



**NORTHWEST PIPELINE LLC**  
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P.O. Box 1396  
Houston, Texas 77251-1396  
713-215-2000

November 30, 2022

Federal Energy Regulatory Commission  
888 First Street, NE  
Washington, D.C. 20426

Re: Northwest Pipeline LLC  
Compliance Filing to Place Settlement Rates and Tariff Records Into Effect  
Docket No. RP22-1155\_\_\_

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”) and Part 154 of the Federal Energy Regulatory Commission’s (“Commission”) regulations thereunder, Northwest Pipeline LLC (“Northwest”) hereby submits for filing with the Commission the following revised tariff records to its FERC Gas Tariff, Fifth Revised Volume No. 1 (“Tariff”):

<b>Version</b>	<b>Description</b>	<b>Title</b>
12.0.0	Twelfth Revised Sheet No. 5	Statement of Rates: TF-1, TF-2, TI-1, TFL-1, and TIL-1
19.0.0	Nineteenth Revised Sheet No. 5-B	Statement of Rates: TF-1, TF-2, TI-1, TFL-1, and TIL-1
10.0.0	Tenth Revised Sheet No. 5-C	Statement of Rates: TF-1, TF-2, TI-1, TFL-1, and TIL-1
9.0.0	Ninth Revised Sheet No. 5-D	Statement of Rates: TF-1, TF-2, TI-1, TFL-1, and TIL-1
8.0.0	Eighth Revised Sheet No. 6	Statement of Rates: DEX-1, TPAL, and PAL
10.0.0	Tenth Revised Sheet No. 7	Statement of Rates: SGS-2F and SGS-2I
4.0.0	Fourth Revised Sheet No. 7-A	Statement of Rates: SGS-2F and SGS-2I
10.0.0	Tenth Revised Sheet No. 8-A	Statement of Rates: LS-2F and LS-2I
9.0.0	Ninth Revised Sheet No. 9	Statement of Rates: LS-2F and LS-2I
3.0.0	Third Revised Sheet No. 18	Rate Schedule TF-1 – Monthly Rates
3.0.0	Third Revised Sheet No. 101	Rate Schedule TF-2 – Monthly Rates
7.0.0	Seventh Revised Sheet No. 202-E	GT&C - Definitions
3.0.0	Third Revised Sheet No. 219-B	GT&C – Scheduling Priorities and Curtailment
1.0.0	First Revised Sheet No. 259-B	GT&C – Capacity Release
1.0.0	First Revised Sheet No. 290	GT&C – M&ERP Cost Recovery Mechanism
0.0.0	Original Sheet No. 291	GT&C – M&ERP Cost Recovery Mechanism
0.0.0	Original Sheet No. 292	GT&C – M&ERP Cost Recovery Mechanism

<b>Version</b>	<b>Description</b>	<b>Title</b>
0.0.0	Original Sheet No. 293	GT&C – M&ERP Cost Recovery Mechanism
0.0.0	Original Sheet No. 294	GT&C – M&ERP Cost Recovery Mechanism
0.0.0	Original Sheet No. 295	GT&C – M&ERP Cost Recovery Mechanism
1.0.0	First Revised Sheet No. 296	GT&C – M&ERP Cost Recovery Mechanism
3.0.0	Third Revised Sheet No. 297	GT&C – Sales of Excess Gas
7.0.0	Seventh Revised Sheet No. 302-D	TF-1 Form of Service Agreement – Exhibit A
2.0.0	Second Revised Sheet No. 302-E	TF-1 Form of Service Agreement – Exhibit A
5.0.0	Fifth Revised Sheet No. 303-A	TF-1 Form of Service Agreement – Exhibit A
7.0.0	Seventh Revised Sheet No. 303-B	TF-1 Form of Service Agreement – Exhibit A
7.0.0	Seventh Revised Sheet No. 303-C	TF-1 Form of Service Agreement – Exhibit A
0.0.0	Original Sheet No. 303-D	TF-1 Form of Service Agreement – Exhibit A
5.0.0	Fifth Revised Sheet No. 355	TF-2 Form of Service Agreement – Exhibit A
5.0.0	Fifth Revised Sheet No. 356	TF-2 Form of Service Agreement – Exhibit A

The tariff records are proposed to be effective on January 1, 2023.

#### **Statement of Nature, Reasons and Basis for the Filing**

On August 26, 2022, in the above referenced docket, Northwest filed a petition for approval of a Stipulation and Settlement Agreement (“Settlement”) for rates and various tariff records to become effective January 1, 2023. The Settlement satisfies Northwest’s rate case comeback obligation under Northwest’s settlement in Docket No. RP17-346-000. All parties have expressed approval of, or non-objection to, the Settlement.

In a letter order dated November 15, 2022 (“Settlement Order”), the Commission approved the Settlement and directed Northwest to file tariff records consistent with the *pro forma* tariff records to be effective January 1, 2023. (*Northwest Pipeline LLC*, 181 FERC ¶ 61, 118 (2022))

In compliance with the Settlement Order, Northwest hereby files for acceptance the above referenced tariff records that are consistent with the *pro forma* tariff records included in Appendix E of the Settlement, except that Northwest has revised the following tariff records to correct minor oversights discovered after filing the Settlement on August 26, 2022:

1. Sheet No. 302-E: Correcting the numbering of paragraphs 9 and 10.
2. Sheet No. 303-A: Adding the parenthetical “(per Dth of CD)” after “Awarded CRM Surcharge” under Section 5a.
3. Sheet Nos. 355 and 356: Adding the Awarded CRM Surcharge to Section 6a. of the Form of Service Agreement for Rate Schedule TF-2 [Temporary Capacity Release Replacement Contract Version].<sup>1</sup>

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<sup>1</sup> This addition is consistent with the provisions in Section 22.2(a)(10) of General Terms and Conditions and the revisions to the Form of Service Agreement for Rate Schedule TF-1. See *pro*

### **Filings Pending Before the Commission**

In compliance with 18 CFR § 154.204(f), Northwest states that it has no other tariff filings pending before the Commission that may significantly impact this filing.

### **Effective Date and Waiver Request**

Northwest requests that the proposed tariff records submitted herein be made effective January 1, 2023. In accordance with the provisions of Section 154.7(a)(9) of the Commission's regulations, in the event the Commission elects to accept and suspend the tariff records for a minimal period, Northwest moves to place such tariff records into effect at the end of the applicable suspension period.

### **Materials Submitted Herewith**

In accordance with Section 154.7(a)(1) of the Commission's regulations, the following material is submitted herewith:

An eTariff .xml filing package, filed as a zip (compressed) file, containing:

- The tariff records in RTF format with metadata attached;
- A transmittal letter in PDF format;
- A clean version of the tariff records in PDF format for publishing in eLibrary;
- A marked version of the tariff records in accordance with Section 154.201(a) of the regulations; and
- A copy of the complete filing in PDF format for publishing in eLibrary.

### **Posting and Certification of Service**

In accordance with the provisions of Section 154.2(d) of the Commission's regulations, copies of this filing are available for public inspection, during regular business hours, in a convenient form and place at Northwest's main office at 2800 Post Oak Boulevard in Houston, Texas. In addition, in compliance with Section 154.7(b) of the Commission's regulations, Northwest certifies that copies of this filing will be served electronically upon Northwest's customers and upon interested state regulatory commissions, as well as all persons on the service list compiled by the Secretary for Docket No. RP22-1155.

All communications regarding this filing should be served by e-mail to:

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*forma* Sheet Nos. 259-B and 303-A attached as Appendix E to the Settlement.

Ms. Kimberly D. Bose  
November 30, 2022  
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The undersigned certifies that the contents of this filing are true and correct to the best of her knowledge and belief; that the paper and electronic versions of the submitted tariff records contain the same information; and that she possesses full power and authority to sign this filing.

Respectfully submitted,

**NORTHWEST PIPELINE LLC**

*Bela Patel*  
Manager, Rates & Regulatory

Enclosures

STATEMENT OF RATES  
 Effective Rates Applicable to  
 Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1  
 (Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1), (3)	
	Minimum	Maximum
Rate Schedule TF-1 (4) (5) Reservation (Large Customer)		
System-Wide	.00000	.37250
25 Year Evergreen Exp.	.00000	.27082
Volumetric (2) (Large Customer)		
System-Wide	.00935	.00935
25 Year Evergreen Exp.	.00935	.00935
(Small Customer) (6)	.00935	.66230
Scheduled Overrun (2)	.00935	.38185
Rate Schedule TF-2 (4) (5) Reservation	.00000	.37250
Volumetric	.00935	.00935
Scheduled Daily Overrun	.00935	.38185
Annual Overrun	.00935	.38185
Rate Schedule TI-1 (2) Volumetric (7)	.00935	.38185
Rate Schedule TFL-1 (4) (5) Reservation	-	-
Volumetric (2)	-	-
Scheduled Overrun (2)	-	-
Rate Schedule TIL-1 (2) Volumetric	-	-

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

Footnotes (Continued)

- (3) To the extent Transporter discounts the Maximum Base Tariff Rate, such discounts will be applied on a non-discriminatory basis, subject to the policies of Order No. 497.

Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.

An incremental facilities charge or other payment method provided for in Section 21 or 29 of the General Terms and Conditions, is payable in addition to all other rates and charges if such a charge is included in Exhibit C to a Shipper's Transportation Service Agreement.

In addition to the rates set forth on Sheet No. 5, Puget Sound Energy, Inc.'s Transportation Service Agreement Nos. 140053 and 143077 are subject to an annual incremental facility charge pursuant to Section 21 of the General Terms and Conditions. The effective annual incremental facility charge for the South Seattle Delivery Lateral Expansion Project is \$2,590,878, and it is billed in equal monthly one-twelfth increments with a daily incremental facility charge of \$0.11108 per Dth. The effective annual incremental facility charge for the North Seattle Lateral Upgrade Project is \$10,231,900, and it is billed in equal monthly one-twelfth increments with a daily incremental facility charge of \$0.16223 per Dth.

In addition to the reservation rates shown on Sheet No. 5, Shippers who contract for Columbia Gorge Expansion Project capacity are subject to a facility reservation surcharge pursuant to Section 3.4 of Rate Schedule TF-1. The facility charge used in deriving the Columbia Gorge Expansion Project facility reservation surcharge has a minimum rate of \$0 and a maximum rate of \$0.10646.

In addition to the reservation rates shown on Sheet No. 5, Shippers who contract service under Rate Schedules TF-1 (Large Customer), TF-1 25-Year Evergreen, and TF-2 are subject to a Modernization and Emissions Program Cost Recovery Mechanism (CRM) Surcharge pursuant to Section 30 of this Tariff. CRM Surcharge is currently \$0.00000.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

(Dollars per Dth)

Footnotes (Continued)

- (4) All reservation rates are daily rates computed on the basis of 365 days per year.

For Rate Schedule TF-1, the 25-Year Evergreen Expansion reservation and volumetric rates apply to Shippers receiving service under Rate Schedule TF-1 Evergreen Expansion service agreements. The System-Wide reservation and volumetric rates apply to Shippers receiving service under all other Rate Schedule TF-1 service agreements.

For Rate Schedule TF-1, the 25-Year Evergreen Expansion maximum base tariff reservation rate is comprised of \$0.26587 for transmission costs and \$0.00495 for storage costs. The System-Wide maximum base tariff reservation rate for Rate Schedule TF-1 and the maximum base tariff reservation rate for Rate Schedule TF-2 are comprised of \$0.36755 for transmission costs and \$0.00495 for storage costs.

For Rate Schedule TF-1 (Large Customer), the maximum base tariff volumetric rates applicable to Shippers receiving service under Rate Schedule TF-1 Evergreen Expansion service agreements are comprised of \$0.00924 for transmission costs and \$0.00011 for storage costs. The maximum base tariff volumetric rates for all other services under Rate Schedule TF-1 (Large Customer) and for services under Rate Schedule TF-2 are comprised of \$0.00924 for transmission costs and \$0.00011 for storage costs.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

(Dollars per Dth)

Footnotes (Continued)

- (5) Rates for Rate Schedules TF-1, TF-2 and TFL-1 are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The reservation rate is the comparable volumetric bid reservation charge applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.
- (6) For Rate Schedule TF-1 (Small Customer), the Maximum Base Tariff Rate is comprised of \$0.65229 for transmission costs and \$0.01001 for storage costs. Transporter will not schedule gas for delivery to a Small Customer subject to this Rate Schedule TF-1 under any transportation Service Agreement (excluding its Rate Schedule TF-2 Service Agreement at Plymouth held at the time of storage service unbundling in RP93-5) unless such Small Customer has scheduled its full Contract Demand for firm service under its Rate Schedule TF-1 (Small Customer) Service Agreement(s) for that day.
- (7) Rate Schedule TI-1 maximum base tariff volumetric rate is comprised of \$0.37679 for transmission costs and \$0.00506 for storage costs.
- (8) Applicable to Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 pursuant to Section 15.5 of the General Terms and Conditions.
- (9) The General System Unauthorized Daily Overrun Charge per Dth is the greater of \$10 or 150 percent of the highest midpoint price at NW Wyo. Pool, NW s. of Green River, Stanfield Ore., NW Can. Bdr. (Sumas), Kern River Opal, or El Paso Bondad as reflected in the Daily Price Survey published in "Gas Daily."



STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules DEX-1, TPAL, and PAL

(Dollars per Dth)

Type of Rate	Base Tariff Rate (1), (3)	
	Minimum	Maximum
Rate Schedule DEX-1 (2), (4)		
Deferred Exchange	.00000	.38185
Rate Schedule TPAL		
Park/Loan	.00000	.38185
Park/Loan Balance	.00000	.38185
Unpark/Loan Payback	.00000	.38185
Rate Schedule PAL		
Park and Loan	.00000	.38185

Footnotes

- (1) Rate excludes surcharges approved by the Commission.
- (2) ACA surcharge may be applicable. Section 16 of the General Terms and Conditions describes the basis and applicability of the ACA surcharge.
- (3) To the extent Transporter discounts the maximum currently effective tariff rate, such discounts will be applied on a non-discriminatory basis, subject to the policies of Order No. 497.
- (4) Shippers receiving service under this rate schedule are required to furnish fuel reimbursement in-kind at the rates specified in the Statement of Rates, except as provided in Section 4 of Rate Schedule DEX-1.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules SGS-2F and SGS-2I

(Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1)	
	Minimum	Maximum
Rate Schedule SGS-2F (2) (3) (4) (5)		
Demand Charge		
Pre-Expansion Shipper	0.00000	0.02220
Expansion Shipper	0.00000	0.03393
Capacity Demand Charge		
Pre-Expansion Shipper	0.00000	0.00081
Expansion Shipper	0.00000	0.00291
Volumetric Bid Rates		
Withdrawal Charge		
Pre-Expansion Shipper	0.00000	0.02220
Expansion Shipper	0.00000	0.03393
Storage Charge		
Pre-Expansion Shipper	0.00000	0.00081
Expansion Shipper	0.00000	0.00291
Rate Schedule SGS-2I		
Volumetric	0.00000	0.00240

Footnotes

- (1) Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules SGS-2F and SGS-2I (Continued)

Footnotes (Continued)

- (2) Rates are daily rates computed on the basis of 365 days per year.

Rates are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The Withdrawal Charge and Storage Charge are applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules LS-2F and LS-2I

(Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1)	
	Minimum	Maximum
Rate Schedule LS-2F (3)		
Demand Charge (2)	0.00000	0.03136
Capacity Demand Charge (2)	0.00000	0.00401
Volumetric Bid Rates		
Vaporization Demand-Related Charge (2)	0.00000	0.03136
Storage Capacity Charge (2)	0.00000	0.00401
Liquefaction	0.58646	0.58646
Vaporization	0.07272	0.07272
Rate Schedule LS-2I		
Volumetric	0.00000	0.00802
Liquefaction	0.58646	0.58646
Vaporization	0.07272	0.07272

Footnotes

- (1) Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.
- (2) Rates are daily rates computed on the basis of 365 days per year.
- (3) Rates are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The Vaporization Demand-Related Charge and Storage Capacity Charge are applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules LS-3F and LD-4I

(Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1)	
	Minimum	Maximum
Rate Schedule LS-3F (3)		
Demand Charge (2)	0.00000	0.03136
Capacity Demand Charge (2)	0.00000	0.00401
Volumetric Bid Rates		
Vaporization Demand-Related Charge (2)	0.00000	0.03136
Storage Capacity Charge (2)	0.00000	0.00401
Liquefaction Charge (4)	0.58646	0.58646
Vaporization Charge	0.07272	0.07272
Rate Schedule LD-4I		
Volumetric Charge	0.00000	0.78872
Liquefaction Charge (4)	0.58646	0.58646

Footnotes

- (1) Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.
- (2) Rates are daily rates computed on the basis of 365 days per year.
- (3) Rates are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The Vaporization Demand-Related Charge and Storage Capacity Charge are applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.
- (4) The Liquefaction Charge will be trued-up annually and updated pursuant to Section 14.20 of the General Terms and Conditions.

RATE SCHEDULE TF-1  
Firm Transportation (Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE (Continued)

(c) The delivery of gas in thermally equivalent quantities after transportation (less any fuel use reimbursement furnished in-kind in accordance with Section 14 of the General Terms and Conditions) by Transporter to Shipper or for the account of Shipper at the Delivery Point(s) specified in the executed Service Agreement.

2.3 Character of Service. Transportation service rendered to Shipper under this Rate Schedule is firm up to Shipper's Transportation Contract Demand as specified in its executed Service Agreement, subject to the executed Service Agreement and the limitations of this Rate Schedule, and is not subject to curtailment or interruption except as expressly provided in the General Terms and Conditions. Transportation service rendered under this Rate Schedule in excess of Shipper's Transportation Contract Demand is not firm.

3. MONTHLY RATE(S)

Each month, Shipper will pay Transporter for service rendered under this Rate Schedule the sum of the amounts specified in this Section 3, as applicable. Only those rate provisions contained in Sections 3.2, 3.4, 3.5 and 3.7 apply to TF-1 (Small Customers).

3.1 Reservation Charge.

(a) For TF-1 (Large Customer) service, the Reservation Charge is the sum of the daily product of Shipper's Transportation Contract Demand as specified in the executed Service Agreement and the Base Tariff Reservation Charge stated on Sheet No. 5 of this Tariff that applies to the customer category identified in the Service Agreement. The CRM Surcharge, as stated on Sheet 5-B of this Tariff, will apply to the Large Customer category, including the 25-Year Evergreen Expansion, for contracts having a primary term of one year or more. Unless specifically adjusted pursuant to Section 3.5 herein, the Maximum Base Tariff Rate set forth on Sheet No. 5 will apply.

For capacity release service, the Reservation Charge is the sum of the daily product of the accepted reservation charge bid

RATE SCHEDULE TF-2  
Firm Redelivery Transportation  
(Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE

2.3 Capacity Release Service. Capacity Release Service is service initiated pursuant to Section 22 of the General Terms and Conditions and an executed Service Agreement for Rate Schedule TF-2 service.

3. MONTHLY RATE(S)

Each month, Shipper will pay Transporter for service rendered under this Rate Schedule the sum of the amounts specified in this Section 3, as applicable.

3.1 Reservation Charge:

(a) The sum of the daily product of Shipper's Monthly Billing Quantity as specified in the executed Service Agreement and the reservation charge unit rate which is stated on Sheet No. 5 of this Tariff and the CRM Surcharge as stated on Sheet 5-B of this Tariff. The Monthly Billing Quantity shall be determined for each Shipper and Service Agreement as specified in Section 6 herein. Unless specifically adjusted pursuant to Section 3.3 herein, the Maximum Base Tariff Rate set forth on Sheet No. 5 will apply.

For capacity release service, the Reservation Charge is the sum of the daily product of the accepted reservation charge bid price which was bid by a Replacement Shipper or a Prearranged Replacement Shipper under the bidding procedures for capacity releases set forth in Section 22 of the General Terms and Conditions and the Monthly Billing Quantity applicable to the Replacement Shipper or the Prearranged Replacement Shipper.

(b) Shipper shall commence payment of the Reservation Charges on the primary term begin date set forth in the Service Agreement, unless otherwise agreed to by the parties.

3.2 Volumetric Charge: An amount obtained by multiplying (i) the quantity of Dth scheduled for delivery by Transporter to Shipper after transportation during the month, after reduction for fuel use reimbursement furnished in kind in accordance with the terms of the executed Service Agreement and Section 14 of the General Terms and Conditions, by (ii) the base volumetric transportation rate, as applicable, as set forth on Sheet No. 5 of this Tariff. Unless specifically adjusted pursuant to Section 3.3 herein, the Maximum Base Tariff Rate set forth on Sheet No. 5 shall apply.

GENERAL TERMS AND CONDITIONS  
(Continued)

1. DEFINITIONS (Continued)

- c) For both a) and b) above, Related Income Taxes include a gross-up calculation to cover the income tax that Transporter must pay on the Related Income Taxes that are collected from the Shipper.

Renewable Natural Gas ("RNG"): Renewable Natural Gas, also known as biomethane, refers to the portion of biogas that has been purified. Sources may include landfill gas, dairies or feedlots, publicly owned treatment works, sewage treatment plants, and wastewater plants. RNG must conform to the gas quality specifications and testing/monitoring requirements in Section 3 of the GT&C and be free from bacteria, pathogens, and any other substances injurious to pipeline facilities or that would cause the gas to be unmarketable.

Scheduled Quantity: The quantity of gas Transporter has scheduled to transport from specific receipt point(s) to specific delivery point(s), Transportation Service Agreements or zones for a defined period pursuant to an executed Service Agreement; the quantity of gas Transporter has scheduled for aggregation/dis-aggregation from a Pool.

Secondary Firm Service Rights: For purposes of Section 12.1, the quantity of Secondary Firm Service Rights pursuant to a Firm Transportation Service Agreement at any Receipt and/or Delivery Point, on the mainline or on a lateral is equal to the Contract Demand on a Firm Service Agreement (as adjusted for any released capacity pursuant to Section 22) less the quantity at such point that is designated as Primary Firm Service Rights, as defined in Section 1.42.

- a) Secondary Firm Service Rights include rights designated as subordinate in any Firm Service Agreement with non-conforming provisions that have been approved by the Commission; and beginning April 1, 2024, rights acquired in the LaPlata to Green River corridor that are designated as subordinate on Exhibit A of any TF-1 Firm Service Agreement pursuant to the settlement approved in Docket No. RP22-1155.

- b) Secondary Firm Service Rights include rights delineated in Rate Schedule TF-2, Section 11.

Service Requester: A Shipper or any other party that executes with Transporter a Business Associate Information form and/or a Trading Partner Agreement.

Shipper: A party that executes a Service Agreement with Transporter under one of the Rate Schedules contained in this tariff.

Shipper Imbalance: A Shipper Imbalance will result when there is a difference between a Shipper's scheduled net receipts and deliveries due to an upstream and/or downstream confirmation.



GENERAL TERMS AND CONDITIONS  
(Continued)

12. SCHEDULING PRIORITIES AND CURTAILMENT POLICY

12.1 Scheduling Priorities for Transportation

If Transporter determines that its operationally available Transportation capacity through any point on its system is insufficient to accommodate all otherwise acceptable new Nominations for services under Rate Schedules TF-1, TF-2, TFL-1, TI-1 and TIL-1 in any Nomination cycle through such point, Transporter will schedule its operationally available capacity for Nominations that have not already been scheduled for a given Gas Day in accordance with the following priorities of service:

(a) First, Nominations for Primary Firm Service will be scheduled. If all such Nominations cannot be accommodated, available capacity will be allocated pro rata based on the Primary Firm Service Rights associated with such Nominations through the constraint point.

(b) Second, Nominations for Secondary Firm Service will be scheduled as follows:

i) Nominations made pursuant to Rate Schedule TF-2 from the Plymouth LNG Facility where the Nomination is at or in between the receipt and delivery point(s) listed on Shipper's associated TF-1 Firm Service Agreement;

ii) Nominations under any Commission-approved Firm Service Agreement with non-conforming provisions which provide Shipper with subordinate rights; and beginning April 1, 2024, nominations on any conforming TF-1 Firm Service Agreement with subordinate rights as indicated on Exhibit A; and

GENERAL TERMS AND CONDITIONS  
(Continued)

22.2 CAPACITY RELEASE GENERAL PROVISIONS (Continued)

(9) Releasing Shippers that have Service Agreements with aggregate MDDOs in excess of Contract Demand as a result of the grandfathering of pre-existing conjunctive nomination rights under the sales conversion program approved in Docket No. CP92-79 cannot release an amount of MDDOs that would increase the ratio of MDDOs to Contract Demand for the Replacement Shipper above the ratio that exists in the Releasing Shipper's Service Agreement.

