE USE

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, any Transaction and any other written agreement described in Section 3.1.

3.3.4. The 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. Signed Documents, if introduced as evidence on paper in any judicial, arbitration, mediation or administrative proceedings, 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 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.

Section 4. Miscellaneous.

4.1. Termination. This Agreement shall be effective as of the date first set forth above and shall remain in effect until terminated by any party with not less than 30 days prior written notice specifying the effective date of termination; provided, however, that written notice for purposes of this paragraph 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.

4.2. 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, the Appendix and Pipeline's FERC Gas Tariff constitute the complete agreement between 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. In the event of any conflict between this Agreement, including the Appendix, and the Pipeline's FERC Gas Tariff, the Pipeline's FERC Gas Tariff provisions shall control.

4.4. Governing Law. This Agreement, and all of the rights and duties of the Parties arising from or relating in any manner to the subject of this Agreement or the transactions completed hereby, shall be governed by, construed and enforced in accordance with the laws of the State of West Virginia.

4.5. Force Majeure. No party shall be liable for any failure to perform its obligations in connection with any Transaction or any Document, where such failure results from any act of God or other cause beyond such party's reasonable control (including, without limitation, any mechanical, electronic or communications failure) which prevents such party from transmitting or receiving any documents and which, by the exercise of due diligence, such party is unable to prevent or overcome.

TRADING PARTNER AGREEMENT
FOR
ELECTRONIC DATA INTERCHANGE (Cont'd)

4.6. Responsibility for System Failure. Each EDI user shall bear the consequences of any failure in its own EDI-related equipment or system, and no such failure shall in any way affect the requirements under Transporter's Tariff or Service Agreements for communications, or the impact under the Tariff or Service Agreements of any failure by either party to make or receive such communications. The standards of liability applicable to the operation of the EDI equipment within Transporter's ownership and control shall be the same standards as are applicable to Transporter's other equipment and operations.

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 the Appendix to the addressee party at such party's address as set forth in the Appendix. Any 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 any 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 waiver of any of the terms and conditions of this Agreement shall be effective or binding unless such waiver is in writing and is signed by the Party which granted such waiver. 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.

Each party has caused this Agreement to be properly executed on its behalf as of the date first above written.

Columbia Gas Transmission Corporation Columbia Gulf Transmission Company	Company Name:
By: _____	By: _____
Name: _____	Name: _____
Title: _____	Title: _____

APPENDIX
ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT
DATE _____
TO BE EFFECTIVE _____ (DATE)

COMPANY NAME Columbia Gas Transmission Corporation
Columbia Gulf Transmission Company

STREET ADDRESS 1700 MacCorkle Avenue, SE

CITY Charleston STATE/PROVINCE/COMMONWEALTH WV

ZIP/POSTAL CODE 25314

ATTENTION Manager, Commercial Services

PHONE 304-357-2865 FAX 304-357-3527

DUNS NUMBER Columbia Gas Transmission Corporation 054748041
Columbia Gulf Transmission Company 007854581

COMPANY NAME _____

STREET ADDRESS _____

CITY _____ STATE/PROVINCE/COMMONWEALTH _____

ZIP/POSTAL CODE _____

ATTENTION _____
(NAME, TITLE)

PHONE _____ FAX _____

OTHER NOTICE METHOD & ADDRESS

_____

APPENDIX
ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT
DATE _____
TO BE EFFECTIVE _____ (DATE)

1. ALLOCATION OF COSTS:
Sender: Pays all costs to get its data to the receiving party's Receipt Computer.
Receiver: Pays all costs to retrieve the data.

2. STANDARDS: Specify all applicable standards and the issuing organizations.
ANSI ASC X12

_____

Selected standards include, as applicable, all data dictionaries, segment dictionaries and transmission controls referenced in those standards for the transactions contained in this Appendix.

3. INDUSTRY GUIDELINES: Specify all applicable published industry guidelines.
GISB EDI Implementation Guides

_____

The mutually agreed provisions of this Appendix shall control in the event of any conflict with any listed industry guidelines.

4. SECURITY PROCEDURES: (Define security procedures, including but not limited to encryption and authentication, if any. For nominations, the Pipeline requires that a password be supplied in the ISA02 field. Please provide the password below.)

