

South East Australia Gas Pty Ltd

ABN 73 096 437 900

as agent for and on behalf of the SEA Gas Partnership (ABN 81 366 072 976), a partnership of:

APT SPV2 Pty Ltd (ACN 095 483 453)

APT SPV3 Pty Ltd (ACN 095 483 462)

ANP SEA Gas SPV2 Pty Ltd (ACN 099 332 368)

ANP SEA Gas SPV3 Pty Ltd (ACN 099 332 395)

REST SEA Gas SPV1 Pty Ltd (ACN 095 483 444)

REST SEA Gas SPV2 Pty Ltd (ACN 099 332 331)

[shipper]

Port Campbell to Adelaide Pipeline

Standard Terms¹

¹ This document contemplates multiple services. Certain ancillary changes may be required depending on the specific services a shipper selects. In particular the text marked as { } is dependent upon the services the shipper contracts.

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Port Campbell to Adelaide Pipeline - Standard Terms

Date [Insert]

Parties

1 South East Australia Gas Pty Ltd (ABN 73 096 437 900) (Transporter)

Address: Level 5, 57 Wyatt Street, Adelaide SA 5000

Email: secretariat@seagas.com.au

Contact: Company Secretary

as agent for and on behalf of the SEA Gas Partnership (ABN 81 366 072 976), a partnership of:

APT SPV2 Pty Ltd (ACN 095 483 453); and

APT SPV3 Pty Ltd (ACN 095 483 462);

ANP SEA Gas SPV2 Pty Ltd (ACN 099 332 368); and

ANP SEA Gas SPV3 Pty Ltd (ACN 099 332 395);

REST SEA Gas SPV1 Pty Ltd (ACN 095 483 444); and

REST SEA Gas SPV2 Pty Ltd (ACN 099 332 331).

2 [shipper] (ABN [Insert]) (Shipper)

Address: [Insert]

Email: [Insert]

Contact: [Insert]

Recitals

This Agreement sets out the terms upon which Transporter will provide pipeline services to Shipper in respect of the Port Campbell to Adelaide Pipeline System.

Operative part

1 Defined Terms

1.1 Definitions

In this Agreement (including the Recitals, Schedules and Annexures), unless a contrary intention appears:

Accumulated Imbalance means, for a shipper at any point in time, the aggregate of that shipper's Daily Imbalances up to that point in time (as adjusted in accordance with the provisions of that shipper's Transportation Agreement).

Adjustment Period is defined in clause 8.4(b).

Affected Firm Shipper is defined in clause 8.2(c).

Allocation Procedures is defined in clause 20.1(b).

Annual Cap means an amount described as such in a schedule to this Agreement.

Athena Processing Plant means the Gas processing plant operated (as at the date of publication of these Facility Specific Terms) by, or on behalf of, Cooper Energy (CH) Pty Ltd (ABN 70 615 355 023) which plant is located approximately 5 kilometres northwest of Port Campbell, Victoria.

Athena Receipt Point means the point at which the Facility connects to the Athena Processing Plant.

Back Haul Swap Service is defined in Schedule 3.

Business Day means a day other than a Saturday, Sunday or public holiday in South Australia or Victoria.

Capacity means, for a period of time, the capability of the Pipeline System (or a part thereof) to receive and/or store and/or deliver Gas during that period of time.

Cavan Delivery Point means the delivery point, in the vicinity of Magazine Road, Cavan, at which the Pipeline System connects to the Reticulation System.

Change in Law means the enactment, amendment, repeal, revocation or change in the application or interpretation of any Law (including Government Agency policy relating to the practical application of the Law) but excluding any Law relating to the imposition of income tax or capital gains tax.

Charges means the charges payable by Shipper under this Agreement as calculated by reference to Annexure 2 and the remaining provisions of this Agreement.

Commencement Date means the later of the first Service Commencement Date and the date the condition referred to in clause 2.1 is satisfied or waived by Transporter.

Compressor Capacity means that part of the Capacity of the Pipeline System attributable to the operation of the Compressors (and, to avoid doubt, excludes the Free Flow Capacity).

Compressor Fuel Gas means the Gas required to operate the Compressors.

Compressor MDQ means:

- (a) for Shipper, that part of Shipper's MDQ attributable to the operation of the Compressors (as specified in Annexure 1); and
- (b) for another shipper, that part of that other shipper's MDQ attributable to the operation of the Compressors (as determined in accordance with that other shipper's Transportation Agreement).

Compressors means those compressor stations installed on the Pipeline System from time to time.

Consequential Loss means any of the following, however arising and even if it is reasonably contemplated by the parties, at the date of this Agreement, as a probable result of breach of this Agreement:

- (a) loss or damage which does not arise directly or naturally from a breach of this Agreement;

- (b) indirect, incidental, special, remote, unforeseeable or consequential loss or damage;
- (c) direct or indirect loss of revenue, profit, income, bargain, opportunity or anticipated savings;
- (d) costs or expenses incurred to prevent or reduce loss or damage which otherwise may be incurred or suffered by a third party; or
- (e) direct or indirect loss or damage incurred or suffered by a third party.

Daily Cap means an amount described as such in a schedule to this Agreement.

Daily Imbalance means, for Shipper, subject to clause 10 of Schedule 3², the quantity of Gas determined for a Day in accordance with the following formula:

R-D

Where:

- R** is the quantity of Gas received by Transporter from Shipper on that Day at the Receipt Points (less quantities of Gas supplied by Shipper on that Day as Fuel Gas or System Use Gas {and excluding any Gas supplied pursuant to the Premium Storage Service/ and excluding any quantities of Gas taken to be delivered into the Park Account on that Day});
- D** is the quantity of Gas delivered by Transporter to Shipper on that Day from the Pipeline System (less quantities of System Use Gas returned by Transporter to Shipper on that Day {and excluding any Gas delivered pursuant to the Premium Storage Service/ and excluding any quantities of Gas taken from the Park Account on that Day}),

and for another shipper means the quantity of Gas determined under its Transportation Agreement as its daily imbalance by means the same as, or similar to, the way in which Shipper's Daily Imbalance is determined.

Day means, subject to this Agreement, a period of 24 consecutive hours beginning and ending at 6.00am.

Default Rate means the Interest Rate plus 2%.

Defaulting Shipper is defined in clause 8.1(a).

Delivery Point means the point on the downstream side of the insulating flange at the outlet of a meter station described in Annexure 1 as a delivery point; and "**Delivery Points**" means all such points.

delivery point means a point from which Gas may be delivered from the Pipeline System and includes each Delivery Point.

Dispute has the meaning given in clause 23.1.

Electronic Communications System is defined in clause 12(a).

² If Premium Storage Service or Standard Storage Service is contracted this reference will be updated to also refer to those services.

Emergency Condition means a condition or situation that (in the reasonable opinion of Transporter) presents an imminent or current physical threat of danger to life, health or significant property.

Expiration Date means the last Service Expiration Date to occur.

Firm Basis means, in relation to the provision of services to a shipper, the provision of services using the Pipeline System without interruption or curtailment, or without interruption or curtailment except by reason of one or more of the following:

- (a) Force Majeure;
- (b) an Emergency Condition;
- (c) a requirement of Transporter to carry out Maintenance Operations; and
- (d) the act or omission of that shipper.

Firm Forward Haul Service is defined in Schedule 1.

Firm Forward Haul MDQ means the quantity described as such in Annexure 1 (and, where applicable, includes that quantity as adjusted in accordance with this Agreement).

Firm Service means a service provided on a Firm Basis.

Flow Procedures is defined in clause 20.1(c).

Force Majeure means any event or circumstance not within the reasonable control of a party, and which by the exercise of reasonable care that party is not able to prevent or overcome, including, without limitation, the following events to the extent they are not within the reasonable control of the relevant party:

- (a) an act of God, landslide, earthquake, flood, wash-out, lightning, storm and the elements;
- (b) strike, lock-out, ban or other industrial disturbance (other than those which solely involve the affected party's (or its Related Bodies Corporates') employees);
- (c) act of the enemy, war, blockade or insurrection, riot or civil disturbance;
- (d) fire or explosion including radio-active and toxic explosion;
- (e) epidemic or quarantine;
- (f) order of any court or the order, act or omission or failure to act of any Government Agency or failure to obtain any necessary consent or approval of a Government Agency; and
- (g) accidents, breakage or accident to plant, machinery, pipeline or associated equipment.

Forward Haul Services means the transportation of Gas through the Pipeline System in a westerly direction.

Free Flow Capacity means, for a period of time, the Capacity of the Pipeline System to receive and deliver Gas during that period of time without operation of the Compressors.

Free Flow MDQ means, for a shipper, the MDQ of that shipper less the Compressor MDQ of that shipper.

Fuel Gas means Compressor Fuel Gas and Heater Fuel Gas.

Gas means any hydrocarbons naturally occurring in a gaseous state and any naturally occurring mixture of one or more hydrocarbons in a gaseous state which may contain other gases (including the residue resulting from the treatment or processing of gas).

Gas Heater means heating equipment installed at a delivery point for the purposes of increasing the temperature of Gas delivered at that delivery point.

Gas Specification means such specifications for Gas as comply with the requirements of both the Laws applicable in South Australia and the Laws applicable in Victoria.

GJ means gigajoule.

Government Agency means:

- (a) a government (whether federal, state, territorial or local);
- (b) a governmental, semi-governmental or judicial entity or authority including a department, office or minister of a government acting in that capacity;
- (c) a statutory, public, municipal, local or other authority charged with the responsibility for administering any relevant legislation, regulation, ordinance or by-law; and
- (d) the Australian Energy Market Operator.

Gross Heating Value means the number of gigajoules produced by the complete combustion of one cubic metre of Gas with air, at a temperature of 15° Celsius and at an absolute pressure of 101.325 kilopascals, with the Gas free of all water vapour, the products of combustion cooled to a temperature of 15° Celsius and the water vapour formed by combustion condensed to the liquid state.

Heater Fuel Gas means the Gas required to operate the Gas Heaters.

Imbalance Allowance is defined in clause 6.1(b).

Imbalance Charge has the meaning given in clause 6.4.

Impost means any tax (excluding income tax, capital gains tax and GST), duty, impost, levy or other charge imposed by any government or Government Agency.

Independent Expert has the meaning given in clause 23.3(a).

Insolvency Event means:

- (a) an application (other than a frivolous or vexatious application) is made to a court for an order that a body corporate be wound up and that application is not dismissed or stayed within 30 days of the application;
- (b) an order is made that a body corporate be wound up;
- (c) an application (other than a frivolous or vexatious application) is made to a court for an order appointing a liquidator, or provisional liquidator, in respect of a body corporate and that application is not dismissed or stayed within 30 days of the application;
- (d) a liquidator or provisional liquidator is appointed to a body corporate whether or not under an order;

- (e) an administrator is appointed;
- (f) otherwise than for the purpose of a solvent amalgamation, restructure or reorganisation, a body corporate enters into, or resolves to enter into, a scheme of arrangement or composition with, or assignment for the benefit of, all or any of its creditors, or it proposes a re-organisation, moratorium or other administration involving any of its creditors;
- (g) a body corporate resolves to wind itself up, or otherwise dissolve itself, or gives notice of its intention to do so;
- (h) a body corporate is, or states that it is, unable to pay its debts as and when they become due and payable;
- (i) as a result of section 459F (1) of the Corporations Act 2001 a body corporate is taken to have failed to comply with a statutory demand; or
- (j) in relation to the property of a body corporate, a receiver, or receiver and manager, is appointed in relation to substantially all of that property or a mortgagee of the body corporate takes possession of substantially all of that property for the purpose of enforcing a mortgage.

Interest Rate means the ANZ “Reference Rate” as published on ANZ’s website under “ANZ Business Variable Rates” (or if that rate ceases to be published, such substitute rate determined by Transporter acting reasonably).

Interface Agreement means an agreement between Transporter and the owner of infrastructure with which the Pipeline System interconnects, setting out the operational procedures for co-ordinating the interface between that infrastructure and the Pipeline System.

Interface Party means a person who is either owner or operator of infrastructure or facilities with which the Pipeline System or PCI Pipeline System interconnects.

Iona Gas Plant means the underground gas storage facility operated (as at the date of this Agreement) by Lochard Energy (Iona Operations) Pty Ltd ABN 67 608 441 729 located at Iona, Victoria and known as the Iona Gas Plant (and formerly known as the Western Underground Storage Facility).

Langley Receipt Point means the point at which the Pipeline System connects to the PCI Pipeline System.

Laws means:

- (a) the common law;
- (b) all Acts of Parliament;
- (c) all legally binding regulations, codes, ordinances, local laws, by-laws, legislative instruments, orders, judgments, licences, rules, and permits; and
- (d) legally binding requirements of all Government Agencies.

Line Pack means the Gas in the Pipeline System at a given time excluding any Gas for which a shipper holds title.

Losses means losses, damages, costs, expenses and liabilities.

Maintenance Operations is defined in clause 17.1(a).

MAPS means the Moomba to Adelaide Pipeline System operated as at the date of this Agreement by Epic Energy South Australia Pty Ltd ABN 54 068 599 815.

MDQ means:

- (a) in relation to the Services provided under this Agreement:
 - (i) the then current Firm Forward Haul MDQ (being that set out in Annexure 1 as adjusted in accordance with this Agreement); plus
 - (ii) {the amount equal to the then current Premium Storage Service MDQ (as adjusted by any Trades or Exchange Trades under Schedule 4) divided by the Storage Factor}; plus
 - (iii) {the amount equal to the then current Standard Storage Service MDQ (as adjusted by any Trades or Exchange Trades under Schedule 5) divided by the Storage Factor}; and
- (b) where used in relation to services provided under a Transportation Agreement other than this Agreement, the maximum Capacity of the Pipeline System which Transporter is required to make available to provide services to the shipper under that Transportation Agreement on a Day on a Firm Basis.

Month means the period beginning at 6.00am on the first day of a calendar month and ending at 6.00am on the first day of the next calendar month provided that:

- (a) the first Month will be the period commencing at 6.00am on the Commencement Date and ending at 6.00am on the first day of the next calendar month; and
- (b) where the date of termination or expiration of this Agreement is other than the first day of a month, the final Month will be the period from 6.00am on the first day of the month in which the date of termination or expiration occurs to 6.00am on the date of termination or expiration.

Off Specification Gas means Gas which does not comply with the Gas Specification.

Park Account is defined in Schedule 5.

PCI Foundation Shipper means:

- (a) the PCI Shipper from time to time under the Port Campbell to Iona Gas Haulage Agreement Amendment and Restatement Deed between Origin Energy Retail Limited ABN 22 078 868 425 and Transporter which restatement was executed on or about April 2003; and
- (b) the PCI Shipper from time to time under the Port Campbell to Iona Gas Haulage Agreement Amendment and Restatement Deed between Pelican Point Power Limited ABN 11 086 411 814 and Transporter which restatement was executed on or about April 2003.

PCI Pipeline System means the high pressure steel pipeline system for the transportation of Gas in either direction between the Pipeline System and the South West Pipeline System and all related facilities including laterals owned and operated by Transporter together with all structures for protecting or supporting that pipeline system and associated facilities for the compression of Gas, the maintenance of that pipeline and the receipt and delivery of Gas, and all fittings, appurtenances, appliances, compressor stations, scraper stations, mainline valves, telemetry systems (including

communications towers), works and buildings used in connection with that pipeline system and, except where the context otherwise requires, includes any extension or enlargement of that system.

PCI Shipper means any person who is entitled to receive services from Transporter in the PCI Pipeline System.

PCI Transportation Agreement means an agreement between Transporter and another person for the provision of services in the PCI Pipeline System.

Pipeline System means the high pressure steel pipeline system for the transportation of Gas from Port Campbell to Adelaide and all related facilities including laterals owned and operated by Transporter together with all structures for protecting or supporting the pipeline system and associated facilities for the compression of Gas, the maintenance of the pipeline and the receipt and delivery of Gas, and all fittings, appurtenances, appliances, compressor stations, scraper stations, mainline valves, telemetry systems (including communications towers), works and buildings used in connection with the pipeline system and, except where the context otherwise requires, includes any extension or enlargement of the system.

{Premium Storage Service MDQ} is defined in Schedule 4.}

Quarter means a period of 3 consecutive months commencing on the first day of each of the months of January, April, July and October.

Reasonable and Prudent means the practices, methods and acts engaged in or approved by a firm or body corporate who, in the conduct of its undertaking, exercises that degree of diligence, prudence and foresight reasonably and ordinarily exercised by skilled and experienced Australian operators engaged in the same type of undertaking under the same or similar circumstances.

Receipt Point means an inlet to the Pipeline System at the outlet of a meter station described in Annexure 1 as a receipt point; and **"Receipt Points"** means all such points.

receipt point means a point at which Gas may be supplied into the Pipeline System and includes each Receipt Point.

Related Body Corporate has the meaning given by the Corporations Act 2001.

Resolution Institute means Resolution Institute ABN 69 008 651 232.

Responsible Party is defined in clause 10.1.

Reticulation System means the South Australian gas reticulation system, operated as at the date of this Agreement by Australian Gas Networks (SA) Limited ABN 45 008 139 204.

Scheduled Quantities is defined in Schedule 7.

Service Commencement Date means, for a Service, the later of the date specified as such in Annexure 1 and the date the condition in clause 2.1 is satisfied or waived by Transporter.

Service Expiration Date means, for a Service, the date specified as such in Annexure 1.

Service Term means, for a Service, the period from the Service Commencement Date to the Service Expiration Date.

Services means the services to be provided by Transporter to Shipper in the Pipeline System, as described in the schedules to this Agreement.

shipper means any person (including Shipper) who is entitled to receive services from Transporter in the Pipeline System.

Shipper's Accumulated Imbalance means, at a given time, the aggregate of all Shipper's Daily Imbalances up to that time (as further adjusted in accordance with the provisions of this Agreement).

South West Pipeline System means that part of the Victorian transmission system known as the "South West Pipeline".

{Standard Storage Service MDQ} is defined in Schedule 5.}

Standard Temperature and Pressure means a temperature of 15 degrees Celsius and an absolute pressure of 101.325 kilopascals.

Storage Factor means the factor used to determine the equivalent forward haul MDQ represented by the {Premium Storage Service MDQ/Standard Storage Service MDQ}, which is []³.

System Use Gas means Gas (other than Fuel Gas) required by Transporter to operate the Pipeline System and provide services to shippers including:

- (a) Gas required to maintain the Line Pack at such level as Transporter considers is required for the operation and maintenance of the Pipeline System and to meet Transporter's contractual obligations to all shippers;
- (b) gas unaccounted for; and
- (c) instrument gas.

Technical Dispute has the meaning given in clause 23.4(b).

Term is defined in clause 3.1(c).

TJ means terajoule.

Traded MDQ means, for a Day, the Firm Forward Haul MDQ of Shipper as adjusted for any Trades or Exchange Trades made by Shipper under Schedule 1.

Transportation Agreement means an agreement (including this Agreement) between Transporter and another person for the provision of transportation services in the Pipeline System.

Week means the period of 7 consecutive Days commencing at 6.00am on a Monday.

Wilful Misconduct means a deliberate and pre-meditated act or omission by a party which that party knows, at the time of committing (and planning to commit) the act or making the omission, is a breach of this Agreement and, to avoid doubt, excludes a negligent or inadvertent act or omission or a mistake.

Year means a period of 365 (or 366 in a leap year) consecutive days beginning at 6.00am on the 1st day of January in each year and ending at 6.00am on the 1st day of January in the following year but:

³ Figure will depend upon level of storage capacity already contracted in the Pipeline System at the time Shipper contracts these services..

- (a) where the Commencement Date is other than 1 January, the first Year will be the period from 6.00am on the Commencement Date to 6.00am on the following 1 January; and
- (b) where the date of termination or expiration of this Agreement is other than 1 January, the final Year of the Term will be the period beginning at 6.00am on 1 January immediately preceding the date of termination or expiration and ending at 6.00am on the date of termination or expiration.

1.2 **Definitions in other Clauses**

Where a defined term is only used in a single clause of this Agreement it is defined in that clause and may not be referred to in clause 1.1.

2 **Conditions Precedent**

2.1 **Conditions**

The commencement of this Agreement (other than clauses 1, 0, 23 to 30 and this clause 2) is conditional upon Shipper, Transporter and Transporter's financiers entering into a tripartite deed generally consistent with the format of tripartite deeds applicable to project financing arrangements in the Australian banking industry under which Shipper, amongst other things:

- (a) agrees not to terminate this Agreement without providing Transporter's financiers an opportunity to address the matters giving rise to the right to terminate;
- (b) consents to the Transporter's financiers novating this Agreement to a reputable and solvent entity (should Transporter be subject to an Insolvency Event or otherwise be in breach of its arrangements with the financiers); and
- (c) consents to Transporter's financiers appointing an enforcing party to exercise Transporter's rights and provide services under this Agreement if Transporter is subject to an Insolvency Event.

2.2 **Waiver of Condition**

The condition in clause 2.1 may only be waived by Transporter.

2.3 **Failure to satisfy or waive condition**

If the condition is not satisfied or waived within 60 days of execution of this Agreement, this Agreement will automatically terminate.

3 **Commencement and Term**

3.1 **Commencement**

- (a) Subject to clause 2.1, this Agreement commences upon its execution.
- (b) Subject to the terms of this Agreement, the provision of a Service will commence as from the Day which begins on the Service Commencement Date for that Service.
- (c) The **Term** of this Agreement is the period from the Commencement Date until the earlier of when this Agreement is terminated or when it expires under clause 3.2.

- (d) Subject to the terms of this Agreement, the provision of a Service will cease on the Service Expiration Date for that Service.

3.2 Expiration

Unless earlier terminated in accordance with its terms this Agreement will expire on the end of the Day which ends on the Expiration Date.

4 Services

4.1 Transporter's Obligation to Provide Services

- (a) On each Day during the Service Term for a Service Transporter must, subject to the terms of this Agreement, provide that Service to Shipper.
- (b) Transporter must provide the Services:
 - (i) as a Reasonable and Prudent operator, acting at all times with due care and skill; and
 - (ii) in accordance with all applicable Laws.

4.2 Shipper's Obligations

Shipper must:

- (a) comply with all Laws applicable to the subject matter of this Agreement; and
- (b) in exercising its rights and performing its obligations under this Agreement, at all times act Reasonably and Prudently.

4.3 Provision of System Use Gas and Fuel Gas

To enable Transporter to provide the Services to Shipper and maintain the operational integrity of the Pipeline System, Shipper must provide System Use Gas and Fuel Gas to Transporter in accordance with Schedule 7.

5 Pressure, Temperature and Odourisation

5.1 Pressure

- (a) Shipper must supply Gas to a Receipt Point at a pressure:
 - (i) that is greater than the prevailing pressure at that Receipt Point at the time; but
 - (ii) not more than the maximum pressure specified for that Receipt Point in Annexure 1.
- (b) Subject to Shipper complying with clause 5.1(a), Transporter must deliver Gas to a Delivery Point at a pressure of not less than the minimum pressure and not more than the maximum pressure specified for that Delivery Point in Annexure 1.

5.2 Temperature

- (a) Shipper must supply Gas to a Receipt Point at a temperature of not less than the minimum temperature and not more than the maximum temperature specified for that Receipt Point in Annexure 1.

- (b) Subject to Shipper complying with clause 5.2(a), Transporter must deliver Gas to a Delivery Point at a temperature of not less than the minimum temperature and not more than the maximum temperature specified for that Delivery Point in Annexure 1.

5.3 **Odourisation**

- (a) Shipper must supply Gas into the Pipeline System with the level of odorant required by applicable Victorian legislation.
- (b) Transporter must use its reasonable endeavours to ensure that Gas delivered by Transporter from the Pipeline System to Shipper has the level of odorant required by applicable Victorian legislation but nothing in this clause 5.3(b) requires Transporter to install any odourising facility on the Pipeline System (or elsewhere).
- (c) Subject to clause 5.3(b), Shipper is solely responsible for entering into such arrangements as required to ensure that any Gas it takes at the Delivery Points has such level of odorant (if any) required by Law.

6 **Gas Balancing**

6.1 **Positive and Negative Imbalance and Imbalance Allowances**

- (a) Where at any time during the Term:
 - (i) the sum of Shipper's Daily Imbalances (for each elapsed Day of the Term) is negative, Shipper's Accumulated Imbalance is negative; and
 - (ii) the sum of Shipper's Daily Imbalances (for each elapsed Day of the Term) is positive, Shipper's Accumulated Imbalance is positive.
- (b) The **Imbalance Allowance** is 8% of the Traded MDQ.
- (c) To avoid doubt, where Shipper's Accumulated Imbalance is negative, then for the purposes of determining:
 - (i) the Imbalance Charges (if any) payable by Shipper; and
 - (ii) whether Shipper's Accumulated Imbalance exceeds the Imbalance Allowance, the absolute value of Shipper's Accumulated Imbalance (as defined in paragraph (d) below) will be used.
- (d) For the purposes of paragraph (c) above, the absolute value of Shipper's Accumulated Imbalance is the difference between the quantity of Shipper's Accumulated Imbalance and zero (for example, where Shipper's Accumulated Imbalance is -10 TJ, the absolute value of that Accumulated Imbalance is 10 TJ).

6.2 **Obligation to Balance**

Shipper must use its reasonable endeavours to ensure that there is not a Shipper's Accumulated Imbalance at the end of each Day, but nothing in this clause 6.2 limits Shipper's ability to effect transfers of Accumulated Imbalance under clause 6.7.

6.3 **Transporter's Obligations**

Transporter must, as soon as reasonably practicable but in any event within 4 hours after the end of each Day, notify Shipper of Shipper's Accumulated Imbalance as at the end of that Day.

6.4 *Imbalance Charge*

- (a) Where as at the end of a Day Shipper's Accumulated Imbalance exceeds the Imbalance Allowance, then (subject to clause 6.5) an Imbalance Charge will be payable by Shipper. The Imbalance Charge for that Day will be calculated in accordance with the following formula:

$$EI * ICR$$

Where:

EI is the number of GJ of Shipper's Accumulated Imbalance in excess of the Imbalance Allowance; and

ICR is the Imbalance Charge Rate as determined under Annexure 2.

- (b) This clause 6.4 continues to apply after the expiration or termination of this Agreement until such time as Shipper's Accumulated Imbalance is reduced to zero.

6.5 *Reduction in Liability*

Shipper's liability to pay an Imbalance Charge on a Day will be reduced if and to the extent that it arises as a result of Transporter's breach of this Agreement or negligence.

6.6 *Rights of Transporter*

Despite any other provision of this clause 6, where:

- (a) a Shipper's Accumulated Imbalance exists (whether during or at the end of a Day) which exceeds the Imbalance Allowance; or
- (b) Transporter, acting Reasonably and Prudently, forms the opinion that Shipper's Accumulated Imbalance at the end of a Day will exceed the Imbalance Allowance,

then Transporter may require (by notice in writing) Shipper to adjust the quantity of Gas being supplied at the Receipt Points by Shipper and/or to adjust the quantity of Gas being taken at the Delivery Points by Shipper and, if Shipper fails to comply with that requirement within 2 hours of receiving notification of it from Transporter, then:

- (c) Shipper must indemnify and keep indemnified Transporter for any Losses suffered by Transporter as a result of that failure and as a result of any action taken by Transporter under clause 6.6(d); and
- (d) Transporter may access and close or restrict deliveries to one or more Delivery Points and/or Receipt Points or remotely close (whether wholly or partially) any shutdown valve at one or more Delivery Points and/or Receipt Points.

6.7 *Transfers of Imbalances*

- (a) Shipper may, in accordance with this clause 6.7:
- (i) transfer all or part of its Accumulated Imbalance (as determined at the end of a Day) to another shipper; or
 - (ii) accept from another shipper a transfer of all or part of that other shipper's Accumulated Imbalance (as determined at the end of a Day).
- (b) To avoid doubt, under paragraph (a) above Shipper may:

- (i) transfer a positive Accumulated Imbalance so as to reduce Shipper's positive Accumulated Imbalance but increase the positive Accumulated Imbalance of another shipper;
 - (ii) accept a transfer of a positive Accumulated Imbalance from another shipper so as to increase Shipper's positive Accumulated Imbalance but reduce the positive Accumulated Imbalance of that other shipper;
 - (iii) transfer a negative Accumulated Imbalance so as to reduce Shipper's negative Accumulated Imbalance but increase the negative Accumulated Imbalance of another shipper;
 - (iv) accept a transfer of a negative Accumulated Imbalance from another shipper so as to increase Shipper's negative Accumulated Imbalance but reduce the negative Accumulated Imbalance of that other shipper; and
 - (v) exchange a quantity of Accumulated Imbalance for an equal but opposite quantity of Accumulated Imbalance.
- (c) A transfer under clause 6.7(a) will only be effective if written notice is received by Transporter from both Shipper and the other shipper of the transfer within the later of:
- (i) 6 hours of the end of the relevant Day; or
 - (ii) 4 hours of receipt of notification by both shippers (who are party to the transfer) from Transporter of their respective Accumulated Imbalance for the relevant Day.
- (d) Where notice is received by Transporter in accordance with clause 6.7(c), then the Accumulated Imbalance of Shipper and the other shipper will be adjusted to reflect the transfer and any Imbalance Charge otherwise payable by Shipper will be adjusted to reflect Shipper's new Accumulated Imbalance.

6.8 Accumulated Imbalance at end of Term

- (a) Where as at the date of expiration or termination of this Agreement Shipper's Accumulated Imbalance is not equal to zero then Shipper must reduce that Accumulated Imbalance to zero within 2 Days by either supplying Gas to the Receipt Points (at such times acceptable to Transporter acting reasonably), taking delivery of Gas at the Delivery Points (at such times acceptable to Transporter acting reasonably) or entering into imbalance trades. If Shipper fails to do so within that 2 Day period then:
- (i) Shipper must pay the Imbalance Charge Rate for each GJ of Shipper's Accumulated Imbalance until such time as the Accumulated Imbalance is reduced to zero;
 - (ii) Transporter may take such steps as it considers necessary to reduce the Shipper's Accumulated Imbalance to zero including buying or selling Gas (including Gas represented by any positive Accumulated Imbalance of Shipper) and may recover from Shipper the costs it incurs in taking such steps.
- (b) Nothing in clause 6.8(a) reduces Shipper's liability to pay an Imbalance Charge for each Day after the expiration or termination of this Agreement for any quantity of Shipper's Accumulated Imbalance in excess of the Imbalance Allowance (and to avoid doubt as from the expiration or termination of this Agreement the Imbalance Allowance is OTJ).

7 Title, Risk and Responsibility

7.1 *Co-mingling of Gas*

From the time Gas is delivered into the possession of Transporter at the Receipt Points, Transporter will have the right to co-mingle that Gas with other Gas in the Pipeline System and to subject the Gas to compression, cleaning and other processes consistent with Transporter's operation of the Pipeline System but nothing in this clause 7.1 relieves Transporter of its obligations under this Agreement.

7.2 *Warranty as to Title to Gas*

Shipper warrants to Transporter that, at the time of supply of Gas to Transporter, Shipper has good title to the Gas, free and clear of all liens, encumbrances and claims of a nature inconsistent with Transporter's operation of the Pipeline System.

7.3 *Title to Gas*

- (a) Subject to clause 7.3(b), the title to Gas supplied by Shipper to Transporter will at all times remain with Shipper.
- (b) Title to Gas supplied by Shipper to Transporter on account of System Use Gas or Fuel Gas will pass from Shipper to Transporter at the time of the supply of that Gas to a Receipt Point.
- (c) Title to System Use Gas returned by Transporter to Shipper will pass from Transporter to Shipper at the time of delivery of that Gas to a Delivery Point.

7.4 *Responsibility for Gas*

- (a) Subject to clause 9, Shipper will have no responsibility or liability whatsoever for any Gas after it has been supplied to Transporter at the Receipt Points and prior to the delivery of that Gas to Shipper at the Delivery Points on account of anything which may be done, happen or arise with respect to that Gas during that period.
- (b) Subject to clause 9, Transporter will have no responsibility or liability whatsoever for any Gas prior to its supply to Transporter at the Receipt Points or after its delivery to Shipper at the Delivery Points on account of anything which may be done, happen or arise with respect to that Gas prior to supply at the Receipt Points or after delivery at the Delivery Points.

7.5 *Deemed Delivery of Gas*

The parties agree that by delivering Gas to Shipper at the Delivery Points in accordance with the terms of this Agreement, Transporter will be deemed to have delivered Shipper's Gas to Shipper. Such Gas delivered at the Delivery Points is and will be deemed to be that received by Transporter from Shipper at the Receipt Points.

7.6 *Title to Line Pack*

Transporter has title, control and possession of all Line Pack within the Pipeline System.

8 Priority

8.1 *Capacity Shortfall due to act or omission of a Shipper*

- (a) To the extent that there is insufficient Capacity in the Pipeline System on a Day to meet the requirements of all shippers on that Day due to a shipper (**Defaulting Shipper**):

- (i) breaching its contractual obligations to Transporter;
- (ii) taking delivery, without the consent of Transporter, of a quantity of Gas on a Day or in an hour in excess of that quantity allowable under that shipper's Transportation Agreement;
- (iii) exceeding the "Imbalance Allowance" under its Transportation Agreement (as "Imbalance Allowance" is defined in that Transportation Agreement); or
- (iv) performing an action negligently or making a negligent omission,

then, subject to clause 8.1(b), Transporter must interrupt or curtail deliveries of Gas to, or the supply of Gas from (or reduce the quantities of Gas scheduled for), the Defaulting Shipper to the extent necessary to remedy the effects of the acts or omissions referred to in clauses 8.1(a)(i) to 8.1(a)(iv) on the Capacity of the Pipeline System prior to interrupting or curtailing deliveries of Gas to or receipts of Gas from any other shipper (including, to avoid doubt, under clause 8.5).

- (b) Shipper acknowledges that it will not always be possible for Transporter to determine if and the extent to which a shortfall in the Capacity of the Pipeline System is caused by the act or omission of a Defaulting Shipper and consequently:
 - (i) Transporter will have no liability for failure to interrupt or curtail deliveries of Gas to or receipts of Gas from a Defaulting Shipper to the extent required by clause 8.1(a); and
 - (ii) where Transporter reasonably considers that Shipper is a Defaulting Shipper, Transporter will have no liability for interrupting or curtailing Shipper pursuant to clause 8.1(a),

provided that Transporter acts in good faith as a Reasonable and Prudent operator and on the basis of the best information available to Transporter.

8.2 Other Capacity Shortfalls – Shortfalls identified prior to commencement of a Day

Where Transporter, acting Reasonably and Prudently, forms the view that, after having curtailed all Defaulting Shippers (if any), there will be insufficient Capacity in the Pipeline System on a Day (for any reason) to provide the services nominated by or scheduled for all shippers on that Day and that shortfall in Capacity is identified by Transporter prior to the commencement of the relevant Day, then the available Capacity for that Day must be allocated by Transporter as follows:

- (a) the quantities of Gas nominated by, or scheduled for, shippers for Firm Services will have priority over the provision of any other services in the Pipeline System;
- (b) if the available Capacity of the Pipeline System is insufficient to meet all shippers' nominated or scheduled quantities for transportation pursuant to Firm Services and the shortfall in Capacity affects all such shippers equally, the following provisions will apply:
 - (i) the available Compressor Capacity of the Pipeline System will be allocated in priority between the shippers entitled to Firm Services pro-rata based on the Compressor MDQ of each such shipper; and
 - (ii) the amount of Free Flow Capacity of the Pipeline System available for the provision of transportation services pursuant to Firm Services will be allocated in priority between shippers entitled to Firm Services pro-rata based on the Free Flow MDQ of each such shipper; and

- (c) if the available Capacity of the Pipeline System is insufficient to meet all shippers' nominated or scheduled quantities for transportation pursuant to Firm Services but the shortfall only affects Transporter's ability to provide such services to certain shippers (for each such shipper, **Affected Firm Shipper**), the following provisions will apply:
 - (i) the amount of Compressor Capacity available for the provision of transportation services to those Affected Firm Shippers will be allocated in priority between those Affected Firm Shippers pro-rata based on the Compressor MDQ of each Affected Firm Shipper; and
 - (ii) the amount of Free Flow Capacity of the Pipeline System available for the provision of transportation services to those Affected Firm Shippers will be allocated in priority between those Affected Firm Shippers pro-rata based on the Free Flow MDQ of each Affected Firm Shipper.

