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November 11, 2021

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First Street, NE
Washington, DC 20426

Re: Tuscarora Gas Transmission Company
Compliance Filing
Docket No. RP22-____-000

Dear Ms. Bose:

Pursuant to Section 4 of the Natural Gas Act (“NGA”) and Part 154 of the Federal Energy Regulatory Commission’s (“FERC” or “Commission”) regulations,¹ Tuscarora Gas Transmission Company (“Tuscarora”) respectfully submits for filing the tariff sections included as Appendix A to be part of its FERC Gas Tariff, Second Revised Volume No. 1 (“Tariff”). The purpose of the instant filing is to reflect implementation of certain North American Energy Standards Board (“NAESB”) Standards in compliance with FERC Order No. 587-Z.² Tuscarora respectfully requests that the Commission accept the tariff sections included as Appendix A to become effective June 1, 2022.

Correspondence

The names, titles and mailing address of the persons to whom correspondence and communications concerning this filing should be directed are as follows:

¹ 18 C.F.R. Part 154 (2021).

² *Standards for Business Practices of Interstate Natural Gas Pipelines*, Order No. 587-Z, 176 FERC ¶ 61,015 (2021) (“Order No. 587-Z”).

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Statement of Nature, Reasons and Basis for Filing

In Order No. 587-Z, the Commission adopted the most recent version of the NAESB Wholesale Gas Quadrant (“WGQ”) Standards, Version 3.2 (“3.2 Standards”), and set forth the requirement that tariff records be filed to reflect the changed standards by November 12, 2021, to become effective June 1, 2022.³ The implementation of the 3.2 Standards and regulations will promote the additional efficiency and reliability of the natural gas industry’s operations, thereby helping the Commission to carry out its responsibilities under the NGA. Further, the implementation of these standards will enhance the natural gas industry’s computer security requirements. In addition, the implementation of these data requirements will provide additional transparency to Informational Postings web sites and will improve communication standards.⁴ Pipelines must designate a single, separate, tariff record under which every NAESB standard currently incorporated by reference by the Commission is listed, and a) specify within such tariff record whether a standard is incorporated by reference, or identify the tariff provision that complies with the standard; and b) provide a statement identifying any standards for which the pipeline has been granted a waiver, extension of time, or other variance with respect to compliance with the standard.⁵

³ The 3.2 Standards are designed to enhance the natural gas industries’ system and software security measures and to clarify the processing of certain business transactions. The 3.2 Standards will replace the currently incorporated version (Version 3.1) of these standards that the Commission previously incorporated by reference in 2018 pursuant to *Standards for Business Practices of Interstate Natural Gas Pipelines*, Order No. 587-Y, 165 FERC ¶ 61,109 (2018), Order No. 587-Z, at PP 2, 5.

⁴ *Id.* at P 2.

⁵ *Id.* at P 27. Further, at P 27 part (3), Order No. 587-Z requires that if a pipeline is requesting a continuation of an existing waiver or extension of time, it must include in a table in its transmittal letter the standard for which a waiver or extension of time was granted and the docket number or order citation to the proceeding in which the waiver or extension was granted. Tuscarora has not previously been granted a waiver or extension of time to comply with any specific standards.

Since the issuance of Order No. 587-Z, Tuscarora has undergone a process of identifying the changes necessary to implement the 3.2 Standards. As a result, Tuscarora has updated Section 6.36 of the General Terms and Conditions of its Tariff, consistent with the sample tariff record provided by the Commission,⁶ to identify each NAESB 3.2 Standard and whether the standard is incorporated by reference or to identify the tariff provision in which the standard is contained within the Tariff. Additionally, Tuscarora has modified Section 6.2(15) to remove references to the term “gigacalories” and add the term “gigajoules” as the standard quantity for nominations, confirmations, and scheduling in Mexico, as appropriate.⁷

Effective Date

Tuscarora requests that the Commission accept the tariff sections included as Appendix A to become effective June 1, 2022.

Other Filings Which May Affect This Proceeding

There are no other filings before the Commission that may significantly affect the changes proposed herein.

Contents of Filing

In accordance with Sections 154.7 and 154.201 of the Commission’s regulations and Order No. 714,⁸ Tuscarora is submitting the following XML filing package, which includes:

1. This transmittal letter;
2. Clean tariff sections (Appendix A); and
3. Marked tariff sections (Appendix B).

⁶ The Commission posted on its eLibrary website a sample tariff record which provides an illustrative example to aid pipelines in their preparation of Order No. 587-Z compliance filings. *See Sample Tariff Record, General Terms and Conditions in Compliance with 18 CFR § 284.12*, Docket No. RM96-1-042 (issued July 15, 2021).

⁷ *See* Order No. 587-Z, at P 19.

⁸ *Electronic Tariff Filings*, 124 FERC ¶ 61,270 (2008) (“Order No. 714”).

Certificate of Service


As required by Sections 154.7(b) and 154.208 of the Commission's regulations, a copy of this filing is being served upon all of Tuscarora's existing customers and interested state regulatory agencies. A copy of this letter, together with any attachments, is available during regular business hours for public inspection at Tuscarora's principal place of business.

Pursuant to Section 385.2005 of the Commission's regulations, the undersigned has read this filing and knows its contents, and the contents are true as stated, to the best of her knowledge and belief. Additionally, the undersigned possesses full power and authority to sign such filing.

Any questions regarding this filing may be directed to Jonathan Scullion at (832) 320-5520.

Respectfully Submitted,

TUSCARORA GAS TRANSMISSION COMPANY



Sorana Linder
Director, Rates, Tariffs and Modernization

Enclosures

Appendix A

Tuscarora Gas Transmission Company FERC Gas Tariff, Second Revised Volume No. 1

Clean Tariff

<u>Tariff Section</u>	<u>Version</u>
6.2 – GT&C, Definition of Terms	v.6.0.0
6.36 – GT&C, Gas Industry Standards	v.5.0.0

6.2 DEFINITION OF TERMS

Except where another meaning is expressly stated, the following terms shall have the following meanings when used in this Tariff and in any Transportation Service Agreement incorporating this Tariff:

1. FT Rate Schedule. The term "FT Rate Schedule" shall mean the FT Rate Schedule of Transporter's currently effective FERC Gas Tariff, as maybe revised from time to time, or any superseding rate schedule(s).
2. IT Rate Schedule. The term "IT Rate Schedule" shall mean the IT Rate Schedule of Transporter's currently effective FERC Gas Tariff, as may be revised from time to time, or any superseding rate schedule(s).
3. Transporter. The term "Transporter" shall mean Tuscarora Gas Transmission Company or its successors or assignees.
4. Shipper and Shipper's Agent.
 - (a) The term "Shipper" shall mean any entity seeking or subscribing to transportation service on Transporter's system pursuant to the terms and conditions of Transporter's currently effective FERC Gas Tariff.
 - (b) The term "Shipper's Agent" shall mean any party shipper may contract with for purposes of administering Shipper's Service Agreement with Transporter. An agent has only those rights designated in writing by such Shipper to Transporter.
5. FERC or Commission. The term "FERC" or "Commission" shall mean the Federal Energy Regulatory Commission or any successor agency having jurisdiction over this Tariff.
6. Gas Day [NAESB WGQ Standard 1.3.1]. The term "Gas Day" shall mean 9:00 A.M. to 9:00 A.M. Central Clock Time (7:00 A.M. to 7:00 A.M. PCT).
7. Month. The term "Month" shall mean the period beginning at 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the first day of the calendar month and ending at 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the first day of the next succeeding calendar month.
8. Year. The term "Year" shall mean any period of 12 consecutive months.
9. Contract Year. The term "Contract Year" with respect to the first "Contract Year" shall mean the period commencing on the date deliveries first commence under a

Transportation Service Agreement and ending at 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the following November 1, and with respect to any succeeding "Contract Year" shall mean the period of 12 consecutive months from the end of the preceding contract year to 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the next succeeding November 1.