(10) Releasing Shippers with service under Rate Schedules TF-1 (Large Customer), TF-1 25-Year Evergreen, or TF-2, may condition their release upon the Replacement Shipper's assumption of the CRM Surcharge for the released capacity in full, at a fixed rate less than the full CRM Surcharge, or as a percentage of the CRM Surcharge. If no selection is made by the Releasing Shipper and the Replacement Shipper's reservation rate is the Maximum Base Tariff Rate or higher, then the Replacement Shipper will be deemed to have assumed the CRM Surcharge in full. If no selection is made by the Releasing Shipper and the Replacement Shipper's reservation rate is a percentage of the Maximum Base Tariff Rate, then the Replacement Shipper will be deemed to have assumed the CRM Surcharge in the same percentage as it assumed the Maximum Base Tariff Rate. If no selection is made by the Releasing Shipper and the Replacement Shipper's reservation rate is neither the Maximum Base Tariff Rate or higher nor a percentage of the Maximum Base Tariff Rate, then the Replacement Shipper will be deemed to have not assumed the CRM Surcharge.

(b) Shippers releasing firm storage rights shall be subject to the notification and bidding requirements set forth in Section 22. Unless otherwise specified by the Releasing Shipper, Rate Schedule SGS-2F storage capacity will be released as one package which includes the storage injection and withdrawal rights and the associated storage capacity rights. In addition, the Rate Schedule SGS-2F Releasing Shipper must specify the level of

GENERAL TERMS AND CONDITIONS (continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM

This Section 30 sets forth the Cost Recovery Mechanism ("CRM") for the Modernization and Emissions Reduction Program ("MER Program") established by Article XIII of the pre-filing Stipulation and Settlement Agreement filed on August 26, 2022 and approved in Docket No. RP22-1155 ("2022 Settlement"). This Section 30 is incorporated by reference into the 2022 Settlement. This Section 30, the MER Program, and the CRM will each terminate when the 2022 Settlement terminates. The provisions of this Section 30, the MER Program, and the CRM may not be amended except as provided in the 2022 Settlement.

The CRM applies to Shippers under Rate Schedules TF-1 (Large Customer), TF-1 (25-year Evergreen Expansion), and TF-2 (such Shippers referred to herein as "CRM Shippers" and such rate schedules referred to herein as "Applicable CRM Rate Schedules") with base contracts having a primary term of one year or more. The CRM establishes a separately tracked surcharge ("CRM Surcharge") to recover Transporter's revenue requirements, as defined in Section 30.4(a) ("Revenue Requirement"), incurred to strengthen the safety, efficiency, reliability, and flexibility of Transporter's system while reducing Transporter's air emissions.

30.1 Scope of CRM

The CRM established by this Section 30 provides for the recovery of the Revenue Requirement for Eligible Facilities, as defined in Section 30.3, placed in service by Transporter from January 1, 2023 through October 31, 2027. Such Revenue Requirement will be recovered through the applicable annual CRM Surcharge every year for the years starting from April 1, 2025 through March 31, 2028, with the determination of each annual Revenue Requirement being subject to both the Cumulative Eligible Capital Investment Limit over entire 5-year period described in 30.3(d), and Annual Eligible Capital Investment Limits described in 30.3(e) below.

30.2 Annual Limited Natural Gas Act Section 4 CRM Surcharge Filings

- (a) Transporter will make its first CRM Surcharge filing with the FERC on or before February 28, 2025 to be effective April 1, 2025, to recover the Revenue Requirement for Eligible Facilities placed into service between January 1, 2023 and October 31, 2024. The first CRM Surcharge established by this filing will be effective from April 1, 2025 through March 31, 2026.
- (b) Transporter will make a second CRM Surcharge filing with the FERC on or before February 28, 2026 to be effective April 1, 2026, to recover the Revenue Requirement for Eligible Facilities placed into service between January 1, 2023 and October 31, 2025. The revised CRM Surcharge established by this second filing will be effective from April 1, 2026 through March 31, 2027. The revised CRM Surcharge filing will

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.2 Annual Limited Natural Gas Act Section 4 CRM Surcharge Filings  
(Continued)

incorporate (1) changes in CRM Revenue Requirement, (2) any over recovery from the preceding year and/or (3) subject to Section 30.4(b), any under recovery from the preceding year.

- (c) Transporter will make a third CRM Surcharge filing with the FERC on or before February 28, 2027 to be effective April 1, 2027, to recover the Revenue Requirement for Eligible Facilities placed into service between January 1, 2023 and October 31, 2026. The revised CRM Surcharge established by this third filing will be effective from April 1, 2027 through March 31, 2028. The revised CRM Surcharge filing will incorporate (1) changes in the CRM Revenue Requirement, (2) any over recovery from the preceding year and/or (3) subject to Section 30.4(b), any under recovery from the preceding year.
- (d) The net capital costs for Eligible Facilities placed in service between January 1, 2023 and October 31, 2027 will be rolled into the rate base included in Transporter's next Natural Gas Act ("NGA") Section 4 or 5 general rate case or pre-filing settlement subject to Sections 30.3(d), 30.3(e), and 30.6.

30.3 Eligibility

- (a) Eligible Facilities. "Eligible Facilities" have been defined in the Eligible Facilities Plan ("EFP") as filed by Transporter in Appendix F-1 of 2022 Settlement.
- (b) Transporter may unilaterally remove Eligible Facilities from the EFP at any time. Subject to the requisite prior Approval, as defined in Section 30.3 (c), of the CRM Shippers, Northwest may substitute facilities currently included in the EFP and/or add new facilities not currently included in the EFP, provided such substitutions or additions are consistent with the objective of the MER Program and fit within the applicable Annual Eligible Capital Investment Limit in Section 30.3(e) and the total Cumulative Eligible Capital Investment Limit of the EFP in Section 30.3(d).
- (c) During any year at either the normal annual CRM meeting held pursuant to Section 30.5 or at a special meeting called by Transporter with at least thirty (30) days' prior written notice, Transporter may propose to substitute or add facilities to the EFP consistent with Section 30.3(b). Such meetings may be conducted virtually. If meetings are conducted in person, an option for remote participation via videoconference technology

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.3 Eligibility (Continued)

shall be offered to the extent practicable. Each CRM Shipper will have ten (10) days after the meeting to submit to Transporter in writing its vote(s) either supporting, not opposing, or rejecting each proposed substitution and/or addition. Votes received by electronic mail will be considered in writing. Any CRM Shipper who fails to timely submit its vote(s) will be deemed to have abstained from the vote. Transporter will have received the requisite prior "Approval" from the CRM Shippers when CRM Shippers holding at least 75% of the reservation billing determinants assessed the CRM Surcharge at the time of the vote elect either to support or not oppose the proposed substitution or addition. If a CRM Shipper abstains from the vote, then Transporter may calculate the 75% of billing determinants threshold based on the billing determinants of those CRM Shippers that participated in the vote. If the requisite Approval is not received, Transporter may elect to undertake the project outside of the CRM and include these costs as part of its maintenance capital expenditure in its next NGA Section 4 or 5 general rate case filing or pre-filing settlement.

- (d) Cumulative Eligible Capital Investment Limit. The total amount of capital investment for the Eligible Facilities that may be included in the determination of the annual Revenue Requirements, which is estimated at \$389.4 million (\$338.65 million plus 15%).
- (e) Annual Eligible Capital Investment Limit. The Annual Eligible Capital Investment Limit under the CRM shall be equal to the following annual capital dollar limits plus 15%: for 2023, \$9 million limit (\$7.85 million plus 15%); for 2024, \$156.5 million limit (\$136.13 million plus 15%); for 2025, \$91.6 million limit (\$79.63 million plus 15%); for 2026, \$75.5 million limit (\$65.63 million plus 15%); and for 2027, \$56.8 million limit (\$49.41 million plus 15%). If Transporter exceeds the Annual Eligible Capital Investment Limit in any year, Transporter will treat the excess above the Annual Eligible Capital Investment Limit as maintenance capital that will be excluded from the CRM Surcharge calculation. Transporter will treat maintenance capital excluded from the CRM Surcharge calculation as part of Transporter's rate base when determining Transporter's new rates in its next NGA Section 4 or 5 general rate case or pre-filing settlement.
- (f) Minimum Annual Maintenance Capital Expenditures. Transporter will spend on maintenance capital (i.e., expenditures for maintenance and other projects, excluding reimbursements through a customer specific rate as stated on Exhibit C or Exhibit D of the

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.3 Eligibility (Continued)

customer's transportation service agreements) a minimum annual amount of \$75 million in transmission gas plant. In each annual CRM Surcharge filing, Transporter will include a schedule of transmission gas plant projects with costs that were \$2 million or greater along with a description of each project and the costs per project, which together with transmission gas plant projects under \$2 million shows Transporter's annual maintenance capital expenditures on transmission gas plant in the prior year. For example, for Transporter's first CRM Surcharge filing made on or before February 28, 2025, Transporter will include a schedule of projects with maintenance capital expenditures for year 2024. If Transporter spent less than \$75 million on maintenance capital in the prior year, then the shortfall will be used to reduce the gross plant investment included in the annual CRM Surcharge filing for the upcoming year.

30.4 CRM Surcharge Calculation

- (a) Determination of Revenue Requirement. In each annual CRM Surcharge filing described in Section 30.2, Transporter will calculate the annual Revenue Requirement for Eligible Facilities placed into service through October 31 of the prior year. Transporter will determine the annual Eligible Capital Investment incurred (i.e., gross plant). Transporter will then subtract accumulated depreciation from the gross plant and adjust for accumulated deferred income taxes to determine the cumulative rate base associated with the Eligible Facilities. The Revenue Requirement will then be derived by summing:
- (1) the cumulative rate base associated with the Eligible Facilities multiplied by the applicable Rate Base Multiplier from Appendix F-3 of the 2022 Settlement (11.50% based on 21% federal corporate income tax rate) that reflects pre-tax return and ad valorem taxes;
  - (2) the cumulative gross plant (subject to the limits in Sections 30.3(d) and 30.3(e) and less retirement of original gross plant of the compressor stations where the scope is for horsepower replacement) associated with the Eligible Facilities multiplied by the applicable depreciation rate from the 2022 Settlement;

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.4 CRM Surcharge Calculation (Continued)

- (3) less operations and maintenance savings in the amounts of \$705,429 for April 1, 2025 CRM Surcharge, \$854,198 for the April 1, 2026 CRM Surcharge, and \$1,279,492 for the April 1, 2027 CRM Surcharge;
  - (4) less revenues derived from greenhouse gas reductions on the Eligible Facilities unless otherwise accounted for in the Carbon/Greenhouse Gas Tax Tracker mechanism included in the 2022 Settlement;
  - (5) any fees or taxes Transporter incurs due to carbon/greenhouse gas emissions on the Eligible Facilities unless otherwise accounted for in the Carbon/Greenhouse Gas Tax Tracker mechanism included in Article IX or Article X of the 2022 Settlement; and
  - (6) for each CRM Surcharge filing except the initial CRM Surcharge filing, any over recovery or under recovery of the prior year's Revenue Requirement.
- (b) After the annual Revenue Requirement has been calculated, Transporter will calculate the CRM Surcharge as the quotient of the annual Revenue Requirement divided by the current annual actual billing determinants, adjusted for discounts, associated with the Applicable CRM Rate Schedules, excluding any expansion projects that may be excluded pursuant to Section 30.4(c) below; provided, however, for purposes of this section, current billing determinants will be subject to an annual billing determinant floor of 900,000,000 Dth.

If the annual billing determinants are lower than 900,000,000 Dth, then Transporter may only roll forward for recovery in its next CRM Surcharge filing any under-recovered Revenue Requirements down to the annual 900,000,000 Dth billing determinant floor. Any under recovered Revenue Requirement below the annual 900,000,000 Dth billing determinant floor may not be rolled forward for recovery in Transporter's next CRM Surcharge filing. For purposes of this section, the annual billing determinants means the actual billing determinants as of October 31 of the prior year under the Applicable CRM Rate Schedules.

- (c) Lateral Projects. Designated Laterals and projects that are reimbursed through a customer specific rate as stated on Exhibit C or Exhibit D of the customer's transportation service agreement are not subject to the CRM Surcharge.

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.5 Annual CRM Shippers Meeting

Upon at least 30 days' prior notice to all CRM Shippers, Transporter shall hold one annual meeting with the CRM Shippers in January of each year. Such meeting may be conducted virtually. If meetings are conducted in person, an option for remote participation via video conference technology shall be offered to the maximum extent practicable. Transporter will review the following at the meeting:

- (a) Upcoming Eligible Facilities and updated cost estimates (including any fees or taxes due to greenhouse gas emissions on Eligible Facilities);
- (b) Prior year Eligible Facilities and actual spend (including any fees or taxes due to greenhouse gas emissions on Eligible Facilities);
- (c) Removals from and proposed additions and/or substitutions of Eligible Facilities;
- (d) Anticipated outages;
- (e) Draft of upcoming CRM Surcharge filing; and
- (f) Anticipated efficiency savings in operations costs, maintenance costs and/or fuel and emissions reductions due to CRM spend for the next year and actual cost savings achieved due to prior year's Eligible Facilities.