8.3 **Other Capacity Shortfalls – Shortfalls identified on a Day**

Where:

- (a) Transporter, acting Reasonably and Prudently, forms the view that, after having curtailed all Defaulting Shippers (if any), there will be insufficient Capacity in the Pipeline System on a Day (for any reason) to provide services in respect of the quantity of Gas nominated by or scheduled for all shippers on that Day; and
- (b) that shortfall in Capacity is not identified by Transporter prior to the commencement of the relevant Day,

then the available Capacity for the remainder of that Day (that is, after the time of identification of the Capacity shortfall) must, to the extent reasonably practicable (including having regard to the quantities of Gas already transported for shippers on that Day pursuant to services other than Firm Services as determined by Transporter as a Reasonable and Prudent operator), be allocated by Transporter in accordance with the procedures set out in clause 8.2.

8.4 **Notification of Revised Scheduled Quantities**

- (a) Where Transporter interrupts or curtails or intends to interrupt or curtail receipts of Gas from or deliveries of Gas to Shipper on a Day pursuant to this clause 8, Transporter must, as soon as reasonably practicable, notify Shipper of any variation to the quantities of Gas scheduled to be supplied by, or delivered to, Shipper for that Day.
- (b) Shipper will not be liable to Transporter if, within a period of not greater than 30 minutes after the time of receipt of any notice from Transporter under clause 8.4(a) (**Adjustment Period**), Shipper supplies, or takes delivery of, a quantity of Gas which results in the total quantity of Gas supplied or taken by Shipper on the relevant Day exceeding the reduced Scheduled Quantities.
- (c) Nothing in clause 8.4(b):
 - (i) permits Shipper to take delivery of Gas in a manner which is not otherwise permitted by this Agreement;
 - (ii) relieves Shipper of liability:
 - (A) for any quantity of Gas supplied or taken delivery of from the expiration of the Adjustment Period; and

- (B) if, as at the expiration of the Adjustment Period, Shipper has supplied or taken delivery of a quantity of Gas in excess of the Scheduled Quantities (as determined prior to the time of reduction of those quantities by virtue of the notice served under clause 8.4(a)).

8.5 *Hourly Curtailment*

- (a) Where due to a shortfall in the Capacity of the Pipeline System on a Day Transporter (acting Reasonably and Prudently) forms the view that, in addition to the allocation of that Capacity in accordance with clauses 8.1 to 8.3, it is necessary, for the purpose of preserving the operational integrity of the Pipeline System, to restrict the quantity of Gas which may be supplied by, or delivered to, shippers in one or more hours of that Day, then Transporter may by notice to Shipper limit the maximum quantity of Gas which Shipper may supply to the Receipts Points or take delivery of at the Delivery Points in those hours, provided that (to the extent reasonably practicable having regard to the circumstances of the shortfall in Capacity):
 - (i) receipts or deliveries of Gas pursuant to services other than Firm Services must be first interrupted or curtailed prior to any interruption or curtailment in the receipt or delivery of Gas pursuant to Firm Services; and
 - (ii) the extent of the reduction in the quantity of Gas which may be supplied to the Receipt Points or delivered to the Delivery Points in an hour must (to the extent reasonably practicable having regard to the circumstances of the shortfall in Capacity) be allocated between shippers entitled to Firm Services using the same procedures as are used under clauses 8.2 and 8.3 to allocate shortfalls in Capacity on a Daily basis.
- (b) Shipper must comply with any notice served by Transporter under clause 8.5(a) within 30 minutes of receipt of that notice.

8.6 *Impact of National Gas Law*

The allocation procedures in this clause 8 apply subject to any allocation procedures required to be applied under the National Gas Law or any other Laws.

9 **Gas Specification**

9.1 *Obligation to ensure Gas Complies with Gas Specification*

Shipper must:

- (a) ensure all Gas supplied by Shipper to the Receipt Points meets the Gas Specification; and
- (b) notify Transporter as soon as practicable if Shipper becomes aware or has grounds to suspect that Gas being supplied or to be supplied by Shipper to a Receipt Point does not comply with the Gas Specification or there is a material and probable threat that such Gas will not comply with the Gas Specification, which notification must specify, to the extent known by Shipper, the extent of non-compliance with the Gas Specification.

9.2 *Transporter Notification*

Transporter must notify Shipper as soon as practicable if Transporter becomes aware that Gas supplied by Shipper at a Receipt Point does not comply with the Gas Specification.

9.3 Acceptance of Off Specification Gas

- (a) Within 2 hours of Transporter becoming aware that Gas supplied, or to be supplied, by Shipper is or may be Off Specification Gas Transporter must notify Shipper whether or not, and if so to what extent, Transporter will accept delivery of that Gas. If Transporter fails to give such a notice, Transporter is taken to have not accepted the Off Specification Gas.
- (b) It is at Transporter's absolute discretion whether, and to what extent, Transporter agrees to accept delivery of Off Specification Gas.
- (c) Any acceptance of Off Specification Gas by Transporter may:
 - (i) specify a maximum volume of Off Specification Gas Transporter is prepared to accept; and
 - (ii) specify parameters with which Off Specification Gas must comply (such that Transporter will not be taken to have accepted Off Specification Gas which does not comply with those parameters).
- (d) Transporter may, at any time after Transporter has agreed to accept Off Specification Gas, notify Shipper that Transporter will no longer accept such Gas which notice will take effect 2 hours after Shipper receives such notice from Transporter.
- (e) Where Transporter notifies Shipper that Transporter will accept Off Specification Gas then Shipper may, without incurring liability on account of the supply of that Off Specification Gas, supply such Off Specification Gas to the Receipt Points provided that:
 - (i) Shipper complies with any conditions imposed by Transporter under clause 9.3(c); and
 - (ii) Shipper must cease the supply of such Gas as from the time a notice given by Transporter under clause 9.3(d) takes effect.
- (f) Any references in this clause 9 to Off Specification Gas which Transporter has agreed to accept do not include Off Specification Gas supplied by Shipper in breach of any conditions imposed by Transporter under clause 9.3(c) or Off Specification Gas supplied after the time a notice under clause 9.3(d) takes effect.
- (g) If Transporter does not accept Off Specification Gas or if Shipper notifies Transporter that Shipper does not wish to supply Off Specification Gas into the Pipeline System, then Transporter must use reasonable endeavours to prevent such Off Specification Gas entering the Pipeline System.

9.4 Actions in Response to Off Specification Gas

- (a) Unless Transporter notifies Shipper that Transporter will accept Off Specification Gas, Shipper must cease the supply of Off Specification Gas to the Receipt Points as soon as is possible.
- (b) Irrespective of whether or not Transporter agrees to accept Off Specification Gas, upon becoming aware that Gas being supplied, or to be supplied, by Shipper does not comply with the Gas Specification, or there is a material and probable threat such Gas will not comply with the Gas Specification, Shipper must take all necessary measures to ensure Gas that it supplies into the Pipeline System complies with the Gas Specification.

- (c) Where Shipper is supplying, or has notified Transporter that it will supply, or there is a material and probable threat it will supply, Off Specification Gas to a Receipt Point and Transporter has not agreed to accept that Gas then Transporter may take such action as Transporter considers (as a Reasonable and Prudent operator) is required to prevent the supply of such Gas into the Pipeline System, including closing or restricting supply at any Receipt Point.
- (d) Where Off Specification Gas is supplied by Shipper into the Pipeline System and Transporter has not agreed to accept that Gas then Transporter must, as a Reasonable and Prudent operator, use reasonable endeavours to take (having regard to the technical characteristics and limitations of the Pipeline System) all technically feasible steps to minimise the impact (or, if possible, avoid any impact) of that Gas on the safety and operational integrity of the Pipeline System and on Transporter's ability to fulfil its contractual obligations to shippers. Such steps may include blending the Off Specification Gas with Gas which does meet the Gas Specification.
- (e) Where Transporter flares, vents or combusts any Gas supplied by Shipper as a result of Shipper supplying Off Specification Gas into the Pipeline System (which Gas Transporter has not agreed to receive), then for the purposes of calculating Shipper's Daily Imbalance such Gas will be treated as having been delivered by Transporter to Shipper.
- (f) Transporter has no liability for failure to receive Gas from or deliver Gas to Shipper (or for interrupting or curtailing the receipt of Gas from or delivery of Gas to Shipper) to the extent that failure, interruption or curtailment is a consequence of any steps taken by Transporter under clause 9.3(g), 9.4(c) or clause 9.4(d).

9.5 *Indemnity*

- (a) Subject to clauses 9.5(b) and 9.5(c) Shipper must indemnify Transporter and keep Transporter indemnified against all Losses suffered or incurred by Transporter due to each of the following:
 - (i) Shipper supplying Off Specification Gas into the Pipeline System;
 - (ii) the measures taken by Transporter as a Reasonable and Prudent operator to deal with such Off Specification Gas.
- (b) Clause 9.5(a) does not apply to the supply of Off Specification Gas which Transporter has agreed to accept and Shipper has no liability to Transporter under the indemnity or at common law in respect of such Gas.
- (c) Clause 9.5(a) does not apply to Losses which Transporter would have avoided had Transporter complied with its obligations under this Agreement, including its obligation to act as a Reasonable and Prudent operator and Shipper has no liability to Transporter under the indemnity or at common law in respect of such Losses.
- (d) Where Shipper and other shippers have supplied a commingled stream of Off Specification Gas (for example because Shipper and those shippers have acquired the Off Specification Gas from the same source) then Shipper's liability to Transporter (under the indemnity and at common law) is capped at a pro-rata share of the Losses suffered by Transporter, such pro-rata share being determined by reference to the proportion of the Off-Specification Gas which was supplied by Shipper.

9.6 *Gas Specification at Delivery Points*

- (a) Transporter must ensure Gas delivered by Transporter to the Delivery Points complies with the Gas Specification.
- (b) Transporter is not in breach of clause 9.6(a) to the extent:
 - (i) Gas does not comply with the Gas Specification because Shipper has supplied Off Specification Gas to Transporter (whether or not Transporter has agreed to accept that Off Specification Gas); or
 - (ii) Shipper has agreed to accept the delivery of the Off Specification Gas; or
 - (iii) Off Specification Gas has been supplied into the Pipeline System by another shipper without Transporter's consent and Transporter was not, as a Reasonable and Prudent operator, able to prevent the delivery of that Gas to Shipper.
- (c) If a Party becomes aware that Gas being delivered or to be delivered to a Delivery Point does not comply with the Gas Specification or there is a material and probable threat that such Gas will not comply with the Gas Specification it must as soon as is practicable give notice to the other Party.
- (d) If Shipper does not wish to accept delivery of Off Specification Gas then Shipper must take such steps, within its control, to ensure Shipper does not take delivery of that Gas.

10 **Measurement**

10.1 *Measurement and Testing*

Subject to clause 10.6, all measurements and tests for the quantity and quality of Gas received at a Receipt Point and delivered at a Delivery Point will be accomplished through equipment provided and maintained by or on behalf of the party designated in Annexure 1 as being responsible for measurement at that Receipt Point or Delivery Point (as applicable) (**Responsible Party**).

10.2 *Compressor and Gas Heater Metering*

Transporter must ensure that measuring equipment complying with the requirements of Annexure 3 is installed at each Compressor and Gas Heater for the purpose of measuring and accurately recording the quantity of Gas consumed by that Compressor and Gas Heater (as applicable).

10.3 *Access Rights*

The Responsible Party will ensure that the other party has:

- (a) access to the measuring and testing equipment at the Receipt Points and the Delivery Points for which it is the Responsible Party at all reasonable hours for inspection purposes; and
- (b) an entitlement to be present during all tests for quantity and quality of Gas and at the cleaning, installing, changing, repairing, inspecting, calibrating or adjusting of the equipment (which will be done only by duly qualified employees or duly qualified agents of the Responsible Party or duly qualified employees or duly qualified agents of the owner or operator of the equipment).

10.4 *Records and Charts*

Upon request by the other party, the Responsible Party must promptly submit to that other party records and charts from the measuring equipment together with calculations therefrom for inspection and verification and the other party must return the same within 10 days after their receipt (provided that the other party may, at its own cost, make and retain copies of those records and charts). The Responsible Party must preserve for a period of at least 4 years all test data, charts and other similar records.

10.5 *Measurement and Testing Procedures*

The measurement and testing of Gas supplied at the Receipt Points, delivered at the Delivery Points and used by the Compressors and Gas Heaters will be governed by the provisions of Annexure 3.

10.6 *Shared Points*

Shipper agrees that where it is the Responsible Party for a Receipt Point or Delivery Point used by other shippers that:

- (a) records, charts and data relating to the measurement of receipts or deliveries at that point may be provided by Transporter to those other shippers; and
- (b) Shipper will ensure those other shippers are able to exercise equivalent access and attendance rights to those granted by Shipper to Transporter under clause 10.3.

10.7 *Langley Connection Point*

- (a) Measuring equipment will not be installed at the Langley Connection Point to measure the quantity or composition of Gas supplied or delivered at that point.
- (b) The quantity of Gas receipted by Shipper to the Langley Connection Point on a Day and in an hour (as applicable) will be:
 - (i) where Shipper is the sole shipper entitled to use the Langley Connection Point, the total quantity of Gas, determined under the transportation agreements relating to the use of the PCI Pipeline System, as having been delivered by Transporter to the Langley Receipt Point on that Day (**Receipt Quantity**) or in that hour (**Hourly Receipt Quantity**) as applicable; and
 - (ii) where Shipper and one or more other shippers are entitled to use the Langley Connection Point, that portion of the Receipt Quantity and the Hourly Receipt Quantity (as applicable) determined in accordance with the Allocation Procedures applying to the Langley Connection Point.
- (c) The quantity of Gas delivered by Shipper to the Langley Connection Point on a Day and in an hour (as applicable) will be:
 - (i) where Shipper is the sole shipper entitled to use the Langley Connection Point, the total quantity of Gas, determined under the transportation agreements relating to the use of the PCI Pipeline System, as having been receipted by Transporter to the Langley Delivery Point on that Day (**Delivery Quantity**) or in that hour (**Hourly Delivery Quantity**) as applicable; and
 - (ii) where Shipper and one or more other shippers are entitled to use the Langley Connection Point, that portion of the Delivery Quantity and the Hourly Delivery

Quantity (as applicable) determined in accordance with the Allocation Procedures applying to the Langley Connection Point.

11 Access Rights

11.1 *Grant of Rights*

Each party grants to the other party, and the other party's employees, agents and officers, such access as is reasonably required to premises owned or controlled by it and upon which any of its gas infrastructure (related to the performance of this Agreement) is located for the purpose of allowing the other party to exercise its rights and perform its obligations under this Agreement.

11.2 *Obligations*

The party seeking access:

- (a) must give reasonable notice to the other party specifying the time of such proposed access, the reason access is required and the identity of each representative of the party who will access the premises;
- (b) must take all reasonable steps to ensure that its officers, agents and employees who enter the premises cause as little inconvenience as possible and observe all safety and security procedures at all times; and
- (c) will be liable for all acts and omissions of its officers, agents and employees who enter the other party's premises except where such acts and omissions result from the negligence or default of the other party.

11.3 *Third Party Access*

If any gas infrastructure of either party is, or will be, located on premises of a third party, then the party owning the infrastructure will (for the purposes of complying with its obligation under clause 11.1) use its reasonable endeavours to secure for the other party a right of access to the third party's premises.

12 Electronic Communications System

- (a) Transporter has established an electronic communications system (**Electronic Communications System**) which is used (amongst other things) to:
 - (i) provide data relating to the supply and delivery of Gas at certain of the receipt points and delivery points on the Pipeline System;
 - (ii) allow the electronic communication of nominations, scheduling and other operational matters;
 - (iii) provide historical information as to deliveries during the previous 12 months.
- (b) Except during periods in which the Electronic Communications System is not operational, Shipper must use the Electronic Communications System for those communications provided for in the operating protocols (referred to in clause 12(e)).

- (c) Shipper must bear all costs of connecting to the Electronic Communications System and of ensuring its communications equipment is compatible with the requirements of the Electronic Communications System.
- (d) Shipper acknowledges that it has no proprietary interest of any nature (including intellectual property rights) in the Electronic Communications System.
- (e) Shipper must comply with:
 - (i) those operating protocols for use and functioning of the Electronic Communications System notified by Transporter to Shipper prior to Shipper's execution of this Agreement; and
 - (ii) any variation to those operating protocols from time to time, or new operating protocols introduced by Transporter, provided the varied or new operating protocols are reasonable.

13 Charges

13.1 *Obligation to Pay*

- (a) Shipper must pay to Transporter any Charges referred to in this Agreement which are incurred by Shipper.
- (b) The amount of each Charge (or rate used to calculate a Charge) payable by Shipper under this Agreement is set out in Annexure 2.
- (c) The Charges are subject to escalation in accordance with the provisions of Annexure 2 and to adjustment in accordance with this clause 13.
- (d) The circumstances in which a Charge is payable by Shipper are described in the remaining provisions of this Agreement (including the Schedules).

13.2 *Change in Imposts*

- (a) The Charges payable under this Agreement have been determined by the parties having regard to Imposts in force as at the date of this Agreement. If after the date of execution of this Agreement those Imposts are varied, new Imposts imposed or existing Imposts are removed, with the result that there is an increase or decrease in Transporter's liability for Imposts arising as a result of the provision of the Services or the receipt of payments from Shipper under this Agreement, then Transporter will alter the Charges referred to in this Agreement in accordance with clause 13.2(b).
- (b) Transporter will apportion its increase in liability or reduction in liability (as applicable) arising out of the variation of an Impost, the imposition of a new Impost or the removal of an existing Impost between the shippers to which it supplies the services which attract the additional or reduced liability. Any such apportionment must be determined by Transporter on such basis, as reasonably determined by Transporter, as best reflects the extent to which Transporter's liability for the Impost is attributable to the services provided by Transporter to each shipper.

13.3 *Change in Law*

- (a) The Charges payable under this Agreement have been determined by the parties having regard to Laws in force as at the date of this Agreement. If after the date of execution of

this Agreement a Change in Law occurs with the result that there is an increase or decrease in Transporter's costs as a result of the provision of the Services (including because of modifications Transporter is required to make to the Pipeline System or its operation due to the Change in Law or the actions third parties take because of the Change in Law) then Transporter will alter the Charges referred to in this Agreement in accordance with clause 13.3(b).

- (b) Transporter will apportion its increase in costs or reduction in costs (as applicable) arising out of a Change in Law between the shippers to which it supplies the services which attract the additional or reduced costs. Any such apportionment must be determined by Transporter on such basis, as reasonably determined by Transporter, as best reflects the extent to which Transporter's liability for those costs is attributable to the services provided by Transporter to each shipper.

14 Invoicing and Payment

14.1 Invoicing

- (a) Each Month Transporter may issue an invoice to Shipper for any Charges incurred by Shipper under this Agreement in respect of the previous Month. An invoice must include such information as is reasonably required to substantiate the Charges payable by Shipper.
- (b) Each invoice must be accompanied by a report showing for each Day of the previous Month:
 - (i) the quantity of Gas supplied by Shipper at each Receipt Point under each Service in that Month on each Day and in aggregate across all Receipt Points;
 - (ii) the quantity of Gas delivered to Shipper at each Delivery Point under each Service in that Month on each Day and in aggregate across all Delivery Points; and
 - (iii) Shipper's Accumulated Imbalance as at the end of each Day.
- (c) Transporter must provide to Shipper such additional information in respect of an invoice as Shipper reasonably requests to explain or substantiate amounts included in that invoice.
- (d) An invoice may be based upon estimated data where actual data is not available to Transporter at the time it prepares the invoice. In such circumstances Transporter must issue an adjustment invoice to Shipper once the actual data becomes available to Transporter.
- (e) Shipper must pay an invoice within 14 days of receipt of the invoice.
- (f) If the day on which an invoice falls due for payment is not a Business Day, then Shipper must pay the invoice by the next Business Day.
- (g) Unless otherwise agreed by Transporter, Shipper must pay Transporter by electronic funds transfer to such account notified by Transporter to Shipper from time to time.

14.2 Disputed invoices

- (a) Where Shipper, in good faith, disputes an invoice then it may withhold payment of the disputed portion of the invoice but only where it notifies Transporter of the amount disputed and the reason for the dispute not less than 5 Business Days before the invoice is due for payment.

- (b) Where Shipper withholds an amount of an invoice under clause 14.2(a) and it is subsequently agreed or determined that such amount was due under this Agreement then Shipper must pay such amount within 5 Business Days of that agreement or determination with interest at the Interest Rate calculated on a daily basis from the date the relevant invoice was due for payment under clause 14.1 until such time as the amount is paid.
- (c) Where it is agreed or determined that Shipper has paid an amount invoiced by Transporter to Shipper and such amount was not in fact due to Transporter then Transporter must refund that amount to Shipper with interest at the Interest Rate calculated from the time the amount was received by Transporter until the time the amount is refunded to Shipper.
- (d) Payment of an invoice by Shipper does not prevent Shipper subsequently disputing its liability to pay that invoice provided Shipper disputes the invoice within 12 months of the date of receipt of the invoice.

14.3 Adjustments

Where an error is discovered in an invoice issued under clause 14.1, an adjustment to compensate for such error will be effected on the next invoice issued under clause 14.1 or paid within 30 days of ascertainment of the error.

14.4 Late Payments

If Shipper fails to pay an amount due under this Agreement by the due date then it must pay interest at the Default Rate on the amount overdue, calculated on a daily basis from its due date until the date of actual payment.

15 GST

15.1 GST Gross-Up

If a party (**Supplier**) is required to pay GST in respect of a supply made under or in connection with (including by reason of a breach of) this Agreement, the recipient of the supply must (in addition to any other payment for, or in connection with, the supply) pay to the Supplier an amount equal to such GST (**GST gross-up**).

15.2 GST Invoice

If a GST gross-up is payable, then the Supplier must give the recipient a tax invoice for the supply.

15.3 Payment

Provided a tax invoice has been given, the GST gross-up must be paid by the recipient:

- (a) if any monetary consideration is payable for the supply, at the same time and in the same manner as such monetary consideration;
- (b) if no monetary consideration is payable for the supply, within 10 Business Days after the day on which the tax invoice is given.

15.4 Reimbursements

If any payment to be made to a party under or in connection with this Agreement is a reimbursement or indemnification of an expense or other liability incurred or to be incurred by that party, then the amount of the payment must be reduced by the amount of any input tax credit to which that party is

entitled for that expense or other liability, such reduction to be effected before any increase in accordance with clause 15.1.

15.5 Adjustments

If an adjustment event has occurred in respect of a supply made under or in connection with this Agreement, any party that becomes aware of the occurrence of that adjustment event must notify the other party as soon as practicable, and the parties agree to take whatever steps are necessary (including to issue an adjustment note), and to make whatever adjustments are required, to ensure that any GST or additional GST on that supply, or any refund of GST (or part thereof), is paid no later than 20 Business Days after the Supplier first becomes aware that the adjustment event has occurred.

15.6 Definitions

- (a) Terms used in this clause 15 which are defined in the *A New Tax System (Goods and Services Tax) Act 1999* (Cth) have the meaning given to them in that Act.
- (b) In this clause 15, a reference to a payment includes any payment of money and any form of consideration other than payment of money.
- (c) In this Agreement, all references to payments and obligations to make payments, including all references to compensation (including by way of reimbursement or indemnity), are, but for the operation of this clause 15, exclusive of GST.

16 Credit Support

16.1 Standing

Transporter is not required to provide Services to Shipper unless:

- (a) Shipper is resident in Australia or has a permanent establishment in Australia;
- (b) Shipper is incorporated or constituted under the *Corporations Act 2001* or, if not, satisfies Transporter (acting reasonably) that:
 - (i) it is duly incorporated;
 - (ii) it has the legal capacity to enter into and perform this Agreement; and
 - (iii) it has duly executed this Agreement and this Agreement is enforceable against it;
- (c) Shipper is capable of being sued in its own name in courts established under the laws of Australia; and
- (d) Shipper does not enjoy any immunity from legal proceedings or legal process (including, but without limitation, any immunity from execution).

16.2 Insurance

- (a) Shipper must maintain throughout the Term third party public and product liability insurance covering liability for death or bodily injury (including illness) and loss of, damage to and loss of use of, property arising out of anything done or omitted to be done by Shipper under or in connection with this Agreement (including damage caused to the Pipeline System or PCI Pipeline System by Off Specification Gas) for a liability of not less than \$20 million in respect of any one occurrence and, in respect of the public liability component, unlimited as to the number of occurrences.

- (b) Shipper may discharge its obligations under this clause 16.2 by substantiating to Transporter's reasonable satisfaction that Shipper is part of a corporate group with self-insurance arrangements (which apply for the benefit of Shipper) providing equivalent financial support to Shipper, for liabilities which Shipper may incur, to that which would be provided by the third party public and product liability insurance referred to in clause 16.2(a).
- (c) Transporter is not required to provide any Services to Shipper until Shipper provides Transporter a certificate of currency evidencing that the insurance referred to in clause 16.2(a) is in effect or establishes to Transporter's reasonable satisfaction that the arrangements referred to in clause 16.2(b) are in place.
- (d) Transporter may, from time to time, but not more than once in any 6 month period unless Transporter has reasonable grounds for believing the insurance or self-insurance may no longer be in effect, request Shipper to provide a certificate of currency evidencing the insurance referred to in clause 16.2(a) is in effect or otherwise substantiate to Transporter's reasonable satisfaction that the self-insurance arrangements are in effect.

16.3 Credit Support

- (a) Transporter may require Shipper to provide credit support under this clause 16 except where one or more of the following apply:
 - (i) Shipper has a Standard & Poor's or Fitch credit rating of BBB-, or Moody's credit rating of Baa3, or better; or
 - (ii) Shipper's obligations under this Agreement are guaranteed (on terms satisfactory to Transporter acting reasonably) by an Australian resident body corporate with a Standard & Poor's or Fitch credit rating of BBB-, or Moody's credit rating of Baa3, or better; or
 - (iii) Shipper otherwise establishes to Transporter's satisfaction (acting in good faith) that Shipper has access to the financial resources required to ensure Shipper is able to meet all of its obligations under this Agreement.
- (b) Where Shipper is not originally required to provide credit support but, due to a change in circumstances, Shipper is no longer relieved by clause 16.3(a) from the obligation to provide credit support, then Shipper must provide credit support within 10 Business Days of request by Transporter. Where Shipper originally satisfied clause 16.3(a)(iii), a change in circumstances includes Shipper ceasing to establish to Transporter's satisfaction (acting in good faith) that Shipper has access to the financial resources required to ensure Shipper is able to meet all of its obligations under this Agreement.
- (c) Despite the occurrence of the Service Commencement Date for a Service Transporter is not required to provide that Service until any credit support required by this clause 16 is in place.

16.4 Amount of Credit Support

Shipper's Credit Support Amount is equal to the sum of:

- (a) 150% of the fixed Charges payable by Shipper over 3 Months; and
- (b) the monetary amount of any credit support Shipper is required to provide pursuant to the Schedules to this Agreement.

16.5 Type of Credit Support

Where Shipper is required to provide credit support that credit support must be in the form of:

- (a) a bank guarantee for Shipper's Credit Support Amount from a bank, and on terms, reasonably acceptable to Transporter; or
- (b) such other form of credit support acceptable to Transporter in its absolute discretion.

16.6 Recourse to Credit Support

Transporter may have recourse to the credit support provided by Shipper to recover:

- (a) any amounts due from Shipper to Transporter under this Agreement but unpaid by the due date and which are not paid within a further 5 Business Days after receipt by Shipper of notice from Transporter; and
- (b) any Losses suffered or incurred by Transporter (for which Shipper is liable) due to Shipper's act or omission which are not paid within 20 Business Days after notice from Transporter seeking payment of such amounts.

16.7 No Injunction

Shipper must not bring an application to injunct or otherwise seek to restrain Transporter from having recourse to the credit support provided by Shipper.

16.8 Replacement/Top Up

- (a) If due to an increase in the Charges payable by Shipper over 3 Months the amount of credit support provided by Shipper is less than 90% of the new Shipper's Credit Support Amount then Transporter may require Shipper to provide new or additional credit support such that the total credit support then held by Transporter is equal to Shipper's Credit Support Amount. Shipper must provide such new or additional credit support within 10 Business Days of receipt of Transporter's notice requiring the provision of such new or additional credit support.
- (b) If Transporter draws upon credit support then Shipper must within 5 Business Days of the credit support being drawn upon provide replacement credit support to Transporter complying with the requirements of this Agreement and so that the total credit support held by Transporter is equal to Shipper's Credit Support Amount.
- (c) If:
 - (i) a provider of credit support is subject to an Insolvency Event;
 - (ii) a credit support ceases to be valid or to comply with the reasonable requirements of Transporter; or
 - (iii) the provider of the credit support claims it is not binding or valid,
 then that credit support will no longer be regarded as complying with the requirements of this Agreement. In such case Shipper must within 5 Business Days of the existing credit support ceasing to comply with the requirements of this Agreement, provide replacement credit support which complies with the requirements of this Agreement.
- (d) Shipper must ensure that any credit support provided by it which has an expiry date is replaced with a new valid form of credit support complying with the requirements of this

Agreement not later than 10 Business Days prior to that expiry date. Transporter will release the existing credit support upon a new valid credit support being provided by Shipper, provided that upon release of such existing credit support Transporter will still hold credit support complying with the requirements (including that Transporter holds credit support equal to the Credit Support Amount) of this Agreement.

- (e) If Shipper fails to comply with clause 16.8(d) Transporter may have recourse to the existing credit support and hold any monies obtained by Transporter as security until such time as the new valid credit support is provided.

16.9 Return

- (a) If at any time the credit support held by Transporter exceeds Shipper's Credit Support Amount then Shipper may request Transporter to return the excess amount and if so Transporter will return any excess credit support then held by it unless Transporter has reasonable grounds to believe it has a claim in damages or debt against Shipper in which case Transporter may continue to hold that credit support until the claim is resolved or until Transporter ceases to have reasonable grounds to believe it has such a claim.
- (b) Upon the expiry or termination of this Agreement and Transporter receiving all payments to which it is entitled under this Agreement in immediately available funds, Transporter will return any credit support then held by it unless Transporter has reasonable grounds to believe it has a claim in damages or debt against Shipper in which case Transporter may continue to hold that credit support until the claim is resolved or until Transporter ceases to have reasonable grounds to believe it has such a claim.

17 Maintenance

17.1 Maintenance Requirements

- (a) Transporter must use reasonable endeavours to arrange for all maintenance, repairs, testing, adding to, altering, replacing or cleaning of the Pipeline System which affects, or is likely to affect, the provision of the Services (**Maintenance Operations**) to be carried out at such times and in such a way that, having regard to the forecasts and nominations of Shipper from time to time, the Maintenance Operations will have the least amount of disruption as is practicable in the circumstances to the supply of the Firm Forward Haul Service {and the Premium Storage Service/ Standard Storage Service }.
- (b) Where the nature or extent of any Maintenance Operations render it likely that, despite all Reasonable and Prudent efforts by Transporter, some restriction in the supply of the Services may be required, then Transporter must, to the extent practicable given the circumstances and nature of the Maintenance Operations, consult with Shipper to arrange for those Maintenance Operations to be carried out with the least amount of disruption to the Firm Forward Haul Service {and the Premium Storage Service/Standard Storage Service} as is practicable.

17.2 Forecasts of Maintenance

- (a) Service availability information published by Transporter under Part 10 of the National Gas Rules will set out Maintenance Operations which impact the Capacity of the Pipeline System.
- (b) In addition to the information published under Part 10, Transporter will provide to Shipper each Month a quarterly rolling maintenance plan setting out any Maintenance Operations

which will impact Capacity of part of the Pipeline System but which Maintenance Operations are not required to be notified under Part 10.

17.3 No Liability when Forecasts adhered to

Transporter may interrupt or curtail the provision of the Services without incurring any liability under this Agreement to the extent that such interruption or curtailment was caused as a result of one of the following:

- (a) Maintenance Operations carried out in accordance with the information published by Transporter under Part 10 of the National Gas Rules;
- (b) Maintenance Operations notified to Shipper in a quarterly rolling maintenance plan provided under clause 17.2(b);
- (c) Maintenance Operations, the undertaking of which has been agreed with Shipper.

17.4 Maintenance Interruption outside of Forecasts

Transporter may interrupt or curtail the provision of the Services (without liability to Shipper) to carry out Maintenance Operations to which clause 17.3 does not apply if and to the extent that:

- (a) Transporter complies with clause 17.1;
- (b) it was not reasonably practicable to include notice of those Maintenance Operations in the forecasts provided under Part 10 of the National Gas Rules or in the quarterly rolling maintenance plans; and
- (c) Transporter provides as much notice to Shipper as reasonably practicable of:
 - (i) the timing of such Maintenance Operations; and
 - (ii) the extent of any interruption or curtailment in the provision of the Services due to such Maintenance Operations.

17.5 Closure of Delivery Points and Receipt Points

Transporter may close, or restrict deliveries or receipts of Gas at, a Delivery Point or Receipt Point to the extent necessary to allow Transporter to undertake Maintenance Operations in accordance with this clause 17.

18 Emergencies

18.1 Rights of Transporter

Transporter will be entitled not to commence or, if commenced, will be entitled to interrupt or curtail the Services either totally or partially for any period of time which Transporter, acting Reasonably and Prudently, considers to be necessary because of an Emergency Condition.

18.2 Obligations of Transporter

Where an Emergency Condition arises, Transporter will use its reasonable endeavours:

- (a) to notify Shipper as early as practicable of its intention not to commence or, if commenced, of its intention to interrupt or curtail the Services; and

- (b) to minimise the period and extent of non-provision or interruption or curtailment of the Services.

18.3 No Liability

If Transporter fails to provide or interrupts or curtails the Services in accordance with clause 18.1, Transporter will not be liable to compensate Shipper for Losses arising as a result of that failure, interruption or curtailment unless it is caused by the negligence or default of Transporter.

18.4 Compliance by Shipper

Shipper must as soon as possible comply with any notice issued by Transporter under this clause 18 requiring Shipper to cease or limit receipt or delivery of Gas because of an Emergency Condition.

18.5 Closure of Delivery Points and Receipt Points

Transporter may close, or restrict deliveries or receipts of Gas at, a Delivery Point or Receipt Point to the extent necessary due to the occurrence of an Emergency Condition.

19 Force Majeure

19.1 Party Excused

Non-performance as a result of Force Majeure by either party of an obligation or condition required by this Agreement to be performed:

- (a) will be excused during the time and to the extent that such performance is prevented, wholly or in part, by Force Majeure; and
- (b) will not to that extent give rise to any liability to the other party for any direct, indirect, consequential or special losses or damages of any kind arising out of, or in any way connected with, that non-performance,

but no party will be relieved by Force Majeure of any obligation to pay a sum of money under this Agreement.

19.2 Obligations

A party which is, by reason of Force Majeure, unable to perform an obligation or condition required by this Agreement to be performed will:

- (a) notify the other party as soon as possible giving:
 - (i) reasonably full particulars of the event or circumstance of Force Majeure;
 - (ii) the date of commencement of the event or circumstance and an estimate of the period of time required to enable it to resume full performance of its obligations; and
 - (iii) where possible, the means proposed to be adopted to remedy or abate the Force Majeure;
- (b) use reasonable diligence and employ all reasonable means to remedy or abate the Force Majeure as expeditiously as possible provided that nothing in this clause 19 will require a party to settle a strike, lockout, ban or other industrial disturbance against its judgment;

- (c) resume performance as expeditiously as possible after termination of the Force Majeure; and
- (d) notify the other party when the Force Majeure has terminated or abated to an extent which permits resumption of performance to occur.