10. Commencement Date. The term "Commencement Date" shall be the date on which transportation service begins, as mutually agreed by Shipper and Transporter as set forth in a Transportation Service Agreement, or in the case where facilities are required to be constructed by Transporter to enable service to Shipper, the date on which the facilities required to enable Transporter to render transportation service to Shipper are constructed, installed and made operational, as set forth in Transporter's written notice to Shipper, which shall be given not less than five days prior to the date on which the transportation service shall begin, unless Shipper and Transporter mutually agree to a shorter notice period.
11. Central Clock Time. The term "Central Clock Time" refers to Central Daylight Savings Time when in effect and Central Standard Time at all other times.
12. Cubic Foot. The reporting basis for gas volumes as cubic foot at standard conditions of 14.73 psia, 60 degrees F, and dry. For gas volumes reported in cubic meters, the standard conditions are 101.325 kPa, 15 degrees C, and dry.
13. Mcf. The term "Mcf" shall mean 1,000 cubic feet of gas. The term "MMcf" shall mean one million (1,000,000) cubic feet of gas.
14. British Thermal Unit or Btu.
 - (a) Refer to General Terms and Conditions Section 6.2 paragraph 15 (Dekatherm or Dth) of this tariff for definition of British Thermal Unit or Btu.
 - (b) [NAESB WGQ Standard 2.3.9] Standardize the reporting basis for Btu as 14.73 psia at 60 degrees F (101.325 kPa at 15 degrees C) and dry. Standardize the reporting basis for gigacalorie as 1.035646 Kg/cm² at 15.6 degrees C and dry.
 - (c) NAESB WGQ takes no position on the basis upon which transactions are communicated to trading partners and/or regulatory agencies, as applicable, nor does NAESB WGQ state whether transactions may take place between parties on a volumetric basis.
15. Dekatherm or Dth [NAESB WGQ Standard 1.3.14]. The standard quantity for nominations, confirmations and scheduling is dekatherms per Gas Day in the United States, and gigajoules per Gas Day in Canada and Mexico. (For reference 1

dekatherm = 1,000,000 Btu's and 1 gigajoule =1,000,000,000 joules.) For commercial purposes, the standard conversion factor between dekatherms and gigajoules is 1.055056 gigajoules per dekatherm. The standard Btu is the International Btu, which is also called Btu(IT); the standard joule is the joule specified in the SI system of units. See Footnote 1

16. Bid Period. The period of time during which a Shipper may bid to contract for a parcel which has been posted as unsubscribed capacity or as available for release by a Releasing Shipper.
17. Recourse Rate. The term "recourse rate" shall mean the applicable maximum rate that would apply to each respective Rate Schedule as set forth in the Statement of Rates of this FERC Gas Tariff.
18. Negotiated Rate. The term Negotiated Rate shall mean a rate (including a Negotiated Rate Formula) that Transporter and a Shipper have agreed will be charged for service under Rate Schedule FT, LFS, IT, or PL where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or less than the minimum rate, for such component set forth in Transporter's tariff for the given service. Any Agreement entered into after the effective date of this subsection which provides for a rate under Rate Schedule FT, LFS, IT, or PL other than the applicable maximum rate shall contain a provision setting out the mutual agreement of the parties as to whether the pricing terms represent a discounted rate or a negotiated rate.
19. Negotiated Rate Formula. The term Negotiated Rate Formula shall mean a rate formula that Transporter and a Shipper have agreed will apply to service under a specific contract under Rate Schedule FT, LFS, IT, or PL which results in a rate where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or may be less than the minimum rate, for such component set forth in Transporter's tariff for the given service.
20. Total Heating Value. The term "total heating value," when applied to a cubic foot of gas, means the number of British thermal units produced by the combustion in a recording calorimeter, with air of the same temperature and pressure as the gas, when the products of combustion are cooled to the initial temperature of the gas and air, and when the water formed by combustion is condensed to the liquid state.
21. Gas. The term "gas" shall mean natural gas of the quality Specified in Section 6.9 of these General Terms and Conditions.
22. System Capacity. The term "system capacity" for purposes of scheduling receipts and deliveries shall mean the capacity available for transportation on Transporter's

system that shall be determined by Transporter, to the best of its ability, by performing a computer simulation of the system, taking into account nominated and scheduled Equivalent Quantities, the available facilities, the gas characteristics and the linepack gain or loss required for that day.

23. Delivery and Receipt Points.

- (a) The term "Delivery Point" shall mean a point at which Shipper or Shipper's Agent is authorized by the Transportation Service Agreement to take gas from Transporter.
- (b) The term "Receipt Point" shall mean a point at which Shipper or Shipper's Agent is authorized to deliver natural gas to Transporter.

24. Business Day [NAESB WGQ Standard 3.2.1]. The term "Business Day" shall mean Monday through Friday, excluding Federal Banking Holidays for transactions in the U.S., and similar holidays for transactions occurring in Canada and Mexico.

25. Input Quantities. The term "Input Quantity" shall be the quantity of natural gas which is delivered each day by or on behalf of Shipper to Transporter at a Receipt Point for transportation under Shipper's Transportation Service Agreement in accordance with Section 6.4 of these General Terms and Conditions.

26. Equivalent Quantities. The term "Equivalent Quantity" shall be that quantity of natural gas to be made available on any gas day to or on behalf of Shipper at a Delivery Point, which quantity shall be the thermal equivalent of the Input Quantities delivered to Transporter at a Receipt Point by or on behalf of Shipper on that gas day, adjusted for the Fuel and Line Loss Quantity in accordance with Section 6.4 of the General Terms and Conditions of Transporter's currently effective FERC Gas Tariff, or such other quantity as determined through application of said Section 6.4.

27. Maximum Transportation Quantity. The term "Maximum Transportation Quantity" shall be the maximum quantity of gas that Shipper may provide to Transporter for redelivery at a Delivery Point on any day, as set forth in Shipper's Firm Transportation Service Agreement between Shipper and Transporter.

28. Fuel and Line Loss Quantity. The "Fuel and Line Loss Quantity" shall be the quantity of gas retained from Shippers to recover fuel and lost and unaccounted for gas and shall be equal to the product of the applicable Fuel and Line Loss Percentage and the Input Quantity. In the event of a positive Fuel and Line Loss Quantity the sum of Shipper's Input Quantities shall be reduced by the Fuel and Line Loss Quantity to yield the sum of Shipper's Equivalent Quantities. In the event of a negative Fuel and Line Loss Quantity the sum of Shipper's Input Quantities shall be

increased by the Fuel and Line Loss Quantity to yield the sum of Shipper's Equivalent Quantities.

29. Fuel and Line Loss Percentage. The Fuel and Line Loss Percentage shall be the applicable percentage, determined on a monthly basis pursuant to Section 6.40, to account for and recover fuel and lost and unaccounted for gas on Transporter's system.
30. Fuel Reimbursement.
 - (a) [NAESB WGQ Standard 1.3.16] Where fuel reimbursement is in kind, the standard fuel calculation mechanism, as this is related to the nomination process, should be $(1 - \text{fuel}\% / 100)$ multiplied by receipt quantity = delivery quantity.
 - (b) [NAESB WGQ Standard 1.3.28] For current in-kind fuel reimbursement procedures, fuel rates should be made effective only at the beginning of the month.
31. Nomination [NAESB WGQ Standard 1.2.1]. The level of information required to define a nomination for communications purposes is a line item containing all defined components.
32. Intraday Nomination [NAESB WGQ Standard 1.2.4]. The term "intraday nomination" is a nomination submitted after the nomination deadline whose effective time is no earlier than the beginning of the Gas Day and runs through the end of that Gas Day.
33. Data Elements [NAESB WGQ Standard 1.2.2]. All trading partners should accept all NAESB standard data elements. Usage should be characterized as either mandatory, conditional, sender's option, business conditional, and mutually agreeable.

Mandatory (M) means the data element (information) must be supplied in the transaction.

Conditional (C) means that the presence of data in a field is determined by the presence or lack of data in another field within the transmittal or related data sets.

Sender's option (SO) means that this element is optional for the sender to send and, if sent, the receiver should receive and process. "Process" means that the receiver of the data will store and use the contents of the data element. When a specified data element contains data that does affect the business outcome of that or a related transaction, the receiver will use the contents of the data element in determining the

business outcome of the applicable transaction. Using the contents of a data element that is designated as Sender's Option is mandatory from the receiver's perspective.

Business conditional (BC) means the data element is based on current variations in business practice. The business practice will be described herein, with an example. Over time, NAESB expects that as business practices are standardized, elements will move out of this category. Business Conditional elements which are not supported/required by the receiver will be acknowledged in the response document with a warning message code indicating that the data element was ignored by the receiver.

Mutually agreeable (MA) means that the data element is mutually agreed to between trading partners. It must be presented to NAESB for technical implementation. It does not, by its definition, create a NAESB standard business practice. Usage of this element in no way can be mandated for inclusion by either trading partner in order to achieve a level of service.

34. Critical Notices. The term "Critical Notices" should be defined to pertain to information on transportation service provider conditions that affect scheduling or adversely affect scheduled gas flow.
35. NAESB Standards. The term "NAESB Standards" shall mean the business practices, electronic communication, and data dictionary standards which were issued by the Wholesale Gas Quadrant (WGQ) of the North American Energy Standards Board (NAESB) and adopted by the Commission.
36. Operational Flow Order.
 - (a) [NAESB WGQ Standard 1.2.6] An operational flow order is an order issued to alleviate conditions, inter alia, which threaten or could threaten the safe operations or system integrity of the transportation service provider's system or to maintain operations required to provide efficient and reliable firm service. Whenever a Transportation Service Provider experiences these conditions, any pertinent order should be referred to as an Operational Flow Order.
 - (b) [NAESB WGQ Standard 1.3.26] The declaration to the affected parties of operational flow orders, critical periods, and/or critical notices should describe the conditions and the specific responses required from the affected parties.
37. Elapsed-Prorated-Scheduled Quantity.

[NAESB WGQ Standard 1.2.12] Elapsed-prorated-scheduled quantity means that portion of the scheduled quantity that would have theoretically flowed up to the

effective time of the intraday nomination being confirmed, based upon a cumulative uniform hourly quantity for each nomination period affected.