Transporter will make available upon request after the annual meeting copies of all updated maintenance and safety plans developed to comply with the regulations or requirements of the Pipeline and Hazardous Materials Safety Administration ("PHMSA"), U.S. Environmental Protection Act ("EPA"), or any state authority regarding implementation of the Pipes Act. Transporter will also make available upon request after the annual meeting copies of any studies, audits, and any information provided to PHMSA, EPA, or any state authority regarding leaks or emissions of greenhouse gases from its facilities as well as any requests for waivers.

30.6 Term of CRM and Roll-In of Net Capital Costs

- (a) The CRM will be in effect from January 1, 2023 through March 31, 2028. However, if a rate case is filed under NGA Section 4 or 5 or a pre-filing settlement is reached with new rates becoming effective prior to March 31, 2028, then the MER Program and CRM will terminate when such new rates take effect.



GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.6 Term of CRM and Roll-In of Net Capital Costs (Continued)

- (b) Upon termination of the MER Program and CRM:
  - i. Neither Northwest nor any CRM Shipper may seek to recover in new base rates any under recovered or over recovered Revenue Requirement in existence on the date that the 2022 Settlement terminates; and
  - ii. The net capital costs of the Eligible Facilities up to the time of the termination of the MER Program and CRM will be rolled into Transporter's rate base when determining Transporter's new rates in its next NGA Section 4 or 5 general rate case or pre-filing settlement.

GENERAL TERMS AND CONDITIONS  
(Continued)

31. RESERVED FOR FUTURE USE.
32. SALES OF EXCESS GAS

32.1 Applicability. Transporter is not providing a sales service under any Rate Schedule of this Tariff, but may buy and sell gas in connection with providing storage and transportation services. Specifically, Transporter may have gas supplies in de minimis quantities or in limited or infrequent situations which it may choose to sell. Such sales are authorized pursuant to Transporter's blanket sales certificate. Circumstances under which Transporter may acquire gas to sell are described below:

(a) pursuant to Section 15.11, at the termination of a transportation Service Agreement, the Shipper has 15 days after the invoice date to remove from Transporter's system any imbalance gas resulting from gas received by Transporter in excess of that delivered to Receiving Party for Shipper; otherwise, such gas becomes the property of Transporter;

(b) pursuant to Section 15.10(b), any excess Shipper Imbalance gas, resulting from confirmed nominations by Shipper exceeding deliveries by Transporter, that is not reduced to allowed tolerance levels within fifteen days from the date of Northwest's invoice becomes the property of Northwest;

(c) pursuant to Section 22.2(b), when a Replacement Shipper fails to withdraw or vaporize, as applicable, all gas inventory within three days of termination of the replacement agreement, such gas becomes the property of Transporter;

(d) pursuant to Section 2.2 of Rate Schedule SGS-2I or Section 2.4 of Rate Schedule LS-2I, a Shipper utilizing interruptible storage service generally has seven days in which to withdraw Working Storage Gas Inventory from storage after receiving notice; otherwise, the gas becomes the property of Transporter;

(e) as authorized by the Commission, Transporter may reduce the levels of storage gas inventory which it owns and maintains to accommodate transportation balancing;

(f) as authorized by the Commission, Transporter may reduce the levels of Jackson Prairie storage facility cushion gas and/or test gas which it owns;

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Base Contract Version]

EXHIBIT A (Continued)

6. Transportation Term:

a. Primary Term Begin Date: [(Date)]  
(or)  
[Upon the later of the actual in-service  
date of the required new \_\_\_\_\_  
facilities or (Date)]

b. Primary Term End Date: [(Date)]  
(or)  
[(Specified period before or after a  
specified event)]  
(and)

Specified conditional service agreement extensions pursuant to  
Section 11.9 of the General Terms and Conditions of the Tariff:  
[None] (or) [(Description)].

c. Evergreen Provision: [No]  
(or)  
[Yes, standard unilateral evergreen  
under Section 12.1 of Rate Schedule TF-1]  
(or)  
[Yes, standard bi-lateral evergreen under  
Section 12.2 [(a)(i) and (b)(i)] (or)  
[(a)(ii) and (b)(ii)] (or) [(a)(iii) and  
(b)(iii)] of Rate Schedule TF-1]  
(or)  
[Yes, grandfathered unilateral evergreen  
under Section 12.3 of Rate Schedule TF-1]  
(or)  
[Yes, see Exhibit B]

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of  
a Contract-Specific OFO: [None]  
(or)

(	Time Period	Quantity	Transmission Corridor
	(Date) to	Up to _____ Dth per day	(Point) to (Point)
	[(Date) (or) Agreement Termination Date]		

(and) / (or)  
[(Description)].

8. Subordinate rights apply as defined in GT&C Section 1, Secondary Firm  
Service Rights with a Scheduling and Curtailment Priority per GT&C  
Section 12.1(b)(ii): [Yes] (or) [No]

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Base Contract Version]

EXHIBIT A (Continued)

9. Regulatory Authorization: [18 CFR 284.223]  
(or)  
[18 CFR 284.102, on behalf of \_\_\_\_\_]
10. Additional Exhibits: Exhibit B [No] (or) [Yes]  
Exhibit C [No] (or) [Yes]  
Exhibit D [No] (or) [Yes]  
Exhibit E [No] (or) [Yes]

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

4. Customer Category:
- a. Large Customer
  - b. Incremental Expansion Customer: [No]  
(or)  
[Yes, Columbia Gorge Expansion]  
(or)  
[Yes, 25-Year Evergreen Expansion]
5. Transportation Rates:  
[Use the version of a.[1], a.[2], a.[3], or a.[4] that applies.]
- a.[1] Awarded Reservation Charge (per Dth of CD):  
[Maximum Base Tariff Rate, plus applicable surcharges] (or)  
[\$\_\_\_\_\_, plus applicable surcharges] (or)  
[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]
  
  - Awarded CRM Surcharge (per Dth of CD):  
[Maximum CRM Surcharge Rate] (or)  
[\$\_\_\_\_\_] (or)  
[\_\_\_\_\_%] of CRM Surcharge Rate (or)  
[none]
  
  - (or)
  
  - a.[2] Awarded Volumetric Bid Reservation Charge (per Dth):  
[Maximum Base Tariff Rate, plus applicable surcharges] (or)  
[\$\_\_\_\_\_, plus applicable surcharges] (or)  
[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]  
(or)  
[[Maximum Base Tariff Rate, plus applicable surcharges] (or)  
[\$\_\_\_\_\_, plus applicable surcharges], (or) [ \_\_\_\_% of Maximum  
Base Tariff Rate, plus applicable surcharges] and an amount  
pursuant to Section 3.3(c) of Rate Schedule TF-1 using a minimum  
average load factor volumetric commitment of \_\_\_\_%]
  
  - (or)
  
  - a.[3] Awarded Index-Based Rate Charge (per Dth of CD):  
[(Index-Based Rate reference 1 multiplier)\*(Index-Based Rate  
index reference 1)(+ or -)(Index-Based Rate reference 2  
multiplier)\*(Index-Based Rate reference 2)(+ or -)(Index-Based  
Rate formula variable), plus applicable surcharges.

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

Index-Based Rate Floor: (Insert dollars and cents value not less than Transporter's minimum reservation rate that is the lowest rate acceptable to Releasing Shipper.)

Index-Based Rate Default: (Insert non-biddable rate, not less than the rate floor, to be used for invoicing purposes when the result of the index-based formula is unavailable or cannot be computed.)]

(or)

- a.[4] [See Index-Based Rate Unique Formula specified by Releasing Shipper in Section 12 of this Exhibit A.]
  - b. Volumetric Charge (per Dth): [Maximum Base Tariff Rate, plus applicable surcharges] (or) [\$\_\_\_\_\_, plus applicable surcharges]
  - c. Awarded Additional Facility Reservation Surcharge pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): [None] (or) [Maximum] (or) [\$\_\_\_\_\_]
  - d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: [Not Applicable] (or) [The following rate discount condition from Releasing Shipper's Contract No. (insert number) shall apply to this Agreement as follows: (insert the same discount condition from the Releasing Shipper's contract, as modified only by the awarded rate that will apply).]
6. Transportation Term: Begin Date: \_\_\_\_\_  
Nomination Cycle: \_\_\_\_\_  
End Date: \_\_\_\_\_
7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO: [None]  
(or)
- |   |   |                         |                       |
|---|---|-------------------------|-----------------------|
| ( | Time Period                                 | Quantity                | Transmission Corridor |
|   | (Date) to                                   | Up to _____ Dth per day | (Point) to (Point)    |
|   | [(Date) (or)<br>Agreement Termination Date] |                         |                       |
- (and) / (or)  
[(Description)].
8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): [Yes] (or) [No]

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

9. Regulatory Authorization: [18 CFR 284.223]  
(or)  
[18 CFR 284.102, on behalf of \_\_\_\_\_]
10. Additional Exhibits: Exhibit B {Yes} (or) [No]  
Exhibit C [Yes] (or) [No]
11. Standard Capacity Release Conditions:
- a. Releasing Shipper's recall rights:  
[Use the version of i.[1] or i.[2] that applies]
    - i.[1] [Released capacity may not be recalled.]  
(or)
    - i.[2] [Released capacity may be recalled prior to the [Timely]  
(or) [Evening] (or) [Intraday 1] (or) [Intraday 2] (or)  
[Intraday 3] nomination cycle applicable to the initial  
day of the capacity recall.]
    - ii. Recall notification: [Allowed on any day] (or) [Allowed  
only on a Business Day] (or) [Not Applicable]
    - iii. Recall provisions in Section 22.2(a)(2) of the General  
Terms and Conditions of Transporter's Tariff also apply:  
[Yes] (or) [No]
    - iv. Recall provisions in Section 22.2(a)(3) of the General  
Terms and Conditions of Transporter's Tariff also apply:  
[Yes] (or) [No]
  - b. Reput rights: [Yes] (or) [No]
  - c. Primary Receipt Point may be changed through amendment:  
[Yes] (or) [No]
  - d. Primary Delivery Point may be changed through amendment:  
[Yes] (or) [No]
  - e. Re-releasable: [Yes] (or) [No]
  - f. Asset Management Arrangement ("AMA"): [No]  
(or)  
[Yes, [Specify commitment of AMA Replacement Shipper]]

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

Exhibit A (Continued)

12. Additional Capacity Release Conditions pursuant to Section 22.7(k) of the GT&C: [None] or [Description]

13. Index-Based Rate Unique Formula specified by Releasing Shipper: [None] or [Description]



FORM OF RATE SCHEDULE TF-2 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

6. Transportation Rates:

[Use the version of "Reservation Charge" in "a." which applies.]

a. Awarded Reservation Charge (per Dth of Monthly Billing Quantity):

[Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[\$\_\_\_\_\_, plus applicable surcharges]

(or)

[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]

Awarded CRM Surcharge (per Dth of Monthly Billing Quantity):

{Maximum CRM Surcharge Rate] (or)

[\$ \_\_\_\_\_] (or)

[ \_\_\_\_\_%] of CRM Surcharge Rate (or)

[none]

(or)

a. Awarded Volumetric Bid Reservation Charge (per Dth):

[Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[\$\_\_\_\_\_, plus applicable surcharges]

(or)

[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[[Maximum Base Tariff Rate,] (or) [\$\_\_\_\_\_,] and an amount pursuant to Section 3.4(c) of Rate Schedule TF-2 using a minimum average load factor volumetric commitment of \_\_\_\_%]

b. Volumetric Charge (per Dth): [Maximum Base Tariff Rate, plus

applicable surcharges]

(or)

[\$\_\_\_\_\_, plus applicable surcharges]

c. Volumetric Charge Rate Discount Conditions Consistent with Section

3.3 of Rate Schedule TF-2: [Not Applicable] (or) [(Description)]

7. Transportation Term: Begin Date: \_\_\_\_\_

Nomination Cycle: \_\_\_\_\_

End Date: \_\_\_\_\_

FORM OF RATE SCHEDULE TF-2 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

8. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

	[None] (or)	
<u>Time Period</u>	<u>Quantity</u>	<u>Transmission Corridor</u>
(Date) to	Up to _____ Dth per day	(Point) to (Point)
[(Date) (or)		
Agreement Termination Date]		

(and) / (or) [(Description)].