19.3 ***Rights of Other Party***

No event of Force Majeure affecting the performance of this Agreement by either party will operate to prevent a cause of action arising from and after the expiration of the period of time within which, by the exercise of reasonable diligence and the employment of all reasonable means, that party could have remedied the situation preventing its performance.

20 **Shared Receipt and Delivery Points**

20.1 ***Allocation and Flow Procedures***

- (a) Subject to this clause 20 where Shipper and other shippers use a Receipt Point or Delivery Point the Allocation Procedures and (if applicable) Flow Procedures applicable to that Receipt Point and Delivery Point will be those determined by Transporter acting reasonably.
- (b) **Allocation Procedures** are the procedures for allocating between shippers using a Receipt Point or Delivery Point on a Daily and hourly basis the total quantity of Gas supplied to that Receipt Point or Delivery Point.
- (c) **Flow Procedures** are procedures for regulating the flow rate at which Gas is delivered at a Delivery Point and are required for the Cavan Delivery Point, other delivery points which connect to the Reticulation System and such other delivery points which Transporter determines require such procedures.
- (d) Where all the shippers using a Receipt Point or Delivery Point agree Allocation Procedures then, if those agreed procedures are acceptable to Transporter (acting reasonably), Transporter will implement those procedures until such time a circumstance referred to in clause 20.1(e) occurs.
- (e) The circumstances referred to in clause 20.1(d) are:
 - (i) a new shipper wishes to use the Receipt Point or Delivery Point;
 - (ii) there is a change in circumstances such that the procedures cease to be acceptable to Transporter (acting reasonably); or
 - (iii) Transporter (in good faith) forms the view that operational practice has demonstrated the procedures operate in a manner which is unreasonable, unfair or unworkable to either Transporter or to one or more shippers using the Receipt Point or Delivery Point.
- (f) If Transporter ceases to implement procedures under clause 20.1(d) then clause 20.1(a) will apply until such time as Transporter agrees to implement new procedures under clause 20.1(d).

20.2 ***Negotiation Process with Existing Shippers***

- (a) This clause 20.2 applies to any Receipt Point or Delivery Point where Annexure 1 indicates that Allocation Procedures (and if applicable Flow Procedures) must be agreed before Shipper may commence use of the Receipt Point or Delivery Point.

- (b) Where this clause 20.2 applies then Shipper may not commence use of a Receipt Point or Delivery Point until such time as Allocation Procedures (and if applicable Flow Procedures) have been agreed between Shipper, Transporter and the existing shippers using the Receipt Point or Delivery Point.
- (c) Where the contractual arrangements with the existing shippers provide for a negotiation process to determine Allocation Procedures or Flow Procedures (including a dispute resolution process where the procedures cannot be agreed) Transporter will notify Shipper of that process and Transporter and Shipper must comply with that process.

20.3 Consent of Existing Shippers

- (a) This clause 20.3 applies to any Receipt Point or Delivery Point where Annexure 1 indicates that Shipper is not able to commence use of that Receipt Point or Delivery Point until it has the consent of an existing shipper using the Receipt Point or Delivery Point or the consent of some other person who has rights in respect of the Receipt Point or Delivery Point or infrastructure downstream or upstream of that point or land on which the point is located.
- (b) Where this clause 20.3 applies to a Receipt Point or Delivery Point Shipper may not commence use of that point until it has the consent of:
 - (i) the relevant existing shippers at the point and has agreed with them Allocation Procedures (and if applicable Flow Procedures) which procedures are acceptable to Transporter acting reasonably; and
 - (ii) any other person referred to in clause 20.3(a).
- (c) Transporter will co-operate with Shipper to assist it obtain the consent referred to in clause 20.3(b) and to obtain agreement as to Allocation Procedures (and if applicable Flow Procedures).

20.4 Factors Relevant to Transporter's consent

In determining whether Allocation Procedures are acceptable to it (acting reasonably) Transporter may (without limitation) have regard to whether:

- (a) the procedures allocate between all shippers using the relevant Receipt Point or Delivery Point the total quantity of Gas supplied to the Receipt Point or delivered to the Delivery Point in an hour and on a Day;
- (b) the procedures allow Transporter to undertake the allocations referred to in clause 20.4(a) within a timeframe which allows Transporter to provide services and information in accordance with its contractual obligations to shippers and at law and within a timeframe which is otherwise consistent with maintaining the operational integrity of the Pipeline System and the PCI Pipeline System;
- (c) the procedures expose Transporter to any unreasonable risks;
- (d) the procedures are consistent with the requirements of any relevant Interface Parties; and
- (e) the procedures are consistent with any applicable Law.

20.5 Disputes Over Allocation or Flow Procedures

Where there is a dispute over the application of Allocation Procedures or Flow Procedure at a Delivery Point or Receipt Point then that dispute will be resolved by an Independent Expert in accordance with

clause 23.5 to 23.13 but with the application of that clause modified as required to enable all shippers using the Delivery Point or Receipt Point to be party to the dispute (such that each such shipper, Shipper and Transporter will be treated as a party).

21 Liability

21.1 **Transporter Liability Caps**

- (a) Transporter's maximum aggregate liability to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever), for any one event or any series of events occurring within a Day relating to or in connection with the Services or otherwise in connection with this Agreement (including without limitation all failures to deliver Gas) will be limited to the sum of the "Daily Caps" on Transporter's liability for that Day as specified in the Schedules to this Agreement.
- (b) Transporter's maximum aggregate liability to Shipper under this Agreement (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for all events, acts or omissions occurring during a Year (including without limitation all failures to deliver Gas during the Year) will be limited to the sum of the "Annual Caps" on Transporter's liability for that Year as specified in the Schedules to this Agreement.
- (c) Transporter will have no liability for any failure to deliver a quantity of Gas to Shipper at a Delivery Point or receive a quantity of Gas from Shipper at a Receipt Point if that failure is the result of an Interface Party (operating gas infrastructure downstream of that Delivery Point or upstream of that Receipt Point):
 - (i) notifying Transporter that it will not accept delivery of, or supply, that Gas; or
 - (ii) closing, or restricting deliveries or supplies of Gas at, that Delivery Point or Receipt Point,

unless the Interface Party's refusal to take delivery of, or supply, Gas or closure of, or restriction of Gas at, the Delivery Point or Receipt Point was as a result of:

 - (iii) Transporter's negligence; or
 - (iv) Transporter's breach of that Interface Agreement (but excluding breaches resulting from a failure of Shipper to comply with the requirements of this Agreement).
- (d) Transporter is not liable for a failure to comply with this Agreement where that failure was caused by another shipper's negligence, breach of its Transportation Agreement, breach of a Law or intentional misconduct.
- (e) Clause 21.1(d) does not apply if and to the extent that had Transporter acted as a Reasonable and Prudent operator it would have been able to comply with this Agreement despite the act or omission of the relevant shipper.
- (f) Transporter is not liable to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for any Consequential Loss.
- (g) The limitations on Transporter's liability in this clause 21.1 do not apply to Losses arising due to Transporter's Wilful Misconduct.

21.2 Shipper's Liability

- (a) Shipper must indemnify Transporter and keep Transporter indemnified against:
 - (i) any liability incurred by Transporter to another shipper, PCI Shipper or Interface Party; and
 - (ii) all costs incurred by Transporter in defending a claim against Transporter by another shipper, PCI Shipper or Interface Party,
 which liability or claim arises due to Shipper's breach of this Agreement or negligence.
- (b) Clause 21.2(a) does not apply to Losses which Transporter would have avoided had Transporter complied with its obligation under this Agreement to act as a Reasonable and Prudent operator.
- (c) Shipper's maximum liability to Transporter for a breach of this Agreement or negligence in connection with this Agreement will be limited to, for any one event, or series of events occurring within a Day, the sum of the "Daily Caps" on Transporter's liability for that Day as specified in the Schedules to this Agreement.
- (d) Shipper's maximum liability to Transporter for a breach of this Agreement or negligence in connection with this Agreement will be limited to, for any one event, or series of events occurring within a Year, the sum of the "Annual Caps" on Transporter's liability for that Year as specified in the Schedules to this Agreement.
- (e) Clause 21.2(c) and clause 21.2(d) do not limit Shipper's liability:
 - (i) to pay any Charge under this Agreement;
 - (ii) pursuant to any indemnity given by Shipper under this Agreement;
 - (iii) for any Losses suffered by Transporter where Transporter terminates this Agreement due to Shipper's breach of this Agreement;
 - (iv) for any Losses arising due to Shipper's Wilful Misconduct.

21.3 Third Party Claims Indemnity

- (a) Subject to clause 21.3(c), Shipper must indemnify and keep indemnified Transporter for all liability incurred by Transporter to Identified Third Parties which liability arises by reason of, or in connection with:
 - (i) a failure by Transporter to deliver Gas to Shipper under this Agreement; or
 - (ii) a failure by Transporter to deliver Gas complying with the Gas Specification to Shipper under this Agreement.
- (b) An **Identified Third Party** means:
 - (i) a Related Body Corporate of Shipper;
 - (ii) any person with whom Shipper enters into an agreement pursuant to which Shipper uses its rights under this Agreement to provide services in respect of the Pipeline System to that person; and
 - (iii) any person who owns or operates facilities or infrastructure at a site to which Gas is delivered by Transporter to Shipper which facilities or infrastructure use or

consume the Gas delivered by Transporter to that site (or a Related Body Corporate of any such person).

- (c) Clause 21.3(a) does not apply to:
 - (i) liability which arises due to Transporter's Wilful Misconduct; or
 - (ii) liability incurred by Transporter to an Interface Party as a result of Transporter's breach of its Interface Agreement with that Interface Party.

22 Suspension, Default and Termination

22.1 Suspension

- (a) Transporter may suspend the provision of Services to Shipper:
 - (i) if the insurance required by clause 16.2 is not in place, in which case Transporter may suspend the Services until such time as that insurance is put in place;
 - (ii) if credit support required by clause 16 is not in place, in which case Transporter may suspend the Services until such time as that credit support is put in place in accordance with that clause 16;
 - (iii) if Shipper fails to pay any amount due under this Agreement by the due date (other than amounts validly withheld under clause 14.2) and fails to remedy that default within 7 days of notice from Transporter, in which case Transporter may suspend the Services until Shipper pays the amount due plus any accrued interest;
 - (iv) if Shipper shows a repeated disregard of its obligations under this Agreement relating to imbalance, unauthorised overrun, gas specification, or any other obligations breach of which poses a material threat to the operational integrity of the Pipeline System or PCI Pipeline System, in which case Transporter may suspend the Services until Shipper satisfies Transporter that Shipper will be able to and will endeavour to comply with such obligations;
 - (v) if Shipper is subject to an Insolvency Event, in which case Transporter may (to the extent permitted by Law) suspend the Services until the impact of the Insolvency Event upon Shipper's ability to perform its obligations under this Agreement is remedied to Transporter's reasonable satisfaction.
- (b) No suspension of the Services by Transporter under this clause 22.1 relieves Shipper of its payment obligations.

22.2 Termination by Transporter

Transporter may by notice to Shipper terminate this Agreement with immediate effect if:

- (a) a suspension under clause 22.1(a)(i), clause 22.1(a)(ii) or clause 22.1(a)(iii) continues for more than 14 days;
- (b) a suspension under clause 22.1(a)(iv) continues for more than 30 days;
- (c) if Shipper fails to pay any amount due under this Agreement by the due date (other than amounts validly withheld under clause 14.2) and fails to remedy that default within 21 days of notice from Transporter;

- (d) Shipper commits a material breach of this Agreement (other than a failure to pay amounts due or being subject to an Insolvency Event) and fails to remedy that breach to the reasonable satisfaction of Transporter within 21 days of receipt of notice from Transporter of the breach; or
- (e) Shipper is subject to an Insolvency Event and the impact of the Insolvency Event upon Shipper's ability to perform its obligations under this Agreement is not remedied to Transporter's reasonable satisfaction within 21 days (and Transporter is not restrained by any Law from exercising that right of termination for an Insolvency Event).

The termination rights in clause 22.2(c) to 22.2(e) apply irrespective of whether Transporter elected to exercise suspension rights under clause 22.1.

22.3 Termination by Shipper

Shipper may by notice to Transporter terminate this Agreement if:

- (a) Transporter fails to pay an amount due under this Agreement to Shipper by the due date for payment of that amount (but excluding any amount the liability for payment of which is subject to a genuine unresolved dispute) and does not correct that failure within 21 days of receipt of notice from Shipper; or
- (b) Transporter is subject to an Insolvency Event and the impact of the Insolvency Event upon Transporter's ability to perform its obligations under this Agreement is not remedied to Shipper's reasonable satisfaction within 21 days (and Shipper is not restrained by any Law from exercising that right of termination for an Insolvency Event).

22.4 Insolvency Event

Each party must ensure it is not subject to an Insolvency Event.

22.5 Delivery Failures

- (a) Where in any rolling 12 Month period Transporter, due to Transporter's breach of this Agreement, delivers to Shipper less than 80% of the quantity of Gas which Transporter is required to deliver to Shipper during that period pursuant to Firm Services, Shipper may, within 10 Business Days of the expiration of that period, by 10 Business Days' notice to Transporter terminate this Agreement.
- (b) For the purposes of clause 22.5(a), where Transporter notifies Shipper more than 15 hours prior to a Day that Transporter is not able to deliver to Shipper on that Day a quantity of Gas equal to the total quantity of Gas which Shipper is entitled to nominate and have scheduled for delivery on that Day on a Firm Basis under Schedule 1, Transporter will be deemed to have failed to deliver a quantity of Gas to Shipper on that Day equal to that quantity Transporter notifies Shipper it is unable to deliver (in addition to any other Gas which Transporter fails to deliver to Shipper on that Day).

22.6 Termination for Extended Force Majeure

- (a) Where, due to the effects of an event of Force Majeure, Transporter, during a period of 18 consecutive Months, delivers to Shipper less than 50% of the quantity of Gas (complying with the Gas Specification) which Transporter is required to deliver to Shipper under this Agreement pursuant to Firm Services during that 18 Month period (but for the occurrence of that event of Force Majeure), then either party may, while non-performance of Transporter's obligations under this Agreement continues, terminate this Agreement

without further liability by giving a notice to that effect to the other party. Any such termination will not prejudice any rights which have accrued prior to the date of termination.

- (b) For the purposes of clause 22.6(a), where Transporter notifies Shipper more than 15 hours prior to a Day that Transporter is not able to deliver to Shipper on that Day a quantity of Gas equal to the total quantity of Gas which Shipper is entitled to nominate and have scheduled for delivery on that Day on a Firm Basis under Schedule 1, Transporter will be deemed to have failed to deliver a quantity of Gas to Shipper on that Day equal to that quantity Transporter notifies Shipper it is unable to deliver (in addition to any other Gas which Transporter fails to deliver to Shipper on that Day).

22.7 No Common Law Termination Rights

Any common law rights to terminate this Agreement are excluded.

22.8 Effect of Expiration or Termination

- (a) The expiry or termination of this Agreement is without prejudice to the accrued rights of the Parties as at the date of expiration or termination.
- (b) Clauses 14, 15, 0, 23, 25, 26, 29 and this clause 22 survive the expiration or termination of this Agreement as do any other clauses which of their nature are intended to survive, or which evidence an intention to survive, termination or expiration. Clause 25 will cease to apply as from the fifth anniversary of the expiration or termination of this Agreement.

23 Dispute Resolution

23.1 Limitation on Legal Proceedings

Except where a Party, in good faith, considers it necessary to seek urgent relief to preserve its position and subject to clause 23.13, a party may only commence legal proceedings in respect of a dispute relating to this Agreement (**Dispute**) if it has complied with the procedures in this clause 23.

23.2 Notice of Dispute

If a Dispute arises between the parties, a party may give notice to the other party specifying in reasonable detail the nature of the Dispute. During the 21 day period following the service of that notice (or such longer period as the parties may agree) the parties must use their respective reasonable endeavours to resolve the Dispute.

23.3 Proceedings

If the parties have not resolved the Dispute within the period specified in clause 23.2 then either party may:

- (a) if the Dispute is a Financial Dispute or Technical Dispute, refer the matter to resolution by an expert (**Independent Expert**); and
- (b) otherwise, commence court proceedings in respect of the Dispute.

23.4 Meaning of Financial Dispute or Technical Dispute

- (a) A Financial Dispute is a Dispute as to whether an invoice under this Agreement has been calculated correctly and which Dispute does not require a determination to be made as to a disagreement between the Parties as to the correct construction of this Agreement.

- (b) A Technical Dispute is a Dispute whose resolution primarily depends on matters of engineering or mathematical expertise and which Dispute does not require a determination to be made as to a disagreement between the Parties as to the correct construction of this Agreement.

23.5 Reference to Independent Expert

If either party refers a Dispute to resolution by an Independent Expert then the parties must endeavour to agree upon an Independent Expert within 21 days of the service of the notice. If the parties are unable to agree upon an Independent Expert within this time period, then either party may ask the Resolution Institute to appoint a suitably qualified person as the Independent Expert. Immediately upon the appointment of the Independent Expert the Dispute will be referred to the Independent Expert.

23.6 Qualifications of Independent Expert

An Independent Expert must not (unless otherwise agreed):

- (a) be an officer or employee, or former officer or employee, of a party or a Related Body Corporate of a party; nor
- (b) at the time of appointment, have any financial relationship or other direct or indirect association with a party which might jeopardise the Independent Expert's impartiality.

23.7 Presentation of Evidence

Each party:

- (a) will be entitled to produce to the Independent Expert any materials or evidence which that party believes is relevant to the Dispute;
- (b) will make available to the Independent Expert all materials requested by him or her and all other materials which are relevant to his or her determination; and
- (c) may be represented by a legal representative (or any other person nominated by the party) before the Independent Expert.

23.8 Role of Independent Expert

The Independent Expert will:

- (a) act as an expert and not as an arbitrator;
- (b) not be bound by the rules of evidence; and
- (c) have the power to inform himself or herself independently as to the facts to which the Dispute relates and to take such measures as he or she thinks fit to expedite the determination of the Dispute.

23.9 Determination

The Independent Expert will make a determination on the Dispute and will determine what, if any, adjustments may be necessary between the parties. The determination of the Independent Expert will be, in the absence of manifest error of fact or error of law, final and binding upon the parties.

23.10 Costs

To the extent permitted by law the costs of the Independent Expert will be dealt with as follows:

- (a) unless the parties otherwise agree, the Independent Expert will determine which party will bear the costs of the determination (including, without limitation, the remuneration of the Independent Expert), and in what proportion, having regard to the degree to which he or she considers that party was at fault or unreasonable in failing to agree to the matter under reference, and that party will bear those costs accordingly; and
- (b) the parties will bear their own costs incurred in the preparation and presentation of any submission or evidence to the Independent Expert.

23.11 Resolution Institutes Rules

Except to the extent inconsistent with this clause 23, the resolution of a Dispute by an Independent Expert will be governed by the "Expert Determination Rules" of the Resolution Institute.

23.12 Obligations not Affected

During the period of any resolution of a Dispute by an Independent Expert in accordance with this clause 23, the parties must continue to perform their obligations under this Agreement.

23.13 Injunctive or Declaratory Relief

Nothing in this clause 23 will prevent a party from seeking injunctive or declaratory relief from a court.

24 Novation**24.1 Dealings by Shipper**

- (a) Shipper may only assign, novate or otherwise transfer its rights and obligations under this Agreement if it has the prior written consent of Transporter.
- (b) Transporter will not unreasonably withhold or delay its consent under clause 24.1(a) or give such consent on unreasonable conditions.

24.2 Dealings by Transporter

- (a) Transporter may only assign, novate or otherwise transfer its rights and obligations under this Agreement if it has the prior written consent of Shipper.
- (b) Shipper will not unreasonably withhold or delay its consent under clause 24.2(a) or give such consent on unreasonable conditions.

24.3 Transfer of Partnership Interests

- (a) Notwithstanding anything to the contrary in this Agreement, a partner in the SEA Gas Partnership ABN 81 366 072 976 may at any time, by notice to Shipper, assign or transfer all or part of its right, title and interest under this Agreement to another partner in the SEA Gas Partnership.
- (b) A partner who assigns or transfers all of its rights, title and interest under this Agreement in accordance with clause 24.3(a) will be released from all obligations under this Agreement which accrue after the date of the assignment.

24.4 **Assignment As Security**

Despite any other provision of this Agreement, Transporter (and any one or more of the partners in the SEA Gas Partnership ABN 81 366 072 976) is entitled to mortgage, pledge, charge or otherwise encumber its rights and interest in, to and under this Agreement. Subject to compliance with this clause 24, a mortgagee, chargee, receiver or controller is free to transfer, assign, novate or otherwise dispose of such rights and interests to a reputable and solvent person with the financial and technical capacity to perform Transporter's obligations under this Agreement on enforcement of any such security granted pursuant to this clause 24.4.

25 **Confidentiality**

25.1 **Confidential Information**

Each party will treat and keep confidential all information disclosed to that party, under this Agreement, pursuant to the transactions contemplated by this Agreement or during the negotiations preceding the execution of this Agreement by the other party, (**Confidential Information**) irrespective of the form in which that information was provided.

25.2 **Permitted Disclosure**

- (a) Despite clause 25.1, Confidential Information may be disclosed by a party receiving that information in the following circumstances:
 - (i) to its employees, its professional advisers or its financiers who require that information for the purpose of carrying out the functions assigned to them by the party;
 - (ii) to its insurers;
 - (iii) with the consent of the party who provided the information, which consent may not be unreasonably withheld;
 - (iv) where the information was already known to it at the time it received it in the manner contemplated by clause 25.1;
 - (v) the information is known publicly other than as a consequence of a breach of clause 25.1 by that party;
 - (vi) to a bona fide prospective purchaser of its share capital or of any relevant part of its business undertaking;
 - (vii) when required by Law or by the requirements of any stock exchange on which the shares of the party or any of its Related Bodies Corporate are listed;
 - (viii) in connection with the refinancing of any debt of that party;
 - (ix) to any Related Body Corporate (as defined in the Corporations Act);
 - (x) as necessary to enable a party to claim force majeure under another contract or to enable a party to deal with any claim that it is in breach of another contract;

- (xi) as required by Transporter to discharge its obligations under another Transportation Agreement, PCI Transportation Agreement or Interface Agreement;
 - (xii) to persons upstream and downstream of Receipt Points and Delivery Points as required to co-ordinate receipt and delivery of Gas; and
 - (xiii) as required to discharge a party's obligations under this Agreement or to exercise its rights under this Agreement.
- (b) Except in the case of clause 25.2(a)(iii), clause 25.2(a)(iv), clause 25.2(a)(v) and clause 25.2(a)(vii), a party disclosing Confidential Information under this clause 25.2 must use its reasonable endeavours to ensure that the persons to whom it discloses that information undertake to keep the information confidential.

26 Notices

26.1 Form of Notices

Except where otherwise provided in this Agreement, any notice or other communication required of a party by this Agreement:

- (a) must be in writing in English; and
- (b) must be sent by priority post or email, or delivered, to the address or email of the recipient, and sent to the attention of the recipient's contact, each as set out in the Agreement Details.

A party may replace its address and other details for receipt of communications set out in the Agreement Details by giving not less than 5 Business Days' notice to the other party.

26.2 Email communications

Any communication required by this Agreement that is sent by email must be in a format (such as a scanned pdf) that is an accurate and legible image of the original of the communication including the signature. Each such communication must be attached to an email that states that the attachment is a communication under this Agreement. The party sending the communication by email must maintain an electronic or printed copy of the email and the attached communication.

26.3 Time of receipt

Subject to clause 26.4, a notice or other communication will be taken to be received:

- (a) if hand-delivered, at the time of delivery;
- (b) if sent by pre-paid priority post, three days after the date of posting;
- (c) if sent by email, at the time determined in accordance with the *Electronic Communications Act 2000* (SA).

However if due to this clause 26.3 a communication (including an email) would be taken to be received on a day that is not a Business Day, or after 5.00pm on a Business Day, the communication is taken to have been received at 9.00 am on the first Business Day after that day.

26.4 **Operational Notices**

- (a) Operational notices must be sent by the Electronic Communications System or by email sent to the email address notified by Transporter (for notices sent to Transporter) and by Shipper (for notices sent to Shipper) from time to time. Such emails take effect when actually received.
- (b) Operational notices means notices relating to nominations, scheduling, Off Specification Gas and interruptions and curtailments and such other day to day operational matters nominated by Transporter (acting reasonably) from time to time.
- (c) An Operational notice given via the Electronic Communications System takes effect when it is posted on the Electronic Communications System.

27 **Operator**

27.1 **Appointment of Operator**

Transporter may, by notice to Shipper, appoint an operator to administer Transporter's obligations under this Agreement on behalf of Transporter (**Operator**).

27.2 **Effect of Appointment**

Where an Operator is appointed by Transporter:

- (a) to the extent specified in the contractual arrangements between Transporter and the Operator, the Operator will perform Transporter's obligations under this Agreement on behalf of Transporter;
- (b) all notices and other communications required to be given or made by Transporter under this Agreement may be made or given on behalf of Transporter by the Operator (except for any notices or communications which Transporter notifies Shipper in writing that the Operator is not permitted to issue on behalf of Transporter);
- (c) all notices and communications issued by the Operator in accordance with clause 27.2(b) will be deemed to have been fully and effectually given for all purposes of this Agreement as if given by Transporter and Shipper may rely on all such notices and communications as though they were issued by Transporter; and
- (d) all notices and other communications required to be made or given by Shipper will, except to the extent otherwise notified by Transporter to Shipper, be sent to the Operator at the address notified to Shipper by Transporter or the Operator, but Shipper must also provide a copy of any notices issued by Shipper under clauses 22, 23 and 24 to Transporter (at such address notified to Shipper under clause 26).

27.3 **Revocation of Appointment**

Transporter may, by notice to Shipper, revoke the appointment of an Operator (or amend the scope of an Operator's appointment) but any such revocation does not prevent Transporter appointing a subsequent Operator under clause 27.1.

27.4 *No relief from Obligations*

The appointment of an Operator does not relieve Transporter from any of its obligations under this Agreement.

28 **Change in Law**

- (a) If due to a Change in Law relating to the gas transportation market this Agreement (in the reasonable opinion of Transporter) is not capable of operating consistently with the varied regulatory environment for gas transportation, then Transporter may submit to Shipper its proposed reasonable changes to this Agreement to enable this Agreement to operate consistently with the varied regulatory environment.
- (b) A notice may be given under clause 28(a) if the final form of a Change in Law has been announced even if it has not yet taken effect.
- (c) This Agreement will be taken to be amended in accordance with the changes proposed by Transporter with effect from the later of 30 days after the change is notified to Shipper and the date the relevant Change in Law takes effect unless during the 30 day period Shipper notifies Transporter that it objects to the change on the basis no reasonable transporter would have proposed such change. Such objection must outline the specific objections Shipper has to the proposed change and the modifications Shipper considers should be made to it so as to ensure that it represents changes which would be made by a reasonable transporter.
- (d) Upon receipt of Shipper's notice Transporter must serve a notice on Shipper which does one of the following:
 - (i) modifies Transporter's proposal to give effect to Shipper's comments; or
 - (ii) notifies Shipper that Transporter will not modify its proposed changes, because Transporter considers the changes Transporter has proposed comply with clause 28(a); or
 - (iii) proposes a revised form of the changes.
- (e) If Transporter serve a notice under clause 28(d)(i) then this Agreement will be taken to be amended in accordance with Transporter's modified proposal as from the later of when Transporter serves its notice and when the relevant Change in Law takes effect.
- (f) If Transporter serves a notice under clause 28(d)(ii) or clause 28(d)(iii) then this Agreement will be taken to be amended to give effect to the changes proposed by Transporter from the later of when Transporter serves its notice and when the relevant Change in Law takes effect unless Shipper notifies Transporter within 14 days of receipt of Transporter's notice that it continues to object to the proposed changes and refers the matter to independent expert dispute resolution under clause 23.
- (g) If a dispute is referred to an independent expert then the Independent Expert will determine whether the changes proposed by Transporter reflect those which would be proposed by a reasonable transporter.
- (h) If the Independent Expert determines the changes proposed by Transporter reflect those which would be proposed by a reasonable transporter then this Agreement will be taken to be amended to give effect to those changes from the later of the date of the Independent Expert's determination and the date the relevant Change in Law takes effect.

- (i) If the Independent Expert determines the changes proposed by Transporter do not reflect those which would be proposed by a reasonable transporter then the changes proposed by Transporter will not take effect, but Transporter may submit under this clause 28 **Error! Reference source not found.** a revised form of proposed changes to reflect the Change in Law (and this clause **Error! Reference source not found.** will apply to those revised changes).

29 Miscellaneous

29.1 *Governing Law*

This Agreement is governed by the law of South Australia. The parties submit irrevocably and unconditionally to the jurisdiction of the courts of that State and the courts of the Commonwealth of Australia. The parties waive any objection they might have to any action in these courts and any right to claim that any action in these courts has been brought in an inconvenient forum or that these courts do not have jurisdiction.

29.2 *No Waiver*

If either party fails to insist on strict performance of any of the terms and conditions of this Agreement that failure will not be treated as a waiver of any rights or remedies that party may have in connection with any subsequent non-performance. The right of either party to insist on strict performance of this Agreement will not be affected by any previous waiver or course of dealing.

29.3 *Further Assurances*

Each party must, at its own expense, do all that is reasonably necessary to give effect to this Agreement.

29.4 *Counterparts*

This Agreement may be executed in counterparts, each of which will be treated as an original, but which will constitute one and the same instrument.

29.5 *Entire Agreement*

This Agreement is the entire agreement between the parties as to its subject matter. It supersedes all prior agreements, representations, conduct and understandings. The parties acknowledge that they have not relied on any representation or conduct in deciding whether to enter into this Agreement, other than as expressly set out in this Agreement.

29.6 *Amendments*

Except where expressly provided in this Agreement to the contrary, no amendment of, nor addition to, this Agreement is binding unless it is in writing and executed by the parties to this Agreement.

29.7 *Costs*

Each party will bear its own legal and other costs and expenses incurred in connection with the negotiation, preparation and execution of this Agreement.

29.8 *Warranties*

Each party represents and warrants to the other that:

- (a) it is a corporation validly existing under the laws of its place of incorporation;

- (b) it is empowered to enter into and perform its obligations under this Agreement;
- (c) it has taken all necessary action to authorise the entry into and performance of this Agreement;
- (d) this Agreement is valid and binding on it and enforceable against it in accordance with its terms, subject to any necessary stamping and registration and to laws affecting contracting parties' rights generally; and
- (e) the execution and performance of this Agreement by it will not result in it violating, in any respect, a provision of a law or treaty or a judgment, ruling, order or decree of a Government Agency binding on it.

30 Interpretation

30.1 *Standards*

Terminology used in this Agreement to describe units will, unless otherwise stated or otherwise agreed, be in accordance with Australian Standard AS1000-1979 "The International System of Units (SI System) and Its Application", the Commonwealth National Measurement Act 1960 and the regulations under that Act, Australian Standard AS1376-1973 "Conversion Factors" and the Australian Gas Association publication "Metric Units and Conversion Factors for Use in the Australian Gas Industry".

30.2 *Shipper*

References in this Agreement to Shipper supplying Gas to Transporter at the Receipt Points and taking delivery of Gas from Transporter at the Delivery Points include, where the context permits, Gas supplied or taken (as applicable) by or on behalf of Shipper.

30.3 *Quantities*

References in this Agreement to quantities of Gas being supplied at the Receipt Points or delivered at the Delivery Points are references to, unless the context otherwise requires, quantities so supplied or delivered under this Agreement.

30.4 *Part Years and Part Months*

- (a) Where it is necessary under this Agreement to make a calculation by reference to part of a Year or to a Year which is less than 12 consecutive Months, the part or the number of days in that Year (as applicable) will be the portion that the number of whole days in the relevant period bears to 365 (or 366 in a leap year).
- (b) Where it is necessary under this Agreement to make a calculation by reference to part of a Month or to a Month which contains less than the number of days of the calendar month in which that Month falls, the part or the number of days in that Month (as applicable) will be the portion that the number of whole days in that Month bears to the number of days of the calendar month in which that Month falls.

30.5 *Calculations*

- (a) Subject to clauses 30.5(b) to 30.5(c), the final result of any numerical calculation that results in more than 5 decimal places must be rounded to 5 decimal places by being rounded up, if the decimal place following the fifth decimal place is greater than or equal to 5, and rounded down, if the decimal place following the fifth decimal place is less than 5.

- (b) The final result of any numerical calculation of a quantity of Gas must be rounded to the nearest GJ (with amounts greater than or equal to 0.5GJ being rounded up).
- (c) The final result of any numerical calculation of a dollar amount to be paid by a party to this Agreement will be rounded to the nearest cent by being rounded up, if the third decimal place is greater than or equal to 5, and rounded down, if the third decimal place is less than 5.

30.6 Body of this Agreement

A reference to the body of this Agreement is to those parts of this Agreement other than the Schedules and Annexures.

30.7 Headings

Any heading, index, table of contents or marginal note is for convenience only and does not affect the interpretation of this Agreement.

30.8 Time

In this Agreement all references to time are to Australian Eastern Standard Time (and are not adjusted for daylight saving time in any jurisdiction).

30.9 General Interpretation Provisions

In this Agreement, the following rules of interpretation apply unless a contrary intention appears.

- (a) The singular includes the plural and vice versa and a reference to a gender includes all other genders.
- (b) A person includes an individual, body corporate, firm, partnership, joint venture, unincorporated body and Government Agency.
- (c) A reference to:
 - (i) a person includes that person's successors, permitted substitutes and permitted assigns;
 - (ii) a clause, schedule, attachment, annexure or exhibit is to a clause of, or a schedule, attachment, annexure or exhibit to, this Agreement;
 - (iii) this Agreement or another document includes this Agreement or that document as amended, varied, supplemented, novated or replaced from time to time and any schedule, attachment, annexure or exhibit to that document;
 - (iv) legislation or a provision of legislation includes all regulations, orders or instruments issued under that legislation or provision and any modification, consolidation, amendment, re-enactment, replacement or codification of such legislation or provision;
 - (v) "include", "including" and "for example", and similar expressions, when introducing a list of items, does not limit the meaning of the words to which the list relates to those items or to items of a similar kind;
 - (vi) dollars or \$ is to Australian dollars; and

- (vii) writing includes any mode of representing or reproducing words in tangible and permanently visible form.
- (d) Where a word or expression is defined or given meaning, another grammatical form has a corresponding meaning.
- (e) A provision of this Agreement must not be construed to the disadvantage of a party merely because that party was responsible for the preparation of this Agreement or the inclusion of the provision in this Agreement.
- (f) Where a payment under this Agreement falls due on a day which is not a Business Day, that payment will be due on the next succeeding Business Day.
- (g) A period of time:
 - (i) expressed to commence before or after a given day, or before or after the day of an act or event, is to be calculated exclusive of that day; and
 - (ii) a period of time expressed to commence on a given day, or on the day of an act or event, is to be calculated inclusive of that day.

Execution

EXECUTED as an agreement

Executed by **South East Australia Gas Pty Ltd** by its
duly appointed officer in the presence of:

Witness signature

Officer signature

Witness full name
(BLOCK LETTERS)

Officer full name and title
(BLOCK LETTERS)

Executed by **[shipper]** in accordance with
section 127 of the *Corporations Act 2001* (Cth) by:

Director signature

Director/Secretary signature

Director full name
(BLOCK LETTERS)

Director/Secretary full name
(BLOCK LETTERS)

Schedule 1 – Firm Forward Haul Service

1 Definitions

- (a) In this Schedule 1 unless a contrary intention appears:
- Available MDQ** is defined in clause 5(d).
- Available MDQ Model** is defined in clause 5(c).
- Firm Forward Haul Service** is defined in clause 2.1(b).
- Firm Service MDQ** is defined in clause 2.1(c).
- Net Firm Service MDQ** is defined in clause 2.1(d).
- Operational Transportation Service Code** has the meaning given to that term in the National Gas Rules.
- Standard OTSA** has the meaning given to that term in the National Gas Rules.
- Standard Pipeline System Conditions** is defined in clause 2.1(e).
- Trade** is defined in clause 4.1.
- Traded MDQ** is defined in clause 4.1.
- (b) In this Schedule 1 references to clauses are to clauses of this Schedule 1 unless a contrary intention appears.