38. Elapsed Prorata Capacity.

[NAESB WGQ Standard 5.2.3] Elapsed Prorata Capacity means that portion of the capacity that would have theoretically been available for use prior to the effective time of the intraday recall based upon a cumulative uniform hourly use of the capacity.

39. Daily System Imbalance.

(a) The term "Daily System Imbalance" shall mean the difference on any given gas day, subject to adjustment for scheduled make-up quantities, between (a) the sum of the Scheduled Input Quantities under all of Shipper's Transportation Service Agreements at all Receipt Points at which Transporter receives quantities of gas for Shipper's account, exclusive of the applicable Fuel and Line Loss Quantities, and (b) the sum of the Equivalent Quantities taken under all of Shipper's Transportation Service Agreements at all Delivery Points at which Transporter delivers gas for Shipper's account.

(b) [NAESB WGQ Standard 2.3.30] All Transportation Service Providers should allow Service Requesters (including agents of Service Requesters) to net imbalances within the same Operational Impact Area on and across contracts with the Service Requester and to trade imbalances within the same Operational Impact Area.

40. Electronic Notice Delivery [NAESB WGQ Standard 5.2.2].

Electronic Notice Delivery is the term used to describe the delivery of notices via Internet E-mail and/or EDI/EDM.

41. Title [NAESB WGQ Standard 1.2.13]. The term "Title," if not otherwise addressed in the Transporter's contract or tariff, is the term used to identify the ownership of gas.

42. Operational Impact Area [NAESB WGQ Standard 2.2.2]. "Operational Impact Area" is the term used to describe a Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.

43. Netting [NAESB WGQ Standard 2.2.3]. "Netting" is the term used to describe the process of resolving imbalances for a Service Requester within an Operational Impact Area. There are two types of Netting:

- summing is the accumulation of all imbalances above any applicable tolerances for a Service Requester or agent.
 - offsetting is the combination of positive or negative imbalances above any applicable tolerances for a Service Requester or agent.
44. PL Rate Schedule. The term "PL Rate Schedule" shall mean the PL Rate Schedule of Transporter's currently effective FERC Gas Tariff, as may be revised from time to time, or any superseding rate schedule(s).
45. Monthly Allocation [NAESB WGQ Standard 2.2.4]. "Monthly Allocation" is the term used to describe the process where the Allocating Party performs the allocation process at the end of the monthly flow period.
46. Daily Allocation [NAESB WGQ Standard 2.2.5]. "Daily Allocation" is the term used to describe the process where the Allocating Party performs the allocation process following each Gas Day.
47. LFS Rate Schedule. The term "LFS Rate Schedule" shall mean the LFS Rate Schedule of Transporter's currently effective FERC Gas Tariff, as may be revised from time to time, or any superseding rate schedule(s).
48. Existing Capacity. The term "Existing Capacity" shall mean capacity that has been in-service beyond the initial terms of Agreements that originally supported the construction of such capacity. Existing Capacity additionally includes capacity that is still within such initial terms where Shipper Agreements pertaining to the capacity have been terminated by the pipeline. Existing Capacity additionally includes unsubscribed capacity created as part of a pipeline expansion project.
49. Expansion Capacity. The term "Expansion Capacity" shall mean capacity that is added to the pipeline system as part of a system expansion project where such capacity is still within the initial contract term(s) of the Agreement(s) that originally supported the construction of such capacity. Expansion Capacity includes permanent releases of capacity that are within the initial term of an original Shipper's contract.
50. Asset Manager. "Asset Manager" is a party that agrees to manage gas supply and delivery arrangements, including transportation and storage capacity, for another party. The Asset Manager uses released capacity to serve the gas supply requirements of the releasing shipper and, when the capacity is not needed for that purpose, uses the capacity to make releases or bundled sales to third parties.

51. Transportation Service Agreement. The terms “Transportation Service Agreement” or “Service Agreement” or “Agreement” shall mean the Agreement executed by the Shipper and Transporter including any exhibits, attachments, and/or amendments thereto, pursuant to the rate schedules contained in this FERC Gas Tariff.

[Footnote 1 - The International Btu is specified for use in the gas measurement standards of the American Gas Association, the American Petroleum Institute, the Gas Processors Association and the American Society for Testing Materials. For non-commercial purposes, these associations note that the exact conversion factor is 1.05505585262 Gigajoules per Dekatherm.]

6.36 GAS INDUSTRY STANDARDS

Compliance with 18 CFR, Section 284.12

Transporter has adopted the Business Practices and Electronic Communications Standards, NAESB WGQ Version 3.2, which are required by the Commission in 18 CFR Section 284.12(a), as indicated below. Standards without accompanying identification or notations are incorporated by reference. Standards that are not incorporated by reference are identified along with the tariff record in which they are located. Standards for which waivers or extensions of time have been granted are also identified.

Standards not Incorporated by Reference and their Location in Tariff:

<u>NAESB Standard</u>	<u>Tariff record</u>
0.3.3	GT&C, Credit Notices, 6.22.4(a)
0.3.4	GT&C, Credit Notices, 6.22.4(b)
0.3.5	GT&C, Credit Notices, 6.22.4(c)
0.3.6	GT&C, Credit Notices, 6.22.4(d)
0.3.7	GT&C, Credit Notices, 6.22.4(e)
0.3.8	GT&C, Credit Notices, 6.22.4(f)
0.3.9	GT&C, Credit Notices, 6.22.4(g)
0.3.10	GT&C, Credit Notices, 6.22.4(h)
1.2.1	GT&C, Definition of Terms, 6.2(31)
1.2.2	GT&C, Definition of Terms, 6.2(33)
1.2.3	GT&C, Pooling Points, 6.4.3(b)
1.2.4	GT&C, Definition of Terms, 6.2(32)
1.2.6	GT&C, Definition of Terms, 6.2(36)(a)
1.2.12	GT&C, Definition of Terms, 6.2(37)
1.2.13	GT&C, Definition of Terms, 6.2(41)
1.2.14	GT&C, Definitions, 6.28.1(a)
1.2.15	GT&C, Definitions, 6.28.1(b)
1.2.16	GT&C, Definitions, 6.28.1(c)
1.2.17	GT&C, Definitions, 6.28.1(d)
1.2.18	GT&C, Definitions, 6.28.1(e)
1.2.19	GT&C, Definitions, 6.28.1(f)
1.3.1	GT&C, Definition of Terms, 6.2(6)
1.3.2(i-vi)	GT&C, Nominations, 6.4.1(i)
1.3.3	GT&C, Nominations, 6.4.1(e)
1.3.4	GT&C, Nominations, 6.4.1(a)
1.3.5	GT&C, Nominations, 6.4.1(b)
1.3.6	GT&C, Nominations, 6.4.1(i)(6)
1.3.7	GT&C, Nominations, 6.4.1(c)
1.3.9	GT&C, Nominations, 6.4.1(d)
1.3.11	GT&C, Nominations, 6.4.1(j)(2)

1.3.13	GT&C, Nominations, 6.4.1(j)(3)
1.3.14	GT&C, Definition of Terms, 6.2(15)
1.3.16	GT&C, Definition of Terms, 6.2(30)(a)
1.3.17	GT&C, Pooling Points, 6.4.3(a)
1.3.18	GT&C, Pooling Points, 6.4.3(c)
1.3.19	GT&C, Nominations, 6.4.1(m)(1)
1.3.20	GT&C, Nominations, 6.4.1(f)
1.3.21	GT&C, Nominations, 6.4.1(g)
1.3.22	GT&C, Nominations, 6.4.1(h)
1.3.26	GT&C, Definition of Terms, 6.2(36)(b)
1.3.28	GT&C, Definition of Terms, 6.2(30)(b)
1.3.32	GT&C, Nominations, 6.4.1(j)(6)
1.3.33	GT&C, Nominations, 6.4.1(j)(4)
1.3.64	GT&C, TSP Responsibility, 6.28.2
1.3.65	GT&C, Title Transfer Tracking Support Processes, 6.28.3
1.3.66	GT&C, 3PAD Title Tracking Service, 6.28.4
1.3.67	GT&C, TSP Coordination with 3PAD, 6.28.5
1.3.68	GT&C, Title Transfer Tracking Arrangements, 6.28.6
1.3.69	GT&C, TSP Communications, 6.28.7
1.3.71	GT&C, TSP's Allocation of Quantities, 6.28.8
1.3.72	GT&C, Balancing 3PAD's Transactions, 6.28.9
1.3.73	GT&C, TSP Identification of TTTSP's, 6.28.10
1.3.74	GT&C, Communication of Transactions, 6.28.11
1.3.75	GT&C, Sending or Receiving of Transmittals, 6.28.12
1.3.76	GT&C, Reduction on Party's Receipt/Delivery Side, 6.28.13
1.3.77	GT&C, Confirmation Process Employed, 6.28.14
2.2.1	GT&C, Operational Balancing Agreements, 6.6.5(a)
2.2.2	GT&C, Definition of Terms, 6.2(42)
2.2.3	GT&C, Definition of Terms, 6.2(43)
2.2.4	GT&C, Definition of Terms, 6.2(45)
2.2.5	GT&C, Definition of Terms, 6.2(46)
2.3.9	GT&C, Definition of Terms, 6.2(14)(b)
2.3.11	GT&C, Measurement Data Corrections and Adjustments, 6.11.6(b)
2.3.14	GT&C, Measurement Data Corrections and Adjustments, 6.11.6(a)
2.3.29	GT&C, Operational Balancing Agreements, 6.6.5(c)
2.3.30	GT&C, Definition of Terms, 6.2(39)(b)
2.3.31	GT&C, Penalty Provisions Inapplicable, 6.6.6(a)
2.3.40	GT&C, Imbalance Trading, 6.6.7(a)
2.3.41	GT&C, Imbalance Trading, 6.6.7(b)
2.3.42	GT&C, Imbalance Trading, 6.6.7(c)
2.3.43	GT&C, Imbalance Trading, 6.6.7(d)
2.3.44	GT&C, Imbalance Trading, 6.6.7(e)
2.3.45	GT&C, Imbalance Trading, 6.6.7(f)
2.3.46	GT&C, Imbalance Trading, 6.6.7(g)