_____

_____

5. TERMS AND CONDITIONS: (If no special terms and conditions have been agreed upon, enter "None".)

_____

_____

6. REFERENCED AGREEMENTS: (As required by Section 3.1 of the referenced Agreement. Parties to place a list of type(s) of agreements, as well as language which provides for the incorporation into this Appendix of all agreements of specified type(s) which are executed subsequent to ratification of this Appendix.)

_____

_____

_____

7. CONFIDENTIAL INFORMATION (including CONFIDENTIALITY CODE):
(See Section 3.2. If not applicable, enter "None".)

_____

_____

APPENDIX
ELECTRONIC DATA INTERCHANGE TRADING PARTNER AGREEMENT
DATE _____
TO BE EFFECTIVE _____ (DATE)

PIPELINE

COMPANY NAME: Columbia Gas Transmission Corporation
Columbia Gulf Transmission Company

EDI CONTACT NAME: _____

PHONE: _____ FAX: _____

EMAIL: _____

TRADING PARTNER INFO

COMPANY NAME: _____

DUNS NUMBER: _____

EDI CONTACT NAME: _____

PHONE: _____ FAX: _____

EMAIL: _____

INTERNET EDI INFORMATION

	Trading Partner	Pipeline
Testing Information		
PGP Public Key		E-mail to navigator@columbiaenergygroup.com
EDM URL		
User Name/Password		
ISA Qualifier		
ISA ID		
Production Information		
PGP Public Key		E-mail to navigator@columbiaenergygroup.com
EDM URL		
User Name/Password		
ISA Qualifier		
ISA ID		

(This section may be in the Appendix or the Exhibit, but must be in one or the other place.)

All Exhibits attached hereto are to be considered attached to the Appendix and made a part thereof. Where there are any provisions specified both in the Exhibit(s) and in the Appendix, those contained in the Exhibit(s) govern.

The undersigned do hereby execute this Appendix, which Appendix is attached to and made a part of the above referenced Trading Partner Agreement. By execution below the parties hereby ratify said Agreement for all purposes set forth in this Appendix and the attached Exhibit(s).

Columbia Gas Transmission Corporation Columbia Gulf Transmission Company	COMPANY NAME:
_____	
BY:	BY:
_____	
PRINTED NAME:	PRINTED NAME:
_____	
TITLE:	TITLE:

SHEET NO. 619 IS BEING
RESERVED FOR FUTURE USE

Effective Date: 11/01/1993 Status: Effective
FERC Docket: RS92- 5-017

Substitute Original Sheet No. 620 Substitute Original Sheet No. 620 : Effective
Superseding: Sheet Nos. 620 Through 623

Substitute Original Sheet No. 620 cancels and supersedes Columbia's Interruptible Gathering Service Agreement contained on the following tariff sheets:

Original Sheet No. 620
Substitute Original Sheet No. 621
Original Sheet No. 622
Original Sheet No. 623

These sheets are being RESERVED FOR FUTURE USE.

SHEET NOS. 624 THROUGH 627, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

Effective Date: 11/01/1993 Status: Effective
FERC Docket: RS92- 5-017

Substitute Original Sheet No. 628 Substitute Original Sheet No. 628 : Effective
Superseding: Sheet Nos. 628 Through 631

Substitute Original Sheet No. 628 cancels and supersedes Columbia's Gas Processing Agreement contained on the following tariff sheets:

Original Sheet No. 628
Original Sheet No. 629
Original Sheet No. 630
Original Sheet No. 631

These sheets are being RESERVED FOR FUTURE USE.

SHEET NOS. 632 THROUGH 639, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

CANCELLATION OF INDEX OF PURCHASERS

Notice is hereby given that effective August 16, 1996, the "Index of Purchasers", constituting

Original Sheet Nos. 640 through 648

of FERC Gas Tariff, Second Revised Volume No. 1 of Columbia Gas Transmission Corporation, is cancelled.

Sheet Nos. 640 through 648, inclusive,
are being
RESERVED FOR FUTURE USE

SHEET NOS. 649 THROUGH 656, INCLUSIVE,
ARE BEING
RESERVED FOR FUTURE USE

CANCELLATION OF INDEX OF FIRM SALES ENTITLEMENTS

Notice is hereby given that effective November 25, 1995, the "Index of Firm Sales Entitlements", constituting

First Revised Sheet Nos. 657 through 666

of FERC Gas Tariff, Second Revised Volume No. 1 of Columbia Gas Transmission Corporation, is cancelled.

Sheet Nos. 657 through 666, inclusive,
are being
Reserved For Future Use