2 Overview of the Firm Forward Haul Service

2.1 Description of Services

- (a) Subject to the remainder of this Agreement Transporter will make available to Shipper the Firm Forward Haul Service on each Day of the Service Term for the Firm Forward Haul Service.
- (b) The Firm Forward Haul Service is a Firm Service and consists of:
- (i) the receipt by Transporter on a Day of Shipper's Gas at the Receipt Points in a quantity not exceeding the Firm Service MDQ for that Day;
 - (ii) the transportation of that Gas through the Pipeline System from east to west (that is in a westerly direction);
 - (iii) the delivery by Transporter to Shipper at the Delivery Points on that Day of a quantity of Shipper's Gas not exceeding the Firm Service MDQ less the quantities of Gas required to be provided by Shipper on that Day on account of System Use Gas and Fuel Gas.
- (c) The **Firm Service MDQ** for a Day is the Traded MDQ for that Day as adjusted in accordance with the Available MDQ Model to reflect any variation of actual Pipeline System conditions from Standard Pipeline System Conditions on that Day and to reflect the volume weighted average of the Gross Heating Value of Gas supplied by Shipper at the Receipt Points.

- (d) The **Net Firm Service MDQ** for a Day is the Firm Service MDQ less the quantity of Gas required to be provided by Shipper on that Day on account of System Use Gas and Fuel Gas.
- (e) **Standard Pipeline System Conditions** means Pipeline System conditions where the air temperature at each Compressor on the Pipeline System is 20 degrees Celsius and the ground temperature along the entire route of the Pipeline System is 17 degrees Celsius.
- (f) The Firm Forward Haul Service may be interrupted or curtailed by Transporter without liability where:
 - (i) an event of Force Majeure affects Transporter's ability to provide the Firm Forward Haul Service;
 - (ii) Transporter is permitted to interrupt or curtail the provision of Services under clause 17 or clause 18 of the body of this Agreement;
 - (iii) an act or omission of Shipper in breach of this Agreement (or which would constitute a breach of this Agreement but for clause 19 of the body of this Agreement) prevents Transporter from providing the Firm Forward Haul Service;
 - (iv) such interruption or curtailment occurs in circumstances where Transporter is expressly permitted by a provision of this Agreement to interrupt or curtail the provision of Firm Services to Shipper; or
 - (v) the actual Pipeline System conditions on a Day vary from the expected Pipeline System conditions used by Transporter to calculate the Available MDQ for that Day.

3 Charges and Liabilities

3.1 Charges

- (a) Each Month, the Fixed Monthly Charge (as determined in accordance with Annexure 2) is payable by Shipper for the provision of the Firm Forward Haul Service.
- (b) The Fixed Monthly Charge is payable by Shipper irrespective of the quantity of Gas delivered to Shipper in a Month.

3.2 Liabilities

- (a) Transporter's maximum aggregate liability to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever), for any one event or any series of events occurring within a Day relating to or in connection with the Firm Forward Haul Service and Authorised Overrun Service will be limited to the amount equal to 0.3 multiplied by the Fixed Monthly Charge applicable as at the relevant Day. For the purposes of clause 21.1(a) and 21.2(c) this amount is a **Daily Cap**.
- (b) Transporter's maximum aggregate liability to Shipper under this Agreement (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for all events, acts or omissions occurring during a Year relating to or in connection with the Firm Forward Haul Service and Authorised Overrun Service (including all failures to deliver Gas during the Year) will be limited to the amount equal to 1.2 multiplied by the Fixed Monthly Charge applicable as at the first Day of the Year. For the purposes of clause 21.1(b) and 21.2(d) this amount is an **Annual Cap**.

4 Trading of MDQ

4.1 Entitlement to Trade

Subject to clauses 4.1 to 4.4 of this Schedule 1, Shipper may:

- (a) dispose of on a Day to another shipper (who is entitled to the provision of a “Firm Forward Haul Service” (defined in a similar manner to the Firm Forward Haul Service as defined in this Schedule 1)) or who is entitled to a Traded Forward Haul Service (as defined in the Operational Transportation Service Code) under a Standard OTSA for the Pipeline System) all or any part of its Firm Forward Haul MDQ; or
- (b) acquire on a Day from another shipper all or any part of the other shipper’s MDQ for a “Firm Forward Haul Service” (defined in a similar manner to the Firm Forward Haul Service as defined under this Schedule 1),

(a **Trade**) on such terms as Shipper may agree with that other shipper. Upon such a disposal or acquisition being effected or an Exchange Trade being made, Shipper’s Firm Forward Haul MDQ will be adjusted accordingly by the amount of the relevant exchange (such adjusted Firm Forward Haul MDQ being the **Traded MDQ**). To avoid doubt a single Trade may relate to a series of consecutive Days provided those Days are specified in the notice served under clause 4.3(a).

4.2 Compressor MDQ and Free Flow MDQ

A Trade must specify what proportion of the Firm Forward Haul MDQ the subject of the Trade comprises Compressor MDQ and Free Flow MDQ and Shipper’s Compressor MDQ and Free Flow MDQ for the Firm Forward Haul Service for the Day for which the Trade is effected will be adjusted accordingly.

4.3 Restrictions on Trades

- (a) A Trade will not be effective unless Transporter receives notice from Shipper and the other shipper of the Trade by not later than 19 hours before the Day on which the Trade is to be effected, which notice must specify the quantity the subject of the Trade.
- (b) Where a Trade will, in Transporter’s reasonable opinion, give rise to a Delivery Restriction (as defined in clause 4.3(c)) then Transporter may impose such reasonable conditions (including reasonable conditions as to the amount of the Traded MDQ which may be delivered to each delivery point (or each set of delivery points) on the Day to which the Trade relates (and in one or more hours of that Day)) so as to avoid giving rise to such Delivery Restriction.
- (c) A **Delivery Restriction** is a circumstance in which giving effect to a Trade (without the imposition of conditions under clause 4.3(b)) will prevent Transporter, acting as a Reasonable and Prudent operator and having regard to the configuration of the Pipeline System and PCI Pipeline System and the delivery points, fulfilling its contractual obligations to shippers.
- (d) Where Shipper acquires MDQ pursuant to a Trade, then Shipper must comply with any restrictions imposed by Transporter under clause 4.3(b) in respect of that Trade.
- (e) Transporter must notify Shipper of any conditions imposed under clause 4.3(b), with which conditions Shipper is required to comply, at the time Transporter notifies Shipper of its Scheduled Quantities for the relevant Day under Schedule 7.

4.4 **Payment of Charges**

A Trade and an Exchange Trade will not affect Shipper's liability to pay the Fixed Monthly Charge.

4.5 **Exchange Trades**

- (a) Shipper may trade all or any part of its Firm Forward Haul MDQ through the Gas trading exchange referred to in section 642(2)(c) of the National Gas Rules (**Exchange Trade**).
- (b) Shipper's Firm Forward Haul MDQ will be reduced by the amount of any Firm Forward Haul MDQ it sells through an Exchange Trade.
- (c) Transporter may refuse to give effect to an Exchange Trade where permitted by the National Gas Rules (including the Capacity Transfer and Auction Procedures as defined in Part 24 of the National Gas Rules).
- (d) When making an Exchange Trade Shipper must notify Transporter of the reduction to its Free Flow MDQ and Compressor MDQ (which must aggregate to the amount of Firm Forward Haul MDQ sold by Shipper). If Shipper does not do so prior to the first Day for which the Exchange Trade has effect then 75% of the reduction will be allocated to Free Flow MDQ and 25% to Compressor MDQ.

4.6 **Service Suspension**

Shipper may not make Trades or Exchange Trades during a period in which the Services are suspended under clause 22.1(a)(i) to 22.1(a)(iv) or if Shipper is an externally administered body corporate (as defined in the *Corporations Act 2001*).

5 **Effect of Pipeline System Conditions**

- (a) The Traded MDQ represents the maximum quantity of Gas for which Shipper may request the Firm Forward Haul Service for a Day where the Standard Pipeline System Conditions exist and assuming that, in the 48 hour period ending 24 hours prior to that Day, the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points was 38.2 MJ/m³.
- (b) Where the actual Pipeline System conditions on a Day vary from those Standard Pipeline System Conditions and/or the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points varied from 38.2 MJ/m³, the Traded MDQ will increase or decrease as determined in accordance with the Available MDQ Model.
- (c) The **Available MDQ Model** is the model maintained by Transporter to determine the Available MDQ.
- (d) The Traded MDQ as adjusted in accordance with the Available MDQ Model for a Day is the **Available MDQ**.
- (e) The Available MDQ for a Day will be determined in advance of that Day based upon Transporter's good faith determination of Pipeline System conditions for that day and based on the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points.
- (f) Transporter may interrupt or curtail the provision of the Firm Forward Haul Service on a Day to the extent required due to actual Pipeline System conditions for that Day varying from those assumed by Transporter in calculating the Available MDQ.

Schedule 2 – Authorised Overrun Service

1 Definitions

1.1 Definitions

In this Schedule 2, unless a contrary intention appears:

Authorised Overrun Service is defined in clause 2(b).

Authorised Overrun Delivery Quantity is defined in clause 2(d).

Authorised Overrun Receipt Quantity is defined in clause 2(c).

Scheduled Authorised Overrun Delivery Quantity has the meaning given to that term in Schedule 7.

Scheduled Authorised Overrun Receipt Quantity has the meaning given to that term in Schedule 7.

1.2 Interpretation

In this Schedule 2, unless a contrary intention appears, references to clauses are to clause of this Schedule 2.

2 Authorised Overrun Service

- (a) Subject to the remainder of this Agreement Transporter will make available to Shipper the Authorised Overrun Service on each Day of the Service Term for the Authorised Overrun Service.
- (b) The **Authorised Overrun Service** is a Firm Service and consists of:
 - (i) the receipt by Transporter on a Day of Shipper's Gas at the Receipt Points in a quantity not exceeding the Authorised Overrun Receipt Quantity for that Day;
 - (ii) to the extent that Gas forms part of the Authorised Overrun Delivery Quantity for that Day, the transportation of that Gas through the Pipeline System from east to west (that is in a westerly direction);
 - (iii) the delivery by Transporter to Shipper at the Delivery Points on that Day of a quantity of Shipper's Gas not exceeding the Authorised Overrun Delivery Quantity.
- (c) The **Authorised Overrun Receipt Quantity** for a Day is such quantity of Gas which Shipper has nominated to supply at the Receipt Points, and which Transporter has accepted for supply at the Receipt Points, on the relevant Day above the quantities being transported pursuant to the Firm Forward Haul Service.
- (d) The **Authorised Overrun Delivery Quantity** for a Day is such quantity of Gas which Shipper has nominated for delivery to the Delivery Points, and which Transporter has agreed to deliver to the Delivery Points, on the relevant Day above the quantities being delivered pursuant to the Firm Forward Haul Service.
- (e) It is at Transporter's absolute discretion whether on a Day it accepts any part of Shipper's nomination for the Authorised Overrun Service.

- (f) The provision of the Authorised Overrun Service on a Day may be interrupted or curtailed by Transporter without liability:
 - (i) where Transporter is relieved of the obligation to provide the Authorised Overrun Service by an event of Force Majeure;
 - (ii) where and to the extent Transporter is permitted to interrupt or curtail the provision of Services under clause 17 or clause 18 of the body of this Agreement;
 - (iii) where an act or omission of Shipper in breach of this Agreement (or which would constitute a breach of this Agreement but for clause 19 of the body of this Agreement) prevents Transporter from providing the Authorised Overrun Service;
 - (iv) where such interruption or curtailment occurs in circumstances where Transporter is expressly permitted by a provision of this Agreement to interrupt or curtail the provision of Services to Shipper.
- (g) The provision of the Authorised Overrun Service is subject to the requirements (including as to priority between services) of the National Gas Law.
- (h) Where on a Day Transporter determines it has to interrupt or curtail the provision of the Authorised Overrun Service, the available Capacity of the Pipeline System (as determined after meeting the requirements of shippers seeking other Firm Services) will be allocated in accordance with such reasonable procedures determined by Transporter from time to time (and notified to Shipper).

3 Charges

- (a) Shipper must, in respect of a Day, pay the Authorised Overrun Charge which is equal to the greater of:
 - (i) the Authorised Overrun Charge Rate (as determined in accordance with Annexure 2) multiplied by the Scheduled Authorised Overrun Delivery Quantity for that Day (expressed in GJ); and
 - (ii) the Authorised Overrun Charge Rate (as determined in accordance with Annexure 2) multiplied by the Scheduled Authorised Overrun Receipt Quantity for that Day (expressed in GJ).
- (b) The reference in clause 3(a) to the Scheduled Authorised Overrun Delivery Quantity is to that quantity as scheduled under clause 3 of Schedule 7 as that quantity may be reduced under clause 8.2 or clause 8.3 of the body of this Agreement or increased under clause 4 of Schedule 7 (and excluding any other reduction to that quantity).
- (c) The reference in clause 3(a) to the Scheduled Authorised Overrun Receipt Quantity is to that quantity as scheduled under clause 3 of Schedule 7 as that quantity may be reduced under clause 8.2 or clause 8.3 of the body of this Agreement or increased under clause 4 of Schedule 7 (and excluding any other reduction to that quantity).

Schedule 3 – Back Haul Swap Service

1 Definitions

1.1 Definitions

In this Schedule 3, unless a contrary intention appears:

Adjustment Period has the meaning given in clause 8.4(b).

Back Haul Delivery Point Nomination is defined in clause 3.2(b).

Back Haul Receipt Point Nomination is defined in clause 3.2(a).

Back Haul Shipper means, for a Day, any shipper requesting Back Haul Swap Services on that Day pursuant to its Transportation Agreement.

Back Haul Swap Nomination Service Charge is defined in clause 5.4(c).

Back Haul Swap Service means:

- (a) for this Agreement, the service described in clause 2; and
- (b) for another Transportation Agreement, a service of the same or a similar type to the service described in clause 2.

Defaulting Back Haul Shipper is defined in clause 8.1.

Scheduled Back Haul Delivery Point Quantity is defined in clause 4.1(b).

Scheduled Back Haul Delivery Quantity is defined in clause 4.1(b).

Scheduled Back Haul Quantities is defined in clause 4.1.

Scheduled Back Haul Receipt Point Quantity is defined in clause 4.1(a).

Scheduled Back Haul Receipt Quantity is defined in clause 4.1(a).

Shipper's Back Haul Daily Nomination means, for a Day, the sum of the Back Haul Delivery Point Nominations for that Day.

Swap Allocation Procedures is defined in clause 12.1(b).

Swap Delivery Point means a point described in Annexure 1 as a Swap Delivery Point.

Swap Flow Procedures is defined in clause 12.1(c).

Swap Receipt Point means a point described in Annexure 1 as a Swap Receipt Point.

1.2 Interpretation

In this Schedule 2, unless a contrary intention appears, references to clauses are to clause of this Schedule 2.

2 Provision of Back Haul Swap Service

- (a) The parties agree that Transporter will make available to Shipper the Back Haul Swap Service in accordance with the provisions of this Schedule 3 on each Day of the Service Term for the Back Haul Swap Service.
- (b) The Back Haul Swap Service consists of the provision of a back haul service on the following basis:
 - (i) the receipt by Transporter of a quantity of Shipper's Gas at one or more Swap Receipt Points;
 - (ii) the notional transportation through the Pipeline System of that quantity of Gas (in an opposite direction to the direction of the net Gas flow in the Pipeline System); and
 - (iii) the delivery by Transporter to Shipper at one or more Swap Delivery Points of that quantity of Shipper's Gas.
- (c) Shipper acknowledges that the Capacity of the Pipeline System available for the provision of the Back Haul Swap Service on a Day is limited by the quantum of haulage services provided on that Day under which Gas is transported in an opposite direction to the transportation of Gas under the Back Haul Swap Service. Consequently the Scheduled Back Haul Quantities for a Day may be reduced by Transporter where an insufficient volume of such services is provided on that Day to enable Transporter to transport those Scheduled Back Haul Quantities.
- (d) The Back Haul Swap Service is not a Firm Service.
- (e) To avoid doubt:
 - (i) a point which is defined as a "Swap Receipt Point" may constitute a "Delivery Point" for the purposes of provision of forward haul services; and
 - (ii) a point which is defined as a "Swap Delivery Point" may constitute a "Receipt Point" for the purposes of provision of forward haul services.

3 Nominations

3.1 Shipper's Forecast

Not less than 14 days before the beginning of each Month (beginning with the Month in which Shipper first forecasts that it may require provision of the Back Haul Swap Service) Shipper must provide to Transporter a notice setting out its best estimate of the Back Haul Swap Service that it will require on each Day of that Month, including the quantity of Gas the subject of, and the Swap Receipt Points and Swap Delivery Points for, that service.

3.2 Shipper's Nomination

Where Shipper requires the Back Haul Swap Service for a Day it must, by not later than 12:00 noon on the Friday immediately preceding the Week in which that Day occurs, provide Transporter with a nomination of:

- (a) the quantity of Gas which Shipper wishes to supply at each Swap Receipt Point on that Day for transportation pursuant to the Back Haul Swap Service (for each Swap Receipt Point, **Back Haul Receipt Point Nomination**); and
- (b) the quantity of Gas which Shipper wishes to take delivery of at each Swap Delivery Point on that Day (for each Swap Delivery Point, **Back Haul Delivery Point Nomination**).

3.3 Weekly Forecasts by Transporter

- (a) Where Shipper has made a nomination pursuant to clause 3.2 for a Day of a Week, Transporter will provide to Shipper, by not later than 2.00pm on the Friday immediately preceding that Week, Transporter's best estimate of the extent to which Transporter will be able to transport on that Day a quantity of Gas pursuant to the Back Haul Swap Service equal to that nomination.
- (b) By not later than 12:00 noon before a Day, Transporter must notify Shipper of any revision to the estimate made by Transporter under clause 3.3(a) for that Day.

3.4 Variation to Nominations

Shipper may, not later than 3.00pm before a Day, give written notice to Transporter of any variation to its:

- (a) Back Haul Receipt Point Nominations; or
- (b) Back Haul Delivery Point Nominations,

for that Day (including where Shipper's Back Haul Daily Nomination is, prior to the service of notice by Shipper under this clause 3.4, zero).

3.5 Application of Nominations

A nomination made by Shipper for a Day under this clause 3 will apply unless and until superseded by a subsequent valid nomination.

3.6 Manner of Giving Nominations

Nominations under this clause 3 must be made using the Electronic Communications System unless Transporter instructs Shipper to use email (because the Electronic Communications System is not operational for a period).

3.7 Fridays which are not Business Days

Where a Friday is not a Business Day, then the nominations referred to in clauses 3.2 and 3.3 will be provided by the corresponding times on the immediately preceding Business Day.

4 Scheduling

4.1 Scheduling by Transporter

Transporter must, by no later than 5.00pm before a Day for which Shipper has requested the Back Haul Swap Service, determine and give notice to Shipper of the quantity of Gas for that Day:

- (a) which Shipper is required to supply to Transporter at each Swap Receipt Point on that Day pursuant to this Schedule 2 (for each Swap Receipt Point, **Scheduled Back Haul Receipt Point Quantity** and, in aggregate, **Scheduled Back Haul Receipt Quantity**); and

- (b) which Transporter is required to deliver to Shipper at each Swap Delivery Point on that Day pursuant to this Schedule 2 (for each Swap Delivery Point, **Scheduled Back Haul Delivery Point Quantity** and, in aggregate, **Scheduled Back Haul Delivery Quantity**),

(together, **Scheduled Back Haul Quantities**).

The Scheduled Back Haul Receipt Quantity for a Day must equal the Scheduled Back Haul Delivery Quantity for that Day.

4.2 **Scheduling Requirements**

The Scheduled Back Haul Quantities must equal the lesser of:

- (a) the quantity of Gas nominated by Shipper pursuant to clause 3; and
- (b) where the Capacity of the Pipeline System is insufficient to transport the quantities of Gas nominated by Shipper under this Schedule 2 and by all other Back Haul Shippers, that part of the available Capacity allocated to Shipper in accordance with clause 8.

4.3 **Scheduled Quantities to bind Parties**

- (a) The Scheduled Back Haul Quantities will, upon being notified by Transporter to Shipper under clause 4.1, bind Shipper and Transporter respectively and, accordingly, Transporter must on each Day (except in circumstances where it is excused from so doing pursuant to clause 7):
 - (i) accept at each Swap Receipt Point the Scheduled Back Haul Receipt Point Quantity for that Swap Receipt Point; and
 - (ii) subject clause 4.3(b), deliver to Shipper at each Swap Delivery Point the Scheduled Back Haul Delivery Point Quantity for that Swap Delivery Point.
- (b) Transporter is not required to deliver to Shipper on a Day pursuant to the Back Haul Swap Service a quantity of Gas in excess of the quantity of Gas supplied by Shipper to the Swap Receipt Points on that Day (but nothing in this clause 4.3(b) relieves Transporter of liability where Shipper is unable to supply Gas at a Swap Receipt Point due to Transporter's breach of this Agreement).

5 **Variation to Scheduled Quantities**

5.1 **Request**

At any time after Shipper has been notified of the Scheduled Back Haul Quantities for a Day, Shipper may request Transporter to vary one or more Scheduled Back Haul Receipt Point Quantities and Scheduled Back Haul Delivery Point Quantities for that Day.

5.2 **Response to Request**

Within 60 minutes of receipt of a request from Shipper under clause 5.1 Transporter must notify Shipper of:

- (a) whether Transporter accepts all or part of the variation requested by Shipper; and
- (b) any variation to the Scheduled Back Haul Receipt Point Quantities, Scheduled Back Haul Receipt Quantity, Scheduled Back Haul Delivery Point Quantities and Scheduled Back Haul Delivery Quantity for the relevant Day.

5.3 *Obligation to Accept Requests*

Subject to clause 8, Transporter must use its reasonable endeavours to accept a request made by Shipper under clause 5.1, but Transporter is not required to accept a request where:

- (a) acceptance of the request would prevent Transporter meeting its contractual obligations to the remaining Back Haul Shippers and its contractual obligations to provide Firm Services;
- (b) giving effect to the request would adversely affect Transporter's ability to provide services to another shipper in respect of the quantities of Gas scheduled for that shipper;
- (c) giving effect to the request would adversely affect the operational integrity of the Pipeline System or the PCI Pipeline System;
- (d) where a request is made to decrease a Scheduled Back Haul Quantity, Shipper has already supplied or taken delivery of a quantity of Gas equal to or in excess of that Scheduled Back Haul Quantity (as reduced in accordance with the request);
- (e) the Pipeline System is not physically able to safely transport the varied quantity of Gas;
- (f) there is an insufficient volume of haulage services under which Gas is transported in an opposite direction to the transportation of Gas under the Back Haul Swap Service to permit transportation of the varied quantity of Gas
- (g) the Scheduled Back Haul Receipt Quantity for a Day would not equal the Scheduled Back Haul Delivery Quantity for that Day; and
- (h) Transporter is not able to give effect to the request due to:
 - (i) the occurrence of an event of Force Majeure;
 - (ii) the carrying out of Maintenance Operations (provided that those Maintenance Operations are carried out in accordance with this Agreement);
 - (iii) the occurrence of an Emergency Condition; or
 - (iv) an act or omission of Shipper in breach of its obligations under this Agreement.

5.4 *Nomination Variation Charges*

- (a) Where Shipper makes a request under clause 5.1 for a Day it must pay the Nomination Request Charge (as determined under Annexure 2) irrespective of whether and the extent to which the request is accepted. A separate Nomination Request Charge is payable in respect of each request made for a Day.
- (b) Where the Scheduled Back Haul Quantities for a Day are varied under this clause 5, Shipper must pay the Back Haul Swap Nomination Service Charge (as calculated in accordance with clause 5.4(c)) for the greater of:
 - (i) the quantity by which the Scheduled Back Haul Receipt Quantity for that Day is varied; and
 - (ii) the quantity by which the Scheduled Back Haul Delivery Quantity for that Day is varied.
- (c) The Back Haul Swap Nomination Service Charge for a Day is the amount determined in accordance with the following formula:

VR * X

Where:

VR is the Variation Rate (as determined in accordance with Annexure 2);

X is the number of GJ by which the Scheduled Back Haul Delivery Quantity or Scheduled Back Haul Receipt Quantity for the relevant Day (as applicable) is varied.

6 Requirement to Supply Additional Gas

Where:

- (a) Shipper, by notice under clause 3.4, reduces Shipper's Back Haul Daily Nomination for a Day;
- (b) other than where caused by Transporter's breach of this Agreement, the Scheduled Back Haul Delivery Quantity for a Day is less than Shipper's Back Haul Daily Nomination for that Day; or
- (c) Shipper requests a reduction to the Scheduled Back Haul Delivery Quantity for a Day, which request is accepted by Transporter,

then Transporter may adjust the quantity of System Use Gas otherwise required to be provided by Shipper under this Agreement by such quantity of additional System Use Gas as is required by Transporter (acting Reasonably and Prudently) due to the occurrence of the circumstances referred to in paragraphs (a) to (c) above.

7 Interruptions and Curtailments

- (a) Transporter may interrupt or curtail the provision of the Back Haul Swap Service without liability:
 - (i) where an event of Force Majeure affects Transporter's ability to provide the Back Haul Swap Service;
 - (ii) where Transporter is permitted to interrupt or curtail the provision of Services under clause 17 or clause 18 of the body of this Agreement;
 - (iii) where an act or omission of Shipper in breach of this Agreement (or which would constitute a breach of this Agreement but for clause 19 of the body of this Agreement) prevents Transporter from providing the Back Haul Swap Service;
 - (iv) where such interruption or curtailment occurs in circumstances where Transporter is expressly permitted by a provision of this Agreement to interrupt or curtail the provision of Services to Shipper;
 - (v) where Transporter otherwise (in good faith) forms the view that such interruption or curtailment is necessary to preserve the operational integrity of the Pipeline System or the PCI Pipeline System; or
 - (vi) to enable Transporter to provide services to the PCI Foundation Shippers;
 - (vii) if and to the extent that the level of haulage services (under which Gas is transported in an opposite direction to the transportation of Gas under the Back Haul Swap Service) being provided in the Pipeline System on the relevant Day is

or will be at a level which is insufficient to allow the provision of all Back Haul Swap Services scheduled for that Day; or

- (viii) if and to the extent the provision of the Back Haul Swap Service will prevent Transporter providing Firm Services to a shipper (including in circumstances where that shipper renominates on a Day so as to utilise an increased amount of its entitlement to Firm Services).
- (b) Transporter is not required to schedule a quantity of Gas for transportation pursuant to the Back Haul Swap Service to the extent Transporter is unable to transport that Gas due to a circumstance referred to in clause 7(a).

8 Allocation of Capacity

8.1 Capacity Shortfall due to act or omission of a Shipper

- (a) To the extent that there is insufficient Capacity in the Pipeline System on a Day to satisfy all Back Haul Swap Services nominated by, or scheduled for, all Back Haul Shippers (including Shipper) on that Day due to a shipper (**Defaulting Back Haul Shipper**):
 - (i) breaching its contractual obligations to Transporter;
 - (ii) taking delivery, without the consent of Transporter, of a quantity of Gas on a Day or in an hour in excess of that quantity allowable under that shipper's Transportation Agreement;
 - (iii) exceeding the "Imbalance Allowance" under its Transportation Agreement (as "Imbalance Allowance" is defined in that Transportation Agreement); or
 - (iv) performing an action negligently or making a negligent omission,

then, subject to clause 8.1(b), to the extent necessary to remedy the effects of the acts or omissions referred to in clauses 8.1(a)(i) to (iv) on the Capacity of the Pipeline System to provide Back Haul Swap Services, Transporter must:

 - (v) to the extent practicable, schedule the nominations of all remaining Back Haul Shippers (for Back Haul Swap Services) in priority to the nomination of the Defaulting Back Haul Shipper (for its Back Haul Swap Service); and
 - (vi) to the extent practicable, interrupt or curtail deliveries of Gas to, or receipts of Gas from, the Defaulting Back Haul Shipper (pursuant to its Back Haul Swap Service) prior to interrupting or curtailing receipts from or deliveries of Gas to any other Back Haul Shipper (pursuant to its Back Haul Swap Service).
- (b) Shipper acknowledges that it will not always be possible for Transporter to determine if and the extent to which a shortfall in the Capacity of the Pipeline System to provide Back Haul Swap Services is caused by the act or omission of a Defaulting Back Haul Shipper and, consequently:
 - (i) Transporter will have no liability for failure to interrupt or curtail receipts of Gas from or deliveries of Gas to a Defaulting Back Haul Shipper to the extent required by clause 8.1(a) or for accepting a nomination of a Defaulting Back Haul Shipper to a greater extent than permitted by clause 8.1(a); and

- (ii) where Transporter reasonably considers that Shipper is a Defaulting Back Haul Shipper, Transporter will have no liability for interrupting or curtailing Shipper pursuant to clause 8.1(a) or for failing to schedule all or part of a nomination made by Shipper due to Transporter's compliance with clause 8.1(a),

provided that Transporter acts in good faith as a Reasonable and Prudent operator and on the basis of the best information available to Transporter.

8.2 ***Other Capacity Shortfalls***

Where Transporter, acting Reasonably and Prudently, forms the view that, after having interrupted or curtailed all Defaulting Back Haul Shippers (if any), there will be insufficient Capacity in the Pipeline System on a Day (for any reason) to satisfy all Back Haul Swap Services nominated by or scheduled for all Back Haul Shippers on that Day and that shortfall in Capacity is identified by Transporter prior to the commencement of the relevant Day then:

- (a) where the shortfall in Capacity equally affects Transporter's ability to provide Back Haul Swap Services to all Back Haul Shippers, the Capacity available to provide Back Haul Swap Services will be allocated between Back Haul Shippers pro-rata on the basis of their respective MDQs; and
- (b) where the shortfall in Capacity only affects Transporter's ability to provide Back Haul Swap Services to certain Back Haul Shippers (**Affected Shippers**), then the Capacity available to provide Back Haul Swap Services to those Affected Shippers will be allocated between the Affected Shippers pro-rata based on their respective MDQs; and
- (c) where a shipper does not have an MDQ then it will be allocated a portion of the Capacity that remains after any allocation under clause 8.2(b), such portion to be determined by pro-rating the quantities of Gas nominated for delivery by Back Haul Shippers, who do not have an MDQ or, if quantities of Gas have been scheduled for delivery to those Back Haul Shippers who do not have an MDQ, by pro-rating those scheduled quantities.

8.3 ***Other Capacity Shortfalls – Shortfalls identified on a Day***

Where:

- (a) Transporter, acting Reasonably and Prudently, forms the view that, after having curtailed all Defaulting Back Haul Shippers (if any), there will be insufficient Capacity in the Pipeline System on a Day (for any reason) to transport the quantity of Gas nominated by or scheduled for all Back Haul Shippers for transportation pursuant to Back Haul Swap Services on that Day; and
- (b) that shortfall in Capacity is not identified by Transporter prior to the commencement of the relevant Day,

then the Capacity available to provide Back Haul Swap Services for the remainder of that Day (that is, after the time of identification of the Capacity shortfall) must, to the extent reasonably practicable, be allocated by Transporter in accordance with the procedures set out in clause 8.2.

8.4 ***Notification of new Scheduled Quantities***

- (a) Where Transporter interrupts or curtails or intends to interrupt or curtail receipts of Gas from or deliveries of Gas to Shipper on a Day pursuant to this clause 8, Transporter must, as soon as reasonably practicable, notify Shipper of any variation to the quantities of Gas scheduled to be supplied by, or delivered to, Shipper for that Day.

- (b) Shipper will not be liable to Transporter if, within a period of not greater than 30 minutes after the time of receipt of any notice from Transporter under clause 8.4(a) (**Adjustment Period**), Shipper supplies, or takes delivery of, a quantity of Gas which results in the total quantity of Gas supplied or taken by Shipper on the relevant Day exceeding the reduced Scheduled Back Haul Quantities.
- (c) Nothing in clause 8.4(b):
 - (iii) permits Shipper to take delivery of Gas in a manner which is not otherwise permitted by this Agreement;
 - (iv) relieves Shipper of liability:
 - (A) for any quantity of Gas supplied or taken delivery of from the expiration of the Adjustment Period; and
 - (B) if, as at the expiration of the Adjustment Period, Shipper has supplied or taken delivery of a quantity of Gas in excess of the Scheduled Back Haul Quantities (as determined prior to the time of reduction of those quantities by virtue of the notice served under clause 8.4(a)).

8.5 *Impact of National Gas Law*

The allocation procedures in this clause 8 apply subject to any allocation procedures required to be applied under the National Gas Law or any other Laws.

9 **Allocation of Shortfalls Between Swap Receipt Points and Swap Delivery Points**

- (a) Where, on a Day, Transporter:
 - (i) is not able or required to schedule a quantity of Gas equal to Shipper's Back Haul Daily Nomination; or
 - (ii) reduces the Scheduled Back Haul Delivery Quantity due to an interruption or curtailment in the provision of the Back Haul Swap Service to Shipper,
 then, subject to clause 9(b),
 - (iii) in the case of clause 9(a)(i), Transporter may, at its reasonable discretion, determine what part of the Back Haul Receipt Point Nominations and the Back Haul Delivery Point Nominations will not be scheduled; and
 - (iv) in the case of clause 9(a)(ii), Transporter may, at its reasonable discretion, determine which Scheduled Back Haul Receipt Point Quantities and which Scheduled Back Haul Delivery Point Quantities are to be reduced to ensure that the sum of those quantities does not exceed the Scheduled Back Haul Delivery Quantity.
- (b) Shipper may provide Transporter with a schedule of priorities setting out:
 - (i) the priority in which Back Haul Receipt Point Nominations and Back Haul Delivery Point Nominations should not be scheduled where the circumstances referred to in clause 9(a)(i) apply; and

- (ii) the priority in which Scheduled Back Haul Receipt Point Quantities and Scheduled Back Haul Delivery Point Quantities should be reduced where the circumstances referred to in clause 9(a)(ii) apply.

To the extent reasonably practicable, having regard to the circumstances of a shortfall in the Capacity of the Pipeline System, Transporter must comply with any such schedule of priorities.

10 Imbalance

To avoid doubt, any difference between the total quantity of Gas supplied by Shipper to the Swap Receipt Points on a Day and the total quantity of Gas delivered to Shipper at the Swap Delivery Points on that Day will be included in the determination of Shipper's Accumulated Imbalance for that Day. For the purposes of the definition of Daily Imbalance:

- (a) **R** includes the quantity of Gas received by Transporter from Shipper on the Day at the Swap Receipt Points; and
- (b) **D** includes the quantity of Gas delivered by Transporter to Shipper on the Day at Swap Delivery Points.

11 Pressure and Temperature

11.1 *Receipt Point Obligations – Temperature*

Gas must be supplied by Shipper to a Swap Receipt Point at a temperature of not less than the minimum temperature and not greater than the maximum temperature specified in Annexure 1 for that Swap Receipt Point.

11.2 *Receipt Pressure – Shipper's Obligation*

Shipper must supply Gas to a Swap Receipt Point at a pressure of not less than the minimum pressure and not greater than the maximum pressure specified in Annexure 1 for that Swap Receipt Point.

11.3 *Delivery Temperature*

Transporter must use its reasonable endeavours to deliver Gas to a Swap Delivery Point at a temperature of not less than the minimum temperature and not more than the maximum temperature specified in Annexure 1 for that Swap Delivery Point.