2.3.47	GT&C, Imbalance Trading, 6.6.7(h)
2.3.48	GT&C, Imbalance Trading, 6.6.7(i)
2.3.50	GT&C, Imbalance Trading, 6.6.7(k)
2.3.54	GT&C, Transportation Invoice, 6.13.1(d)
2.3.55	GT&C, Transportation Invoice, 6.13.1(e)
2.3.56	GT&C, Transportation Invoice, 6.13.1(f)
2.3.57	GT&C, Transportation Invoice, 6.13.1(g)
2.3.58	GT&C, Transportation Invoice, 6.13.1(h)
2.3.59	GT&C, Transportation Invoice, 6.13.1(i)
2.3.60	GT&C, Transportation Invoice, 6.13.1(j)
2.3.61	GT&C, Transportation Invoice, 6.13.1(k)
2.3.62	GT&C, Transportation Invoice, 6.13.1(l)
2.3.63	GT&C, Transportation Invoice, 6.13.1(m)
2.3.64	GT&C, Transportation Invoice, 6.13.1(n)
3.2.1	GT&C, Definition of Terms, 6.2(24)
3.3.14	GT&C, Transportation Invoice, 6.13.1(b)
3.3.15	GT&C, Prior Period Adjustments, 6.13.5(a)
3.3.16	GT&C, Prior Period Adjustments, 6.13.5(b)
3.3.17	GT&C, Monthly Payment, 6.13.2(b)
3.3.18	GT&C, Monthly Payment, 6.13.2(d)
3.3.19	GT&C, Disputed Billing, 6.13.4(a)
3.3.25	GT&C, Monthly Payment, 6.13.2(c)
3.3.26	GT&C, Transportation Invoice, 6.13.1(c)
5.2.1	GT&C, Definition of Terms, 6.2(34)
5.2.2	GT&C, Definition of Terms, 6.2(40)
5.2.3	GT&C, Definition of Terms, 6.2(38)
5.3.2	GT&C, Timing, 6.26.4.2
5.3.3	GT&C, Primary Allocation, 6.26.5.1
5.3.7	GT&C, Capacity Recall and Reput, 6.26.6(b)
5.3.8	GT&C, Capacity Recall and Reput, 6.26.6(c)
5.3.13	GT&C, Withdrawn or Revision of Bids, 6.26.4.7
5.3.14	GT&C, Posting of a Parcel, 6.26.4.3
5.3.15	GT&C, Withdrawn or Revision of Bids, 6.26.4.7
5.3.26	GT&C, Notice by Releasing Shipper, 6.26.4.1(2)
5.3.34	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(a)
5.3.35	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(b)
5.3.36	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(c)
5.3.37	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(d)
5.3.38	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(e)

5.3.39	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(f)
5.3.40	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(g)
5.3.44	GT&C, Recall and Reput Notices, 6.22.3(a)
5.3.45	GT&C, Recall and Reput Notices, 6.22.3(b)
5.3.46	GT&C, Recall and Reput Notices, 6.22.3(c)
5.3.47	GT&C, Recall and Reput Notices, 6.22.3(d)
5.3.48	GT&C, Recall and Reput Notices, 6.22.3(e)
5.3.49	GT&C, Recall and Reput Notices, 6.22.3(f)
5.3.52	GT&C, Recall and Reput Notices, 6.22.3(g)
5.3.53	GT&C, Recall and Reput Notices, 6.22.3(h)
5.3.54	GT&C, Recall and Reput Notices, 6.22.3(i)
5.3.55	GT&C, Recall and Reput Notices, 6.22.3(j); and GT&C, Capacity Recall and Reput, 6.26.6(a)
5.3.56	GT&C, Recall and Reput Notices, 6.22.3(k)
5.3.57	GT&C, Recall and Reput Notices, 6.22.3(l)
5.3.58	GT&C, Recall and Reput Notices, 6.22.3(m)
5.3.60	GT&C, Credit Notices, 6.22.4(i)

Standards Incorporated by Reference:

Additional Standards:

General:

Definition:

0.2.5

Standards:

0.3.1, 0.3.2, 0.3.16, 0.3.17

Gas/Electric Operational Communications:

Definitions:

0.2.1, 0.2.2, 0.2.3, 0.2.4

Standards:

0.3.11, 0.3.12, 0.3.13, 0.3.14, 0.3.15

Operating Capacity and Unsubscribed:

Standards:

0.3.18, 0.3.20, 0.3.21, 0.3.22

Datasets:

0.4.2, 0.4.3

Location Data Download:

Standards:

0.3.23, 0.3.24, 0.3.25, 0.3.26, 0.3.27, 0.3.28, 0.3.29

Dataset:

0.4.4

Storage Information

Data Sets:

0.4.1

Nominations Related Standards:

Definitions:

1.2.5, 1.2.8, 1.2.9, 1.2.10, 1.2.11

Standards:

1.3.8, 1.3.15, 1.3.23, 1.3.24, 1.3.25, 1.3.27, 1.3.29, 1.3.30, 1.3.31, 1.3.34, 1.3.35,
1.3.36, 1.3.37, 1.3.38, 1.3.39, 1.3.40, 1.3.41, 1.3.42, 1.3.43, 1.3.44, 1.3.45, 1.3.46,
1.3.48, 1.3.51, 1.3.53, 1.3.55, 1.3.56, 1.3.58, 1.3.62, 1.3.70, 1.3.79, 1.3.80, 1.3.81,
1.3.82

Data Sets:

1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6, 1.4.7

Flowing Gas Related Standards:

Standards:

2.3.1, 2.3.2, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 2.3.8, 2.3.10, 2.3.12, 2.3.13, 2.3.15,
2.3.16, 2.3.17, 2.3.18, 2.3.19, 2.3.20, 2.3.21, 2.3.22, 2.3.23, 2.3.25, 2.3.26, 2.3.27,
2.3.28, 2.3.32, 2.3.51, 2.3.52, 2.3.53, 2.3.65, 2.3.66

Data Sets:

2.4.1, 2.4.2, 2.4.3, 2.4.4, 2.4.5, 2.4.6, 2.4.7, 2.4.8, 2.4.9, 2.4.10, 2.4.11, 2.4.17, 2.4.18

Invoicing Related Standards:

Standards:

3.3.3, 3.3.4, 3.3.5, 3.3.6, 3.3.7, 3.3.8, 3.3.9, 3.3.10, 3.3.11, 3.3.12, 3.3.13, 3.3.21,
3.3.22, 3.3.23, 3.3.24

Data Sets:

3.4.1, 3.4.2, 3.4.3, 3.4.4

Quadrant Electronic Delivery Mechanism Related Standards:

Definitions:

4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.2.6, 4.2.7, 4.2.8, 4.2.9, 4.2.10, 4.2.11, 4.2.12, 4.2.13,
4.2.14, 4.2.15, 4.2.16, 4.2.17, 4.2.18, 4.2.19, 4.2.20

Standards:

4.3.1, 4.3.2, 4.3.3, 4.3.16, 4.3.17, 4.3.18, 4.3.20, 4.3.22, 4.3.23, 4.3.24, 4.3.25, 4.3.26,
4.3.27, 4.3.28, 4.3.30, 4.3.31, 4.3.32, 4.3.33, 4.3.34, 4.3.35, 4.3.36, 4.3.38, 4.3.40,
4.3.41, 4.3.42, 4.3.43, 4.3.44, 4.3.45, 4.3.46, 4.3.47, 4.3.48, 4.3.49, 4.3.50, 4.3.52,
4.3.53, 4.3.54, 4.3.55, 4.3.57, 4.3.58, 4.3.60, 4.3.61, 4.3.62, 4.3.66, 4.3.67, 4.3.68,
4.3.69, 4.3.72, 4.3.75, 4.3.78, 4.3.79, 4.3.80, 4.3.81, 4.3.82, 4.3.84, 4.3.85, 4.3.86,
4.3.87, 4.3.89, 4.3.90, 4.3.91, 4.3.92, 4.3.93, 4.3.94, 4.3.95, 4.3.96, 4.3.97, 4.3.98,
4.3.99, 4.3.100, 4.3.101, 4.3.102, 4.3.103, 4.3.104, 4.3.105, 4.3.106, 4.3.107, 4.3.108,
4.3.109, 4.3.110