9. Regulatory Authorization: [18 CFR 284.223]  
(or)  
[18 CFR 284.102, on behalf of \_\_\_\_\_]

10. Additional Exhibits: Exhibit B [No] (or) [Yes]  
Exhibit C [No] (or) [Yes]

11. Standard Capacity Release Conditions:

- a. Releasing Shipper's recall rights:
  - i. [Released capacity may not be recalled.]  
(or)
  - i. [Released capacity may be recalled prior to the [Timely]  
(or) [Evening] (or) [Intraday 1] (or) [Intraday 2] (or)  
[Intraday 3] nomination cycle applicable to the initial day  
of the capacity recall.]
  - ii. Recall notification: [Allowed on any day] (or) [Allowed only  
on a Business Day] (or) [Not Applicable]
  - iii. Recall provisions in Section 22.2(a)(2) of the General  
Terms and Conditions of Transporter's Tariff also apply:  
[Yes] (or) [No]
- b. Reput rights: [Yes] (or) [No]
- c. Primary Delivery Point may be changed through amendment:  
[Yes] (or) [No] (or) [Not Applicable]
- d. Re-releasable: [Yes] (or) [No]
- e. Asset Management Arrangement ("AMA"): [No]  
(or)  
[Yes, [Specify commitment of AMA Replacement Shipper]]

12. Additional Capacity Release Conditions pursuant to Section 22.7(k) of the GT&C: [None] or [(Description)]

STATEMENT OF RATES  
 Effective Rates Applicable to  
 Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1  
 (Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1), (3)	
	Minimum	Maximum
Rate Schedule TF-1 (4) (5) Reservation (Large Customer)		
System-Wide	.00000	<del>—</del> <del>.3725039033</del>
25 Year Evergreen Exp.	.00000	<del>—</del> <del>.2708232039</del>
Volumetric (2) (Large Customer)		
System-Wide	.00 <u>935832</u>	.00 <u>935832</u>
25 Year Evergreen Exp.	.00 <u>935832</u>	.00 <u>935832</u>
(Small Customer) (6)	.00 <u>935832</u>	<del>.6623069427</del>
Scheduled Overrun (2)	.00 <u>935832</u>	<del>.3818539865</del>
Rate Schedule TF-2 (4) (5) Reservation	.00000	<del>—</del> <del>.3725039033</del>
Volumetric	.00 <u>935832</u>	.00 <u>935832</u>
Scheduled Daily Overrun	.00 <u>935832</u>	<del>.3818539865</del>
Annual Overrun	.00 <u>935832</u>	<del>.3818539865</del>
Rate Schedule TI-1 (2) Volumetric (7)	.00 <u>935832</u>	<del>.3818539865</del>
Rate Schedule TFL-1 (4) (5) Reservation	-	-
Volumetric (2)	-	-
Scheduled Overrun (2)	-	-
Rate Schedule TIL-1 (2) Volumetric	-	-

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
 Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

Footnotes (Continued)

- (3) To the extent Transporter discounts the Maximum Base Tariff Rate, such discounts will be applied on a non-discriminatory basis, subject to the policies of Order No. 497.

Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.

An incremental facilities charge or other payment method provided for in Section 21 or 29 of the General Terms and Conditions, is payable in addition to all other rates and charges if such a charge is included in Exhibit C to a Shipper's Transportation Service Agreement.

In addition to the rates set forth on Sheet No. 5, Puget Sound Energy, Inc.'s Transportation Service Agreement Nos. 140053 and 143077 are subject to an annual incremental facility charge pursuant to Section 21 of the General Terms and Conditions. The effective annual incremental facility charge for the South Seattle Delivery Lateral Expansion Project is \$2,590,878, and it is billed in equal monthly one-twelfth increments with a daily incremental facility charge of \$0.11108 per Dth. The effective annual incremental facility charge for the North Seattle Lateral Upgrade Project is \$10,231,900, and it is billed in equal monthly one-twelfth increments with a daily incremental facility charge of \$0.16223 per Dth.

In addition to the reservation rates shown on Sheet No. 5, Shippers who contract for Columbia Gorge Expansion Project capacity are subject to a facility reservation surcharge pursuant to Section 3.4 of Rate Schedule TF-1. The facility charge used in deriving the Columbia Gorge Expansion Project facility reservation surcharge has a minimum rate of \$0 and a maximum rate ~~of \$0.10646 during the indicated months or calendar years as follows:~~

~~In addition to the reservation rates shown on Sheet No. 5, Shippers who contract service under Rate Schedules TF-1 (Large Customer), TF-1 25-Year Evergreen, and TF-2 are subject to a Modernization and Emissions Program Cost Recovery Mechanism (CRM) Surcharge pursuant to Section 30 of this Tariff. CRM Surcharge is currently \$0.00000.~~

~~(Dollars per Dth)~~

<del>Year</del>	<del>Rate</del>	<del>Year</del>	<del>Rate</del>	<del>Year</del>	<del>Rate</del>
<del>2018</del>	<del>\$0.09855</del>	<del>2021</del>	<del>\$0.08194</del>	<del>2023</del>	<del>\$0.07199</del>
<del>2019</del>	<del>\$0.09189</del>	<del>2022</del>	<del>\$0.07696</del>	<del>2024</del>	<del>\$0.06680</del>
<del>2020</del>	<del>\$0.08667</del>				

~~January 1, 2025 – March 31, 2025 \$0.06552~~

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

(Dollars per Dth)

Footnotes (Continued)

- (4) All reservation rates are daily rates computed on the basis of 365 days per year., ~~except that such rates for leap years are computed on the basis of 366 days.~~

For Rate Schedule TF-1, the 25-Year Evergreen Expansion reservation and volumetric rates apply to Shippers receiving service under Rate Schedule TF-1 Evergreen Expansion service agreements. The System-Wide reservation and volumetric rates apply to Shippers receiving service under all other Rate Schedule TF-1 service agreements.

For Rate Schedule TF-1, the 25-Year Evergreen Expansion maximum base tariff reservation rate is comprised of \$0.~~2658731603~~9536 for transmission costs and \$0.0049536 for storage costs. The System-Wide maximum base tariff reservation rate for Rate Schedule TF-1 and the maximum base tariff reservation rate for Rate Schedule TF-2 are comprised of \$0.~~3675538597~~ for transmission costs and \$0.0049536 for storage costs.

For Rate Schedule TF-1 (Large Customer), the maximum base tariff volumetric rates applicable to Shippers receiving service under Rate Schedule TF-1 Evergreen Expansion service agreements are comprised of \$0.00~~924806~~ for transmission costs and \$0.0001126 for storage costs. The maximum base tariff volumetric rates for all other services under Rate Schedule TF-1 (Large Customer) and for services under Rate Schedule TF-2 are comprised of \$0.00~~924806~~ for transmission costs and \$0.0001126 for storage costs.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to  
Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 (Continued)

(Dollars per Dth)

Footnotes (Continued)

- (5) Rates for Rate Schedules TF-1, TF-2 and TFL-1 are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The reservation rate is the comparable volumetric bid reservation charge applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.
- (6) For Rate Schedule TF-1 (Small Customer), the Maximum Base Tariff Rate is comprised of \$0.~~6522968529~~ for transmission costs and \$0.~~0100100898~~ for storage costs. Transporter will not schedule gas for delivery to a Small Customer subject to this Rate Schedule TF-1 under any transportation Service Agreement (excluding its Rate Schedule TF-2 Service Agreement at Plymouth held at the time of storage service unbundling in RP93-5) unless such Small Customer has scheduled its full Contract Demand for firm service under its Rate Schedule TF-1 (Small Customer) Service Agreement(s) for that day.
- (7) Rate Schedule TI-1 maximum base tariff volumetric rate is comprised of \$0.~~3767939403~~ for transmission costs and \$0.00~~506462~~ for storage costs.
- (8) Applicable to Rate Schedules TF-1, TF-2, TI-1, TFL-1 and TIL-1 pursuant to Section 15.5 of the General Terms and Conditions.
- (9) The General System Unauthorized Daily Overrun Charge per Dth is the greater of \$10 or 150 percent of the highest midpoint price at NW Wyo. Pool, NW s. of Green River, Stanfield Ore., NW Can. Bdr. (Sumas), Kern River Opal, or El Paso Bondad as reflected in the Daily Price Survey published in "Gas Daily."

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules DEX-1, TPAL, and PAL

(Dollars per Dth)

Type of Rate	Base Tariff Rate (1), (3)	
	Minimum	Maximum
Rate Schedule DEX-1 (2), (4)		
Deferred Exchange	.00000	<del>.3818539865</del>
Rate Schedule TPAL		
Park/Loan	.00000	<del>.3818539865</del>
Park/Loan Balance	.00000	<del>.3818539865</del>
Unpark/Loan Payback	.00000	<del>.3818539865</del>
Rate Schedule PAL		
Park and Loan	.00000	<del>.3818539865</del>

Footnotes

- (1) Rate excludes surcharges approved by the Commission.
- (2) ACA surcharge may be applicable. Section 16 of the General Terms and Conditions describes the basis and applicability of the ACA surcharge.
- (3) To the extent Transporter discounts the maximum currently effective tariff rate, such discounts will be applied on a non-discriminatory basis, subject to the policies of Order No. 497.
- (4) Shippers receiving service under this rate schedule are required to furnish fuel reimbursement in-kind at the rates specified in the Statement of Rates, except as provided in Section 4 of Rate Schedule DEX-1.



STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules SGS-2F and SGS-2I

(Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1)	
	Minimum	Maximum
Rate Schedule SGS-2F (2) (3) (4) (5)		
Demand Charge		
Pre-Expansion Shipper	0.00000	0. <del>0222001562</del>
Expansion Shipper	0.00000	0. <del>0339304056</del>
Capacity Demand Charge		
Pre-Expansion Shipper	0.00000	0.000 <del>8157</del>
Expansion Shipper	0.00000	0.00 <del>291348</del>
Volumetric Bid Rates		
Withdrawal Charge		
Pre-Expansion Shipper	0.00000	0. <del>0222001562</del>
Expansion Shipper	0.00000	0. <del>0339304056</del>
Storage Charge		
Pre-Expansion Shipper	0.00000	0. <del>0008100057</del>
Expansion Shipper	0.00000	0. <del>0029100348</del>
Rate Schedule SGS-2I		
Volumetric	0.00000	0.00 <del>240224</del>

Footnotes

- (1) Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules SGS-2F and SGS-2I (Continued)

Footnotes (Continued)

- (2) Rates are daily rates computed on the basis of 365 days per year.~~7~~  
~~except that rates for leap years are computed on the basis of 366 days.~~

Rates are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The Withdrawal Charge and Storage Charge are applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules LS-2F and LS-2I

(Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1)	
	Minimum	Maximum
Rate Schedule LS-2F (3)		
Demand Charge (2)	0.00000	0. <del>0313602587</del>
Capacity Demand Charge (2)	0.00000	0. <del>0040100331</del>
Volumetric Bid Rates		
Vaporization Demand-Related Charge (2)	0.00000	0. <del>0313602587</del>
Storage Capacity Charge (2)	0.00000	0. <del>0040100331</del>
Liquefaction	0. <del>5864690855</del>	0. <del>5864690855</del>
Vaporization	0. <del>0727203386</del>	0. <del>0727203386</del>
Rate Schedule LS-2I		
Volumetric	0.00000	0. <del>0080200662</del>
Liquefaction	0. <del>5864690855</del>	0. <del>5864690855</del>
Vaporization	0. <del>0727203386</del>	0. <del>0727203386</del>

Footnotes

- (1) Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.
- (2) Rates are daily rates computed on the basis of 365 days per year.~~7~~  
~~except that rates for leap years are computed on the basis of 366 days.~~
- (3) Rates are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The Vaporization Demand-Related Charge and Storage Capacity Charge are applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.

STATEMENT OF RATES (Continued)

Effective Rates Applicable to Rate Schedules LS-3F and LD-4I

(Dollars per Dth)

Rate Schedule and Type of Rate	Base Tariff Rate (1)	
	Minimum	Maximum
Rate Schedule LS-3F (3)		
Demand Charge (2)	0.00000	0. <del>0313602587</del>
Capacity Demand Charge (2)	0.00000	0. <del>0040100331</del>
Volumetric Bid Rates		
Vaporization Demand-Related Charge (2)	0.00000	0. <del>0313602587</del>
Storage Capacity Charge (2)	0.00000	0. <del>0040100331</del>
Liquefaction Charge (4)	0. <del>5864690855</del>	0. <del>5864690855</del>
Vaporization Charge	0. <del>0727203386</del>	0. <del>0727203386</del>
Rate Schedule LD-4I		
Volumetric Charge	0.00000	0.78872
Liquefaction Charge (4)	0. <del>5864690855</del>	0. <del>5864690855</del>

Footnotes

- (1) Shippers receiving service under these rate schedules are required to furnish fuel reimbursement in-kind at the rates specified on Sheet No. 14.
- (2) Rates are daily rates computed on the basis of 365 days per year. ~~except that rates for leap years are computed on the basis of 366 days.~~
- (3) Rates are also applicable to capacity release service except for short-term capacity release transactions for a term of one year or less that take effect on or before one year from the date on which Transporter is notified of the release, which are not subject to the stated Maximum Base Tariff Rate. (Section 22 of the General Terms and Conditions describes how bids for capacity release will be evaluated.) The Vaporization Demand-Related Charge and Storage Capacity Charge are applicable to Replacement Shippers bidding for capacity released on a one-part volumetric bid basis.
- (4) The Liquefaction Charge will be trued-up annually and updated pursuant to Section 14.20 of the General Terms and Conditions.