11.4 *Delivery Pressure*

Transporter must use its reasonable endeavours to deliver Gas to a Swap Delivery Point at a pressure of not less than the minimum pressure and not more than the maximum pressure specified in Annexure 1 for that Swap Delivery Point.

11.5 *Non-Application clause 5.1 of Body of the Agreement*

Clause 5.1 of the body of this Agreement does not apply to the Back Haul Swap Service.

12 Allocation

12.1 *Allocation and Flow Procedures*

- (a) Subject to this clause 12 where Shipper and other shippers use a Swap Receipt Point or Swap Delivery Point the Swap Allocation Procedures and (if applicable) Swap Flow

Procedures applicable to that Swap Receipt Point and Swap Delivery Point will be those determined by Transporter acting reasonably.

- (b) **Swap Allocation Procedures** are the procedures for allocating between shippers using a Swap Receipt Point or Swap Delivery Point on a Daily and hourly basis the total quantity of Gas supplied (or deemed to have been supplied) to that Swap Receipt Point or Swap Delivery Point.
- (c) **Swap Flow Procedures** are procedures for regulating the flow rate at which Gas is delivered (or deemed to have been delivered) at a Swap Delivery Point and are required for the Cavan Delivery Point, other delivery points which connect to the Reticulation System and such other delivery points which Transporter determines require such procedures.
- (d) Where all the shippers using a Swap Receipt Point or Swap Delivery Point agree Swap Allocation Procedures then, if those agreed procedures are acceptable to Transporter (acting reasonably), Transporter will implement those procedures until such time a circumstance referred to in clause 12.1(e) occurs.
- (e) The circumstances referred to in clause 12.1(d) are:
 - (i) a new shipper wishes to use the Swap Receipt Point or Swap Delivery Point;
 - (ii) there is a change in circumstances such that the procedures cease to be acceptable to Transporter (acting reasonably); or
 - (iii) Transporter (in good faith) forms the view that operational practice has demonstrated the procedures operate in a manner which is unreasonable, unfair or unworkable to either Transporter or to one or more shippers using the Swap Receipt Point or Swap Delivery Point.
- (f) If Transporter ceases to implement procedures under clause 12.1(d) then clause 12.1(a) will apply until such time as Transporter agrees to implement new procedures under clause 12.1(d).

12.2 Negotiation Process with Existing Shippers

- (a) This clause 12.2 applies to any Swap Receipt Point or Swap Delivery Point where Annexure 1 indicates that Swap Allocation Procedures (and if applicable Swap Flow Procedures) must be agreed before Shipper may commence use of the Swap Receipt Point or Swap Delivery Point.
- (b) Where this clause 12.2 applies then Shipper may not commence use of a Swap Receipt Point or Swap Delivery Point until such time as Swap Allocation Procedures (and if applicable Swap Flow Procedures) have been agreed between Shipper, Transporter and the existing shippers using the Swap Receipt Point or Swap Delivery Point.
- (c) Where the contractual arrangements with the existing shippers provide for a negotiation process to determine Swap Allocation Procedures (or if applicable Swap Flow Procedures) (including a dispute resolution process where the procedures cannot be agreed) Transporter will notify Shipper of that process and Transporter and Shipper must comply with that process.

12.3 Consent of Existing Shippers

- (a) This clause 12.3 applies to any Swap Receipt Point or Swap Delivery Point where Annexure 1 indicates that Shipper is not able to commence use of that Swap Receipt Point or Swap

Delivery Point until it has the consent of an existing shipper using the Swap Receipt Point or Swap Delivery Point or the consent of some other person who has rights in respect of the Swap Receipt Point or Swap Delivery Point or infrastructure downstream or upstream of that point or land on which the point is located.

- (b) Where this clause 12.3 applies to a Swap Receipt Point or Swap Delivery Point Shipper may not commence use of that point until it has the consent of:
 - (i) the relevant existing shippers at the point and has agreed with them Swap Allocation Procedures (and if applicable Swap Flow Procedures) which procedures are acceptable to Transporter acting reasonably; and
 - (ii) any other person referred to in clause 12.3(a).
- (c) Transporter will co-operate with Shipper to assist it obtain the consent referred to in clause 12.3(b) and to obtain agreement as to Swap Allocation Procedures (and if applicable Swap Flow Procedures).

12.4 Factors Relevant to Transporter's consent

In determining whether Swap Allocation Procedures are acceptable to it (acting reasonably) Transporter may (without limitation) have regard to whether:

- (a) the procedures allocate between all shippers using the relevant Swap Receipt Point or Swap Delivery Point the total quantity of Gas supplied to the Swap Receipt Point or delivered to the Swap Delivery Point in an hour and on a Day;
- (b) the procedures allow Transporter to undertake the allocations referred to in clause 12.4(a) within a timeframe which allows Transporter to provide services and information in accordance with its contractual obligations to shippers and at law and within a timeframe which is otherwise consistent with maintaining the operational integrity of the Pipeline System and the PCI Pipeline System;
- (c) the procedures expose Transporter to any unreasonable risks;
- (d) the procedures are consistent with the requirements of any relevant Interface Parties; and
- (e) the procedures are consistent with any applicable Law.

12.5 Disputes Over Allocation or Flow Procedures

Where there is a dispute over the application of Swap Allocation Procedures (or if applicable Swap Flow Procedures) at a Swap Delivery Point or Swap Receipt Point then that dispute will be resolved by an Independent Expert in accordance with clause 23.5 to 23.13 but with the application of that clause modified as required to enable all shippers using the Swap Delivery Point or Swap Receipt Point to be party to the dispute (such that each such shipper, Shipper and Transporter will be treated as a party).

13 General Charges

- (a) Upon the Service Commencement Date for the Back Haul Swap Service the Establishment Fee for the Back Haul Swap Service (as determined in accordance with Annexure 2) will accrue due and may be invoiced by Transporter.
- (b) Each Month during the Service Term for the Back Haul Swap Service Shipper must pay Transporter the Monthly Administration Fee (as determined in accordance with Annexure 2).

- (c) The parties acknowledge that quantities of Gas received and delivered pursuant to the Back Haul Swap Service form part of "SD" and "TD" in the formula under Table 4 of Annexure 2..
- (d) Shipper must pay, in respect of each GJ of Gas delivered pursuant to the Back Haul Swap Service, the BHS Variable Rate (as determined in accordance with Annexure 2).

14 *Liabilities*

- (a) Transporter's maximum aggregate liability to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever), for any one event or any series of events occurring within a Day relating to or in connection with the Back Haul Swap Service will be limited to the Monthly Administration Fee applicable as at the relevant Day. For the purposes of clause 21.1(a) and 21.2(c) this amount is a **Daily Cap**.
- (b) Transporter's maximum aggregate liability to Shipper under this Agreement (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for all events, acts or omissions occurring during a Year relating to or in connection with the Back Haul Swap Service (including all failures to deliver Gas during the Year) will be limited to the amount equal to 12 times the Monthly Administration Fee applicable on the first Day of that Year. For the purposes of clause 21.1(b) and 21.2(d) this amount is an **Annual Cap**.

Schedule 4 – Premium Storage Service⁴

1 Definitions

- (a) In this Schedule 4 unless a contrary intention appears:
- Available Premium Storage Service MDQ** is defined in clause 3(b).
- Available MDQ Model** is defined in Schedule 1.
- Daily Storage Adjustment** is defined in clause 2.2(b).
- Miakite Compressor** means the Compressor located near Miakite in Victoria.
- Operational Transportation Service Code** has the meaning given to that term in the National Gas Rules.
- Premium Storage Balance** is defined in clause 2.2(a).
- Premium Storage Service** is defined in clause 2.1(b).
- Premium Storage Service Discharge MDQ** is defined in clause 2.3(d).
- Premium Storage Service Discharge MHQ** is defined in clause 2.3(e).
- Premium Storage Service MDQ** is defined in clause 2.3.
- Premium Storage Service Recharge MDQ** is defined in clause 2.3(b).
- Premium Storage Service Recharge MHQ** is defined in clause 2.3(c).
- Standard OTSA** has the meaning given to that term in the National Gas Rules.
- Standard Pipeline System Conditions** is defined in clause 2.1(e) of Schedule 1.
- Storage Account** is defined in clause 2.1(b)(ii).
- (b) In this Schedule 4 references to clauses are to clauses of this Schedule 4 unless a contrary intention appears.

2 Overview of the Premium Storage Service

2.1 Description of Service

- (a) Subject to the remainder of this Agreement Transporter will make available to Shipper the Premium Storage Service on each Day of the Service Term for the Premium Storage Service.
- (b) The Premium Storage Service is a Firm Service and consists of:
- (i) the receipt by Transporter on a Day of a quantity of Shipper's Gas not exceeding the Premium Storage Service Recharge MDQ for that Day at the Receipt Points for storage in the Pipeline System;

⁴ Depending upon the volume of storage service sought, arrangements may also be required under which part of the Line Pack is loan to Shipper.

- (ii) the storage in the Pipeline System in a notional account (**Storage Account**) of the Gas comprising the Premium Storage Balance until such time as the Gas is scheduled in accordance with this Agreement to be discharged from storage; and
 - (iii) the delivery by Transporter on a Day of all or part of the Gas comprising the Premium Storage Balance in a quantity not exceeding the Premium Storage Service Discharge MDQ for that Day.
- (c) The Premium Storage Service is not a Firm Service to the extent that Shipper nominates to take delivery of Gas pursuant to the Premium Storage Service at Delivery Points east of the Miakite Compressor and either the balance of the Storage Account is below []⁵ or deliveries of Gas to Shipper on a Day will result in the balance of the Storage Account falling below []⁶. In such circumstance the Premium Storage Service may be interrupted or curtailed by Transporter without liability where Transporter, as a Reasonable and Prudent operator, is unable to make such deliveries due to there being insufficient quantities of Gas being transported through the Pipeline System in an east-west direction.
- (d) The Premium Storage Service may be interrupted or curtailed by Transporter without liability where:
 - (i) an event of Force Majeure affects Transporter's ability to provide the Premium Storage Service;
 - (ii) Transporter is permitted to interrupt or curtail the provision of Services under clause 18 or clause 19 of the body of this Agreement;
 - (iii) an act or omission of Shipper in breach of this Agreement (or which would constitute a breach of this Agreement but for clause 19 of the body of this Agreement) prevents Transporter from providing the Premium Storage Service;
 - (iv) such interruption or curtailment occurs in circumstances where Transporter is expressly permitted by a provision of this Agreement to interrupt or curtail the provision of Firm Services to Shipper;
 - (v) the actual Pipeline System conditions on a Day vary from the expected Pipeline System conditions used by Transporter to calculate the Available Premium Storage Service MDQ for that Day; or
 - (vi) as provided for in clause 2.1(e).
- (e) The parties acknowledge that Transporter will, prior to the commencement of a Day, determine Shipper's entitlement to use the Premium Storage Service and scheduled quantities of Gas to be received and delivered pursuant to that service based on Transporter's reasonable estimate of the Premium Storage Balance at the beginning of that Day. To the extent the actual Premium Storage Balance is less than that estimated then Transporter may (without liability) reduce the quantities of Gas scheduled for receipt and delivery pursuant to the Premium Storage Service to the extent they (as applicable) exceed

⁵ Number to be negotiated.

⁶ Number to be negotiated.

the Premium Storage Service Recharge MDQ or the Premium Storage Service Discharge MDQ.

- (f) Where Transporter reduces the quantities of Gas scheduled for receipt and delivery pursuant to the Premium Storage Service in accordance with clause 2.1(e) it must promptly notify Shipper.

2.2 **Premium Storage Balance**

- (a) Subject to this clause 2.2, the Premium Storage Balance is the sum of the Daily Storage Adjustment for each Day of the Term.
- (b) The Daily Storage Adjustment for a Day is the amount determined in accordance with the following formula:

$$SR - SD + DI$$

Where:

SR is the quantity of Gas received at the Receipt Points pursuant to the Premium Storage Service on a Day;

SD is the quantity of Gas delivered to the Delivery Points pursuant to the Premium Storage Service on a Day; and

DI is the quantity of the Daily Imbalance for that Day which can be allocated to the Storage Account without causing the Premium Storage Balance to exceed the Available Premium Storage Service MDQ or to fall below zero.

- (c) Except in the circumstances provided for in clause 2.2(d), the Premium Storage Balance for a Day may not be increased to an amount greater than the Available Premium Storage Service MDQ for that Day. To the extent that the calculation in clause 2.2(b) would otherwise cause the Premium Storage Balance to exceed the Available Premium Storage Service MDQ, the excess quantity of Gas will be transferred to Shipper's Accumulated Imbalance as though it were a quantity of Gas supplied by Shipper into the Pipeline System.
- (d) Where (but only to the extent) due to the Available Premium Storage Service MDQ being reduced in accordance with clause 3 of this Schedule 4 the Premium Storage Balance becomes greater than the Available Premium Storage Service MDQ then:
 - (i) no Gas may be added to the Storage Account until such time as the Premium Storage Balance is reduced below the then current Available Premium Storage MDQ;
 - (ii) any Gas forming part of the Premium Storage Balance which is at that time above the Available Premium Storage Service MDQ but less than the Premium Storage Service MDQ will not be transferred to Shipper's Accumulated Imbalance unless it has not been removed from the Storage Account by the end of the Day which immediately follows the Day on which Shipper is first notified the Premium Storage Balance is or will be greater than the Available Premium Storage Service MDQ; and
 - (iii) the Firm Forward Haul MDQ for each Day for which the Premium Storage Balance exceeds the Available Premium Storage Service MDQ will be taken to be decreased by an amount determined in accordance with the following formula:

$$(PSB - AFSSMDQ)/SF$$

Where:

PSB is the Premium Storage Balance;

AFSSMDQ is the Available Premium Storage Service MDQ; and

SF is the Storage Factor,

provided that in no circumstances will the Firm Forward Haul MDQ be reduced below zero.

To avoid doubt, any amount of Gas which would have caused the Premium Storage Balance to exceed the Available Premium Storage Service MDQ even if the Available Premium Storage Service MDQ had not been reduced in accordance with clause 3 of this Schedule 4 will be dealt with in accordance with clause 2.2(c).

- (e) Shipper's Accumulated Imbalance will be adjusted to reflect any quantity of Daily Imbalance transferred to the Storage Account under clause 2.2(b).
- (f) Upon the expiry or termination of this Agreement the Premium Storage Balance will be transferred to Shipper's Accumulated Imbalance as though it were a quantity of Gas:
 - (i) in the case of a positive Accumulated Imbalance, supplied by Shipper into; and
 - (ii) in the case of a negative Accumulated Imbalance, taken by Shipper from

the Pipeline System and Shipper must then reduce its Accumulated Imbalance to zero in accordance with clause 6.8.

2.3 Premium Storage Service – Other Concepts

- (a) The Premium Storage Service MDQ is that quantity described as such in Annexure 1 as that quantity may be varied in accordance with this Agreement.
- (b) The Premium Storage Service Recharge MDQ for a Day is the amount calculated as follows:

$$(AFSSMDQ - PSB)/SF$$

Where:

AFSSMDQ is the Available Premium Storage Service MDQ for the relevant Day;

PSB is the Premium Storage Balance at the beginning of the relevant Day; and

SF is the Storage Factor,

and where PSB is equal to or greater than AFSSMDQ then the Premium Storage Service Recharge MDQ is zero.

- (c) The Premium Storage Service Recharge MHQ for a Day is equal to 4.4% of the Premium Storage Service Recharge MDQ for that Day.
- (d) The Premium Storage Service Discharge MDQ for a Day is the amount calculated as follows:

$$PSB/SF$$

Where:

PSB is the Premium Storage Balance at the beginning of the relevant Day; and

SF is the Storage Factor.

- (e) The Premium Storage Service Discharge MHQ for a Day is equal to 5% of the Premium Storage Service Discharge MDQ for that Day.

3 Effect of Pipeline System Conditions

- (a) The Premium Storage Service MDQ represents the maximum quantity of Gas for which Shipper may request storage in the Pipeline System on a Day where the Standard Pipeline System Conditions exist and assuming that, in the 48 hour period ending 24 hours prior to that Day, the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points was 38.2 MJ/m³.
- (b) Where the actual Pipeline System conditions on a Day vary from those Standard Pipeline System Conditions and/or the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points varied from 38.2 MJ/m³, the Premium Storage Service MDQ will increase or decrease as determined in accordance with the Available MDQ Model as applied on the following basis:
 - (i) the quantity of forward haul MDQ represented by the Premium Storage Service MDQ is equal to the Premium Storage Service MDQ divided by the Storage Factor (**FFH MDQ Equivalent**);
 - (ii) the FFH MDQ Equivalent will increase or decrease in accordance with the Available MDQ Model;
 - (iii) the FFH MDQ Equivalent as so determined will be multiplied by the Storage Factor to determine the **Available Premium Storage Service MDQ**.
- (c) The Available Premium Storage Service MDQ for a Day will be determined in advance of that Day based upon Transporter's good faith determination of Pipeline System conditions for that Day and based on the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points.

4 Charges and Liabilities

4.1 Charges

Each Month during the Service Term for the Premium Storage Service Shipper must pay Transporter the Fixed Monthly Premium Storage Service Charge (as determined in accordance with Annexure 2).

4.2 Liabilities

- (a) Transporter's maximum aggregate liability to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever), for any one event or any series of events occurring within a Day relating to or in connection with the Premium Storage Service will be limited to the amount equal to 0.3 multiplied by the Fixed Monthly Premium Storage Service Charge applicable as at the relevant Day. For the purposes of clause 21.1(a) and 21.2(c) this amount is a **Daily Cap**.
- (b) Transporter's maximum aggregate liability to Shipper under this Agreement (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for all events, acts or omissions occurring during a Year relating to or in connection with the

Premium Storage Service (including all failures to deliver Gas during the Year) will be limited to the amount equal to 1.2 multiplied by the Fixed Monthly Premium Storage Service Charge applicable as at the first Day of the Year. For the purposes of clause 21.1(b) and 21.2(d) this amount is an **Annual Cap**.

5 Trading of Premium Storage Service MDQ

5.1 Entitlement to Trade

Subject to the remainder of this clause 5, Shipper may dispose of on a Day to another shipper who has provisions in their Transportation Agreement which would allow them to utilise the Premium Storage Service MDQ, or who is entitled to a Traded Park Service (as defined in the Operational Transportation Service Code) under a Standard OTSA for the Pipeline System, all or any part of its Premium Storage Service MDQ (a **Trade**) on such terms as Shipper may agree with that other shipper. Upon such a disposal being effected, Shipper's Premium Storage Service MDQ will be reduced accordingly by the amount of the relevant exchange. To avoid doubt a single Trade may relate to a series of consecutive Days provide those Days are specified in the notice served under clause 5.2.

5.2 Restrictions on Trades

A Trade will not be effective unless Transporter receives notice from Shipper and the other shipper of the Trade by not later than 19 hours before the Day on which the Trade is to be effected, which notice must specify the quantity the subject of the Trade.

5.3 Payment of Charges

No Trade or Exchange Trade affects Shipper's liability to pay the Fixed Monthly Premium Storage Service Charge.

5.4 Exchange Trades

- (a) Shipper may trade all or any part of its Premium Storage Service MDQ through the Gas trading exchange referred to in section 642(2)(c) of the National Gas Rules (**Exchange Trade**).
- (b) Shipper's Premium Storage Service MDQ will be reduced by the amount of any Premium Storage Service MDQ it sells through an Exchange Trade.
- (c) Transporter may refuse to give effect to an Exchange Trade where permitted by the National Gas Rules (including the Capacity Transfer and Auction Procedures as defined in Part 24 of the National Gas Rules).

5.5 Service Suspension

Shipper may not make Trades or Exchange Trades during a period in which the Services are suspended under clause 22.1(a)(i) to 22.1(a)(iv) or if Shipper is an externally administered body corporate (as defined in the *Corporations Act 2001*).

Schedule 5 – Standard Storage Service

1 Definitions and Interpretation

1.1 Definitions

In this Schedule 5, unless a contrary intention appears:

As-Available Standard Storage Service means the Standard Storage Service to the extent it relates to quantities of Gas above the Available Standard Storage Service MDQ.

As-Available Standard Storage MDQ means the quantity described as such in Annexure 1

Available Standard Storage Service MDQ is defined in clause 4.

Fixed Monthly Standard Storage Service Charge means the amount specified in Annexure 2.

In Pipe Trade is defined in Schedule 7.

Opening Park Balance means [].

Operational Transportation Service Code has the meaning given to that term in the National Gas Rules.

Park Account means a notional account in which the Park Balance is notionally stored.

Park Balance is defined in clause 2(d).

Park Service Point means a notional point on the Pipeline System.

Scheduled Daily As-Available Storage Quantity is defined in clause 5.

Standard OTSA has the meaning given to that term in the National Gas Rules.

Standard Storage Service is defined in clause 2(c).

Standard Storage Service MDQ means the quantity described as such in Annexure 1.

Tier 1 As-Available Storage Charge Rate means the amount specified in Annexure 2.

Tier 2 As-Available Storage Charge Rate means the amount specified in Annexure 2.

1.2 Interpretation

In this Schedule 5, unless a contrary intention appears, references to clauses are to clauses of this Schedule 5.

2 Provision of Standard Storage Service

- (a) Subject to the remainder of this Agreement Transporter will make available to Shipper the Standard Storage Service in accordance with the provisions of this Schedule 5 on each Day of the Service Term for the Standard Storage Service.
- (b) Up to the Available Standard Storage Service MDQ, the Standard Storage Service is a Firm Service. Above the Available Standard Storage Service MDQ the Standard Storage Service is a not a Firm Service.
- (c) The Standard Storage Service consists of:

- (i) the storage of a quantity of Gas up to the Available Standard Storage Service MDQ plus the Scheduled Daily As-Available Storage Quantity at the Park Service Point which Gas has been supplied into the Pipeline System by Shipper at the Receipt Points pursuant to another Service⁷ supplied under this Agreement or acquired by Shipper through an In Pipe Trade; and
 - (ii) the delivery on a Day of a quantity of Gas up to the current Park Balance from the Park Service Point to one or more Delivery Points pursuant to another Service supplied under this Agreement or permitting the sale of such Gas by Shipper through an In Pipe Trade.
- (d) The Park Balance at any given point in time is equal to the lesser of (1) the sum of the Available Standard Storage Service MDQ plus the Scheduled Daily As-Available Storage Quantity for the relevant Day and (2) the amount equal to:
- (i) the Opening Park Balance; plus
 - (ii) the quantity of Gas supplied by Shipper into the Pipeline System under this Agreement or acquired through In Pipe Trades up to that point in time (excluding any Gas supplied on account of System Use Gas, Compressor Fuel Gas and Heater Fuel Gas); less
 - (iii) the quantity of Gas taken by Shipper from the Pipeline System at the Delivery Points under this Agreement or sold through In Pipe Trades up to that point in time (excluding any System Use Gas returned to Shipper); less
 - (iv) any part of the Park Balance transferred to Shipper's Accumulated Imbalance under clause 5.4,
- provided that the Park Balance may not be negative⁸.
- (e) Where at a point in time it is necessary to determine the Park Balance and the Daily Imbalance, the Park Balance will be calculated first and quantities of Gas allocated to the Daily Imbalance only to the extent they are not allocated to the Park Balance because so allocating them would cause the Park Balance to exceed the sum of the Available Standard Storage Service MDQ and the Scheduled Daily As-Available Storage Quantity for the relevant Day⁹.
- (f) Where the Available Standard Storage Service MDQ is reduced and as a result the sum of the Available Standard Storage Service MDQ and the Scheduled Daily As-Available Storage Quantity for the relevant Day becomes less than the then current Park Balance that excess Park Balance (but only to the extent it arises due to the reduction in the Available Standard Storage Service MDQ) will be transferred to Shipper's Accumulated Imbalance (such

⁷ Note this cannot be the Premium Storage Service and if Shipper is contracting both services the clause will be amended to make this clear.

⁸ This clause will need further modification where a Shipper acquires both a Premium Storage Service and a Standard Storage Service to address separate calculation of stored quantities under each Service.

⁹ This clause will need further modification where a Shipper acquires both a Premium Storage Service and a Standard Storage Service to address separate calculation of stored quantities under each Service.

transferred amount being the **Transferred Quantity**). However any Imbalance Charges which would otherwise accrue as a result of such transfer will be waived provided the part of the Accumulated Imbalance attributable to the Transferred Quantity is cleared by Shipper by the end of the Day following the Day Shipper is notified of the Transferred Quantity.

3 Curtailment and Requirement to reduce Park

- (a) The receipt of Gas into or delivery of Gas from the Park Account may be interrupted or curtailed by Transporter without liability where:
 - (i) an event of Force Majeure affects Transporter's ability to receive or deliver that Gas;
 - (ii) Transporter is permitted to interrupt or curtail the provision of Services under clause 17 or clause 18 of the body of this Agreement;
 - (iii) an act or omission of Shipper in breach of this Agreement (or which would constitute a breach of this Agreement but for clause 19 of the body of this Agreement) prevents Transporter from receiving or delivering that Gas;
 - (iv) such interruption or curtailment occurs in circumstances where Transporter is expressly permitted by a provision of this Agreement to interrupt or curtail the provision of Services to Shipper.
- (b) Where due to circumstances referred to in clause 3(a), the existence of the Park Balance adversely affects the operational integrity of the Pipeline System, Transporter may require Shipper to reduce the Park Balance by such amount as required to address the threat to the operational integrity to the Pipeline System.
- (c) Shipper must give effect to a requirement of Transporter under clause 3(b) by either reducing receipts of Gas into the Pipeline System or increasing deliveries at the Delivery Points (provided Shipper may only take delivery of more Gas than has been scheduled for delivery to a Delivery Point on a Day if this has been approved by Transporter). If Shipper fails to do so within such time nominated by Transporter, Transporter may take such steps as it considers required to reduce the Park Balance and may transfer the curtailed part of the Park Balance to Shipper's Accumulated Imbalance.

4 Effect of Pipeline System Conditions

- (a) The Standard Storage Service MDQ represents the maximum quantity of Gas for which Shipper may request storage in the Pipeline System on a Day where the Standard Pipeline System Conditions exist and assuming that, in the 48 hour period ending 24 hours prior to that Day, the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points was 38.2 MJ/m³.
- (b) Where the actual Pipeline System conditions on a Day vary from those Standard Pipeline System Conditions and/or the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points varied from 38.2 MJ/m³, the Standard Storage Service MDQ will increase or decrease as determined in accordance with the Available MDQ Model as applied on the following basis:

- (i) the quantity of forward haul MDQ represented by the Standard Storage Service MDQ is equal to the Standard Storage Service MDQ divided by the Storage Factor (**FFH MDQ Equivalent**);
 - (ii) the FFH MDQ Equivalent will increase or decrease in accordance with the Available MDQ Model;
 - (iii) the FFH MDQ Equivalent as so determined will be multiplied by the Storage Factor to determine the **Available Standard Storage Service MDQ**.
- (c) The Available Standard Storage Service MDQ for a Day will be determined in advance of that Day based upon Transporter's good faith determination of Pipeline System conditions for that Day and based on the volume weighted average of the Gross Heating Value of the Gas supplied by Shipper at the Receipt Points.

5 Nomination and Scheduling As Available Storage Service

5.1 Application

This clause 5 applies only if Shipper has an As-Available Standard Storage MDQ which is greater than zero. If Shipper's As-Available Standard Storage MDQ is zero then the Scheduled Daily As-Available Storage Quantity is always zero and the Park Balance cannot exceed the Available Standard Storage Service MDQ.

5.2 Forecast and Nomination

- (a) No later than 1.00pm prior to a Day, Shipper must provide a forecast to Transporter of whether (and in what quantity) it requires the As-Available Storage Service on that Day. Shipper requires the As-Available Storage Service if, on a Day, Shipper wishes to hold (including continue to hold) a Park Balance above the Available Standard Storage MDQ.
- (b) To avoid doubt, if Shipper's Standard Storage Service MDQ is zero then Shipper will be taken to require the As-Available Storage Service whenever Shipper wishes to maintain a Park Balance on a Day.
- (c) By no later than 2.00pm prior to a Day, Transporter will, if Shipper has provided a forecast under clause 5.2(a), notify Shipper of Transporter's non-binding estimate of the extent to which Transporter would be prepared to supply Shipper's forecast on the relevant Day.
- (d) If Shipper requires the As-Available Storage Service on a Day then in its nomination for services made by 3.00pm prior to that Day Shipper must specify this and the quantity of As-Available Storage Service it wishes to use on that Day. If Shipper does not specify in its nomination that it wishes to use the As-Available Storage Service on a Day then the Scheduled Daily As-Available Storage Quantity for that Day is taken to be zero.
- (e) Subject to clause 5.2(f), by 5.00pm on a Day Transporter will notify Shipper of the Scheduled Daily As-Available Storage Quantity for the following Day. That quantity will be determined at Transporter's absolute discretion and may be zero.
- (f) Despite clause 5.2(e), Transporter is not required to notify Shipper of the Scheduled Daily As-Available Storage Quantity for a Day if Shipper does not nominate for the As-Available Storage Service for that Day. In such case, the Scheduled Daily As-Available Storage Quantity is zero.

5.3 Renomination

After being notified of a Scheduled Daily As-Available Storage Quantity for a Day that is greater than zero Shipper may (at any time prior to the expiry of the relevant Day) nominate for an increase to the Daily As-Available Storage Quantity for that Day but only if that nomination is made no later than 12:00 noon on the Day. It is at Transporter's absolute discretion whether it accepts any such nomination. If Transporter accepts such nomination, in whole or in part, it will notify Shipper within 1 hour of receipt of the nomination and the Scheduled Daily As-Available Storage Quantity will increase to the level accepted by Transporter. If Transporter does not respond to Shipper within 1 hour, Transporter will be deemed to have rejected Shipper's renomination and there will be no change to the Scheduled Daily As-Available Storage Quantity.

5.4 Transfers to Imbalance

If the Scheduled Daily As-Available Storage Quantity for a Day (**Relevant Day**) is less than that for the prior Day then Gas will be transferred from the Park Balance to Shipper's Accumulated Imbalance (with effect from the end of the Relevant Day) as required to ensure that as at the end of the Relevant Day the Park Balance does not exceed the sum of the Scheduled Daily As-Available Storage Quantity and the Available Standard Storage MDQ.

6 Charges, Credit Support and Liabilities

6.1 Charges

- (a) Each Month during the Service Term for the Standard Storage Service Shipper must pay Transporter the Fixed Monthly Standard Storage Service Charge (as determined in accordance with Annexure 2).
- (b) In respect of each Day for which there is a Scheduled Daily As-Available Storage Quantity Shipper must pay:
 - (i) the Tier 1 As-Available Storage Charge Rate multiplied by the part of the Scheduled Daily As-Available Storage Quantity (expressed in GJ) scheduled by 5.00pm prior to that Day; and
 - (ii) the Tier 2 As-Available Storage Charge Rate multiplied by any part of the Scheduled Daily As-Available Storage Quantity (expressed in GJ) scheduled after 5.00pm prior to that Day and before 1pm on the Day.

- (c) Subject to clause 6.1(d), the Tier 1 As-Available Storage Charge Rate and Tier 2 As-Available Storage Charge Rate are payable whether or not Shipper actually stores Gas in the Pipeline System using the Scheduled Daily As-Available Storage Quantity.
- (d) If Shipper is unable to use the Scheduled Daily As-Available Storage Quantity to store Gas because Transporter interrupts or curtails the provision of Services (other than due to the act or omission of Shipper in breach of this Agreement) then (as applicable) the Tier 1 As-Available Storage Charge Rate and the Tier 2 As-Available Storage Charge Rate will not apply to the quantity of the Scheduled Daily As-Available Storage Quantity Shipper was unable to use.
- (e) The payments under clause 6.1(b) in respect of a Day are the payments due in respect of the As-Available Standard Storage Service on that Day.

6.2 Credit Support

- (a) For the purposes of clause 16.4(b) of the body of this Agreement, the Shipper's Credit Support Amount (as otherwise determined under this Agreement) is increased by the following amount:

$$\text{AMDQ} * \text{Tier 1} * 365/12 * 2$$

Where:

AMDQ is the As-Available Standard Storage MDQ

Tier 1 is the Tier 1 As-Available Storage Charge Rate

- (b) The addition to the Credit Support Amount pursuant to clause 6.2(a) will apply until such time as the Service Term for the Standard Storage Service has ended and Shipper has paid to Transporter all payments under this Agreement due on account of the As-Available Standard Storage Service.
- (c) Despite the commencement of the Service Term of the Standard Storage Service, Transporter is not required to provide the As-Available Standard Storage Service until the additional amount of credit support required to support the increase in the Credit Support Amount under clause 6.2(a) is in place.

6.3 Liabilities

- (a) Transporter's maximum aggregate liability to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever), for any one event or any series of events occurring within a Day relating to or in connection with the Standard Storage Service will be limited to the amount equal to 0.3 multiplied by the Fixed Monthly Standard Storage Service Charge applicable as at the relevant Day plus 0.3 multiplied by the amount payable by Shipper to Transporter for the As-Available Standard Storage in respect of that Day. For the purposes of clause 21.1(a) and 21.2(c) this amount is a **Daily Cap**.
- (b) Transporter's maximum aggregate liability to Shipper under this Agreement (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for all events, acts or omissions occurring during a Year relating to or in connection with the Standard Storage Service (including all failures to deliver Gas during the Year) will be limited to the amount equal to 1.2 multiplied by the Fixed Monthly Standard Storage Service Charge applicable as at the first Day of the Year plus 0.1 multiplied by the amount payable by

Shipper to Transporter for the As-Available Standard Storage Service in respect of that Year.
For the purposes of clause 21.1(b) and 21.2(d) this amount is an **Annual Cap**.

7 Trading of Standard Storage Service MDQ

7.1 Entitlement to Trade

Subject to the remainder of this clause 7, Shipper may dispose of on a Day to another shipper who has provisions in their Transportation Agreement which would allow them to utilise the Standard Storage Service MDQ, or who is entitled to a Traded Park Service (as defined in the Operational Transportation Service Code) under a Standard OTSA for the Pipeline System, all or any part of its Standard Storage Service MDQ (a **Trade**) on such terms as Shipper may agree with that other shipper. Upon such a disposal being effected, Shipper's Standard Storage Service MDQ will be reduced accordingly by the amount of the relevant exchange. To avoid doubt a single Trade may relate to a series of consecutive Days provide those Days are specified in the notice served under clause 7.2.

7.2 Restrictions on Trades

A Trade will not be effective unless Transporter receives notice from Shipper and the other shipper of the Trade by not later than 19 hours before the Day on which the Trade is to be effected, which notice must specify the quantity the subject of the Trade.

7.3 Payment of Charges

No Trade or Exchange Trade affects Shipper's obligation to pay the Fixed Monthly Standard Storage Service Charge.

7.4 Exchange Trades

- (a) Shipper may trade all or any part of its Standard Storage Service MDQ through the gas trading exchange referred to in section 642(2)(c) of the National Gas Rules (**Exchange Trade**).
- (b) Shipper's Standard Storage Service MDQ will be reduced by the amount of any Standard Storage Service MDQ it sells through an Exchange Trade.
- (c) Transporter may refuse to give effect to an Exchange Trade where permitted by the National Gas Rules (including the Capacity Transfer and Auction Procedures as defined in Part 24 of the National Gas Rules).

7.5 Service Suspension

Shipper may not make Trades or Exchange Trades during a period in which the Services are suspended under clause 22.1(a)(i) to 22.1(a)(iv) or if Shipper is an externally administered body corporate (as defined in the *Corporations Act 2001*).

8 Park Balance upon end of Term

Upon the end of the Service Term for the Standard Storage Service the Park Balance (if any) will be transferred to Shipper's Accumulated Imbalance and Shipper must then reduce its Accumulated Imbalance to zero in accordance with clause 6.8.

Schedule 6 – Loan Service

1 Definitions and Interpretation

1.1 Definitions

In this Schedule 6, unless a contrary intention appears:

Available Loan Balance means the Loan Balance excluding any part of the quantity of Gas comprising the Loan Balance which has previously been the subject of a Use Election.