Capacity Release Standards:

Definitions:

5.2.4, 5.2.5

Standards:

5.3.1, 5.3.4, 5.3.5, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.16, 5.3.18, 5.3.19, 5.3.20, 5.3.21,
5.3.22, 5.3.23, 5.3.24, 5.3.25, 5.3.28, 5.3.29, 5.3.31, 5.3.32, 5.3.33, 5.3.41, 5.3.42,
5.3.50, 5.3.51, 5.3.59, 5.3.62, 5.3.62a, 5.3.63, 5.3.64, 5.3.65, 5.3.66, 5.3.67, 5.3.68,
5.3.69, 5.3.70, 5.3.71, 5.3.72, 5.3.73

Data Sets:

5.4.14, 5.4.15, 5.4.16, 5.4.17, 5.4.20, 5.4.21, 5.4.22, 5.4.23, 5.4.24, 5.4.25, 5.4.26,
5.4.27

Internet Electronic Transport Related Standards:

Definitions:

10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.5, 10.2.6, 10.2.7, 10.2.8, 10.2.9, 10.2.10, 10.2.11,
10.2.12, 10.2.13, 10.2.14, 10.2.15, 10.2.16, 10.2.17, 10.2.18, 10.2.19, 10.2.20,
10.2.21, 10.2.22, 10.2.23, 10.2.24, 10.2.25, 10.2.26, 10.2.27, 10.2.28, 10.2.29,
10.2.30, 10.2.31, 10.2.32, 10.2.33, 10.2.34, 10.2.35, 10.2.36, 10.2.37, 10.2.38,
10.2.39

Standards:

10.3.1, 10.3.3, 10.3.4, 10.3.5, 10.3.6, 10.3.7, 10.3.8, 10.3.9, 10.3.10, 10.3.11, 10.3.12,
10.3.14, 10.3.15, 10.3.16, 10.3.17, 10.3.18, 10.3.19, 10.3.20, 10.3.21, 10.3.22,
10.3.23, 10.3.24, 10.3.25, 10.3.26, 10.3.27, 10.3.28, 10.3.29

Appendix B

Tuscarora Gas Transmission Company FERC Gas Tariff, Second Revised Volume No. 1

Marked Tariff

<u>Tariff Section</u>	<u>Version</u>
6.2 – GT&C, Definition of Terms	v.6.0.0
6.36 – GT&C, Gas Industry Standards	v.5.0.0

6.2 DEFINITION OF TERMS

Except where another meaning is expressly stated, the following terms shall have the following meanings when used in this Tariff and in any Transportation Service Agreement incorporating this Tariff:

1. FT Rate Schedule. The term "FT Rate Schedule" shall mean the FT Rate Schedule of Transporter's currently effective FERC Gas Tariff, as maybe revised from time to time, or any superseding rate schedule(s).
2. IT Rate Schedule. The term "IT Rate Schedule" shall mean the IT Rate Schedule of Transporter's currently effective FERC Gas Tariff, as may be revised from time to time, or any superseding rate schedule(s).
3. Transporter. The term "Transporter" shall mean Tuscarora Gas Transmission Company or its successors or assignees.
4. Shipper and Shipper's Agent.
 - (a) The term "Shipper" shall mean any entity seeking or subscribing to transportation service on Transporter's system pursuant to the terms and conditions of Transporter's currently effective FERC Gas Tariff.
 - (b) The term "Shipper's Agent" shall mean any party shipper may contract with for purposes of administering Shipper's Service Agreement with Transporter. An agent has only those rights designated in writing by such Shipper to Transporter.
5. FERC or Commission. The term "FERC" or "Commission" shall mean the Federal Energy Regulatory Commission or any successor agency having jurisdiction over this Tariff.
6. Gas Day [NAESB WGQ Standard 1.3.1]. The term "Gas Day" shall mean 9:00 A.M. to 9:00 A.M. Central Clock Time (7:00 A.M. to 7:00 A.M. PCT).
7. Month. The term "Month" shall mean the period beginning at 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the first day of the calendar month and ending at 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the first day of the next succeeding calendar month.
8. Year. The term "Year" shall mean any period of 12 consecutive months.
9. Contract Year. The term "Contract Year" with respect to the first "Contract Year" shall mean the period commencing on the date deliveries first commence under a

Transportation Service Agreement and ending at 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the following November 1, and with respect to any succeeding "Contract Year" shall mean the period of 12 consecutive months from the end of the preceding contract year to 9:00 A.M. Central Clock Time (7:00 A.M. PCT) on the next succeeding November 1.

10. Commencement Date. The term "Commencement Date" shall be the date on which transportation service begins, as mutually agreed by Shipper and Transporter as set forth in a Transportation Service Agreement, or in the case where facilities are required to be constructed by Transporter to enable service to Shipper, the date on which the facilities required to enable Transporter to render transportation service to Shipper are constructed, installed and made operational, as set forth in Transporter's written notice to Shipper, which shall be given not less than five days prior to the date on which the transportation service shall begin, unless Shipper and Transporter mutually agree to a shorter notice period.
11. Central Clock Time. The term "Central Clock Time" refers to Central Daylight Savings Time when in effect and Central Standard Time at all other times.
12. Cubic Foot. The reporting basis for gas volumes as cubic foot at standard conditions of 14.73 psia, 60 degrees F, and dry. For gas volumes reported in cubic meters, the standard conditions are 101.325 kPa, 15 degrees C, and dry.
13. Mcf. The term "Mcf" shall mean 1,000 cubic feet of gas. The term "MMcf" shall mean one million (1,000,000) cubic feet of gas.
14. British Thermal Unit or Btu.
 - (a) Refer to General Terms and Conditions Section 6.2 paragraph 15 (Dekatherm or Dth) of this tariff for definition of British Thermal Unit or Btu.
 - (b) [NAESB WGQ Standard 2.3.9] Standardize the reporting basis for Btu as 14.73 psia at 60 degrees F (101.325 kPa at 15 degrees C) and dry. Standardize the reporting basis for gigacalorie as 1.035646 Kg/cm² at 15.6 degrees C and dry.
 - (c) NAESB WGQ takes no position on the basis upon which transactions are communicated to trading partners and/or regulatory agencies, as applicable, nor does NAESB WGQ state whether transactions may take place between parties on a volumetric basis.
15. Dekatherm or Dth [NAESB WGQ Standard 1.3.14]. The standard quantity for nominations, confirmations and scheduling is dekatherms per Gas Day in the United States, and gigajoules per Gas Day in Canada and ~~gigacalories per Gas Day in~~

Mexico. (For reference 1 dekatherm = 1,000,000 Btu's; and 1 gigajoule =1,000,000,000 joules; ~~and 1 gigacalorie = 1,000,000,000 calories.~~) For commercial purposes, the standard conversion factor between dekatherms and gigajoules is 1.055056 gigajoules per dekatherm ~~and between dekatherms and gigacalories is 0.251996 gigacalories per dekatherm.~~ The standard Btu is the International Btu, which is also called Btu(IT); the standard joule is the joule specified in the SI system of units. See Footnote 1

16. Bid Period. The period of time during which a Shipper may bid to contract for a parcel which has been posted as unsubscribed capacity or as available for release by a Releasing Shipper.
17. Recourse Rate. The term "recourse rate" shall mean the applicable maximum rate that would apply to each respective Rate Schedule as set forth in the Statement of Rates of this FERC Gas Tariff.
18. Negotiated Rate. The term Negotiated Rate shall mean a rate (including a Negotiated Rate Formula) that Transporter and a Shipper have agreed will be charged for service under Rate Schedule FT, LFS, IT, or PL where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or less than the minimum rate, for such component set forth in Transporter's tariff for the given service. Any Agreement entered into after the effective date of this subsection which provides for a rate under Rate Schedule FT, LFS, IT, or PL other than the applicable maximum rate shall contain a provision setting out the mutual agreement of the parties as to whether the pricing terms represent a discounted rate or a negotiated rate.
19. Negotiated Rate Formula. The term Negotiated Rate Formula shall mean a rate formula that Transporter and a Shipper have agreed will apply to service under a specific contract under Rate Schedule FT, LFS, IT, or PL which results in a rate where, for all or a portion of the contract term, one or more of the individual components of such rate may exceed the maximum rate, or may be less than the minimum rate, for such component set forth in Transporter's tariff for the given service.
20. Total Heating Value. The term "total heating value," when applied to a cubic foot of gas, means the number of British thermal units produced by the combustion in a recording calorimeter, with air of the same temperature and pressure as the gas, when the products of combustion are cooled to the initial temperature of the gas and air, and when the water formed by combustion is condensed to the liquid state.
21. Gas. The term "gas" shall mean natural gas of the quality Specified in Section 6.9 of these General Terms and Conditions.