RATE SCHEDULE TF-1  
Firm Transportation (Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE (Continued)

(c) The delivery of gas in thermally equivalent quantities after transportation (less any fuel use reimbursement furnished in-kind in accordance with Section 14 of the General Terms and Conditions) by Transporter to Shipper or for the account of Shipper at the Delivery Point(s) specified in the executed Service Agreement.

2.3 Character of Service. Transportation service rendered to Shipper under this Rate Schedule is firm up to Shipper's Transportation Contract Demand as specified in its executed Service Agreement, subject to the executed Service Agreement and the limitations of this Rate Schedule, and is not subject to curtailment or interruption except as expressly provided in the General Terms and Conditions. Transportation service rendered under this Rate Schedule in excess of Shipper's Transportation Contract Demand is not firm.

3. MONTHLY RATE(S)

Each month, Shipper will pay Transporter for service rendered under this Rate Schedule the sum of the amounts specified in this Section 3, as applicable. Only those rate provisions contained in Sections 3.2, 3.4, 3.5 and 3.7 apply to TF-1 (Small Customers).

3.1 Reservation Charge.

(a) For TF-1 (Large Customer) service, the Reservation Charge is the sum of the daily product of Shipper's Transportation Contract Demand as specified in the executed Service Agreement and the Base Tariff Reservation Charge stated on Sheet No. 5 of this Tariff that applies to the customer category identified in the Service Agreement. The CRM Surcharge, as stated on Sheet 5-B of this Tariff, will apply to the Large Customer category, including the 25-Year Evergreen Expansion, for contracts having a primary term of one year or more. Unless specifically adjusted pursuant to Section 3.5 herein, the Maximum Base Tariff Rate set forth on Sheet No. 5 will apply.

For capacity release service, the Reservation Charge is the sum of the daily product of the accepted reservation charge bid

RATE SCHEDULE TF-2  
Firm Redelivery Transportation  
(Continued)

2. APPLICABILITY AND CHARACTER OF SERVICE

2.3 Capacity Release Service. Capacity Release Service is service initiated pursuant to Section 22 of the General Terms and Conditions and an executed Service Agreement for Rate Schedule TF-2 service.

3. MONTHLY RATE(S)

Each month, Shipper will pay Transporter for service rendered under this Rate Schedule the sum of the amounts specified in this Section 3, as applicable.

3.1 Reservation Charge:

(a) The sum of the daily product of Shipper's Monthly Billing Quantity as specified in the executed Service Agreement and the reservation charge unit rate which is stated on Sheet No. 5 of this Tariff ~~—~~and the CRM Surcharge as stated on Sheet 5-B of this Tariff. The Monthly Billing Quantity shall be determined for each Shipper and Service Agreement as specified in Section 6 herein. Unless specifically adjusted pursuant to Section 3.3 herein, the Maximum Base Tariff Rate set forth on Sheet No. 5 will apply.

For capacity release service, the Reservation Charge is the sum of the daily product of the accepted reservation charge bid price which was bid by a Replacement Shipper or a Prearranged Replacement Shipper under the bidding procedures for capacity releases set forth in Section 22 of the General Terms and Conditions and the Monthly Billing Quantity applicable to the Replacement Shipper or the Prearranged Replacement Shipper.

(b) Shipper shall commence payment of the Reservation Charges on the primary term begin date set forth in the Service Agreement, unless otherwise agreed to by the parties.

3.2 Volumetric Charge: An amount obtained by multiplying (i) the quantity of Dth scheduled for delivery by Transporter to Shipper after transportation during the month, after reduction for fuel use reimbursement furnished in kind in accordance with the terms of the executed Service Agreement and Section 14 of the General Terms and Conditions, by (ii) the base volumetric transportation rate, as applicable, as set forth on Sheet No. 5 of this Tariff. Unless specifically adjusted pursuant to Section 3.3 herein, the Maximum Base Tariff Rate set forth on Sheet No. 5 shall apply.

GENERAL TERMS AND CONDITIONS  
(Continued)

1. DEFINITIONS (Continued)

- c) For both a) and b) above, Related Income Taxes include a gross-up calculation to cover the income tax that Transporter must pay on the Related Income Taxes that are collected from the Shipper.

Renewable Natural Gas ("RNG"): Renewable Natural Gas, also known as biomethane, refers to the portion of biogas that has been purified. Sources may include landfill gas, dairies or feedlots, publicly owned treatment works, sewage treatment plants, and wastewater plants. RNG must conform to the gas quality specifications and testing/monitoring requirements in Section 3 of the GT&C and be free from bacteria, pathogens, and any other substances injurious to pipeline facilities or that would cause the gas to be unmarketable.

Scheduled Quantity: The quantity of gas Transporter has scheduled to transport from specific receipt point(s) to specific delivery point(s), Transportation Service Agreements or zones for a defined period pursuant to an executed Service Agreement; the quantity of gas Transporter has scheduled for aggregation/dis-aggregation from a Pool.

Secondary Firm Service Rights: For purposes of Section 12.1, the quantity of Secondary Firm Service Rights pursuant to a Firm Transportation Service Agreement at any Receipt and/or Delivery Point, on the mainline or on a lateral is equal to the Contract Demand on a Firm Service Agreement (as adjusted for any released capacity pursuant to Section 22) less the quantity at such point that is designated as Primary Firm Service Rights, as defined in Section 1.42.

- a) Secondary Firm Service Rights include rights designated as subordinate in any Firm Service Agreement with non-conforming provisions that have been approved by the Commission; and beginning April 1, 2024, rights acquired in the LaPlata to Green River corridor that are designated as subordinate on Exhibit A of any TF-1 Firm Service Agreement pursuant to the settlement approved in Docket No. RP22-1155.

- b) Secondary Firm Service Rights include rights delineated in Rate Schedule TF-2, Section 11.

Service Requester: A Shipper or any other party that executes with Transporter a Business Associate Information form and/or a Trading Partner Agreement.

Shipper: A party that executes a Service Agreement with Transporter under one of the Rate Schedules contained in this tariff.

Shipper Imbalance: A Shipper Imbalance will result when there is a difference between a Shipper's scheduled net receipts and deliveries due to an upstream and/or downstream confirmation.

GENERAL TERMS AND CONDITIONS  
(Continued)

12. SCHEDULING PRIORITIES AND CURTAILMENT POLICY

12.1 Scheduling Priorities for Transportation

If Transporter determines that its operationally available Transportation capacity through any point on its system is insufficient to accommodate all otherwise acceptable new Nominations for services under Rate Schedules TF-1, TF-2, TFL-1, TI-1 and TIL-1 in any Nomination cycle through such point, Transporter will schedule its operationally available capacity for Nominations that have not already been scheduled for a given Gas Day in accordance with the following priorities of service:

(a) First, Nominations for Primary Firm Service will be scheduled. If all such Nominations cannot be accommodated, available capacity will be allocated pro rata based on the Primary Firm Service Rights associated with such Nominations through the constraint point.

(b) Second, Nominations for Secondary Firm Service will be scheduled as follows:

i) Nominations made pursuant to Rate Schedule TF-2 from the Plymouth LNG Facility where the Nomination is at or in between the receipt and delivery point(s) listed on Shipper's associated TF-1 Firm Service Agreement;

ii) Nominations under any Commission-approved Firm Service Agreement with non-conforming provisions which provide Shipper with subordinate rights; and beginning April 1, 2024, nominations on any conforming TF-1 Firm Service Agreement with subordinate rights as indicated on Exhibit A; and



GENERAL TERMS AND CONDITIONS

(Continued)

22.2 CAPACITY RELEASE GENERAL PROVISIONS (Continued)

(9) Releasing Shippers that have Service Agreements with aggregate MDDOs in excess of Contract Demand as a result of the grandfathering of pre-existing conjunctive nomination rights under the sales conversion program approved in Docket No. CP92-79 cannot release an amount of MDDOs that would increase the ratio of MDDOs to Contract Demand for the Replacement Shipper above the ratio that exists in the Releasing Shipper's Service Agreement.

(10) Releasing Shippers with service under Rate Schedules TF-1 (Large Customer), TF-1 25-Year Evergreen, or TF-2, may condition their release upon the Replacement Shipper's assumption of the CRM Surcharge for the released capacity in full, at a fixed rate less than the full CRM Surcharge, or as a percentage of the CRM Surcharge. If no selection is made by the Releasing Shipper and the Replacement Shipper's reservation rate is the Maximum Base Tariff Rate or higher, then the Replacement Shipper will be deemed to have assumed the CRM Surcharge in full. If no selection is made by the Releasing Shipper and the Replacement Shipper's reservation rate is a percentage of the Maximum Base Tariff Rate, then the Replacement Shipper will be deemed to have assumed the CRM Surcharge in the same percentage as it assumed the Maximum Base Tariff Rate. If no selection is made by the Releasing Shipper and the Replacement Shipper's reservation rate is neither the Maximum Base Tariff Rate or higher nor a percentage of the Maximum Base Tariff Rate, then the Replacement Shipper will be deemed to have not assumed the CRM Surcharge.

(b) Shippers releasing firm storage rights shall be subject to the notification and bidding requirements set forth in Section 22. Unless otherwise specified by the Releasing Shipper, Rate Schedule SGS-2F storage capacity will be released as one package which includes the storage injection and withdrawal rights and the associated storage capacity rights. In addition, the Rate Schedule SGS-2F Releasing Shipper must specify the level of

RESERVED FOR FUTURE USE  
GENERAL TERMS AND CONDITIONS (continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM

This Section 30 sets forth the Cost Recovery Mechanism ("CRM") for the Modernization and Emissions Reduction Program ("MER Program") established by Article XIII of the pre-filing Stipulation and Settlement Agreement filed on August 26, 2022 and approved in Docket No. RP22-1155 ("2022 Settlement"). This Section 30 is incorporated by reference into the 2022 Settlement. This Section 30, the MER Program, and the CRM will each terminate when the 2022 Settlement terminates. The provisions of this Section 30, the MER Program, and the CRM may not be amended except as provided in the 2022 Settlement.

The CRM applies to Shippers under Rate Schedules TF-1 (Large Customer), TF-1 (25-year Evergreen Expansion), and TF-2 (such Shippers referred to herein as "CRM Shippers" and such rate schedules referred to herein as "Applicable CRM Rate Schedules") with base contracts having a primary term of one year or more. The CRM establishes a separately tracked surcharge ("CRM Surcharge") to recover Transporter's revenue requirements, as defined in Section 30.4(a) ("Revenue Requirement"), incurred to strengthen the safety, efficiency, reliability, and flexibility of Transporter's system while reducing Transporter's air emissions.

30.1 Scope of CRM

The CRM established by this Section 30 provides for the recovery of the Revenue Requirement for Eligible Facilities, as defined in Section 30.3, placed in service by Transporter from January 1, 2023 through October 31, 2027. Such Revenue Requirement will be recovered through the applicable annual CRM Surcharge every year for the years starting from April 1, 2025 through March 31, 2028, with the determination of each annual Revenue Requirement being subject to both the Cumulative Eligible Capital Investment Limit over entire 5-year period described in 30.3(d), and Annual Eligible Capital Investment Limits described in 30.3(e) below.

30.2 Annual Limited Natural Gas Act Section 4 CRM Surcharge Filings

(a) Transporter will make its first CRM Surcharge filing with the FERC on or before February 28, 2025 to be effective April 1, 2025, to recover the Revenue Requirement for Eligible Facilities placed into service between January 1, 2023 and October 31, 2024. The first CRM Surcharge established by this filing will be effective from April 1, 2025 through March 31, 2026.