Daily Loan Quantity is defined in clause 3.5(a).

In Pipe Trade is defined in Schedule 7.

Loan Balance is defined in clause 3.1.

Loan Charge means the amount described as such in Annexure 2.

Loan Gas means Gas made available by Transporter to Shipper at the Loan Point in accordance with this Schedule 6.

Loan MDQ means the quantity described as such in Annexure 1.

Loan Point means a notional point on the Pipeline System at which Gas will be made available by Transporter to Shipper and that Gas returned by Shipper to Transporter.

Nominated Return Quantity is defined in clause 3.7(a).

Scheduled Daily Loan Quantity is defined in clause 3.2(e).

STTM Charge means, for a Day, the ex ante market price (as defined in Part 20 of the National Gas Rules) for the Adelaide hub for that Day.

Supply Time is defined in clause 3.3(a).

Usage Quantity is defined in clause 3.5(b).

Use Election is defined in clause 3.5(b)

1.2 Interpretation

In this Schedule 6, unless a contrary intention appears, references to clauses are to clauses of this Schedule 6.

2 Provision of Loan Service

- (a) Subject to the remainder of this Agreement, Transporter will make available to Shipper the Loan Service in accordance with the provisions of this Schedule 6 on each Day of the Service Term for the Loan Service.
- (b) The Loan Service is a not a Firm Service.
- (c) The Loan Service consists of:
 - (i) Transporter providing a quantity of Gas to Shipper at the Loan Point on a Day which may then, once a Use Election is made in respect of that quantity of Gas,

be used by Shipper in the same manner as any other Gas supplied by Shipper into the Pipeline System;

- (ii) Transporter permitting Shipper to retain the Loan Gas for a period of up to 7 Days from the Day the Gas is made available; and
- (iii) Transporter accepting the return of the Loan Gas at the Loan Point.

3 Concepts

3.1 Loan Balance

The Loan Balance, at any given time, is equal to the lesser of the Loan MDQ and the quantity of Gas determined in accordance with the following formula:

- (a) the quantity of Loan Gas which has been supplied by Transporter to Shipper at the Loan Point; less
- (b) the quantity of Loan Gas returned by Shipper to Transporter in accordance with this Schedule 6; less
- (c) the quantity of Gas transferred from the Loan Balance to Shipper's Accumulated Imbalance.

3.2 Forecasts, Nominations and Scheduling

- (a) Shipper may at any time in the period between 6am and 2.00pm prior to a Day provide to Transporter a forecast of whether it may require Transporter to supply a quantity of Loan Gas on a Day and if so the quantity of that Loan Gas.
- (b) In response to such forecast Transporter may provide a non-binding indication to Shipper of whether and the extent to which Transporter will be able to provide that quantity of Loan Gas.
- (c) If Shipper wishes Transporter to supply to it a quantity of Loan Gas on a Day it must notify Transporter by no later than 3.00pm on the immediately prior Day of the quantity of Loan Gas it nominates be supplied to it.
- (d) If Shipper does not make a nomination pursuant to clause 3.2(c) then for the relevant Day it will be deemed to have made a nomination for Transporter to supply 0 TJ of Loan Gas.
- (e) Where Shipper has made a nomination for provision of more than 0TJ of Loan Gas, Transporter will notify Shipper by 5.00pm:
 - (i) if it will supply any Loan Gas to Shipper on the following Day; and
 - (ii) if so, the quantity of Loan Gas it will supply to Shipper on the following Day (**Scheduled Daily Loan Quantity**).

The quantity of Loan Gas Transporter will supply will be determined by Transporter in its absolute discretion, provided that quantity will not exceed the quantity nominated by Shipper.

3.3 *Supply*

- (a) Subject to clause 3.3(b), if Transporter notifies Shipper of a Scheduled Daily Loan Quantity for a Day then as at the commencement of that Day (**Supply Time**) Transporter will be taken to have supplied that Scheduled Daily Loan Quantity to Shipper.
- (b) Transporter may reduce (including to zero) the Scheduled Daily Loan Quantity, by notice to Shipper prior to the Supply Time, if Transporter forms the view that due to one or more of the following events Transporter will not be able to supply all or part of the Scheduled Daily Loan Quantity without disrupting the provision of Firm Services:
 - (i) an event of Force Majeure;
 - (ii) an Emergency Condition;
 - (iii) an act or omission of Shipper in breach of this Agreement (or which would constitute a breach of this Agreement but for clause 19 of the body of this Agreement).
- (c) The Gas represented by the Scheduled Daily Loan Quantity (applicable immediately prior to the commencement of a Day) will be taken to be supplied at the commencement of that Day.

3.4 *Renominations*

- (a) Shipper may at any time in the period between 5.00pm prior to a Day and 5.00am on a Day request an increase to the Scheduled Daily Loan Quantity (including from zero if that quantity is zero because Shipper is deemed to have made a nomination of zero or if Transporter has not previously agreed to provide any Loan Gas on the relevant Day) .
- (b) If Transporter agrees to a request (in whole or in part) it will notify Shipper within 1 hour of receipt of such request as to what extent Transporter agrees to that request. If Transporter does not respond to Shipper within 1 hour of receipt of such request, the request is taken to be rejected.
- (c) If Transporter agrees to a request then the additional Loan Gas represented by the increase to the Scheduled Daily Loan Quantity will be taken to have been supplied to Shipper at the later of the commencement of the Day and the time Transporter notifies Shipper of the amount of the increase to the Scheduled Daily Loan Quantity agreed to by Transporter.

3.5 *Supply Quantity*

- (a) The actual quantity of Loan Gas supplied by Transporter to Shipper on a Day will be the latest Scheduled Daily Loan Quantity notified to Shipper for that Day in accordance with this clause 3 (or will be zero if Transporter has not agreed to supply any Loan Gas on the relevant Day). Such quantity is the **Daily Loan Quantity**.
- (b) If Shipper wishes to use all or part of the Available Loan Balance on a Day it must provide notification of this (such notification being a **Use Election**) to Transporter through the Electronic Communications System which notice must specify the quantity of Gas in respect of which the election is made (**Usage Quantity**). Immediately upon Shipper doing so:
 - (i) Shipper may use the Usage Quantity in the same manner as any other Gas supplied by Shipper into the Pipeline System; and

- (ii) for the purposes of calculating Shipper's Daily Imbalance on a Day, the Daily Loan Quantity for a Day will be treated as Gas supplied by Shipper into the Pipeline System on that Day.

3.6 *Title*

Title to a quantity of Loan Gas will transfer from Transporter to Shipper as from the time a Use Election is made in respect of that Loan Gas.

3.7 *Return*

- (a) If Shipper wishes to return a quantity of Loan Gas to Transporter on a Day it must, by no later than 12:00 noon on the immediate following Day, notify Transporter of the quantity of Gas it will return on that Day (**Nominated Return Quantity**).
- (b) The Nominated Return Quantity will be taken to be returned through the following mechanism:
 - (i) if there is any Available Loan Balance, that Available Loan Balance will be offset against the Nominated Return Quantity;
 - (ii) then an amount equal to the lesser of the remaining Nominated Return Quantity and the amount determined as follows will be offset against the remaining Nominated Return Quantity:
 - (A) the actual quantity of Gas supplied by Shipper into the Pipeline System on the Day; plus
 - (B) any Gas acquired by Shipper pursuant to in Pipe Trades on that Day;
 - (C) less the quantity of System Use Gas, Compressor Fuel Gas and Heater Fuel Gas supplied by Shipper to Transporter on that Day; and
 - (iii) to the extent the offsets in clause 3.7(b)(i) and (ii) are not sufficient to fully offset the Nominated Return Quantity, the remaining Nominated Return Quantity will be deducted from Shipper's Accumulated Imbalance (and so will reduce the positive balance of Shipper's Accumulated Imbalance and/or increase the negative balance of Shipper's Accumulated Imbalance).
- (c) For the purposes of calculating Shipper's Daily Imbalance on a Day the quantity of Gas offset against the Nominated Returned Quantity pursuant to clause 3.7(b)(ii) will be deducted from the quantity of Gas received by Transporter from Shipper on that Day at the Receipt Points (in the same way as Fuel Gas and System Use Gas are deducted).
- (d) If Shipper has not returned a quantity of Loan Gas to Transporter by the end of the seventh Day to commence after that Loan Gas was supplied by Transporter to Shipper, then that quantity of Loan Gas will be deducted from Shipper's Accumulated Imbalance (and so will reduce the positive balance of Shipper's Accumulated Imbalance and/or increase the negative balance of Shipper's Accumulated Imbalance).
- (e) For the purposes of determining when a quantity of Loan Gas has been returned by Shipper to Transporter (or deducted from Shipper's Accumulated Imbalance) Loan Gas will be treated as returned on a first-in, first-out basis (that is, Gas will be taken to be returned by Shipper to Transporter in the same order as it was supplied by Transporter to the Loan Point).

- (f) Title to Loan Gas which is returned by Shipper to Transporter will pass to Transporter when that Gas is supplied by Shipper into the Pipeline System (or acquired by Shipper by an In-Pipe Trade).

4 Charges, Credit Support and Liabilities

4.1 Charges

- (a) Upon the commencement of the Service Term for the Loan Service Transporter may invoice Shipper the Loan Service Establishment Fee (set out in Annexure 2).
- (b) Shipper must pay Transporter, for each GJ of the Daily Loan Quantity for a Day the amount equal to:
- (i) the Loan Charge; plus
 - (ii) the greater of zero and the amount equal to $0.5 * (\text{STTM Charge} - \text{Loan Charge})$

Where:

STTM Charge is the STTM Charge for that Day; and

Loan Charge is the Loan Charge

4.2 Credit Support

- (a) For the purposes of clause 16.4(b) of the body of this Agreement, the Shipper's Credit Support Amount (as otherwise determined under this Agreement) is increased as from the first Day of the Service Term of the Loan Service by the following amount:

$$\text{LMDQ} * \text{LC} * 4$$

Where:

LMQD is the Loan MDQ

LC is the Loan Charge

- (b) The addition to the Credit Support Amount pursuant to clause 4.2(a) will apply until such time as the Service Term for the Loan Service has ended and Shipper has paid to Transporter all payments under this Agreement due on account of the Loan Service.
- (c) Despite the commencement of the Service Term of the Loan Service, Transporter is not required to provide the Loan Service until the additional amount of credit support required to support the increase in the Credit Support Amount under clause 4.2(a) is in place.

4.3 Liabilities

- (a) Transporter's maximum aggregate liability to Shipper (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever), for any one event or any series of events occurring within a Day relating to or in connection with the Loan Service will be limited to the amount equal to 0.3 multiplied by the amount payable by Shipper to Transporter for the Loan Service in respect of that Day. For the purposes of clause 21.1(a) and 21.2(c) this amount is a **Daily Cap**.
- (b) Transporter's maximum aggregate liability to Shipper under this Agreement (whether for breach of contract, in tort (including negligence) or on any other basis whatsoever) for all

events, acts or omissions occurring during a Year relating to or in connection with the Loan Service (including all failures to deliver Gas during the Year) will be limited to the amount equal to 0.1 multiplied by the amount payable by Shipper to Transporter for the Loan Service in respect of that Year. For the purposes of clause 21.1(b) and 21.2(d) this amount is an **Annual Cap**.

Schedule 7 - Operational Provisions¹⁰

Part A - Definitions

1 Definitions and Interpretations

1.1 Definitions

- (a) In this Schedule 7 unless a contrary intention appears:

Additional Compressor Fuel is defined in clause 7.

Authorised Overrun Service has the meaning given to that term in Schedule 2.

Available Premium Storage Service MDQ is defined in Schedule 4.

Available MDQ has the meaning given to that term in Schedule 1.

Back Haul Swap Service has the meaning given to that term in Schedule 3.

Daily Delivery Entitlement is defined in clause 3.5.

Daily Fuel Gas is defined in clause 3.2(c).

Daily Overrun Delivery Quantity is defined in clause 17.4(b)

Daily Overrun Receipt Quantity is defined in clause 17.4(a).

Daily Receipt Entitlement is defined in clause 3.3.

Daily Shipper's Compressor Fuel Gas is defined in clause 2.9(e)(ii).

Daily Shipper's Heater Fuel Gas is defined in clause 2.10(c).

Daily System Use Gas Requirement is defined in clause 2.8(a).

Daily Unauthorised Overrun Delivery Quantity is defined in clause 17.4(b).

Daily Unauthorised Overrun Receipt Quantity is defined in clause 17.4(a).

Delivery Compressor Fuel Gas is defined in clause 2.9(c).

Delivery Point MHQ is defined in clause 12.3.

Delivery Point Nomination is defined in clause 2.4(c).

Delivery Point Storage Nomination is defined in clause 2.4(d).

Determination Date is defined in clause 7.

Excess Take Compressor Fuel Gas is defined in clause 2.9(d).

Firm Forward Haul Service is defined in Schedule 1.

¹⁰ References to storage services will be removed if no such services are provided.

Firm Service MDQ is defined in Schedule 1.

Hourly Unauthorised Overrun Quantity is defined in clause 17.3.

In Pipe Trade is defined in clause 19.1(a).

M12HQ is defined in clause 13.1.

Positive Imbalance Compressor Fuel Gas is defined in clause 2.9(b).

Premium Storage Service Discharge MDQ is defined in Schedule 4.

Premium Storage Service Discharge MHQ is defined in Schedule 4.

Premium Storage Service Recharge MDQ is defined in Schedule 4.

Premium Storage Service Recharge MHQ is defined in Schedule 4.

Receipt Point MHQ is defined in clause 12.1.

Receipt Point Nomination is defined in clause 2.4(a).

Receipt Point Storage Nomination is defined in clause 2.4(b).

Returned System Use Gas Quantity is defined in clause 3.2(h).

Scheduled Authorised Overrun Delivery Quantity is defined in clause 3.7(b).

Scheduled Authorised Overrun Receipt Quantity is defined in clause 3.7(a).

Scheduled Back Haul Delivery Point Quantity has the meaning given to that term in Schedule 3.

Scheduled Back Haul Delivery Quantity has the meaning given to that term in Schedule 3.

Scheduled Back Haul Receipt Point Quantity has the meaning given to that term in Schedule 3.

Scheduled Back Haul Receipt Quantity has the meaning given to that term in Schedule 3.

Scheduled Delivery Quantity is defined in clause 3.2(g).

Schedule of Priorities is defined in clause 3.8(c).

Scheduled Quantities is defined in clause 3.2.

Scheduled Receipt Quantity is defined in clause 3.2(e).

Scheduled Storage Delivery Quantity is defined in clause 3.2(i).

Scheduled Storage Receipt Quantity is defined in clause 3.2(f).

Shipper's Compressor Fuel Gas is defined in clause 2.9.

Shipper's Heater Fuel Gas is defined in clause 2.10(b).

Storage Service Compressor Fuel is defined in clause 2.9(e).

Total Delivery Point Nomination is defined in clause 2.4(b).

Total Delivery Point Storage Nomination is defined in clause 2.4(d).

Total Receipt Point Nomination is defined in clause 2.4(a).

Total Receipt Point Storage Nomination is defined in clause 2.4(b).

Total Scheduled Delivery Quantity is defined in clause 3.2(g).

Total Scheduled Receipt Quantity is defined in clause 3.2(e).

Total Scheduled Storage Delivery Quantity is defined in clause 3.2(i).

Total Scheduled Storage Receipt Quantity is defined in clause 3.2(f).

12 Hourly Unauthorised Overrun Quantity is defined in clause 17.3.

Traded MDQ is defined in Schedule 1.

Weekly Nomination is defined in clause 2.4(b).

(b) Further definitions used in this Schedule 7 are set out in clause 14.

1.2 Interpretation

Unless a contrary intention appears, references in this Schedule 7 to parts and clauses are to parts and clauses of this Schedule 7.

Part B – Nomination and Scheduling

2 Forecasts, Nominations and Supply of Fuels

2.1 Application

This Part B does not apply to the Back Haul Swap Service. The nomination and scheduling procedure for the Back Haul Swap Service is set out in Schedule 2.

2.2 Shipper's Forecasts

Shipper must provide to Transporter:

- (a) not less than 6 months before the beginning of the Quarter in which the Commencement Date is reasonably expected to occur, its best estimate of the quantities of Gas it will require for delivery at the Delivery Points in each of the next 12 Months on and from the Commencement Date;
- (b) not less than 3 months before the beginning of the Quarter in which the Commencement Date is reasonably expected to occur, any revision to the forecast provided under clause 2.2(a);
- (c) not less than 14 days before the beginning of:
 - (i) the Quarter in which the Commencement Date occurs (or is reasonably expected to occur)); and
 - (ii) each subsequent Quarter,
 its best estimate of the quantities of Gas it will require for delivery at the Delivery Points in each of the next 12 Months; and
- (d) not less than 14 days before the beginning of each Month (beginning with the Month in which the Commencement Date occurs (or is reasonably expected to occur)), its best estimate of the quantities of Gas it will require for delivery at the Delivery Points on each Day of that Month.

2.3 Transporter's Weekly Forecast

By not later than 10.00am on each Friday (beginning with the Friday immediately prior to the Week in which the Commencement Date occurs (or is reasonably expected to occur)), Transporter must provide to Shipper Transporter's best estimate of the Capacity of the Pipeline System and Shipper's Available MDQ {and Available Premium Storage Service MDQ/{Available Standard Storage MDQ} for each Day of the following Week.

2.4 Weekly Nomination by Shipper

By not later than 12:00 noon on each Friday (beginning with the Friday immediately prior to the Week in which the Commencement Date occurs (or is reasonably expected to occur)), Shipper must provide written notice to Transporter of:

- (a) the nominated quantities of Gas for supply by Shipper to each Receipt Point on each Day of the following Week for all Services other than the {Premium Storage Service/Standard Storage Service} (for each Receipt Point and each Day, **Receipt Point Nomination** and in aggregate for each Day, **Total Receipt Point Nomination**); and

- (b) the nominated quantities of Gas for supply by Shipper to each Receipt Point on each Day of the following Week pursuant to the Premium Storage Service (for each Receipt Point and each Day, **Receipt Point Storage Nomination** and in aggregate for each Day, **Total Receipt Point Storage Nomination**);
- (c) the nominated quantities of Gas required for delivery at each Delivery Point on each Day of the following Week for all Services other than the Premium Storage Service (for each Delivery Point and each Day **Delivery Point Nomination** and in aggregate for each Day **Total Delivery Point Nomination**); and
- (d) the nominated quantities of Gas required for delivery at each Delivery Point on each Day of the following Week pursuant to the Premium Storage Service (for each Delivery Point and each Day **Delivery Point Storage Nomination**, and in aggregate for each Day **Total Delivery Point Storage Nomination**).

To avoid doubt, the reference to nominated quantities of Gas for supply by Shipper to the Receipt Points in clause 2.4(a) does not include quantities of Gas to be supplied by Shipper on account of System Use Gas and Fuel Gas.

2.5 Notification of Forecast Scheduled Quantities and Fuel Requirements

By not later than 2.00pm on each Friday (beginning with the Friday immediately prior to the Week in which the Commencement Date occurs (or is reasonably expected to occur)), Transporter must notify Shipper of:

- (a) Transporter's best estimate of the extent to which Transporter will be able to accept Shipper's nomination (other than for the Authorised Overrun Service) for each Day of the following Week (which estimate is non-binding); and
- (b) Transporter's best estimate of the quantity of System Use Gas, Compressor Fuel Gas and Heater Fuel Gas which Shipper must supply to Transporter on each Day of the following Week (which estimate is non-binding).

2.6 Fridays which are not Business Days

Where a Friday is not a Business Day, then the nominations referred to in clauses 2.3 to 2.5 will be provided by the corresponding times on the immediately preceding Business Day.

2.7 Transporter's Daily Notification

By 12:00 noon on each Day, Transporter must notify Shipper of:

- (a) Transporter's determination of the Pipeline System conditions for the following Day (being the basis on which the Available MDQ and {Available Premium Storage Service MDQ/ Available Standard Storage MDQ} for that following Day will be determined);
- (b) Transporter's determination of the Available MDQ and {Available Premium Storage Service MDQ/ Available Standard Storage MDQ} for that following Day;
- (c) Transporter's determination of the Capacity of the Pipeline System for that following Day;
- (d) Transporter's best estimate of the quantity of System Use Gas which Shipper is required to supply to Transporter on that following Day;
- (e) Transporter's best estimate of the quantity of System Use Gas (if any) which Transporter will return to Shipper on that following Day;

- (f) Transporter's best estimate (based on the information available to Transporter at that time) of the quantity of Compressor Fuel Gas which Shipper is required to supply to Transporter on the following Day; and
- (g) Transporter's best estimate (based on the information available to Transporter at that time) of the quantity of Heater Fuel Gas which Shipper is required to supply to Transporter on the following Day.

2.8 **System Use Gas**

- (a) The quantity of System Use Gas Shipper is required to supply to Transporter on a Day (**Daily System Use Gas Requirement**) is the amount determined in accordance with the following formula:

$$\text{SDSQ/TDSQ} * \text{SUG}$$

Where:

SDSQ is the sum of the Total Scheduled Delivery Quantity for the Day and the Total Scheduled Storage Delivery Quantity for the Day

TDSQ is the total quantity of Gas scheduled for delivery to all shippers on the Day

SUG is Transporter's determination (as a Reasonable and Prudent operator) of the total quantity of System Use Gas required by Transporter for the Day

- (b) It is at Transporter's absolute discretion whether it returns System Use Gas to shippers on a Day. Where Transporter determines to return System Use Gas then it will allocate the System Use Gas it is to return across shippers in such manner as determined by Transporter in its reasonable discretion, provided that Transporter will not return to a shipper a quantity of System Use Gas above the quantity of Gas the shipper nominates to take delivery of on the relevant Day.

2.9 **Compressor Fuel Gas Requirement**

- (a) On each Day Shipper must supply to Transporter a quantity of Compressor Fuel Gas equal to the sum of the following quantities:
 - (i) the Positive Imbalance Compressor Fuel Gas for that Day (as defined in clause 2.9(b));
 - (ii) the Delivery Compressor Fuel Gas for that Day (as defined in clause 2.9(c));
 - (iii) the Excess Take Compressor Fuel Gas for that Day (as defined in clause 2.9(d)); and
 - (iv) the Storage Service Compressor Fuel Gas for that Day (as defined in clause 2.9(e)),

(in aggregate **Shipper's Compressor Fuel Gas**).
- (b) The Positive Imbalance Compressor Fuel Gas for a Day is:
 - (i) where as at the beginning and end of a Day Shipper's Accumulated Imbalance is zero, negative or is positive but less than or equal to 8% of the Traded MDQ for that Day, zero; and

- (ii) where as at the beginning and/or end of a Day Shipper's Accumulated Imbalance is positive and in excess of 8% of the Traded MDQ for that Day, the amount determined (in GJ) in accordance with the following formula:

$$0.01 * [PI - (0.08 * \text{Traded MDQ})]$$

Where PI is the greater of the level of Shipper's positive Accumulated Imbalance at the beginning of the relevant Day (if any) and Shipper's positive Accumulated Imbalance at the end of the relevant Day (if any).

- (c) The Delivery Compressor Fuel Gas for a Day is the quantity of Gas determined in accordance with the following formula:

If $(CF - PCF - OSCF) < 0$ then $(CF - PCF - OSCF) * SPCF/PCF$

If $(CF - PCF - OSCF) > 0$ then $(CF - PCF - OSCF) * SR/TR$

Where:

CF is the total quantity of Gas consumed by the Compressors on the relevant Day;

PCF is the total quantity of Gas required to be supplied on account of Compressor Fuel Gas by shippers on account of the quantity of that shipper's Gas currently in the Pipeline System;

SPCF is the Shipper's share of PCF;

OSCF is the total quantity of Gas required to be supplied on account of Compressor Fuel Gas by shippers on that Day because those shippers have supplied, or taken delivery of, Gas on a previous Day in excess of the quantity permitted by their Transportation Agreements;

SR is the total quantity of Gas supplied by Shipper to the Receipt Points on the relevant Day;

TR is the total quantity of Gas supplied by all shippers to the receipt points on the relevant Day.

- (d) The Excess Take Compressor Fuel Gas for a Day is any quantity of Compressor Fuel Gas which Shipper is required to supply to Transporter on that Day under clause 7.

- (e) The Storage Service Compressor Fuel is Transporter's determination (as a Reasonable and Prudent operator) of the quantity of Compressor Fuel Gas required by Transporter for the Day to provide the {Premium Storage Service/Standard Storage Service}.

- (f) The parties acknowledge that:

- (i) Transporter will not be able to determine the Shipper's Compressor Fuel Gas for a Day until the expiration of that Day; and

- (ii) therefore on each Day the quantity of Compressor Fuel Gas which must be supplied by Shipper to the Receipt Points on that Day (**Daily Shipper's Compressor Fuel Gas**) will be equal to Transporter's best estimate of the Shipper's Compressor Fuel Gas for that Day:

- (A) less, where the sum of the quantity of Compressor Fuel Gas actually supplied by Shipper to Transporter for each Day more than 2 Days

prior to that Day exceeds the sum of the Shipper's Compressor Fuel Gas for each such Day, the amount of that excess; or

- (B) add, where the sum of Shipper's Compressor Fuel Gas for each Day more than 2 Days prior to that Day exceeds the sum of the quantity of Compressor Fuel Gas actually supplied by Shipper to Transporter for each such Day, the amount of that excess.

(g) Where as at the date of expiration or termination of this Agreement:

- (i) the sum of the quantity of Compressor Fuel Gas actually supplied by Shipper to Transporter for each Day of the Term exceeds the sum of the Shipper's Compressor Fuel Gas for each such Day, that excess quantity will be added to a Shippers Accumulated Imbalance (as if it were an amount of gas supplied into the Pipeline System);
- (ii) the sum of the quantity of Compressor Fuel Gas actually supplied by Shipper to Transporter for each Day of the Term is less than the sum of the Shipper's Compressor Fuel Gas for each such Day, that deficit will be deducted from Shippers Accumulated Imbalance (as if it were an amount of Gas delivered from the Pipeline System).

2.10 Heater Fuel Gas

- (a) Where, on a Day, Gas is delivered to Shipper at a Delivery Point at which one or more Gas Heaters is installed then Shipper must supply to Transporter a quantity of Heater Fuel Gas determined in accordance with the following formula:

SD/TD * HF

Where:

SD is the total quantity of Gas delivered to Shipper at the relevant Delivery Point on that Day;

TD is the total quantity of Gas delivered to all shippers at the relevant Delivery Point on that Day; and

HF is the quantity of Heater Fuel Gas consumed by the Gas Heaters at the relevant Delivery Point on that Day.

- (b) The sum of the total quantity of Heater Fuel Gas which Shipper is required to supply to Transporter on a Day is referred to as **Shipper's Heater Fuel Gas**.

- (c) The parties acknowledge that:

- (i) Transporter will not be able to determine the Shipper's Heater Fuel Gas for a Day until the expiration of that Day; and
- (ii) therefore on each Day the quantity of Heater Fuel Gas which must be supplied by Shipper to the Receipt Points on that Day (**Daily Shipper's Heater Fuel Gas**) will be equal to Transporter's best estimate of the Shipper's Heater Fuel Gas for that Day:

- (A) less, where the sum of the quantity of Heater Fuel Gas actually supplied by Shipper to Transporter for each Day more than 2 Days

prior to that Day exceeds the sum of the Shipper's Heater Fuel Gas for each such Day, the amount of that excess; or

- (B) add, where the sum of the Shipper's Heater Fuel Gas for each Day more than 2 Days prior to that Day exceeds the sum of the quantity of Heater Fuel Gas actually supplied by Shipper to Transporter for each such Day, the amount of that excess.

(d) Where as at the date of expiration or termination of this Agreement:

- (i) the sum of the quantity of Heater Fuel Gas actually supplied by Shipper to Transporter for each Day of the Term exceeds the sum of the Shipper's Heater Fuel Gas for each such Day, that excess quantity will be added to Shipper's Accumulated Imbalance (as if it were an amount of Gas supplied into the Pipeline System); and
- (ii) the sum of the quantity of Heater Fuel Gas actually supplied by Shipper to Transporter for each Day of the Term is less than the sum of the Shipper's Heater Fuel Gas for each such Day, that deficit will be deducted from Shipper's Accumulated Imbalance (as if it were an amount delivered from the Pipeline System).

2.11 Shipper's Daily Nomination

By not later than 3.00pm on a Day Shipper must notify Transporter of:

- (a) any variation to any of the Receipt Point Nominations and the Receipt Point Storage Nominations for the following Day and to the Total Receipt Point Nomination and the Total Receipt Point Storage Nomination for that following Day; and
- (b) any variation to any of the Delivery Point Nominations and the Delivery Point Storage Nominations for the following Day and to the Total Delivery Point Nomination and Total Delivery Point Storage Nomination for that following Day.

2.12 Application of Nominations

A nomination made by a party for a Day under this clause 2 will apply unless and until superseded by a subsequent valid nomination.

2.13 Manner of Giving Nominations

Nominations under this clause 2 must be made using the Electronic Communications System unless Transporter instructs Shipper to use email (because the Electronic Communications System is not operational for a period).

3 Scheduling

3.1 Adjustments on account of Imbalance

- (a) Transporter may (at its discretion) adjust the quantities of Gas which would otherwise be scheduled for Shipper so as to reduce the level of Shipper's Accumulated Imbalance (including reducing it to zero).
- (b) Any adjustment on a Day under clause 3.1(a) must be made:

- (i) after taking into account the extent (if any) to which the Daily Imbalance for a Day would be transferred to the Premium Storage Balance; and
- (ii) having regard to any In Pipe Trades which will be effected on the relevant Day.

3.2 *Scheduling by Transporter*

Transporter must, by no later than 5.00pm, determine and give notice to Shipper of:

- (a) Transporter's determination of the Daily System Use Gas Requirement for the following Day;
- (b) Transporter's determination of the Daily Shipper's Compressor Fuel Gas and the Daily Shipper's Heater Fuel Gas for the following Day;
- (c) the **Daily Fuel Gas** for the following Day (being the sum of the Daily System Use Gas Requirement, Daily Shipper's Compressor Fuel Gas and the Daily Shipper's Heater Fuel Gas);
- (d) Transporter's determination of the Firm Service MDQ for the following Day;
- (e) the quantity of Gas which Shipper is required to supply to Transporter at each Receipt Point on the following Day (for each Receipt Point, **Scheduled Receipt Quantity** and in aggregate **Total Scheduled Receipt Quantity**);
- (f) the quantity of Gas which Shipper is required to supply to Transporter at each Receipt Point on the following Day pursuant to the Premium Storage Service (for each Receipt Point, **Scheduled Storage Receipt Quantity** and in aggregate **Total Scheduled Storage Receipt Quantity**);
- (g) the quantity of Gas which Transporter is required to deliver to Shipper at each Delivery Point on the following Day (for each Delivery Point, **Scheduled Delivery Quantity** and in aggregate **Total Scheduled Delivery Quantity**);
- (h) the quantity (if any) of System Use Gas being returned by Transporter to Shipper on that Day (**Returned System Use Gas Quantity**); and
- (i) the quantity of Gas which Transporter is required to deliver to Shipper at each Delivery Point on the following Day pursuant to the Premium Storage Service (for each Delivery Point, **Scheduled Storage Delivery Quantity** and in aggregate **Total Scheduled Storage Delivery Quantity**),

(together the **Scheduled Quantities**).

3.3 *Scheduling Requirement – Total Scheduled Receipt Quantity*

Subject to the terms of this Agreement, the Total Scheduled Receipt Quantity for a Day must (except to the extent Transporter at its absolute discretion elects to provide the Authorised Overrun Service in which case Transporter will increase the Total Scheduled Receipt Quantity to reflect the amount of Authorised Overrun Service it determines to provide) equal the lesser of:

- (a) the sum of the Total Receipt Point Nomination and the Daily Fuel Gas for that Day; and
- (b) the Firm Service MDQ for that Day,

(**Daily Receipt Entitlement**).

3.4 *Scheduling Requirement – Total Scheduled Storage Receipt Quantity*

Subject to the terms of this Agreement, the Total Scheduled Storage Receipt Quantity for a Day must equal the lesser of:

- (a) the Total Receipt Point Storage Nomination; and
- (b) the Premium Storage Service Recharge MDQ for that Day.

3.5 *Scheduling Requirement – Total Scheduled Delivery Quantity*

Subject to the terms of this Agreement, the Total Scheduled Delivery Quantity for a Day must (except to the extent Transporter at its absolute discretion elects to provide the Authorised Overrun Service in which case Transporter will increase the Total Scheduled Delivery Quantity to reflect the amount of Authorised Overrun Service it determines to provide) equal the lesser of:

- (a) the Total Delivery Point Nomination for that Day; and
- (b) the Firm Service MDQ for that Day less the Daily Fuel Gas,

(Daily Delivery Entitlement).

3.6 *Scheduling Requirement – Total Scheduled Storage Delivery Quantity*

Subject to the terms of this Agreement, the Total Scheduled Storage Delivery Quantity for a Day must equal the lesser of:

- (a) the Total Delivery Point Storage Nomination; and
- (b) the Premium Storage Service Discharge MDQ for that Day.

3.7 *Authorised Overrun Service*

- (a) The amount (if any) by which the Total Scheduled Receipt Quantity exceeds the Firm Service MDQ (as determined under clause 3.2) represents Gas to be received pursuant to the Authorised Overrun Service (such quantity being the **Scheduled Authorised Overrun Receipt Quantity** and which quantity will change over a Day if the Total Scheduled Receipt Quantity changes).
- (b) The amount (if any) by which the Total Scheduled Delivery Quantity exceeds the Firm Service MDQ (as determined under clause 3.2) represents Gas to be delivered pursuant to the Authorised Overrun Service (such quantity being the **Scheduled Authorised Overrun Delivery Quantity** and which quantity will change over a Day if the Total Scheduled Delivery Quantity changes).

3.8 *Allocation of Scheduled Quantities between Receipt Points and Delivery Points*

- (a) Subject to the remaining provisions of this clause 3, where on a Day:
 - (i) the Total Scheduled Receipt Quantity equals or exceeds the Total Receipt Point Nomination, then the Scheduled Receipt Quantity for a Receipt Point must equal the Receipt Point Nomination for that Receipt Point; and
 - (ii) the Total Scheduled Storage Receipt Quantity equals or exceeds the Total Receipt Point Storage Nomination, then the Scheduled Storage Receipt Quantity for a Receipt Point must equal the Receipt Point Storage Nomination for that Receipt Point;

- (iii) the Total Scheduled Delivery Quantity equals the Total Delivery Point Nomination, then the Scheduled Delivery Quantity for a Delivery Point must equal the Delivery Point Nomination for that Delivery Point; and
 - (iv) the Total Scheduled Storage Delivery Quantity equals or exceeds the Total Delivery Point Storage Nomination, then the Scheduled Storage Delivery Quantity for a Delivery Point must equal the Delivery Point Storage Nomination for that Delivery Point.
- (b) Where, on a Day, Transporter is not able or required to schedule at the Receipt Points a quantity of Gas equal to the Total Receipt Point Nomination and the Total Receipt Point Storage Nomination or at the Delivery Points a quantity of Gas equal to the Total Delivery Point Nomination and the Total Delivery Point Storage Nomination then, unless Shipper has provided Transporter with a Schedule of Priorities in accordance with clause 3.8(c), Transporter may, at its discretion, determine what part of the Receipt Point Nominations, the Receipt Point Storage Nominations, the Delivery Point Nominations and the Delivery Point Storage Nominations (as applicable) will not be scheduled for that Day.
- (c) Shipper may, by not later than 3.00pm before a Day, provide Transporter with a schedule of priorities for that Day, setting out the priority in which Receipt Point Nominations, Receipt Point Storage Nominations, Delivery Point Nominations and Delivery point Storage Nominations should be scheduled if Transporter is not able or required to schedule on that Day a quantity of Gas equal to the Total Receipt Point Nomination, the Total Receipt Point Storage Nomination, the Total Delivery Point Nomination or the Total Delivery Point Storage Nomination (as applicable) (**Schedule of Priorities**). To the extent practicable, Transporter must comply with any such Schedule of Priorities.