22. System Capacity. The term "system capacity" for purposes of scheduling receipts and deliveries shall mean the capacity available for transportation on Transporter's system that shall be determined by Transporter, to the best of its ability, by performing a computer simulation of the system, taking into account nominated and scheduled Equivalent Quantities, the available facilities, the gas characteristics and the linepack gain or loss required for that day.
23. Delivery and Receipt Points.
 - (a) The term "Delivery Point" shall mean a point at which Shipper or Shipper's Agent is authorized by the Transportation Service Agreement to take gas from Transporter.
 - (b) The term "Receipt Point" shall mean a point at which Shipper or Shipper's Agent is authorized to deliver natural gas to Transporter.
24. Business Day [NAESB WGQ Standard 3.2.1]. The term "Business Day" shall mean Monday through Friday, excluding Federal Banking Holidays for transactions in the U.S., and similar holidays for transactions occurring in Canada and Mexico.
25. Input Quantities. The term "Input Quantity" shall be the quantity of natural gas which is delivered each day by or on behalf of Shipper to Transporter at a Receipt Point for transportation under Shipper's Transportation Service Agreement in accordance with Section 6.4 of these General Terms and Conditions.
26. Equivalent Quantities. The term "Equivalent Quantity" shall be that quantity of natural gas to be made available on any gas day to or on behalf of Shipper at a Delivery Point, which quantity shall be the thermal equivalent of the Input Quantities delivered to Transporter at a Receipt Point by or on behalf of Shipper on that gas day, adjusted for the Fuel and Line Loss Quantity in accordance with Section 6.4 of the General Terms and Conditions of Transporter's currently effective FERC Gas Tariff, or such other quantity as determined through application of said Section 6.4.
27. Maximum Transportation Quantity. The term "Maximum Transportation Quantity" shall be the maximum quantity of gas that Shipper may provide to Transporter for redelivery at a Delivery Point on any day, as set forth in Shipper's Firm Transportation Service Agreement between Shipper and Transporter.
28. Fuel and Line Loss Quantity. The "Fuel and Line Loss Quantity" shall be the quantity of gas retained from Shippers to recover fuel and lost and unaccounted for gas and shall be equal to the product of the applicable Fuel and Line Loss Percentage and the Input Quantity. In the event of a positive Fuel and Line Loss Quantity the sum of Shipper's Input Quantities shall be reduced by the Fuel and Line

Loss Quantity to yield the sum of Shipper's Equivalent Quantities. In the event of a negative Fuel and Line Loss Quantity the sum of Shipper's Input Quantities shall be increased by the Fuel and Line Loss Quantity to yield the sum of Shipper's Equivalent Quantities.

29. Fuel and Line Loss Percentage. The Fuel and Line Loss Percentage shall be the applicable percentage, determined on a monthly basis pursuant to Section 6.40, to account for and recover fuel and lost and unaccounted for gas on Transporter's system.
30. Fuel Reimbursement.
 - (a) [NAESB WGQ Standard 1.3.16] Where fuel reimbursement is in kind, the standard fuel calculation mechanism, as this is related to the nomination process, should be $(1 - \text{fuel}\% / 100)$ multiplied by receipt quantity = delivery quantity.
 - (b) [NAESB WGQ Standard 1.3.28] For current in-kind fuel reimbursement procedures, fuel rates should be made effective only at the beginning of the month.
31. Nomination [NAESB WGQ Standard 1.2.1]. The level of information required to define a nomination for communications purposes is a line item containing all defined components.
32. Intraday Nomination [NAESB WGQ Standard 1.2.4]. The term "intraday nomination" is a nomination submitted after the nomination deadline whose effective time is no earlier than the beginning of the Gas Day and runs through the end of that Gas Day.
33. Data Elements [NAESB WGQ Standard 1.2.2]. All trading partners should accept all NAESB standard data elements. Usage should be characterized as either mandatory, conditional, sender's option, business conditional, and mutually agreeable.

Mandatory (M) means the data element (information) must be supplied in the transaction.

Conditional (C) means that the presence of data in a field is determined by the presence or lack of data in another field within the transmittal or related data sets.

Sender's option (SO) means that this element is optional for the sender to send and, if sent, the receiver should receive and process. "Process" means that the receiver of the data will store and use the contents of the data element. When a specified data

element contains data that does affect the business outcome of that or a related transaction, the receiver will use the contents of the data element in determining the business outcome of the applicable transaction. Using the contents of a data element that is designated as Sender's Option is mandatory from the receiver's perspective.

Business conditional (BC) means the data element is based on current variations in business practice. The business practice will be described herein, with an example. Over time, NAESB expects that as business practices are standardized, elements will move out of this category. Business Conditional elements which are not supported/required by the receiver will be acknowledged in the response document with a warning message code indicating that the data element was ignored by the receiver.

Mutually agreeable (MA) means that the data element is mutually agreed to between trading partners. It must be presented to NAESB for technical implementation. It does not, by its definition, create a NAESB standard business practice. Usage of this element in no way can be mandated for inclusion by either trading partner in order to achieve a level of service.

34. Critical Notices. The term "Critical Notices" should be defined to pertain to information on transportation service provider conditions that affect scheduling or adversely affect scheduled gas flow.
35. NAESB Standards. The term "NAESB Standards" shall mean the business practices, electronic communication, and data dictionary standards which were issued by the Wholesale Gas Quadrant (WGQ) of the North American Energy Standards Board (NAESB) and adopted by the Commission.
36. Operational Flow Order.
 - (a) [NAESB WGQ Standard 1.2.6] An operational flow order is an order issued to alleviate conditions, inter alia, which threaten or could threaten the safe operations or system integrity of the transportation service provider's system or to maintain operations required to provide efficient and reliable firm service. Whenever a Transportation Service Provider experiences these conditions, any pertinent order should be referred to as an Operational Flow Order.
 - (b) [NAESB WGQ Standard 1.3.26] The declaration to the affected parties of operational flow orders, critical periods, and/or critical notices should describe the conditions and the specific responses required from the affected parties.
37. Elapsed-Prorated-Scheduled Quantity.

[NAESB WGQ Standard 1.2.12] Elapsed-prorated-scheduled quantity means that portion of the scheduled quantity that would have theoretically flowed up to the effective time of the intraday nomination being confirmed, based upon a cumulative uniform hourly quantity for each nomination period affected.

38. Elapsed Prorata Capacity.

[NAESB WGQ Standard 5.2.3] Elapsed Prorata Capacity means that portion of the capacity that would have theoretically been available for use prior to the effective time of the intraday recall based upon a cumulative uniform hourly use of the capacity.

39. Daily System Imbalance.

- (a) The term "Daily System Imbalance" shall mean the difference on any given gas day, subject to adjustment for scheduled make-up quantities, between (a) the sum of the Scheduled Input Quantities under all of Shipper's Transportation Service Agreements at all Receipt Points at which Transporter receives quantities of gas for Shipper's account, exclusive of the applicable Fuel and Line Loss Quantities, and (b) the sum of the Equivalent Quantities taken under all of Shipper's Transportation Service Agreements at all Delivery Points at which Transporter delivers gas for Shipper's account.
- (b) [NAESB WGQ Standard 2.3.30] All Transportation Service Providers should allow Service Requesters (including agents of Service Requesters) to net imbalances within the same Operational Impact Area on and across contracts with the Service Requester and to trade imbalances within the same Operational Impact Area.

40. Electronic Notice Delivery [NAESB WGQ Standard 5.2.2].

Electronic Notice Delivery is the term used to describe the delivery of notices via Internet E-mail and/or EDI/EDM.

41. Title [NAESB WGQ Standard 1.2.13]. The term "Title," if not otherwise addressed in the Transporter's contract or tariff, is the term used to identify the ownership of gas.
42. Operational Impact Area [NAESB WGQ Standard 2.2.2]. "Operational Impact Area" is the term used to describe a Transportation Service Provider's designation of the largest possible area(s) on its system in which imbalances have a similar operational effect.

43. Netting [NAESB WGQ Standard 2.2.3]. "Netting" is the term used to describe the process of resolving imbalances for a Service Requester within an Operational Impact Area. There are two types of Netting:
- summing is the accumulation of all imbalances above any applicable tolerances for a Service Requester or agent.
 - offsetting is the combination of positive or negative imbalances above any applicable tolerances for a Service Requester or agent.
44. PL Rate Schedule. The term "PL Rate Schedule" shall mean the PL Rate Schedule of Transporter's currently effective FERC Gas Tariff, as may be revised from time to time, or any superseding rate schedule(s).
45. Monthly Allocation [NAESB WGQ Standard 2.2.4]. "Monthly Allocation" is the term used to describe the process where the Allocating Party performs the allocation process at the end of the monthly flow period.
46. Daily Allocation [NAESB WGQ Standard 2.2.5]. "Daily Allocation" is the term used to describe the process where the Allocating Party performs the allocation process following each Gas Day.
47. LFS Rate Schedule. The term "LFS Rate Schedule" shall mean the LFS Rate Schedule of Transporter's currently effective FERC Gas Tariff, as may be revised from time to time, or any superseding rate schedule(s).
48. Existing Capacity. The term "Existing Capacity" shall mean capacity that has been in-service beyond the initial terms of Agreements that originally supported the construction of such capacity. Existing Capacity additionally includes capacity that is still within such initial terms where Shipper Agreements pertaining to the capacity have been terminated by the pipeline. Existing Capacity additionally includes unsubscribed capacity created as part of a pipeline expansion project.
49. Expansion Capacity. The term "Expansion Capacity" shall mean capacity that is added to the pipeline system as part of a system expansion project where such capacity is still within the initial contract term(s) of the Agreement(s) that originally supported the construction of such capacity. Expansion Capacity includes permanent releases of capacity that are within the initial term of an original Shipper's contract.
50. Asset Manager. "Asset Manager" is a party that agrees to manage gas supply and delivery arrangements, including transportation and storage capacity, for another party. The Asset Manager uses released capacity to serve the gas supply

requirements of the releasing shipper and, when the capacity is not needed for that purpose, uses the capacity to make releases or bundled sales to third parties.