(b) Transporter will make a second CRM Surcharge filing with the FERC on or before February 28, 2026 to be effective April 1, 2026, to recover the Revenue Requirement for Eligible Facilities placed into service between January 1, 2023 and October 31, 2025. The revised CRM Surcharge established by this second filing will be effective from April 1, 2026 through March 31, 2027. The revised CRM Surcharge filing will

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.2 Annual Limited Natural Gas Act Section 4 CRM Surcharge Filings  
(Continued)

incorporate (1) changes in CRM Revenue Requirement, (2) any over recovery from the preceding year and/or (3) subject to Section 30.4(b), any under recovery from the preceding year.

(c) Transporter will make a third CRM Surcharge filing with the FERC on or before February 28, 2027 to be effective April 1, 2027, to recover the Revenue Requirement for Eligible Facilities placed into service between January 1, 2023 and October 31, 2026. The revised CRM Surcharge established by this third filing will be effective from April 1, 2027 through March 31, 2028. The revised CRM Surcharge filing will incorporate (1) changes in the CRM Revenue Requirement, (2) any over recovery from the preceding year and/or (3) subject to Section 30.4(b), any under recovery from the preceding year.

(d) The net capital costs for Eligible Facilities placed in service between January 1, 2023 and October 31, 2027 will be rolled into the rate base included in Transporter's next Natural Gas Act ("NGA") Section 4 or 5 general rate case or pre-filing settlement subject to Sections 30.3(d), 30.3(e), and 30.6.

30.3 Eligibility

(a) Eligible Facilities. "Eligible Facilities" have been defined in the Eligible Facilities Plan ("EFP") as filed by Transporter in Appendix F-1 of 2022 Settlement.

(b) Transporter may unilaterally remove Eligible Facilities from the EFP at any time. Subject to the requisite prior Approval, as defined in Section 30.3 (c), of the CRM Shippers, Northwest may substitute facilities currently included in the EFP and/or add new facilities not currently included in the EFP, provided such substitutions or additions are consistent with the objective of the MER Program and fit within the applicable Annual Eligible Capital Investment Limit in Section 30.3(e) and the total Cumulative Eligible Capital Investment Limit of the EFP in Section 30.3(d).

~~(a)~~ (c) During any year at either the normal annual CRM meeting held pursuant to Section 30.5 or at a special meeting called by Transporter with at least thirty (30) days' prior written notice, Transporter may propose to substitute or add facilities to the EFP consistent with Section 30.3(b). Such meetings may be conducted virtually. If meetings are conducted in person, an option for remote participation via videoconference technology

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.3 Eligibility (Continued)

shall be offered to the extent practicable. Each CRM Shipper will have ten (10) days after the meeting to submit to Transporter in writing its vote(s) either supporting, not opposing, or rejecting each proposed substitution and/or addition. Votes received by electronic mail will be considered in writing. Any CRM Shipper who fails to timely submit its vote(s) will be deemed to have abstained from the vote. Transporter will have received the requisite prior "Approval" from the CRM Shippers when CRM Shippers holding at least 75% of the reservation billing determinants assessed the CRM Surcharge at the time of the vote elect either to support or not oppose the proposed substitution or addition. If a CRM Shipper abstains from the vote, then Transporter may calculate the 75% of billing determinants threshold based on the billing determinants of those CRM Shippers that participated in the vote. If the requisite Approval is not received, Transporter may elect to undertake the project outside of the CRM and include these costs as part of its maintenance capital expenditure in its next NGA Section 4 or 5 general rate case filing or pre-filing settlement.

(d) Cumulative Eligible Capital Investment Limit. The total amount of capital investment for the Eligible Facilities that may be included in the determination of the annual Revenue Requirements, which is estimated at \$389.4 million (\$338.65 million plus 15%).

(e) Annual Eligible Capital Investment Limit. The Annual Eligible Capital Investment Limit under the CRM shall be equal to the following annual capital dollar limits plus 15%: for 2023, \$9 million limit (\$7.85 million plus 15%); for 2024, \$156.5 million limit (\$136.13 million plus 15%); for 2025, \$91.6 million limit (\$79.63 million plus 15%); for 2026, \$75.5 million limit (\$65.63 million plus 15%); and for 2027, \$56.8 million limit (\$49.41 million plus 15%). If Transporter exceeds the Annual Eligible Capital Investment Limit in any year, Transporter will treat the excess above the Annual Eligible Capital Investment Limit as maintenance capital that will be excluded from the CRM Surcharge calculation. Transporter will treat maintenance capital excluded from the CRM Surcharge calculation as part of Transporter's rate base when determining Transporter's new rates in its next NGA Section 4 or 5 general rate case or pre-filing settlement.

~~(d)~~ (f) Minimum Annual Maintenance Capital Expenditures. Transporter will spend on maintenance capital (i.e., expenditures for maintenance and other projects, excluding reimbursements through a customer specific rate as stated on Exhibit C or Exhibit D of the

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM (Continued)

30.3 Eligibility (Continued)

customer's transportation service agreements) a minimum annual amount of \$75 million in transmission gas plant. In each annual CRM Surcharge filing, Transporter will include a schedule of transmission gas plant projects with costs that were \$2 million or greater along with a description of each project and the costs per project, which together with transmission gas plant projects under \$2 million shows Transporter's annual maintenance capital expenditures on transmission gas plant in the prior year. For example, for Transporter's first CRM Surcharge filing made on or before February 28, 2025, Transporter will include a schedule of projects with maintenance capital expenditures for year 2024. If Transporter spent less than \$75 million on maintenance capital in the prior year, then the shortfall will be used to reduce the gross plant investment included in the annual CRM Surcharge filing for the upcoming year.

30.4 CRM Surcharge Calculation

(a) Determination of Revenue Requirement. In each annual CRM Surcharge filing described in Section 30.2, Transporter will calculate the annual Revenue Requirement for Eligible Facilities placed into service through October 31 of the prior year. Transporter will determine the annual Eligible Capital Investment incurred (i.e., gross plant). Transporter will then subtract accumulated depreciation from the gross plant and adjust for accumulated deferred income taxes to determine the cumulative rate base associated with the Eligible Facilities. The Revenue Requirement will then be derived by summing:

- (1) the cumulative rate base associated with the Eligible Facilities multiplied by the applicable Rate Base Multiplier from Appendix F-3 of the 2022 Settlement (11.50% based on 21% federal corporate income tax rate) that reflects pre-tax return and ad valorem taxes;
- (2) the cumulative gross plant (subject to the limits in Sections 30.3(d) and 30.3(e) and less retirement of original gross plant of the compressor stations where the scope is for horsepower replacement) associated with the Eligible Facilities multiplied by the applicable depreciation rate from the 2022 Settlement;

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.4 CRM Surcharge Calculation (Continued)

(3) less operations and maintenance savings in the amounts of \$705,429 for April 1, 2025 CRM Surcharge, \$854,198 for the April 1, 2026 CRM Surcharge, and \$1,279,492 for the April 1, 2027 CRM Surcharge;

(4) less revenues derived from greenhouse gas reductions on the Eligible Facilities unless otherwise accounted for in the Carbon/Greenhouse Gas Tax Tracker mechanism included in the 2022 Settlement;

(5) any fees or taxes Transporter incurs due to carbon/greenhouse gas emissions on the Eligible Facilities unless otherwise accounted for in the Carbon/Greenhouse Gas Tax Tracker mechanism included in Article IX or Article X of the 2022 Settlement; and

(6) for each CRM Surcharge filing except the initial CRM Surcharge filing, any over recovery or under recovery of the prior year's Revenue Requirement.

(b) After the annual Revenue Requirement has been calculated, Transporter will calculate the CRM Surcharge as the quotient of the annual Revenue Requirement divided by the current annual actual billing determinants, adjusted for discounts, associated with the Applicable CRM Rate Schedules, excluding any expansion projects that may be excluded pursuant to Section 30.4(c) below; provided, however, for purposes of this section, current billing determinants will be subject to an annual billing determinant floor of 900,000,000 Dth.

If the annual billing determinants are lower than 900,000,000 Dth, then Transporter may only roll forward for recovery in its next CRM Surcharge filing any under-recovered Revenue Requirements down to the annual 900,000,000 Dth billing determinant floor. Any under recovered Revenue Requirement below the annual 900,000,000 Dth billing determinant floor may not be rolled forward for recovery in Transporter's next CRM Surcharge filing. For purposes of this section, the annual billing determinants means the actual billing determinants as of October 31 of the prior year under the Applicable CRM Rate Schedules.

(c) Lateral Projects. Designated Laterals and projects that are reimbursed through a customer specific rate as stated on Exhibit C or Exhibit D of the customer's transportation service agreement are not subject to the CRM Surcharge.

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.5 Annual CRM Shippers Meeting

Upon at least 30 days' prior notice to all CRM Shippers, Transporter shall hold one annual meeting with the CRM Shippers in January of each year. Such meeting may be conducted virtually. If meetings are conducted in person, an option for remote participation via video conference technology shall be offered to the maximum extent practicable. Transporter will review the following at the meeting:

- (a) Upcoming Eligible Facilities and updated cost estimates (including any fees or taxes due to greenhouse gas emissions on Eligible Facilities);
- (b) Prior year Eligible Facilities and actual spend (including any fees or taxes due to greenhouse gas emissions on Eligible Facilities);
- (c) Removals from and proposed additions and/or substitutions of Eligible Facilities;
- (d) Anticipated outages;
- (e) Draft of upcoming CRM Surcharge filing; and
- (f) Anticipated efficiency savings in operations costs, maintenance costs and/or fuel and emissions reductions due to CRM spend for the next year and actual cost savings achieved due to prior year's Eligible Facilities.

Transporter will make available upon request after the annual meeting copies of all updated maintenance and safety plans developed to comply with the regulations or requirements of the Pipeline and Hazardous Materials Safety Administration ("PHMSA"), U.S. Environmental Protection Act ("EPA"), or any state authority regarding implementation of the Pipes Act. Transporter will also make available upon request after the annual meeting copies of any studies, audits, and any information provided to PHMSA, EPA, or any state authority regarding leaks or emissions of greenhouse gases from its facilities as well as any requests for waivers.

30.6 Term of CRM and Roll-In of Net Capital Costs

- (a) The CRM will be in effect from January 1, 2023 through March 31, 2028. However, if a rate case is filed under NGA Section 4 or 5 or a pre-filing settlement is reached with new rates becoming effective prior to March 31, 2028, then the MER Program and CRM will terminate when such new rates take effect.

~~Reserved for Future Use~~

GENERAL TERMS AND CONDITIONS (Continued)

30. MODERNIZATION AND EMISSIONS REDUCTION PROGRAM COST RECOVERY MECHANISM  
(Continued)

30.6 Term of CRM and Roll-In of Net Capital Costs (Continued)

(b) Upon termination of the MER Program and CRM:

i. Neither Northwest nor any CRM Shipper may seek to recover  
in new base rates any under recovered or over recovered  
Revenue Requirement in existence on the date that the 2022  
Settlement terminates; and

ii. The net capital costs of the Eligible Facilities up to the  
time of the termination of the MER Program and CRM will be  
rolled into Transporter's rate base when determining  
Transporter's new rates in its next NGA Section 4 or 5  
general rate case or pre-filing settlement.