3.9 Scheduled Quantities to bind Parties

The Scheduled Quantities will bind Shipper and Transporter respectively and, accordingly, Transporter must on each Day (except in circumstances where it is excused from so doing under the terms of this Agreement):

- (a) accept from Shipper at the Receipt Points a quantity of Gas equal to the Total Scheduled Receipt Quantity and Total Scheduled Storage Receipt Quantity for that Day; and
- (b) deliver to Shipper at the Delivery Points a quantity of Gas equal to the Total Scheduled Delivery Quantity and the Total Scheduled Storage Delivery Quantity for that Day.

4 Renomination Rights

4.1 Request to vary Scheduled Quantities

At any time after Transporter has notified Shipper of the Scheduled Quantities for a Day, Shipper may by notice to Transporter request:

- (a) an increase or decrease in the Total Scheduled Receipt Quantity and a variation to one or more Scheduled Receipt Quantities for that Day;
- (b) an increase or decrease in the Total Scheduled Delivery Quantity and a variation to one or more Scheduled Delivery Quantities for that Day;
- (c) a variation in two or more Scheduled Receipt Quantities for that Day (but without variation to the Total Scheduled Receipt Quantity);

- (d) a variation in two or more Scheduled Delivery Quantities for that Day (but without variation to the Total Scheduled Delivery Quantity);
- (e) an increase or decrease in the Total Scheduled Storage Receipt Quantity and a variation to one or more Scheduled Storage Receipt Quantities for that Day;
- (f) an increase or decrease in the Total Scheduled Storage Delivery Quantity and a variation to one or more Scheduled Storage Delivery Quantities for that Day;
- (g) a variation in two or more Scheduled Receipt Storage Quantities for that Day (but without variation to the Total Scheduled Storage Receipt Quantity); and
- (h) a variation in two or more Scheduled Storage Delivery Quantities for that Day (but without variation to the Total Scheduled Storage Delivery Quantity).

4.2 Permitted Reasons for Non-Acceptance of Request

Transporter must use its reasonable endeavours to accept a request under clause 4.1, but is not required to accept such a request if and to the extent:

- (a) that giving effect to the request will result in an increased volume of Gas being transported pursuant to the Authorised Overrun Service;
- (b) it is not physically possible to transport the varied quantity of Gas without placing Transporter in breach of its obligations to another shipper;
- (c) where a request is made to decrease a Scheduled Quantity, Shipper has already supplied or taken delivery of a quantity of Gas equal to or in excess of that Scheduled Quantity (as reduced in accordance with the request);
- (d) Transporter is not able to give effect to the request due to:
 - (i) the occurrence of an event of Force Majeure;
 - (ii) the carrying out of Maintenance Operations (provided that those Maintenance Operations are carried out in accordance with this Agreement);
 - (iii) the occurrence of an Emergency Condition; or
 - (iv) an act or omission of Shipper in breach of its obligations under this Agreement;
- (e) giving effect to the request would adversely affect Transporter's ability to provide services to another shipper in respect of the quantities of Gas scheduled for that shipper;
- (f) giving effect to the request would adversely affect the operational integrity of the Pipeline System or PCI Pipeline System;
- (g) the Scheduled Quantities (as varied in accordance with the request) would increase the level of Shipper's Accumulated Imbalance (from what it would be in the absence of the variation);
- (h) the Total Scheduled Receipt Quantity (as increased in accordance with the request) would exceed the Daily Receipt Entitlement for the relevant Day;
- (i) the Total Scheduled Delivery Quantity (as increased in accordance with the request) would exceed the Daily Delivery Entitlement for the relevant Day;

- (j) the Total Scheduled Storage Receipt Quantity (as increased in accordance with the request) would exceed the Premium Storage Service Recharge MDQ for the relevant Day;
- (k) the Total Scheduled Storage Delivery Quantity (as increased in accordance with the request) would exceed the Premium Storage Service Discharge MDQ for the relevant Day; or
- (l) acceptance of the request would otherwise be inconsistent with any of Shipper's contractual entitlements under this Agreement.

4.3 Notification of Variation to Scheduled Quantities

Within 60 minutes of receipt of a request from Shipper under clause 4.1, Transporter must notify Shipper of:

- (a) the variation (if any) made by Transporter to:
 - (i) the Total Scheduled Receipt Quantity;
 - (ii) the Scheduled Receipt Quantities;
 - (iii) the Total Scheduled Delivery Quantity;
 - (iv) the Scheduled Delivery Quantities;
 - (v) the Total Scheduled Storage Receipt Quantity;
 - (vi) the Scheduled Storage Receipt Quantities;
 - (vii) the Total Scheduled Storage Delivery Quantity; and
 - (viii) the Scheduled Storage Delivery Quantities,

as a result of the acceptance by Transporter of all or part of that request;
- (b) any additional System Use Gas Transporter requires from Shipper due to accepting the request (and the consequent adjustment to the Daily System Use Gas Requirement);
- (c) any adjustment to the Daily Shipper's Compressor Fuel Gas and the Daily Shipper's Heater Fuel Gas;
- (d) any adjustment to the Daily Fuel Gas; and
- (e) any adjustment to the Returned System Use Gas Quantity.

4.4 Partial Acceptance

- (a) Where Shipper requests a variation to the Scheduled Quantities for a Day and Transporter accepts part (but not all) of that request, then (in determining which of the Scheduled Quantities will be varied to the extent requested by Shipper under clause 4.1) Transporter must, to the extent practicable, comply with any Schedule of Priorities provided by Shipper to Transporter (whether under clause 3.8 or at the time of Shipper's request under clause 4.1).
- (b) Where no Schedule of Priorities is provided by Shipper for the relevant Day, then Transporter may, in its absolute discretion, determine the order in which the Scheduled Receipt Quantities, the Scheduled Storage Receipt Quantities, the Scheduled Delivery Quantities and the Scheduled Storage Delivery Quantities will be varied to give effect to Shipper's request.

4.5 *Nomination Variation Charge*

- (a) Where Shipper makes a request under clause 4.1 for a Day it must pay the Nomination Request Charge (as determined under Annexure 2) irrespective of whether and the extent to which the request is accepted. A separate Nomination Request Charge is payable in respect of each request made for a Day.
- (b) Where the Scheduled Quantities for a Day are varied under this clause 4, Shipper must pay the Nomination Service Charge (as calculated in accordance with clause 4.5(c)) for the greater of:
 - (i) the quantity by which the aggregate of the Total Scheduled Receipt Quantity and the Total Scheduled Storage Receipt Quantity for that Day is varied;
 - (ii) the quantity by which the aggregate of the Total Scheduled Delivery Quantity and the Total Scheduled Storage Delivery Quantity for that Day is varied.
 - (iii) .
- (c) The Nomination Service Charge for a Day is the amount determined in accordance with the following formula:

$$VR * X$$

Where:

- VR** is the Variation Rate (as determined in accordance with Annexure 2);
- X** is the number of GJ of the increase in the aggregate of (as applicable) the Total Scheduled Receipt Quantity and the Total Scheduled Storage Receipt Quantity and the Total Scheduled Delivery Quantity and the Total Scheduled Storage Delivery Quantity.

4.6 *Interaction with Flow Procedures*

A change to Shipper's flow profile made in accordance with Flow Procedures (as that term is defined in the body of this Agreement) is not a renomination by Shipper for the purposes of this clause.

Part C – Allocation of Receipts and Deliveries

5 Receipt Point Allocation

For the purposes of determining the quantity of System Use Gas, Compressor Fuel Gas and Heater Fuel Gas supplied by Shipper to Transporter on a Day, the total quantity of Gas supplied by Shipper to the Receipt Points on a Day (as determined by the measuring equipment and by the application of any Allocation Procedures applying under clause 20 of the body of this Agreement) will be allocated:

- (a) first, up to a quantity of Gas equal to the Daily System Use Gas Requirement, as System Use Gas supplied by Shipper to Transporter;
 - (b) thereafter, up to a quantity of Gas equal to the Daily Shipper's Compressor Fuel Gas, as Compressor Fuel Gas supplied by Shipper to Transporter; and
 - (c) thereafter, up to a quantity of Gas equal to the Daily Shipper's Heater Fuel Gas, as Heater Fuel Gas supplied by Shipper to Transporter.
-

6 Returned System Use Gas

The total quantity of Gas delivered to Shipper at the Delivery Points on a Day (as determined by the measuring equipment and by the application of any Allocation Procedures applying under clause 20 of the body of this Agreement) will be allocated first, up to a quantity of Gas equal to the Returned System Use Gas Quantity, as System Use Gas returned by Transporter to Shipper.

Part D – Effect of Excess Take on Fuel Requirements

7 Supply of Additional Compressor Fuel Gas

Where due to Shipper:

- (a) supplying to the Receipt Points on a Day a quantity of Gas in excess of the sum of the Total Scheduled Receipt Quantity, the Total Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Quantity; and/or
- (b) taking delivery at the Delivery Points on a Day of a quantity of Gas in excess of the sum of the Total Scheduled Delivery Quantity, the Total Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Quantity,

Transporter uses a greater quantity of Compressor Fuel Gas than it would have used had Shipper not supplied or taken delivery of that excess Gas (**Additional Compressor Fuel**) then, at the election of Transporter:

- (c) that Additional Compressor Fuel will be added to the Shipper's Compressor Fuel Gas for the Day (**Determination Date**) following the Day on which Transporter determines the quantum of that Additional Compressor Fuel (or, at the election of Transporter, for a Day subsequent to the Determination Date); or
- (d) Shipper must reimburse Transporter the cost of purchasing that Additional Compressor Fuel from a third party (provided that such Additional Compressor Fuel is purchased on an arm's length basis).

8 Supply of Additional System Use Gas

Where on a Day Shipper:

- (a) supplies to the Receipt Points a quantity of Gas in excess of the sum of the Total Scheduled Receipt Quantity, the Total Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Quantity; and/or
- (b) takes delivery at the Delivery Points of a quantity of Gas in excess of the sum of the Total Scheduled Delivery Quantity, the Total Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Quantity,

Transporter may increase the Daily System Use Gas Requirement for the following Day (or a Day subsequent to that following Day) by such amount as necessary to provide to Transporter any additional System Use Gas required to remedy the effects of Shipper exceeding its scheduled quantities.

Part E – Priority and Shortfall Issues

9 Allocation of Interruptions and Curtailments Between Receipt Points and Delivery Points

Where, on a Day, Transporter interrupts or curtails the supply of Gas by, or delivery of Gas to, Shipper then, to the extent reasonably practicable having regard to the circumstances of the interruption or curtailment, Transporter must in determining the reduction to the Scheduled Receipt Quantities, the Scheduled Storage Receipt Quantities, the Scheduled Delivery Quantities and the Scheduled Storage Delivery Quantities for that Day comply with:

- (a) any Schedule of Priorities provided by Shipper to Transporter; and
- (b) any directions given by Shipper to Transporter in respect of the relevant Day as to the manner in which Shipper requests the effect of the interruption or curtailment be allocated to the Scheduled Receipt Quantities, the Scheduled Storage Receipt Quantities, the Scheduled Delivery Quantities and the Scheduled Storage Delivery Quantities.

To the extent of any inconsistency between the Schedule of Priorities and directions given by Shipper under clause 9(b), Transporter will, to the extent reasonably practicable, comply with the directions given by Shipper.

10 Advice of Receipt Point Shortfall

Shipper must as soon as reasonably practicable notify Transporter if Shipper becomes aware that Shipper is unable to supply on any Day a quantity of Gas equal to:

- (a) the Scheduled Receipt Quantity for a Receipt Point; and/or
- (b) the Scheduled Storage Receipt Quantity for a Receipt Point; and/or
- (c) the Scheduled Back Haul Receipt Point Quantity for a Receipt Point,

for that Day, which notice must set out the reduced quantity of Gas which Shipper is able to supply to the relevant Receipt Point.

11 Allocations Between Services

- (a) Where on a Day Shipper is scheduled to supply at a Receipt Point both a Scheduled Receipt Quantity and a Scheduled Storage Receipt Quantity then receipts will be allocated between those Services on a Day:
 - (i) in accordance with such allocation procedure as advised by Shipper to Transporter prior to the commencement of the Day (provided that Transporter is reasonably able to give effect to the procedure and the procedure will, over the course of the Day, allocate the entire Scheduled Receipt Quantity and Scheduled Storage Receipt Quantity); and
 - (ii) if an allocation procedure complying with clause 11(a)(i) has not been advised by Shipper, then pro-rata based on the Scheduled Receipt Quantity and the Scheduled Storage Receipt Quantity (provided the maximum amount which will

be allocated as receipts from the Premium Storage Service is the Scheduled Storage Receipt Quantity).

- (b) Where on a Day Shipper is scheduled to take at a Delivery Point both a Scheduled Delivery Quantity and a Scheduled Storage Delivery Quantity then deliveries will be allocated between those Services in an hour:
- (i) in accordance with such allocation procedure as advised by Shipper to Transporter prior to the commencement of the Day (provided that Transporter is reasonably able to give effect to the procedure and the procedure will, over the course of the Day, allocate the entire Scheduled Delivery Quantity and Scheduled Storage Delivery Quantity); and
 - (ii) if an allocation procedure complying with clause 11(b)(i) has not been advised by Shipper, then pro-rata based on the Scheduled Delivery Quantity and the Scheduled Storage Delivery Quantity (provided the maximum amount which will be allocated as deliveries from the Premium Storage Service is the Scheduled Storage Delivery Quantity).

Part F – Hourly Entitlements

12 Hourly Limitations

12.1 *Receipt Point Hourly Limitation*

Subject to the terms of this Agreement, the maximum quantity of Gas which Shipper may supply to the Receipt Points in an hour (**Receipt Point MHQ**) is 4.4% of the greater of:

- (a) the Firm Service MDQ (notified to Shipper under clause 3.2); and
- (b) the Total Scheduled Receipt Quantity (as determined at the commencement of the relevant hour).

12.2 *Receipt Point Hourly Limitation – Recharge of Premium Storage Balance*

Clause 12.1 does not apply to quantities of Gas supplied pursuant to the Premium Storage Service. Subject to the terms of this Agreement, the maximum quantity of Gas which Shipper may supply to the Receipt Points in an hour pursuant to the Premium Storage Service is the Premium Storage Service Recharge MHQ.

12.3 *Delivery Points - Hourly Limitation*

Subject to the terms of this Agreement, the maximum quantity of Gas which Shipper may take delivery of at the Delivery Points in an hour (**Delivery Point MHQ**) is 5% of the greater of:

- (a) the Firm Service MDQ (notified to Shipper under clause 3.2); and
- (b) the Total Scheduled Delivery Quantity (as determined at the commencement of the relevant hour).

12.4 *Delivery Point Hourly Limitation – Recharge from Premium Storage Balance*

Clause 12.3 does not apply to quantities of Gas delivered pursuant to the Premium Storage Service. Subject to the terms of this Agreement, the maximum quantity of Gas which Shipper may take delivery of at the Delivery Points in an hour pursuant to the Premium Storage Service is the Premium Storage Service Discharge MHQ.

12.5 *Minimum Flow Rates*

- (a) Where:
 - (i) due to operational requirements at a Receipt Point or Delivery Point a minimum hourly flow rate must be achieved to allow Gas to be received at or delivered to that Receipt Point or Delivery Point; and
 - (ii) the scheduled quantities of shippers using the point on a Day are such that if the flow was profiled evenly (or approximately evenly) over the Day this minimum hourly flow rate would not be achieved,

Transporter must use reasonable endeavours to reprofile the hourly flows so that the minimum hourly flow rate is achieved (in a manner consistent with receiving or delivering the scheduled quantities), and:

- (iii) Shipper will not be in breach of clause 12.1, 12.3 or clause 13.1 to the extent the exceeding of the Receipt Point MHQ, Premium Storage Service Recharge MHQ,

Delivery Point MHQ, Premium Storage Service Discharge MHQ or M12HQ is caused by the action taken by Transporter under this clause 12.5(a); and

- (iv) any Gas taken in excess of the Receipt Point MHQ, Premium Storage Service Recharge MHQ, Delivery Point MHQ, Premium Storage Service Discharge MHQ or M12HQ a due to the action taken by Transporter under this clause 12.5(a) is excluded from the calculation of the Hourly Unauthorised Overrun Quantity (under clause 17.3) and the 12 Hourly Unauthorised Overrun Quantity (under clause 17.5).
- (b) Transporter will from time to time advise Shipper which Receipt Points and Delivery Points have a minimum hourly flow rate and of the quantum of that flow rate.

12.6 *Non Application to Back Haul Swap Service*

This clause 12 does not apply to quantities of Gas delivered to Shipper pursuant to the Back Haul Swap Service. There is no hourly limitation on the quantity of Gas which Shipper may take delivery of pursuant to the Back Haul Swap Service.

13 **Twelve Hourly Limitation**

13.1 *Limitation*

- (a) The quantity of Gas delivered to Shipper at the Delivery Points in each rolling period of 12 consecutive hours may not exceed the M12HQ for that 12 hour period.
- (b) To avoid doubt, a reference to a rolling 12 hour period includes a period of 12 hours which commences on one Day and ends on the following Day.
- (c) This clause 13 does not apply to quantities of Gas delivered to Shipper pursuant to the Back Haul Swap Service or the Premium Storage Service. There is no 12 hourly limitation on the quantity of Gas which Shipper may take delivery of pursuant to the Back Haul Swap Service or the Premium Storage Service.

13.2 *M12HQ*

The M12HQ for a 12 hour period is equal to the amount determined in accordance with the following formula:

$$\text{FSM12HQ} + \text{AOM12HQ}$$

Where:

FSM12HQ is the Firm Service M12HQ (as defined in clause 13.3); and

AOM12HQ is the Authorised Overrun Service M12HQ (as defined in clause 13.4).

13.3 *Firm Service M12HQ*

- (a) The Firm Service M12HQ for a period of 12 hours occurring wholly within a Day is 56.4% of the Firm Service MDQ (notified to Shipper under clause 3.2);
- (b) The Firm Service M12HQ for a period of 12 hours (**Relevant 12 Hour Period**) which period expires on the Day following the Day in which the period commenced, is the amount determined in accordance with the following formula:

$$(\text{X}/12 * \text{Firm Service M12HQ1}) + (\text{Y}/12 * \text{Firm Service M12HQ2})$$

Where:

X	is the number of hours of the Relevant 12 Hour Period in the Day in which the Relevant 12 Hour Period commences;
Firm Service M12HQ1	is Shipper's Firm Service M12HQ (as determined in accordance with clause 13.3(a)) for a 12 hour period occurring wholly within the Day in which the Relevant 12 Hour Period commences;
Y	is the number of hours of the Relevant 12 Hour Period in the Day in which the Relevant 12 Hour Period ends; and
Firm Service M12HQ2	is Shipper's Firm Service M12HQ (as determined in accordance with clause 13.3(a)) for a 12 hour period occurring wholly within the Day in which the Relevant 12 Hour Period ends.

13.4 Authorised Overrun Service M12HQ

The Authorised Overrun Service M12HQ for a period of 12 hours is the amount determined in accordance with the following formula: **SAODQ/12 * 0.564**

Where:

SAODQ is the sum of the Scheduled Authorised Overrun Delivery Quantity (as determined under clause 3.7(b)) applying at the commencement of each relevant hour in the 12 hour period.

14 Maximum Hourly Rates

14.1 Definitions

In this Schedule 7, unless a contrary intention appears:

Acquiring Shipper is defined in clause 14.6(d).

Capacity Trade is defined in clause 14.6(a).

Delivery Scheduled Shipper is defined in clause 14.3(c).

Hourly Capacity Constrained Delivery Point means each Delivery Point on the Pipeline System but excluding any point which Transporter notifies Shipper, from time to time, is not subject to this clause 14.

Hourly Capacity Constrained Lateral means each Lateral but excluding any Lateral which Transporter notifies Shipper, from time to time, is not subject to this clause 14.

Hourly Capacity Constrained Receipt Point means each Receipt Point on the Pipeline System but excluding any point which Transporter notifies Shipper, from time to time, is not subject to this clause 14.

Hourly Delivery Capacity means, for an hour and an Hourly Capacity Constrained Delivery Point, the maximum quantity of Gas which may be delivered to that Delivery Point (as determined by Transporter acting as a Reasonable and Prudent operator) in that hour having regard to the physical capacity and configuration of that Delivery Point.

Hourly Lateral Capacity means, for an hour and an Hourly Capacity Constrained Lateral, the maximum quantity of Gas which may be transported through that Lateral (as determined by Transporter acting as a Reasonable and Prudent operator) in that hour having regard to the physical capacity and configuration of that Lateral.

Hourly Receipt Capacity means, for an hour and an Hourly Capacity Constrained Receipt Point, the maximum quantity of Gas which may be supplied to that Receipt Point (as determined by Transporter acting as a Reasonable and Prudent operator) in that hour having regard to the physical capacity and configuration of that Receipt Point.

Lateral means a lateral of the Pipeline System.

Lateral Scheduled Shipper is defined in clause 14.4(c).

Receipt Scheduled Shipper is defined in clause 14.2(c).

“Reserved Hourly Entitlement” means, for a shipper and (as applicable):

- (a) an Hourly Capacity Constrained Delivery Point;
- (b) an Hourly Capacity Constrained Lateral; and
- (c) an Hourly Capacity Constrained Receipt Point,

the hourly Capacity at that Delivery Point, Lateral or Receipt Point (as applicable) which is defined in that shipper’s Transportation Agreement as its “Reserved Hourly Entitlement” for the relevant point or Lateral.

Shipper’s Share of the Hourly Delivery Capacity is defined in clause 14.3.

Shipper’s Share of the Hourly Lateral Capacity is defined in clause 14.4.

Shipper’s Share of the Hourly Receipt Capacity is defined in clause 14.2.

Transportation Restriction is defined in clause 14.6(e).

14.2 *Receipt Point Restrictions*

- (a) The maximum quantity of Gas which Shipper may supply to an Hourly Capacity Constrained Receipt Point in an hour is Shipper’s Share of the Hourly Receipt Capacity for that hour.
- (b) Where immediately prior to an hour, Shipper is the only shipper scheduled to supply Gas to an Hourly Capacity Constrained Receipt Point for the Day in which that hour occurs, then Shipper’s Share of the Hourly Receipt Capacity for that hour is equal to the amount of that Hourly Receipt Capacity.
- (c) Where immediately prior to an hour, Shipper and one or more other shippers are scheduled to supply Gas to an Hourly Capacity Constrained Receipt Point, then Shipper’s Share of the Hourly Receipt Capacity for that hour is equal to the amount determined in accordance with the following formula for that hour:

$$[HC * (SRE/TRE)] + [(HRC - TRE) * (SMDQ/TMDQ)]$$

Where:

HC is the lesser of the Hourly Receipt Capacity and the sum of the Reserved Hourly Entitlement of each shipper who is scheduled (immediately prior to the commencement of that hour) to supply Gas to the Hourly Capacity Constrained

Receipt Point on the Day in which the hour occurs (each such shipper, a **Receipt Scheduled Shipper**);

SRE is Shipper's Reserved Hourly Entitlement;

TRE is the sum of the Reserved Hourly Entitlements of the Receipt Scheduled Shippers;

HRC is the Hourly Receipt Capacity;

SMDQ is Shipper's MDQ; and

TMDQ is the sum of the MDQs of the Receipt Scheduled Shippers,

but where:

(i) "**TRE**" exceeds "**HRC**" then "**HRC – TRE**" will be deemed to equal zero; and

(ii) "**TRE**" is equal to zero then "**SRE/TRE**" will be deemed to equal zero.

14.3 **Delivery Point Restrictions**

(a) The maximum quantity of Gas which Shipper may take delivery of at an Hourly Capacity Constrained Delivery Point in an hour is Shipper's Share of the Hourly Delivery Capacity for that hour.

(b) Where immediately prior to an hour, Shipper is the only shipper scheduled to take delivery of Gas at an Hourly Capacity Constrained Delivery Point for the Day in which that hour occurs, then Shipper's Share of the Hourly Delivery Capacity for that hour is equal to the amount of that Hourly Delivery Capacity.

(c) Where immediately prior to an hour, Shipper and one or more other shippers are scheduled to take delivery of Gas at an Hourly Capacity Constrained Delivery Point, then Shipper's Share of the Hourly Delivery Capacity for that hour is equal to the amount determined in accordance with the following formula for that hour:

$$[HC * (SRE/TRE)] + [(HDC - TRE) * (SMDQ/TMDQ)]$$

Where:

HC is the lesser of the Hourly Delivery Capacity and the sum of the Reserved Hourly Entitlement of each shipper who is scheduled (immediately prior to the commencement of that hour) to take delivery of Gas at the Hourly Capacity Constrained Delivery Point on the Day in which the hour occurs (each such shipper, a **Delivery Scheduled Shipper**);

SRE is Shipper's Reserved Hourly Entitlement;

TRE is the sum of the Reserved Hourly Entitlements of the Delivery Scheduled Shippers;

HDC is the Hourly Delivery Capacity;

SMDQ is Shipper's MDQ; and

TMDQ is the sum of the MDQs of the Delivery Scheduled Shippers,

but where:

- (i) “TRE” exceeds “HDC” then “HDC – TRE” will be deemed to equal zero; and
- (ii) “TRE” is equal to zero then “SRE/TRE” will be deemed to equal zero.

14.4 Lateral Restrictions

- (a) The maximum quantity of Gas which Shipper may obtain transportation of in an Hourly Capacity Constrained Lateral in an hour is Shipper’s Share of the Hourly Lateral Capacity for that hour.
- (b) Where immediately prior to an hour, Shipper is the only shipper scheduled to obtain transportation of Gas through an Hourly Capacity Constrained Lateral for the Day in which that hour occurs, then Shipper’s Share of the Hourly Lateral Capacity for that hour is equal to the amount of that Hourly Lateral Capacity.
- (c) Where immediately prior to an hour, Shipper and one or more other shippers are scheduled to obtain transportation of Gas through an Hourly Capacity Constrained Lateral for the Day in which that hour occurs, then Shipper’s Share of the Hourly Lateral Capacity for that hour is equal to the amount determined in accordance with the following formula for that hour:

$$[HC * (SRE/TRE)] + [(HLC - TRE) * (SMDQ/TMDQ)]$$

Where:

HC is the lesser of the Hourly Lateral Capacity and the sum of the Reserved Hourly Entitlement of each shipper who is scheduled (immediately prior to the commencement of that hour) to obtain transportation of Gas through the Hourly Capacity Constrained Lateral on the Day in which the hour occurs (each such shipper, a **Lateral Scheduled Shipper**);

SRE is Shipper’s Reserved Hourly Entitlement;

TRE is the sum of the Reserved Hourly Entitlements of the Lateral Scheduled Shippers;

HLC is the Hourly Lateral Capacity;

SMDQ is Shipper’s MDQ;

TMDQ is the sum of the MDQs of the Lateral Scheduled Shippers,

but where:

- (i) “TRE” exceeds “HLC” then “HLC – TRE” will be deemed to equal zero; and
- (ii) “TRE” is equal to zero then “SRE/TRE” will be deemed to equal zero.

14.5 Notification

- (a) By not later than 6.00pm on each Day, Transporter must notify Shipper, for each Hourly Capacity Constrained Receipt Point to which Shipper is scheduled to supply Gas on the following Day, of Transporter’s determination (for that Receipt Point) of:
 - (i) the Hourly Receipt Capacity for each hour of that following Day; and
 - (ii) Shipper’s Share of the Hourly Receipt Capacity for each such hour.

- (b) By not later than 6.00pm on each Day, Transporter must notify Shipper, for each Hourly Capacity Constrained Delivery Point at which Shipper is scheduled to take delivery of Gas on the following Day, of Transporter's determination (for that Delivery Point) of:
 - (i) the Hourly Delivery Capacity for each hour of that following Day; and
 - (ii) Shipper's Share of the Hourly Delivery Capacity for each such hour.
- (c) By not later than 6.00pm on each Day, Transporter must notify Shipper, for each Hourly Capacity Constrained Lateral through which Shipper is scheduled to obtain transportation of Gas on the following Day, of Transporter's determination (for that Lateral) of:
 - (i) the Hourly Lateral Capacity for each hour of that following Day; and
 - (ii) Shipper's Share of the Hourly Lateral Capacity for each such hour.
- (d) Transporter must notify Shipper of any change to the information notified by Transporter to Shipper under clauses 14.5(a) to 14.5(c) (including where that change arises due to the rescheduling by Transporter of the quantities of Gas to be supplied by a shipper to a Receipt Point, taken delivery of by a shipper at a Delivery Point or transported for a shipper through a Lateral).
- (e) Where, for a Day, there is a change to the quantities of Gas:
 - (i) scheduled to be supplied by Shipper to an Hourly Capacity Constrained Receipt Point, such that Shipper is scheduled to supply Gas to an Hourly Capacity Constrained Receipt Point to which Shipper was not previously scheduled to supply Gas on that Day;
 - (ii) scheduled to be delivered to Shipper at an Hourly Capacity Constrained Delivery Point, such that Shipper is scheduled to take delivery of Gas at an Hourly Capacity Constrained Delivery Point at which Shipper was not previously scheduled to take delivery of Gas on that Day; or
 - (iii) scheduled to be transported for Shipper through an Hourly Capacity Constrained Lateral, such that Shipper is scheduled to obtain transportation of Gas through an Hourly Capacity Constrained Lateral through which Shipper was not previously scheduled to obtain transportation of Gas on that Day,

then, within 30 minutes of that change taking effect, Transporter must notify Shipper of (as applicable):

- (iv) the Hourly Receipt Capacity, the Hourly Delivery Capacity or the Hourly Lateral Capacity for the Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral (as applicable) for each hour of the relevant Day (occurring on and from the time Shipper is first scheduled to supply Gas to, take delivery of Gas at or obtain transportation of Gas in, the Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral (as applicable)); and
- (v) Shipper's Share of the Hourly Receipt Capacity, the Hourly Delivery Capacity or Hourly Lateral Capacity (as applicable) for that Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral (as applicable) for each such hour.

- (f) Despite the preceding provisions of this clause 14.5 Transporter is not required to give a notice for a Day in respect of an Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral if Transporter considers that it will be able to accept or deliver at the relevant Receipt Point, Delivery Point or Lateral the quantities of Gas scheduled for Shipper on the relevant Day at the hourly rates referred to in clauses 12 and 13.

14.6 *Trading of Reserved Hourly Entitlement*

- (a) Subject to clause 14.6(b), Shipper may for an hour:
- (i) dispose of to another shipper all or any part of its Reserved Hourly Entitlement for an Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral; or
 - (ii) acquire from another shipper all or any part of its Reserved Hourly Entitlement for an Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral,
- (a **Capacity Trade**) on such terms as Shipper may agree with that other shipper. Upon such a disposal or acquisition being effected, Shipper's Reserved Hourly Entitlement for the relevant hour and for the relevant Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral will be adjusted accordingly by the amount of the relevant exchange.
- (b) A Capacity Trade will not be effective unless Transporter receives a notice from Shipper and the other shipper of the Capacity Trade, by not later than 2 hours prior to the hour for which the Capacity Trade is to be effected, specifying the quantity the subject of the Capacity Trade.
- (c) Where a Capacity Trade for an hour occurs after 6.00pm on the Day before the Day in which that hour occurs, then within 30 minutes of that Capacity Trade being notified to Transporter, Transporter must notify Shipper of any change to Shipper's Share of the Hourly Receipt Capacity, the Hourly Delivery Capacity or Hourly Lateral Capacity (as applicable) for the relevant Hourly Capacity Constrained Receipt Point, Hourly Capacity Constrained Delivery Point or Hourly Capacity Constrained Lateral (as applicable) as a result of that Capacity Trade.
- (d) Where a Capacity Trade will, in Transporter's reasonable opinion, give rise to a Transportation Restriction (as defined in clause 14.6(e)) then Transporter may impose such reasonable conditions on the **Acquiring Shipper** (being the shipper acquiring Reserved Hourly Entitlement pursuant to the Capacity Trade) so as to avoid giving rise to such Transportation Restriction.
- (e) A "**Transportation Restriction**" is a circumstance in which giving effect to a Capacity Trade (without the imposition of conditions under clause 14.6(d)) will prevent Transporter, acting as a Reasonable and Prudent operator and having regard to the configuration of the Pipeline System and PCI Pipeline System and the delivery points, fulfilling its contractual obligations to shippers and PCI Shippers.
- (f) To avoid doubt, the conditions imposed by Transporter under clause 14.6(d) may limit the quantity of Gas which the Acquiring Shipper may supply to one or more receipt points, take delivery of at one or more delivery points or obtain transportation of through a Lateral.

- (g) Where Shipper is an Acquiring Shipper, then Shipper must comply with any restrictions imposed by Transporter under clause 14.6(d) above in respect of the relevant Capacity Trade pursuant to which Shipper is an Acquiring Shipper.
- (h) Transporter must notify Shipper of any conditions imposed under clause 14.6(d), with which conditions Shipper is required to comply, by not later than:
 - (i) where the Capacity Trade is notified to Transporter more than 13 hours prior to the Day in which the hour for which the Capacity Trade is to be effected occurs, 12 hours prior to the commencement of that Day; and
 - (ii) otherwise, 2 hours prior to the hour for which the Capacity Trade is to be effected.
- (i) To avoid doubt, nothing in this clause 14.6 gives Shipper the right to use a receipt point, delivery point or lateral unless Shipper has acquired rights to use that receipt point, delivery point or lateral in accordance with this Agreement.

Part G – Restrictions on Receipts and Deliveries

15 Restrictions

15.1 Receipt Point Restrictions

- (a) Shipper must not supply on a Day a quantity of Gas at the Receipt Points which exceeds the sum of the Total Scheduled Receipt Quantity, the Total Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Quantity for that Day.
- (b) Shipper must not supply on a Day a quantity of Gas at a Receipt Point which exceeds the sum of the Scheduled Receipt Quantity, the Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Point Quantity for that Receipt Point for that Day.

15.2 Delivery Point Restrictions

- (a) Shipper must not take delivery on a Day of a quantity of Gas at the Delivery Points which exceeds the sum of the Total Scheduled Delivery Quantity, the Total Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Quantity for that Day.
- (b) Shipper must not take delivery on a Day of a quantity of Gas at a Delivery Point which exceeds the sum of the Scheduled Delivery Quantity, the Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Point Quantity for that Delivery Point for that Day.