51. Transportation Service Agreement. The terms “Transportation Service Agreement” or “Service Agreement” or “Agreement” shall mean the Agreement executed by the Shipper and Transporter including any exhibits, attachments, and/or amendments thereto, pursuant to the rate schedules contained in this FERC Gas Tariff.

[Footnote 1 - The International Btu is specified for use in the gas measurement standards of the American Gas Association, the American Petroleum Institute, the Gas Processors Association and the American Society for Testing Materials. For non-commercial purposes, these associations note that the exact conversion factor is 1.05505585262 Gigajoules per Dekatherm.]

6.36 GAS INDUSTRY STANDARDS

Compliance with 18 CFR, Section 284.12

Transporter has adopted the Business Practices and Electronic Communications Standards, NAESB WGQ Version 3.42, which are required by the Commission in 18 CFR Section 284.12(a), as indicated below. Standards without accompanying identification or notations are incorporated by reference. Standards that are not incorporated by reference are identified along with the tariff record in which they are located. Standards for which waivers or extensions of time have been granted are also identified.

Standards not Incorporated by Reference and their Location in Tariff:

<u>NAESB Standard</u>	<u>Tariff record</u>
0.3.3	GT&C, Credit Notices, 6.22.4(a)
0.3.4	GT&C, Credit Notices, 6.22.4(b)
0.3.5	GT&C, Credit Notices, 6.22.4(c)
0.3.6	GT&C, Credit Notices, 6.22.4(d)
0.3.7	GT&C, Credit Notices, 6.22.4(e)
0.3.8	GT&C, Credit Notices, 6.22.4(f)
0.3.9	GT&C, Credit Notices, 6.22.4(g)
0.3.10	GT&C, Credit Notices, 6.22.4(h)
1.2.1	GT&C, Definition of Terms, 6.2(31)
1.2.2	GT&C, Definition of Terms, 6.2(33)
1.2.3	GT&C, Pooling Points, 6.4.3(b)
1.2.4	GT&C, Definition of Terms, 6.2(32)
1.2.6	GT&C, Definition of Terms, 6.2(36)(a)
1.2.12	GT&C, Definition of Terms, 6.2(37)
1.2.13	GT&C, Definition of Terms, 6.2(41)
1.2.14	GT&C, Definitions, 6.28.1(a)
1.2.15	GT&C, Definitions, 6.28.1(b)
1.2.16	GT&C, Definitions, 6.28.1(c)
1.2.17	GT&C, Definitions, 6.28.1(d)
1.2.18	GT&C, Definitions, 6.28.1(e)
1.2.19	GT&C, Definitions, 6.28.1(f)
1.3.1	GT&C, Definition of Terms, 6.2(6)
1.3.2(i-vi)	GT&C, Nominations, 6.4.1(i)
1.3.3	GT&C, Nominations, 6.4.1(e)
1.3.4	GT&C, Nominations, 6.4.1(a)
1.3.5	GT&C, Nominations, 6.4.1(b)
1.3.6	GT&C, Nominations, 6.4.1(i)(6)
1.3.7	GT&C, Nominations, 6.4.1(c)
1.3.9	GT&C, Nominations, 6.4.1(d)

1.3.11	GT&C, Nominations, 6.4.1(j)(2)
1.3.13	GT&C, Nominations, 6.4.1(j)(3)
1.3.14	GT&C, Definition of Terms, 6.2(15)
1.3.16	GT&C, Definition of Terms, 6.2(30)(a)
1.3.17	GT&C, Pooling Points, 6.4.3(a)
1.3.18	GT&C, Pooling Points, 6.4.3(c)
1.3.19	GT&C, Nominations, 6.4.1(m)(1)
1.3.20	GT&C, Nominations, 6.4.1(f)
1.3.21	GT&C, Nominations, 6.4.1(g)
1.3.22	GT&C, Nominations, 6.4.1(h)
1.3.26	GT&C, Definition of Terms, 6.2(36)(b)
1.3.28	GT&C, Definition of Terms, 6.2(30)(b)
1.3.32	GT&C, Nominations, 6.4.1(j)(6)
1.3.33	GT&C, Nominations, 6.4.1(j)(4)
1.3.64	GT&C, TSP Responsibility, 6.28.2
1.3.65	GT&C, Title Transfer Tracking Support Processes, 6.28.3
1.3.66	GT&C, 3PAD Title Tracking Service, 6.28.4
1.3.67	GT&C, TSP Coordination with 3PAD, 6.28.5
1.3.68	GT&C, Title Transfer Tracking Arrangements, 6.28.6
1.3.69	GT&C, TSP Communications, 6.28.7
1.3.71	GT&C, TSP's Allocation of Quantities, 6.28.8
1.3.72	GT&C, Balancing 3PAD's Transactions, 6.28.9
1.3.73	GT&C, TSP Identification of TTTSP's, 6.28.10
1.3.74	GT&C, Communication of Transactions, 6.28.11
1.3.75	GT&C, Sending or Receiving of Transmittals, 6.28.12
1.3.76	GT&C, Reduction on Party's Receipt/Delivery Side, 6.28.13
1.3.77	GT&C, Confirmation Process Employed, 6.28.14
2.2.1	GT&C, Operational Balancing Agreements, 6.6.5(a)
2.2.2	GT&C, Definition of Terms, 6.2(42)
2.2.3	GT&C, Definition of Terms, 6.2(43)
2.2.4	GT&C, Definition of Terms, 6.2(45)
2.2.5	GT&C, Definition of Terms, 6.2(46)
2.3.9	GT&C, Definition of Terms, 6.2(14)(b)
2.3.11	GT&C, Measurement Data Corrections and Adjustments, 6.11.6(b)
2.3.14	GT&C, Measurement Data Corrections and Adjustments, 6.11.6(a)
2.3.29	GT&C, Operational Balancing Agreements, 6.6.5(c)
2.3.30	GT&C, Definition of Terms, 6.2(39)(b)
2.3.31	GT&C, Penalty Provisions Inapplicable, 6.6.6(a)
2.3.40	GT&C, Imbalance Trading, 6.6.7(a)
2.3.41	GT&C, Imbalance Trading, 6.6.7(b)
2.3.42	GT&C, Imbalance Trading, 6.6.7(c)
2.3.43	GT&C, Imbalance Trading, 6.6.7(d)
2.3.44	GT&C, Imbalance Trading, 6.6.7(e)
2.3.45	GT&C, Imbalance Trading, 6.6.7(f)

2.3.46	GT&C, Imbalance Trading, 6.6.7(g)
2.3.47	GT&C, Imbalance Trading, 6.6.7(h)
2.3.48	GT&C, Imbalance Trading, 6.6.7(i)
2.3.50	GT&C, Imbalance Trading, 6.6.7(k)
2.3.54	GT&C, Transportation Invoice, 6.13.1(d)
2.3.55	GT&C, Transportation Invoice, 6.13.1(e)
2.3.56	GT&C, Transportation Invoice, 6.13.1(f)
2.3.57	GT&C, Transportation Invoice, 6.13.1(g)
2.3.58	GT&C, Transportation Invoice, 6.13.1(h)
2.3.59	GT&C, Transportation Invoice, 6.13.1(i)
2.3.60	GT&C, Transportation Invoice, 6.13.1(j)
2.3.61	GT&C, Transportation Invoice, 6.13.1(k)
2.3.62	GT&C, Transportation Invoice, 6.13.1(l)
2.3.63	GT&C, Transportation Invoice, 6.13.1(m)
2.3.64	GT&C, Transportation Invoice, 6.13.1(n)
3.2.1	GT&C, Definition of Terms, 6.2(24)
3.3.14	GT&C, Transportation Invoice, 6.13.1(b)
3.3.15	GT&C, Prior Period Adjustments, 6.13.5(a)
3.3.16	GT&C, Prior Period Adjustments, 6.13.5(b)
3.3.17	GT&C, Monthly Payment, 6.13.2(b)
3.3.18	GT&C, Monthly Payment, 6.13.2(d)
3.3.19	GT&C, Disputed Billing, 6.13.4(a)
3.3.25	GT&C, Monthly Payment, 6.13.2(c)
3.3.26	GT&C, Transportation Invoice, 6.13.1(c)
5.2.1	GT&C, Definition of Terms, 6.2(34)
5.2.2	GT&C, Definition of Terms, 6.2(40)
5.2.3	GT&C, Definition of Terms, 6.2(38)
5.3.2	GT&C, Timing, 6.26.4.2
5.3.3	GT&C, Primary Allocation, 6.26.5.1
5.3.7	GT&C, Capacity Recall and Reput, 6.26.6(b)
5.3.8	GT&C, Capacity Recall and Reput, 6.26.6(c)
5.3.13	GT&C, Withdrawn or Revision of Bids, 6.26.4.7
5.3.14	GT&C, Posting of a Parcel, 6.26.4.3
5.3.15	GT&C, Withdrawn or Revision of Bids, 6.26.4.7
5.3.26	GT&C, Notice by Releasing Shipper, 6.26.4.1(2)
5.3.34	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(a)
5.3.35	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(b)
5.3.36	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(c)
5.3.37	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(d)
5.3.38	GT&C, Intraday Bump Notice, OFOs, and Other Critical