GENERAL TERMS AND CONDITIONS  
(Continued)

~~30. RESERVED FOR FUTURE USE.~~

31. RESERVED FOR FUTURE USE.

32. SALES OF EXCESS GAS

32.1 Applicability. Transporter is not providing a sales service under any Rate Schedule of this Tariff, but may buy and sell gas in connection with providing storage and transportation services. Specifically, Transporter may have gas supplies in de minimis quantities or in limited or infrequent situations which it may choose to sell. Such sales are authorized pursuant to Transporter's blanket sales certificate. Circumstances under which Transporter may acquire gas to sell are described below:

(a) pursuant to Section 15.11, at the termination of a transportation Service Agreement, the Shipper has 15 days after the invoice date to remove from Transporter's system any imbalance gas resulting from gas received by Transporter in excess of that delivered to Receiving Party for Shipper; otherwise, such gas becomes the property of Transporter;

(b) pursuant to Section 15.10(b), any excess Shipper Imbalance gas, resulting from confirmed nominations by Shipper exceeding deliveries by Transporter, that is not reduced to allowed tolerance levels within fifteen days from the date of Northwest's invoice becomes the property of Northwest;

(c) pursuant to Section 22.2(b), when a Replacement Shipper fails to withdraw or vaporize, as applicable, all gas inventory within three days of termination of the replacement agreement, such gas becomes the property of Transporter;

(d) pursuant to Section 2.2 of Rate Schedule SGS-2I or Section 2.4 of Rate Schedule LS-2I, a Shipper utilizing interruptible storage service generally has seven days in which to withdraw Working Storage Gas Inventory from storage after receiving notice; otherwise, the gas becomes the property of Transporter;

(e) as authorized by the Commission, Transporter may reduce the levels of storage gas inventory which it owns and maintains to accommodate transportation balancing;

(f) as authorized by the Commission, Transporter may reduce the levels of Jackson Prairie storage facility cushion gas and/or test gas which it owns;

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Base Contract Version]

EXHIBIT A (Continued)

6. Transportation Term:

a. Primary Term Begin Date: [(Date)]  
(or)  
[Upon the later of the actual in-service date of the required new \_\_\_\_\_ facilities or (Date)]

b. Primary Term End Date: [(Date)]  
(or)  
[(Specified period before or after a specified event)]  
(and)

Specified conditional service agreement extensions pursuant to Section 11.9 of the General Terms and Conditions of the Tariff:  
[None] (or) [(Description)].

c. Evergreen Provision: [No]  
(or)  
[Yes, standard unilateral evergreen under Section 12.1 of Rate Schedule TF-1]  
(or)  
[Yes, standard bi-lateral evergreen under Section 12.2 [(a)(i) and (b)(i)] (or) [(a)(ii) and (b)(ii)] (or) [(a)(iii) and (b)(iii)] of Rate Schedule TF-1]  
(or)  
[Yes, grandfathered unilateral evergreen under Section 12.3 of Rate Schedule TF-1]  
(or)  
[Yes, see Exhibit B]

7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO: [None]  
(or)

<u>Time Period</u> (Date) to	<u>Quantity</u> Up to	<u>Transmission Corridor</u> Dth per day	<u>(Point) to (Point)</u>
[(Date) (or)]			
<u>Agreement Termination Date]</u>			

(and) / (or)  
[(Description)].

8. Subordinate rights apply as defined in GT&C Section 1, Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): [Yes] (or) [No]

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Base Contract Version]

EXHIBIT A (Continued)

| ~~98~~. Regulatory Authorization: [18 CFR 284.223]  
(or)  
[18 CFR 284.102, on behalf of \_\_\_\_\_]

| ~~109~~. Additional Exhibits: Exhibit B [No] (or) [Yes]  
Exhibit C [No] (or) [Yes]  
Exhibit D [No] (or) [Yes]  
Exhibit E [No] (or) [Yes]

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

4. Customer Category:

a. Large Customer

b. Incremental Expansion Customer: [No]  
(or)  
[Yes, Columbia Gorge Expansion]  
(or)  
[Yes, 25-Year Evergreen Expansion]

5. Transportation Rates:

[Use the version of a.[1], a.[2], a.[3], or a.[4] that applies.]

a.[1] Awarded Reservation Charge (per Dth of CD):

[Maximum Base Tariff Rate, plus applicable surcharges] (or)

[\$\_\_\_\_\_, plus applicable surcharges] (or)

[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]

Awarded CRM Surcharge (per Dth of CD):

[Maximum CRM Surcharge Rate] (or)

[\$\_\_\_\_\_] (or)

[\_\_\_\_\_%] of CRM Surcharge Rate (or)

[none]

(or)

a.[2] Awarded Volumetric Bid Reservation Charge (per Dth):

[Maximum Base Tariff Rate, plus applicable surcharges] (or)

[\$\_\_\_\_\_, plus applicable surcharges] (or)

[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[[Maximum Base Tariff Rate, plus applicable surcharges] (or)

[\$\_\_\_\_\_, plus applicable surcharges], (or) [\_\_\_\_\_% of Maximum

Base Tariff Rate, plus applicable surcharges] and an amount pursuant to Section 3.3(c) of Rate Schedule TF-1 using a minimum average load factor volumetric commitment of \_\_\_\_%]

(or)

a.[3] Awarded Index-Based Rate Charge (per Dth of CD):

[(Index-Based Rate reference 1 multiplier)\*(Index-Based Rate

index reference 1)(+ or -)(Index-Based Rate reference 2

multiplier)\*(Index-Based Rate reference 2)(+ or -)(Index-Based

Rate formula variable), plus applicable surcharges.

~~Index-Based Rate Floor: (Insert dollars and cents value not less than Transporter's minimum reservation rate that is the lowest rate acceptable to Releasing Shipper.)~~

~~Index-Based Rate Default: (Insert non-biddable rate, not less than the rate floor, to be used for invoicing purposes when the~~

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

Index-Based Rate Floor: (Insert dollars and cents value not less than Transporter's minimum reservation rate that is the lowest rate acceptable to Releasing Shipper.)

Index-Based Rate Default: (Insert non-biddable rate, not less than the rate floor, to be used for invoicing purposes when the result of the index-based formula is unavailable or cannot be computed.)

(or)

- a.[4] [See Index-Based Rate Unique Formula specified by Releasing Shipper in Section 12 of this Exhibit A.]
  - b. Volumetric Charge (per Dth): [Maximum Base Tariff Rate, plus applicable surcharges] (or) [\$\_\_\_\_\_, plus applicable surcharges]
  - c. Awarded Additional Facility Reservation Surcharge pursuant to Section 3.4 of Rate Schedule TF-1 (per Dth of CD): [None] (or) [Maximum] (or) [\$\_\_\_\_\_]
  - d. Rate Discount Conditions Consistent with Section 3.5 of Rate Schedule TF-1: [Not Applicable] (or) [The following rate discount condition from Releasing Shipper's Contract No. (insert number) shall apply to this Agreement as follows: (insert the same discount condition from the Releasing Shipper's contract, as modified only by the awarded rate that will apply).]
6. Transportation Term: Begin Date: \_\_\_\_\_  
Nomination Cycle: \_\_\_\_\_  
End Date: \_\_\_\_\_
7. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO: [None]  
(or)
- |   |   |                         |                       |
|---|---|-------------------------|-----------------------|
| ( | Time Period                                 | Quantity                | Transmission Corridor |
|   | (Date) to                                   | Up to _____ Dth per day | (Point) to (Point)    |
|   | [(Date) (or)<br>Agreement Termination Date] |                         |                       |
- (and) / (or)  
[(Description)].
8. Subordinate rights apply as defined in GT&C Section 1 Secondary Firm Service Rights with a Scheduling and Curtailment Priority per GT&C Section 12.1(b)(ii): [Yes] (or) [No]  
~~Regulatory Authorization: [18 CFR 284.223]~~

~~\_\_\_\_\_ (or)  
\_\_\_\_\_ [18 CFR 284.102, on behalf of \_\_\_\_\_]~~

~~9. Additional Exhibits: Exhibit B [No] (or) [Yes]  
Exhibit C [No] (or) [Yes]~~

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

9. Regulatory Authorization: [18 CFR 284.223]  
(or)  
[18 CFR 284.102, on behalf of ]

10. Additional Exhibits: Exhibit B {Yes} (or) [No]  
Exhibit C [Yes] (or) [No]

11. Standard Capacity Release Conditions:

- a. Releasing Shipper's recall rights:  
[Use the version of i.[1] or i.[2] that applies]
  - i.[1] [Released capacity may not be recalled.]  
(or)
  - i.[2] [Released capacity may be recalled prior to the [Timely]  
(or) [Evening] (or) [Intraday 1] (or) [Intraday 2] (or)  
[Intraday 3] nomination cycle applicable to the initial  
day of the capacity recall.]
  - ii. Recall notification: [Allowed on any day] (or) [Allowed  
only on a Business Day] (or) [Not Applicable]
  - iii. Recall provisions in Section 22.2(a)(2) of the General  
Terms and Conditions of Transporter's Tariff also apply:  
[Yes] (or) [No]
  - iv. Recall provisions in Section 22.2(a)(3) of the General  
Terms and Conditions of Transporter's Tariff also apply:  
[Yes] (or) [No]
- b. Reput rights: [Yes] (or) [No]
- c. Primary Receipt Point may be changed through amendment:  
[Yes] (or) [No]
- d. Primary Delivery Point may be changed through amendment:  
[Yes] (or) [No]
- e. Re-releasable: [Yes] (or) [No]
- f. Asset Management Arrangement ("AMA"): [No]  
(or)  
[Yes, [Specify commitment of AMA Replacement Shipper]]



~~11. Additional Capacity Release Conditions pursuant to Section 22.7(k) of the GT&C: [None] or [(Description)]~~

~~12. Index-Based Rate Unique Formula specified by Releasing Shipper: [None] or [(Description)]~~

FORM OF RATE SCHEDULE TF-1 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

Exhibit A (Continued)

12. Additional Capacity Release Conditions pursuant to Section 22.7(k) of the GT&C: [None] or [Description]

13. Index-Based Rate Unique Formula specified by Releasing Shipper: [None] or [Description]

FORM OF RATE SCHEDULE TF-2 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

6. Transportation Rates:

[Use the version of "Reservation Charge" in "a." which applies.]

a. Awarded Reservation Charge (per Dth of Monthly Billing Quantity):

[Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[\$\_\_\_\_\_, plus applicable surcharges]

(or)

[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]

Awarded CRM Surcharge (per Dth of Monthly Billing Quantity):

{Maximum CRM Surcharge Rate} (or)

[\$ \_\_\_\_\_ ] (or)

[ \_\_\_\_\_ %] of CRM Surcharge Rate (or)

[none]

(or)

a. Awarded Volumetric Bid Reservation Charge (per Dth):

[Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[\$\_\_\_\_\_, plus applicable surcharges]

(or)

[\_\_\_\_\_% of Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[[Maximum Base Tariff Rate,] (or) [\$\_\_\_\_\_,] and an amount pursuant to Section 3.4(c) of Rate Schedule TF-2 using a minimum average load factor volumetric commitment of \_\_\_\_%]

b. Volumetric Charge (per Dth): [Maximum Base Tariff Rate, plus applicable surcharges]

(or)

[\$\_\_\_\_\_, plus applicable surcharges]

c. Volumetric Charge Rate Discount Conditions Consistent with Section 3.3 of Rate Schedule TF-2: [Not Applicable] (or) [(Description)]

7. Transportation Term: Begin Date: \_\_\_\_\_

Nomination Cycle: \_\_\_\_\_

End Date: \_\_\_\_\_

~~8. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO: [None]~~

~~-(or)-~~

~~( Time Period Quantity Transmission Corridor )~~

~~\_\_\_\_\_ (Date) to \_\_\_\_\_ Up to \_\_\_\_\_ Dth per day \_\_\_\_\_ (Point) to \_\_\_\_\_ (Point)  
\_\_\_\_\_ [(Date) (or)  
\_\_\_\_\_ Agreement Termination Date]  
\_\_\_\_\_ (and)/(or)  
\_\_\_\_\_ [(Description)].~~

FORM OF RATE SCHEDULE TF-2 SERVICE AGREEMENT  
(Continued)

[Temporary Capacity Release Replacement Contract Version]

EXHIBIT A (Continued)

8. Contract-Specific OFO Parameters and/or Alternative Actions in lieu of a Contract-Specific OFO:

[None] (or)  
Time Period Quantity Transmission Corridor  
(Date) to Up to Dth per day (Point) to (Point)  
[(Date) (or)  
Agreement Termination Date]  
(and) / (or) [(Description)].

9. Regulatory Authorization: [18 CFR 284.223]  
(or)  
[18 CFR 284.102, on behalf of \_\_\_\_\_]

10. Additional Exhibits: Exhibit B [No] (or) [Yes]  
Exhibit C [No] (or) [Yes]

11. Standard Capacity Release Conditions:

a. Releasing Shipper's recall rights:

- i. [Released capacity may not be recalled.]  
(or)
- i. [Released capacity may be recalled prior to the [Timely]  
(or) [Evening] (or) [Intraday 1] (or) [Intraday 2] (or)  
[Intraday 3] nomination cycle applicable to the initial day  
of the capacity recall.]
- ii. Recall notification: [Allowed on any day] (or) [Allowed only  
on a Business Day] (or) [Not Applicable]
- iii. Recall provisions in Section 22.2(a)(2) of the General  
Terms and Conditions of Transporter's Tariff also apply:  
[Yes] (or) [No]

b. Reput rights: [Yes] (or) [No]

c. Primary Delivery Point may be changed through amendment:  
[Yes] (or) [No] (or) [Not Applicable]

d. Re-releasable: [Yes] (or) [No]

e. Asset Management Arrangement ("AMA"): [No]  
(or)  
[Yes, [Specify commitment of AMA Replacement Shipper]]

12. Additional Capacity Release Conditions pursuant to Section 22.7(k) of  
the GT&C: [None] or [(Description)]

**Northwest Pipeline LLC  
FERC Gas Tariff  
Fifth Revised Volume No. 1**

**Fifth Revised Sheet No. 356  
Superseding  
Fourth Revised Sheet No. 356**