16 Curtailment Rights

16.1 Conditional Curtailment Rights

Where on a Day Shipper (without the prior consent of Transporter):

- (a) supplies at a Receipt Point a quantity of Gas in excess of the sum of the Scheduled Receipt Quantity, the Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Point Quantity for that Receipt Point for that Day;
- (b) supplies, in aggregate, at the Receipt Points a quantity of Gas in excess of the sum of the Total Scheduled Receipt Quantity, Total Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Quantity for that Day;
- (c) takes delivery at a Delivery Point of a quantity of Gas in excess of the sum of the Scheduled Delivery Quantity, the Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Point Quantity for that Delivery Point for that Day;
- (d) takes delivery, in aggregate, at the Delivery Points of a quantity of Gas in excess of the sum of the Total Scheduled Delivery Quantity, Total Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Quantity for that Day;
- (e) supplies a quantity of Gas to the Receipt Points in an hour (excluding Gas supplied pursuant to the Back Haul Swap Service) which exceeds the sum of the Receipt Point MHQ and the Premium Storage Service Recharge MHQ;

- (f) takes delivery of a quantity of Gas at the Delivery Points in an hour (excluding Gas delivered pursuant to the Back Haul Swap Service) which exceeds the sum of the Delivery Point MHQ and the Premium Storage Service Discharge MHQ;
- (g) takes delivery of a quantity of Gas in a 12 hour period (excluding Gas supplied pursuant to the Back Haul Swap Service or the Premium Storage Service) which exceeds the M12HQ;
- (h) supplies Gas at an Hourly Capacity Constrained Receipt Point in an hour which exceeds Shipper's Share of the Hourly Receipt Capacity for that Hourly Capacity Constrained Receipt Point for that hour;
- (i) takes delivery of Gas at an Hourly Capacity Constrained Delivery Point in an hour which exceeds Shipper's Share of the Hourly Delivery Capacity for that Hourly Capacity Constrained Delivery Point for that hour; or
- (j) transports through an Hourly Capacity Constrained Lateral in an hour a quantity of Gas which exceeds Shipper's Share of the Hourly Lateral Capacity for that Hourly Capacity Constrained Lateral for that hour,

and:

- (k) Transporter, acting Reasonably and Prudently, forms the belief that Shipper's act or omission will:
 - (i) prevent Transporter meeting its obligations to provide transportation services to other shippers; or
 - (ii) pose a material threat to the safety or operational integrity of the Pipeline System or the PCI Pipeline System; or
- (l) Transporter considers Shipper is wilfully disregarding the obligation to comply with the limitations on its entitlements to supply or take delivery of Gas or is not taking sufficient measures to ensure it complies with those entitlements,

then Transporter may, by notice to Shipper, interrupt or curtail receipts from, or deliveries of Gas to, Shipper:

- (m) in the case of clause 16.1(k), to an extent not greater than necessary to prevent the occurrence or continuance of the circumstances described in clause 16.1(k) ; and
- (n) otherwise until such time as Shipper establishes to Transporter's reasonable satisfaction that Shipper will comply with the limitations in this Agreement on the quantities of Gas which may be supplied or taken delivery of by Shipper.

16.2 No Liability

To avoid doubt, Transporter will incur no liability to Shipper:

- (a) as a result of the issue of a notice by Transporter under clause 16.1; and
- (b) where it closes, or restricts deliveries or receipts of Gas at, a Delivery Point or Receipt Point to give effect to such a notice,

including in circumstances where Transporter reasonably, but incorrectly, forms the view it was entitled to serve such a notice or close, or restrict deliveries or receipts of Gas at, a Delivery Point or a Receipt Point.

16.3 Indemnity

Shipper must indemnify and keep indemnified Transporter against all Losses suffered or incurred by Transporter as a result of Shipper failing to comply with a notice served under clause 16.1.

17 Unauthorised Overrun Charge**17.1 Liability for Unauthorised Overrun Charge**

Where, on a Day, Shipper (without the consent of Transporter):

- (a) supplies a quantity of Gas in an hour (excluding Gas supplied pursuant to the Back Haul Swap Service) at the Receipt Points in excess of the sum of the Receipt Point MHQ and the Premium Storage Service Recharge MHQ; or
- (b) supplies a quantity of Gas on that Day at the Receipt Points in excess of the sum of the Total Scheduled Receipt Quantity, the Total Scheduled Storage Receipt Quantity and the Scheduled Back Haul Receipt Quantity; or
- (c) takes delivery of a quantity of Gas in an hour (excluding Gas delivered pursuant to the Back Haul Swap Service) in excess of the sum of the Delivery Point MHQ and the Premium Storage Service Discharge MHQ; or
- (d) takes delivery of a quantity of Gas on that Day at the Delivery Points in excess of the sum of the Total Scheduled Delivery Quantity, the Total Scheduled Storage Delivery Quantity and the Scheduled Back Haul Delivery Quantity; or
- (e) takes delivery of a quantity of Gas in a 12 hour period (excluding Gas delivered pursuant to the Back Haul Swap Service or the Premium Storage Service) in excess of the M12HQ,

then Shipper will be liable to pay an Unauthorised Overrun Charge (as determined in accordance with the provisions of this clause 17).

17.2 Quantum of Unauthorised Overrun Charge

The Unauthorised Overrun Charge for a Day is equal to the Unauthorised Overrun Charge Rate (as determined under Annexure 2) multiplied by the greater of:

- (a) the Hourly Unauthorised Overrun Quantity for that Day (as defined in clause 17.3);
- (b) the Daily Unauthorised Overrun Receipt Quantity for that Day (as defined in clause 17.4);
- (c) the Daily Unauthorised Overrun Delivery Quantity for that Day (as defined in clause 17.4); and
- (d) the 12 Hourly Unauthorised Overrun Quantity for that Day (as defined in clause 17.5).

17.3 Hourly Unauthorised Overrun Quantity

The Hourly Unauthorised Overrun Quantity for a Day is the sum for each hour of that Day of the greater of the quantity of Gas (if any):

- (a) taken by Shipper at the Delivery Points in that hour in excess of the sum of the Delivery Point MHQ and the Premium Storage Service Discharge MHQ; or
- (b) supplied by Shipper to the Receipts Points in that hour in excess of the sum of the Receipt Point MHQ and the Premium Storage Service Recharge MHQ.

17.4 Daily Unauthorised Overrun Receipt Quantity

- (a) The Daily Unauthorised Overrun Receipt Quantity is the quantity of Gas supplied by Shipper on a Day in excess of the quantity of Gas referred to in clause 17.1(b).
- (b) The Daily Unauthorised Overrun Delivery Quantity is the quantity of Gas taken by Shipper on a Day in excess of the quantity of Gas referred to in clause 17.1(d).

17.5 12 Hourly Unauthorised Overrun Quantity

- (a) The 12 Hourly Unauthorised Overrun Quantity for a Day is the sum for each 12 hour period of that Day of the amount (if any) by which the deliveries of Gas for that 12 hour period (excluding Gas delivered pursuant to the Back Haul Swap Service or the Premium Storage Service) exceeds the M12HQ.
- (b) Where a 12 hour period ends on a different Day to the Day in which that 12 hour period began, then for the purposes of calculating the 12 Hourly Unauthorised Overrun Quantity that 12 hour period will be deemed to have occurred in the Day in which that 12 hour period ends.

18 Pressure Differential

- (a) Where a Delivery Point is listed in Table 6 of Annexure 1 then Transporter's ability to deliver Gas to that Delivery Point (and in the case of the Langley Receipt Point/Delivery Point the Service Provider's ability to deliver Gas or receive Gas) is subject to either:
 - (i) the pressure limits of the Reticulation System (in the case of the Cavan (Delivery Point));
 - (ii) the pressure differential between that Delivery Point and the Iona Gas Plant (in the case of the Iona (Delivery Point)); or
 - (iii) the pressure differential between that Delivery Point and the MAPS (in the case of the Pelican Point (Delivery Point)); or
 - (iv) the pressure differential between the Delivery Point/Receipt Point and the PCI Pipeline System (in the case of the Langley Receipt Point/Delivery Point).
- (b) Transporter is not liable to Shipper to the extent a quantity of Gas is not delivered at a Delivery Point (or supplied to the Langley Receipt Point) due to, as applicable, the pressure limits or pressure differentials referred to in clause 18(a).

Part H – In Pipe Trading

19 Trading

19.1 Entitlement to Trade

- (a) Subject to this clause 19, Shipper and another shipper may give notice to Transporter that, with effect from the time and Day specified in the notice:
- (i) Shipper will acquire from the other shipper a quantity of Gas at a notional point in the Pipeline System; or
 - (ii) Shipper will sell a quantity of Gas to the other shipper at a notional point in the Pipeline System,
- such transaction being an **In Pipe Trade**.
- (b) Transporter is only required to give effect to a notice served by Shipper under clause 19.1(a) if:
- (i) the other shipper has a right under its Transportation Agreement to undertake a trade which is in substance the same as an “In Pipe Trade”;
 - (ii) Transporter receives either a joint notice from Shipper and the other shipper of the In Pipe Trade or receives a separate notice from each party which, in substance, sets out an In Pipe Trade which is in identical terms (including the time, Day and quantity of Gas to which the Trade relates);
 - (iii) the notice is received no later than 3.00pm prior to the commencement of the Day to which the In Pipe Trade relates;
 - (iv) both Shipper and the other shipper are not in breach of their respective Transportation Agreements (both when the notice is served and when the In Pipe Trade would take effect if effected in accordance with the notice);
 - (v) Transporter is satisfied (as a Reasonable and Prudent operator) the shipper selling Gas pursuant to the In Pipe Trade will have access to and ownership of the Gas it proposes to sell; and
 - (vi) in Transporter’s opinion, as a Reasonable and Prudent operator, giving effect to the In Pipe Trade will not:
 - (A) place either Shipper or the other shipper in breach of any obligation under their respective Transportation Agreements; or
 - (B) result in either Shipper or the other shipper exceeding their entitlements to services under their respective Transportation Agreements, including resulting in the Imbalance Allowance of either Shipper or the other shipper being exceeded or any daily or hourly allowance of Shipper or the other shipper being exceeded; or
 - (C) adversely affect the operational integrity of the Pipeline System.
- (c) Where an In Pipe Trade will, in Transporter’s reasonable opinion, give rise to a In Pipe Delivery Restriction (as defined in clause 19.1(d)) then Transporter may impose such reasonable conditions (including reasonable conditions as to the amount of the Gas the

subject of the In Pipe Trade which may be delivered to each delivery point (or each set of delivery points) on the Day to which the In Pipe Trade relates (and in one or more hours of that Day)) so as to avoid giving rise to such In Pipe Delivery Restriction.

- (d) An **In Pipe Delivery Restriction** is a circumstance in which giving effect to an In Pipe Trade (without the imposition of conditions under clause 19.1(c)) will prevent Transporter, acting as a Reasonable and Prudent operator and having regard to the configuration of the Pipeline System and PCI Pipeline System and the delivery points, fulfilling its contractual obligations to shippers.
- (e) Where Shipper acquires Gas pursuant to an In Pipe Trade, then Shipper must comply with any restrictions imposed by Transporter under clause 19.1(c) in respect of that In Pipe Trade.
- (f) Transporter must notify Shipper of any conditions imposed under clause 19.1(c), with which conditions Shipper is required to comply, at the time Transporter notifies Shipper of its Scheduled Quantities for the relevant Day under this Schedule 7.

19.2 ***Giving Effect to Trade***

- (a) Where Transporter is required to give effect to an In Pipe Trade under which Shipper is acquiring Gas from another shipper then on the Day of the Trade for the purposes of calculating Shipper's Accumulated Imbalance, Shipper will be treated as having supplied into the Pipeline System a quantity of Gas equal to the lesser of:
 - (i) the quantity of Gas scheduled to be the subject of the In Pipe Trade; and
 - (ii) the quantity of Gas Transporter (as a Reasonable and Prudent operator) determines was subject to the actual In Pipe Trade given any interruptions or curtailments to the provision of services on the Day.
- (b) Where Transporter is required to give effect to an In Pipe Trade under which Shipper is selling Gas to another shipper then on the Day of the Trade for the purposes of calculating Shipper's Accumulated Imbalance, the quantity of Gas Shipper will be treated as having taken delivery of from the Pipeline System will be deemed to be increased by the lesser of:
 - (i) the quantity of Gas scheduled to be the subject of the In Pipe Trade; and
 - (ii) the quantity of Gas Transporter (as a Reasonable and Prudent operator) determines was subject to the actual In Pipe Trade given any interruptions or curtailments to the provision of services on the Day.

19.3 ***Consequences of In Pipe Trade***

An In Pipe Trade does not give Shipper any entitlement to use any additional Capacity of the Pipeline System on a Day (above the Capacity represented by Shipper's Firm Service MDQ, Premium Storage Service MDQ and any Authorised Overrun Service agreed to be provided to Shipper on that Day).

Annexure 1 – Contract Details

Table 1 – MDQ

Firm Forward Haul MDQ:	[insert – note that the standard offer on which the Fixed Monthly Charge in Annexure 2 is based is for an MDQ of 10TJ/d]
Free Flow MDQ:	75% of the MDQ
Compressor MDQ:	25% of the MDQ
Premium Storage Service MDQ:	[insert – note that the standard offer on which the Fixed Monthly Premium Storage Service Charge in Annexure 2 is based is for a Premium Storage Service MDQ of 30TJ]
Standard Storage Service MDQ	[insert – note that the standard offer on which the Fixed Monthly Standard Storage Service Charge in Annexure 2 is based is for a Standard Storage Service MDQ of 30TJ]
As-Available Standard Storage MDQ	[Insert] TJ
Loan MDQ	[Insert] TJ

Table 2 – Term

Firm Forward Haul Service Commencement Date	[insert]
Firm Forward Haul Service Expiration Date	[insert – note that the standard offer is for a term of 5 years]
Authorised Overrun Service Commencement Date	[insert]
Authorised Overrun Service Expiration Date	[insert]
Premium Storage Service Commencement Date	[insert]
Premium Storage Service Expiration Date	[insert – note that the standard offer is for a term of 5 years]
Standard Storage Service Commencement Date	[insert]
Standard Storage Service Expiration Date	[insert – note that the standard offer is for a term of 5 years]
Loan MDQ Service Commencement Date	[insert]
Loan MDQ Service Expiration Date	[insert]
Back Haul Swap Service Commencement Date	[insert]
Back Haul Swap Service Expiration Date	[insert]

Table 3 – Receipt Points and Delivery Points

Point	Location	Responsible Party	Minimum and Maximum Temperature	Minimum and Maximum Pressure	Hourly Capacity Limitation
Langley (Receipt Point / Delivery Point)	Connection between the Pipeline System and the PCI Pipeline System	N/A	N/A	N/A	N/A
Iona (Receipt Point)	Connection between the Pipeline System and the Iona Gas Plant, in the vicinity of Waarre Road, Port Campbell	Transporter	Min: 2°C Max: 50°C	Min: n/a Max: 15.3MPa	12.9TJ/hour
Iona (Delivery Point)	Connection between the Pipeline System and the Iona Gas Plant, in the vicinity of Waarre Road, Port Campbell	Transporter	Min: 2°C Max: 50°C	Min: n/a Max: 15.3MPa	4.2TJ/hour
Otway (Receipt Point)	Connection between the Pipeline System and the Otway Gas Plant, in the vicinity of Waarre Road, Port Campbell	Transporter	Min: 2°C Max: 50°C	Min: n/a Max: 15.0MPa	10.4TJ/hour

Point	Location	Responsible Party	Minimum and Maximum Temperature	Minimum and Maximum Pressure	Hourly Capacity Limitation
Athena (Receipt Point)	Connection between the Pipeline System and the Athena Gas Processing Plant	3 rd Party	Min: 2°C Max: 50°C	Min: n/a Max: 15.0MPa	No Hourly Capacity Limitation
Poolaijelo (Delivery Point)	Connection between the Pipeline System and the SESA Pipeline in the vicinity of Hennigs Road, Poolaijelo	3 rd Party	Min: -10°C Max: 55°C	Min: n/a Max: 15.3MPa	No Hourly Capacity Limitation
Naracoorte (Delivery Point)	Connection between the Pipeline System and off-taker's facility at Naracoorte.	Transporter	Min: 2°C Max: 50°C	Min: 25kPa Max: 100kPa	27.6GJ/hour
Jervois (Delivery Point)	Connection between the Pipeline System and off-taker's facility at Jervois.	Transporter	Min: -8°C Max: 50°C	Min: 150kPa Max: 340kPa	39GJ/hour
Cavan (Delivery Point)	Connection between the Pipeline System and the Adelaide distribution network at Cavan.	Transporter	Min: 2°C Max: 50°C	Min: 1,750kPa Max: 1,900kPa	6TJ/hour
Pelican Point (Delivery Point)	Connection between Pipeline System and the Power Station / MAPS at Pelican Point	Transporter / 3 rd Party	Min: 0°C Max: 50°C	Min: 3,100kPa Max: 7,322kPa MAPS: n/a	8.5TJ/hour

Point	Location	Responsible Party	Minimum and Maximum Temperature	Minimum and Maximum Pressure	Hourly Capacity Limitation
Adelaide Notional Point (Receipt Point / Delivery Point)	Notional Point	N/A	N/A	N/A	N/A

Table 4 – Swap Receipt Points and Swap Delivery Points

Point	Location	Responsible Party	Minimum and Maximum Temperature	Minimum and Maximum Pressure
Cavan (Swap Receipt Point)	Connection between the Pipeline System and the Adelaide distribution network at Cavan.	Transporter	Min: 2°C Max: 50°C	Min: 1,750kPa Max: 1,900kPa
Swap Delivery Points	Refer to information for relevant Delivery Point in Table 3, above.	Refer to information for relevant Delivery Point in Table 3, above.	Refer to information for relevant Delivery Point in Table 3, above.	Refer to information for relevant Delivery Point in Table 3, above.

Table 5 – Receipt Points, Swap Receipt Points, Delivery Points and Swap Delivery Points with Pre-Conditions to Use

Point	Pre-Conditions to Use
Langley (Receipt Point) / (Delivery Point)	Access subject to agreed Allocation Procedures (Clause 20.2). Deliveries/receipts from PCI Pipeline System subject to pressure differential.
Iona (Receipt Point) / (Delivery Point)	Access subject to agreed Allocation Procedures (Clause 20.2). Deliveries into Iona subject to pressure differential.
Otway (Receipt Point)	Access subject to agreed Allocation Procedures (Clause 20.2).
Athena (Receipt Point)	Access subject to agreed Allocation Procedures (Clause 20.2).
Poolaijelo (Delivery Point)	Access subject to agreed Allocation Procedures (Clause 20.2).
Naracoorte (Delivery Point)	Dedicated Delivery Point. Access subject to confirmation from Interface Party (Clause 20.3).
Jervois (Delivery Point)	Dedicated Delivery Point. Access subject to confirmation from Interface Party (Clause 20.3).
Cavan (Delivery Point) / (Swap Receipt Point)	Access subject to STTM Rules and agreed Allocation Procedures (Clause 20.2). Deliveries into the Reticulation System subject to pressure limits.
Pelican Point (Delivery Point)	Access subject to agreed Allocation Procedures, and consent of Interface Party (Clause 20.3). Deliveries into MAPS subject to pressure differential.

Where a Delivery Point is to be used as a Swap Delivery Point, it is subject to the same Pre-Conditions to Use as shown in Table 5, above.

Table 6 – Pressure Differential Constrained Delivery Points

Cavan (Delivery Point)	Deliveries into the Reticulation System subject to pressure limits.
Iona (Delivery Point)	Deliveries into Iona Gas Plant subject to pressure differential.
Pelican Point (Delivery Point)	Deliveries into MAPS subject to pressure differential.
Langley (Receipt Point) / (Delivery Point)	Deliveries/receipts from PCI Pipeline System subject to pressure differential.

Annexure 2 – Charges

Table 1 – Firm Forward Haul Service Charges/Charge Rates

Charge/Charge Rate	Quantum
Fixed Monthly Charge	[insert – note that the Fixed Monthly Charge for the standard offer is \$1.07286/GJ * MDQ (in GJ/day) *365/12 per month]
Fixed Monthly Premium Storage Service Charge	[insert – note that the Fixed Monthly Premium Storage Service Charge for the standard offer is \$0.47683/GJ * Premium Storage Service MDQ (in GJ) *365/12 per month]
Fixed Monthly Standard Storage Service Charge	[insert – note that the Fixed Monthly Standard Storage Service Charge for the standard offer is \$0.36955/GJ * Standard Storage Service MDQ (in GJ) *365/12 per month]

Table 2 –Back Haul Swap Service Charges/Charge Rates

Charge/Charge Rate	Quantum
Establishment Fee	\$6184.46
Monthly Administration Fee	\$1,220.63
BHS Variable Rate	\$0.63156 per GJ

Table 3 – Charges Applicable to As-Available Services

Charge/Charge Rate	Quantum
Authorised Overrun Charge Rate	\$2.13760
As Available Storage Monthly Fee	\$6000.00
Tier 1 As-Available Storage Charge Rate	\$0.58
Tier 2 As-Available Storage Charge Rate	\$1.06880
Loan Service Establishment Fee	\$6184.46
Loan Charge	\$6.00 per GJ

Table 4 – Charges Applicable to all Services

Charge/Charge Rate	Quantum
Connection Point Charges	Refer to Table 5
Unauthorised Overrun Charge Rate	\$4.27520 per GJ
Imbalance Charge Rate	\$2.13760 per GJ
Variation Rate	\$0.04858per GJ
Nomination Request Charge	\$432.38

Table 5 –Delivery and Receipt Point Charges

Point	Monthly Charge (\$/month)
Iona (Receipt Point) / (Delivery Point)	\$78,658.61
Otway (Receipt Point)	\$42,398.45
Athena (Receipt Point)	\$11,408.19
Poolaijelo (Delivery Point)	\$17,205.20
Naracoorte (Delivery Point)	Nil
Jervois (Delivery Point)	Nil
Bolivar (Delivery Point)	Nil
Cavan (Delivery Point) / (Swap Receipt Point)	\$77,549.73
Pelican Point (Delivery Point)	\$71,786.73

Each Month, Shipper will pay an amount for its use of each of the points listed in Table 5, above, determined in accordance with the following formula:

$$SD/TD * MC$$

Where:

SD is the sum (for each Day of that Month) of the total deliveries and receipts (as applicable and expressed in GJ) allocated to Shipper at the relevant point during that Month;

TD is the sum (for each Day of that Month) of the total deliveries and receipts (as applicable and expressed in GJ) allocated to all shippers at the relevant point during that Month; and

MC is the rate per month set out in Table 5, above, subject to escalation at set out below.

All Charges, Charge Rates and Caps are expressed as at 1 January 2024 and are subject to escalation from each 1 January (commencing on 1 January 2025) in accordance with the formula set out below. All Charges and Charge Rates are also subject to adjustment under clause 13.2 and clause 13.3 of the body of this Agreement.

$$P_n = P_{n-1} \left(1 + \left(\frac{CPI_n - CPI_{n-1}}{CPI_{n-1}} \right) \right)$$

Where:

P_{n-1} is the relevant charge, charge rate or liability cap immediately prior to the 1 January for which the calculation is made;

P_n is the relevant charge, charge rate or liability cap to apply as from the 1 January for which the calculation is made;

CPI_n is the CPI for the September Quarter ending immediately prior to the 1 January for which the calculation is made;

CPI_{n-1} is the CPI for the September Quarter ending 15 months prior to the 1 January for which the calculation is made; and

CPI is the Consumer Price Index, (weighted average eight capital cities, all groups index) as published by the Australian Bureau of Statistics.

(a) If the CPI is discontinued or its basis of assessment is changed so that it no longer accurately reflects changes in the prevailing level of prices substantially in the same manner as it did prior to the change in basis, then such other index in substitution for the CPI:

- (i) as may be provided by the Australian Bureau of Statistics; or
- (ii) if no index is provided by the Australian Bureau of Statistics, as may be agreed by the parties (who must use their reasonable endeavours to agree upon an index); or
- (iii) if no index is provided by the Australian Bureau of Statistics and the parties are unable to agree within 1 month of commencing discussions, as is determined by Transporter acting reasonably,

will be, as from the time of the discontinuance or change in basis of assessment of the CPI, treated as the CPI for the purposes of this Agreement and Transporter will (acting reasonably and having regard to any advice provided by the Australian Bureau of Statistics) determine a method for transitioning from the old index to the new index.

(b) To avoid doubt, paragraph (a) above will apply (with the necessary modifications) if any replacement CPI measure determined in accordance with that paragraph is subsequently discontinued or its basis of assessment is changed so that it no longer accurately reflects changes in the prevailing level of prices substantially in the same manner as it did prior to the change in basis.

Annexure 3 – Gas Measurement

Gas Measurement at Compressor Stations, Gas Heaters, Receipt Points and Delivery Points

1 General

- 1.1** The Responsible Party for a Delivery Point or Receipt Point must provide and maintain, or ensure that there is provided and maintained, in satisfactory working order and condition at that Delivery Point or Receipt Point (as applicable) a measuring station with such meters, gauges and other equipment as will make possible the determination of the instantaneous, Daily and hourly quantities of Gas supplied at, or delivered to, that Delivery Point or Receipt Point. All equipment installed for these purposes must comply and be maintained in compliance with all applicable Laws and good high pressure Gas industry practices as applied by Reasonable and Prudent operators.

Subject to clause 3.1, the equipment must be capable of measuring data concerning quality, quantity and condition of Gas available for instantaneous transmission to the Transporter's pipeline control centre. SCADA and communications equipment and protocols must be included and must be compatible with the equipment at that pipeline control centre.

2 Standards

- 2.1** All fundamental constants, observations, records and procedures involved in determining and/or verifying the quantity and other characteristics of Gas supplied by Shipper to Transporter and delivered by Transporter to Shipper must, except as otherwise specified in this Annexure 3, be in accordance with such standards as are or may hereafter from time to time be approved and recommended by the American Gas Association and the International Organisation for Standardisation (as qualified by the requirements of all applicable Australian Standards, codes and regulations) or such standards as may be agreed in writing by the parties.
- 2.2** Measurement of the quantities of Gas supplied by Shipper and delivered by Transporter must be computed in accordance with the methods prescribed in the standards agreed in this Annexure 3.

3 Measuring and Recording Equipment

3.1 *Gas Chromatograph*

The heating value and specific gravity of Gas must be measured by an on-line gas chromatograph (or other means as agreed) located at each Receipt Point and each Delivery Point and designed to take a sample of Gas from the Receipt Point or Delivery Point no less frequently than every 5 minutes.

A sample probe will be used to extract the sample from the Pipeline System and the dead volume between the line and the analyser will be minimised. Sample condensation will be prevented. The samples will be analysed in accordance with ASTM D1945 'Standard Method for Analysis of Natural Gas by Gas Chromatography', and the calculations for Gross Heating Value and relative density will be determined in accordance with ISO 6976 'Natural Gas – Calculation of Calorific Value, Density and Relative Density' and American Gas Association Report No 8 'Compressibility and Super compressibility for Natural Gas and other Hydrocarbon Gases'.

The gas chromatograph will provide instantaneous outputs of dry Gross Heating Value in MJ/m³, real and ideal relative density, and compositions of inerts.

The gas chromatograph will be factory tested and calibrated using a certified natural gas gravimetric standard and will perform with an accuracy of ± 0.08 MJ/m³ for Gross Heating Value and ± 0.003 for relative density. The gas chromatograph will include the facility for recalibrating itself automatically against a certified calibration gas no less frequently than required by Law (where the obligation is set out under applicable Law) or otherwise at a frequency reasonably determined by Transporter.

Gas chromatographs are not required at Compressor metering stations, Gas Heater metering stations or Delivery Points at which the flow rate does not exceed 1TJ per Day. Heating values, densities and other data required in the determination of Gas consumption at Compressor metering stations or Gas Heater metering stations will be estimated by Transporter from data acquired at relevant Receipt Points and Delivery Points.

3.2 Flow Measurement Devices

Metering systems at Receipt Points and Delivery Points will be constructed in compliance with all applicable Laws and in accordance with good high pressure Gas industry practice consistent with the standards of Reasonable and Prudent operation and will have an error in volume of mass flow not exceeding $\pm 0.7\%$ at any flow within the intended range of use.

- Orifice metering systems will be constructed and installed in accordance with the provisions of American Gas Association Report No.3.
- Turbine metering systems will be constructed and installed in accordance with the provisions of American Gas Association Report No.7.
- Positive displacement metering systems will be constructed and installed in accordance with the provisions of ANSI B109-3.
- Ultrasonic metering systems will be constructed and installed in accordance with the provisions of American Gas Association Report No. 9.
- Other metering systems will be constructed and installed in accordance with good pipeline engineering practice and established industry standards.

Metering systems at Compressor metering stations or Gas Heater metering stations must have an error not exceeding + or – 2% in volume or mass at any flow within the intended range of use.

3.3 Differential Pressure Measurement for Orifice Metering

Differential pressure will be measured using microprocessor based ‘smart’ type transmitters, with 4-20 mA analog output signals temperature compensated to minimise the effect of inaccuracies due to ambient temperature changes. The uncertainty of transmitters will be a maximum of 0.1% or better of the calibrated range. Calibrated ranges will be selected to minimise the uncertainty of readings. The Responsible Party may install high and low pressure differential pressure transmitters based on turn down requirements of metering. If fitted, the Responsible Party must ensure that the appropriate transmitter is automatically selected for flow calculations.

3.4 Pressure Measurement

Pressure will be measured using microprocessor based ‘smart’ type transmitters, with 4-20 mA analog output signals temperature compensated to minimise the effect of inaccuracies due to ambient temperature changes. Uncertainty of transmitters will be a maximum of $\pm 0.1\%$ of the calibrated range. Calibrated ranges will be selected to minimise the uncertainty of readings.

3.5 *Temperature Measurement*

The temperature transmitter uncertainty will be a maximum of $\pm 0.1\%$ of the calibrated range and the calibration range will be selected to minimise the uncertainty of readings.

3.6 *Flow Calculations*

Instantaneous values for at least the flowing inputs and outputs will be recorded and available for display from SCADA trends:

Inputs	Outputs
Differential pressure (high) (orifice meter)	Differential pressure (orifice meter)
Differential pressure (low) (orifice meter)	Pressure
Pressure	Temperature
Temperature	Density
Relative density (ideal)	Instantaneous volumetric flow (corrected and uncorrected)
Relative density (real)	Cumulative volumetric flow (corrected and uncorrected)
Carbon dioxide	Instantaneous energy flow
Nitrogen	Cumulative energy flow
Dry Gross Heating Value (real)	Instantaneous mass flow (ultrasonic meter)
Frequency (turbine meter)	Cumulative mass flow (ultrasonic meter)
Pulse count (positive displacement meter) (cumulative)	Control valve position
	Gas quality

Flow calculations will be based on input data for calculation factors, constants and Standard Temperature and Pressure as well as fall back values for out of limit input signals and alarm outputs. Configuration data will be available on a local display. The flow calculation input and output circuits and central processing unit will not increase the uncertainty of any measurement or calculation by more than $\pm 0.1\%$ of the range of that measurement or calculation.

4 **Determinations**

4.1 *Volumetric Determination*

Volumetric flow rate in cubic meters per hour (m³/hr) will be calculated by a flow computer from flow meter signals, associated instruments and density and composition signals from an on-line gas chromatograph. The volumetric flow rate will be continuously recorded and integrated.

All measurements, calculations and procedures used in determining volume, except for the correction for the deviation from the Ideal Gas Law, will be made in accordance with the instructions contained in:

- AGA 3 for the Orifice Plate Metering Systems;
- AGA 7 for Turbine Metering;
- ANSI B109-3 for Positive Displacement (PD) Metering;
- AGA 9 for Ultra Sonic Metering; and

- relevant industry standards and such other standards as may be specified by Transporter for any other metering system,

together with all presently existing supplements and appendices to those reports or any revisions made to the reports which the parties agree will apply to this Agreement.

Those instructions will be converted where necessary for compliance with Australian Standard AS1000 'The International System of Units (SI) and its Application', the Commonwealth National Measurement Act 1960 and regulations under that Act and the Australian Gas Association publication 'Metric Units and Conversion Factors for use in the Australian Gas Industry'.

The correction for deviation from the Ideal Gas Law will be determined from the data contained in AGA 8, or any revision of that report which the parties agree will apply to this Agreement. The compositional data used in these calculations will be primarily derived from the on-line gas chromatograph.

4.2 Energy Flow Rate

The energy flow rate will be calculated by the flow computer in GJ per hour (GJ/hr) from the product of Gross Heating Value and the volumetric flow, all at Standard Temperature and Pressure. The heating value will be continuously derived from the same on-line gas chromatograph used for determining the relative density and composition used in the volumetric flow calculation. The energy flow rate will be recorded and continuously integrated.

5 Testing and Verification of Measuring Equipment Accuracy

5.1 Periodic Tests

The accuracy of the measuring equipment at each Receipt Point and each Delivery Point must be verified once every 3 months or as otherwise agreed and at other times upon request of a party. The Responsible Party must give the other party notice of the time of such tests of meters sufficiently in advance of the holding of the test that the other party may, if it desires, have representatives present. Such tests and adjustments must be made in the presence of representatives of the Responsible Party and if required by the other party in the presence of representatives of the other party.

5.2 Special Tests

Where a party gives verbal notice to the other (to be confirmed in writing as soon as reasonably practicable) that it has reason to believe that any measuring equipment may not be within the degree of tolerance specified for equipment in this Annexure 3, then notwithstanding the provisions of paragraph 5.1, the Responsible Party must as soon as reasonably practicable carry out a test upon that measuring equipment. The other party must reimburse the Responsible Party for the cost of any tests (other than the periodic tests set out in paragraph 5.1) carried out at that other party's request unless it is shown from the results of such tests that the equipment being tested is not operating within the permissible limits of tolerance set out in this Annexure 3.

5.3 Chromatographs

When a test reveals that the heating value measured by the gas chromatograph is in error by 0.5 per cent or less it will be deemed to be accurate but must be adjusted as soon as possible to eliminate the error that does exist.

5.4 Other Measuring Equipment

All other items of measuring equipment referred to in paragraph 3 of this Annexure 3 must be tested for accuracy of measuring and recording of their respective values over their design range of operation using American Gas Association procedures or such other procedures as agreed to by the parties for determining their accuracy.

Following all tests, measurement equipment will be adjusted to eliminate all errors found.

5.5 Tolerance

If the values recorded by any inaccurate measuring equipment have been used in the calculation of Gas quantity supplied by Shipper to Transporter or delivered by Transporter to Shipper then the quantity calculated for the Day immediately preceding the Day of discovery of the inaccuracy or inaccuracies will be compared with the quantity recalculated for the same Day using corrected and accurate values from the measuring equipment tested. If the difference in the quantity so calculated and recalculated is 2% or less of the first of these quantities then all readings of such measuring equipment since the previous test thereof will be considered correct for such period but all calculations from the Day of the current test onwards to the date of the next test must use the measurements and recordings of the measuring equipment tested and corrected. The value of 2% for recalculation of quantity can be altered by mutual agreement between the parties if operating experience indicates this tolerance to be unacceptable to both parties.

5.6 Correction Of Earlier Readings

If the limits of errors as set out in paragraph 5.5 are exceeded then any previous readings of such measuring equipment must be corrected for any period of inaccuracy which is definitely known or agreed upon and the quantities for such period must be corrected by recalculation using the corrected readings provided that the period for which such correction will apply must not extend back over a period further than the date of the previous test.

If the period of inaccuracy is not definitely known or agreed upon then the correction of the quantities must be calculated for the period elapsed since the Day of the previous test of the inaccurate measuring equipment but the measure of correction will be half of the extent of the inaccuracy discovered at the test showing the same.

Where quantities are corrected pursuant to this paragraph 5.6, the corrected figure or figures will be regarded as the quantity delivered during the period of correction.

5.7 Failure Of Measuring Equipment

If for any period of time any measuring equipment fails to make any measurement or record necessary for ascertaining or computing the quantity supplied or delivered during that period so that the quantity cannot be ascertained or computed from the reading (if any) of such measuring equipment the quantities supplied or delivered during such period of failure must be estimated as nearly as reasonably possible by using the first of the following methods which is feasible:

- by using the registration of any check measuring equipment if such measuring equipment has been installed and is being operated in such a manner that the correct measurement of the quantity of Gas during the period of the failure can be reliably determined from the check measuring equipment;
- by using all reliable data available relating to the period of the failure of the measuring equipment;

- by making the appropriate correction if the deviation from the accurate reading is ascertainable by calibration test or mathematical calculation; and
- by estimating the quantities delivered from deliveries during preceding periods under similar conditions when the measuring equipment was registering accurately.

5.8 *Certified Inspection Report*

The Responsible Party must deliver to the other party within a reasonable time after the cleaning, installing, changing, repairing, inspecting, calibrating or adjusting of any of the measuring equipment for which it is the Responsible Party a certified inspection report for that equipment.

6 Multiple Shippers

Where Shipper and one or more other shippers are entitled to use a Receipt Point or Delivery Point, those other shippers are entitled to attend tests of the measuring equipment at the Receipt Point or Delivery Point and Transporter may provide records, charts and reports relating to that measuring equipment to those shippers (including where Shipper is the Responsible Party for the Receipt Point or the Delivery Point).