	Notices, 6.22.2(e)
5.3.39	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(f)
5.3.40	GT&C, Intraday Bump Notice, OFOs, and Other Critical Notices, 6.22.2(g)
5.3.44	GT&C, Recall and Reput Notices, 6.22.3(a)
5.3.45	GT&C, Recall and Reput Notices, 6.22.3(b)
5.3.46	GT&C, Recall and Reput Notices, 6.22.3(c)
5.3.47	GT&C, Recall and Reput Notices, 6.22.3(d)
5.3.48	GT&C, Recall and Reput Notices, 6.22.3(e)
5.3.49	GT&C, Recall and Reput Notices, 6.22.3(f)
5.3.52	GT&C, Recall and Reput Notices, 6.22.3(g)
5.3.53	GT&C, Recall and Reput Notices, 6.22.3(h)
5.3.54	GT&C, Recall and Reput Notices, 6.22.3(i)
5.3.55	GT&C, Recall and Reput Notices, 6.22.3(j); and GT&C, Capacity Recall and Reput, 6.26.6(a)
5.3.56	GT&C, Recall and Reput Notices, 6.22.3(k)
5.3.57	GT&C, Recall and Reput Notices, 6.22.3(l)
5.3.58	GT&C, Recall and Reput Notices, 6.22.3(m)
5.3.60	GT&C, Credit Notices, 6.22.4(i)

Standards Incorporated by Reference:

Additional Standards:

General:

Definition:
0.2.5

Standards:
0.3.1, 0.3.2, 0.3.16, 0.3.17

Gas/Electric Operational Communications:

Definitions:
0.2.1, 0.2.2, 0.2.3, 0.2.4

Standards:
0.3.11, 0.3.12, 0.3.13, 0.3.14, 0.3.15

Operating Capacity and Unsubscribed:

Standards:

0.3.18, 0.3.20, 0.3.21, 0.3.22

Datasets:

0.4.2, 0.4.3

Location Data Download:

Standards:

0.3.23, 0.3.24, 0.3.25, 0.3.26, 0.3.27, 0.3.28, 0.3.29

Dataset:

0.4.4

Storage Information

Data Sets:

0.4.1

Nominations Related Standards:

Definitions:

1.2.5, 1.2.8, 1.2.9, 1.2.10, 1.2.11

Standards:

1.3.8, 1.3.15, 1.3.23, 1.3.24, 1.3.25, 1.3.27, 1.3.29, 1.3.30, 1.3.31, 1.3.34, 1.3.35,
1.3.36, 1.3.37, 1.3.38, 1.3.39, 1.3.40, 1.3.41, 1.3.42, 1.3.43, 1.3.44, 1.3.45, 1.3.46,
1.3.48, 1.3.51, 1.3.53, 1.3.55, 1.3.56, 1.3.58, 1.3.62, 1.3.70, 1.3.79, 1.3.80, 1.3.81,
1.3.82

Data Sets:

1.4.1, 1.4.2, 1.4.3, 1.4.4, 1.4.5, 1.4.6, 1.4.7

Flowing Gas Related Standards:

Standards:

2.3.1, 2.3.2, 2.3.3, 2.3.4, 2.3.5, 2.3.6, 2.3.7, 2.3.8, 2.3.10, 2.3.12, 2.3.13, 2.3.15,
2.3.16, 2.3.17, 2.3.18, 2.3.19, 2.3.20, 2.3.21, 2.3.22, 2.3.23, 2.3.25, 2.3.26, 2.3.27,
2.3.28, 2.3.32, 2.3.51, 2.3.52, 2.3.53, 2.3.65, 2.3.66

Data Sets:

2.4.1, 2.4.2, 2.4.3, 2.4.4, 2.4.5, 2.4.6, 2.4.7, 2.4.8, 2.4.9, 2.4.10, 2.4.11, 2.4.17, 2.4.18

Invoicing Related Standards:

Standards:

3.3.3, 3.3.4, 3.3.5, 3.3.6, 3.3.7, 3.3.8, 3.3.9, 3.3.10, 3.3.11, 3.3.12, 3.3.13, 3.3.21,
3.3.22, 3.3.23, 3.3.24

Data Sets:

3.4.1, 3.4.2, 3.4.3, 3.4.4

Quadrant Electronic Delivery Mechanism Related Standards:

Definitions:

4.2.1, 4.2.2, 4.2.3, 4.2.4, 4.2.5, 4.2.6, 4.2.7, 4.2.8, 4.2.9, 4.2.10, 4.2.11, 4.2.12, 4.2.13,
4.2.14, 4.2.15, 4.2.16, 4.2.17, 4.2.18, 4.2.19, 4.2.20

Standards:

4.3.1, 4.3.2, 4.3.3, 4.3.16, 4.3.17, 4.3.18, 4.3.20, 4.3.22, 4.3.23, 4.3.24, 4.3.25, 4.3.26,
4.3.27, 4.3.28, 4.3.30, 4.3.31, 4.3.32, 4.3.33, 4.3.34, 4.3.35, 4.3.36, 4.3.38, 4.3.40,
4.3.41, 4.3.42, 4.3.43, 4.3.44, 4.3.45, 4.3.46, 4.3.47, 4.3.48, 4.3.49, 4.3.50, 4.3.52,
4.3.53, 4.3.54, 4.3.55, 4.3.57, 4.3.58, 4.3.60, 4.3.61, 4.3.62, 4.3.66, 4.3.67, 4.3.68,
4.3.69, 4.3.72, 4.3.75, 4.3.78, 4.3.79, 4.3.80, 4.3.81, 4.3.82, ~~4.3.83~~, 4.3.84, 4.3.85,
4.3.86, 4.3.87, 4.3.89, 4.3.90, 4.3.91, 4.3.92, 4.3.93, 4.3.94, 4.3.95, 4.3.96, 4.3.97,
4.3.98, 4.3.99, 4.3.100, 4.3.101, 4.3.102, 4.3.103, 4.3.104, 4.3.105, 4.3.106, [4.3.107](#),
[4.3.108](#), [4.3.109](#), [4.3.110](#)

Capacity Release Standards:

Definitions:

5.2.4, 5.2.5

Standards:

5.3.1, 5.3.4, 5.3.5, 5.3.9, 5.3.10, 5.3.11, 5.3.12, 5.3.16, 5.3.18, 5.3.19, 5.3.20, 5.3.21,
5.3.22, 5.3.23, 5.3.24, 5.3.25, 5.3.28, 5.3.29, 5.3.31, 5.3.32, 5.3.33, 5.3.41, 5.3.42,
5.3.50, 5.3.51, 5.3.59, 5.3.62, 5.3.62a, 5.3.63, 5.3.64, 5.3.65, 5.3.66, 5.3.67, 5.3.68,
5.3.69, 5.3.70, 5.3.71, 5.3.72, 5.3.73

Data Sets:

5.4.14, 5.4.15, 5.4.16, 5.4.17, 5.4.20, 5.4.21, 5.4.22, 5.4.23, 5.4.24, 5.4.25, 5.4.26,
5.4.27

Internet Electronic Transport Related Standards:

Definitions:

10.2.1, 10.2.2, 10.2.3, 10.2.4, 10.2.5, 10.2.6, 10.2.7, 10.2.8, 10.2.9, 10.2.10, 10.2.11, 10.2.12, 10.2.13, 10.2.14, 10.2.15, 10.2.16, 10.2.17, 10.2.18, 10.2.19, 10.2.20, 10.2.21, 10.2.22, 10.2.23, 10.2.24, 10.2.25, 10.2.26, 10.2.27, 10.2.28, 10.2.29, 10.2.30, 10.2.31, 10.2.32, 10.2.33, 10.2.34, 10.2.35, 10.2.36, 10.2.37, 10.2.38, [10.2.39](#)

Standards:

10.3.1, 10.3.3, 10.3.4, 10.3.5, 10.3.6, 10.3.7, 10.3.8, 10.3.9, 10.3.10, 10.3.11, 10.3.12, 10.3.14, 10.3.15, 10.3.16, 10.3.17, 10.3.18, 10.3.19, 10.3.20, 10.3.21, 10.3.22, 10.3.23, 10.3.24, 10.3.25, 10.3.26, 10.3.27, [10.3.28](#), [10.3.29](#)