

**RECOMMENDATION TO  
NAESB WGQ EXECUTIVE COMMITTEE  
Revised BPS Strawman Package Proposal**

**Sponsor:**

**M. Novak, National Fuel Gas Distribution**

**Proposed Standard 0.13.zA**

For credit evaluation purposes, the Service Requester (SR) should supply any of the following information as specified by the Transportation Service Provider (TSP):

Audited Financial Statements;

Annual Report;

Most recent filed statements with the Securities and Exchange Commission (or an equivalent authority) or such other publicly available information;

For public entities, the most recent publicly available interim financial statements, with an attestation by its Chief Financial Officer, Controller, or equivalent (CFO) that such statements constitute a true, correct, and fair representation of financial condition prepared in accordance with Generally Accepted Accounting Principles (GAAP) or equivalent;

For non-public entities, including those that are state-regulated utilities, the most recent available interim financial statements, with an attestation by its CFO that such statements constitute a true, correct, and fair representation of financial condition prepared in accordance with GAAP or equivalent;

For non-public entities, including those that are state-regulated utilities, an existing sworn filing, including the most recent available interim financial statements and annual financial reports filed with the respective regulatory authority, showing the SR's current financial condition;

For state-regulated utility local distribution companies, documentation from their respective state regulatory commission (or an equivalent authority) of an authorized gas supply cost recovery mechanism which fully recovers both gas commodity and transportation capacity costs and is afforded regulatory asset accounting treatment in accordance with GAAP or equivalent;

List of Affiliates, Parent Companies, and Subsidiaries;

Publicly Available Credit Reports from Credit and Bond Rating Agencies;

Private Credit Ratings, if obtained by the SR;

Bank References;

Trade References;

Copies of Tax Returns;

Statement of Legal Composition;

Statement of Length of Time Business has been in Operation;

Such other information as may be mutually agreed to by the parties; and

Such other information as the TSP may receive approval to include in its tariff or general terms and conditions.

Non-public information supplied by the SR should be treated by the TSP as confidential.

**Proposed Standard 0.3.zB**

If the Transportation Service Provider (TSP) requests additional information to be used for credit evaluation after the initiation of service, the TSP, contemporaneous with the request, should provide its reason(s) for requesting the additional information to the Service Requester (SR) and designate to whom the response should be sent. The TSP and the SR may mutually agree to waive the requirements of this standard.

**Proposed Standard 0.3.zC**

Upon receipt of a—either an initial or follow-up request from the Transportation Service Provider (TSP) for information to be used for credit worthiness evaluation, the Service Requester's (SR) authorized representative(s) should acknowledge receipt of the TSP's request. The TSP and the SR may mutually agree to waive the requirements of this standard.

**Proposed Standard 0.3.zD**

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The Service Requester's (SR) authorized representative(s) should respond to the Transportation Service Provider's (TSP) request for credit information pursuant to NAESB WGQ Standards [0.3.zA], [0.3.zB] and [0.3.zH], by furnishing the applicable information requested within three (3) Business Days or such later date acceptable to the TSP. For any other creditworthiness information requests, as allowed by the TSP's tariff, the SR should repond on or before the due date specified in the request. The SR should provide all the credit information requested by the TSP or provide the reason(s) why any of the requested information was not provided.

**Proposed Standard 0.3.zE**

Upon receipt from the Service Requester (SR) of all credit information provided pursuant to NAESB WGQ Standard [0.3.zD], the Transportation Service Provider (TSP) should notify the SR's authorized representative(s) that it has received such information. The TSP should designate, on its Internet website or in written notices to the SR, the Internet e-mail addresses of up to two representatives who are authorized to receive notices regarding SRs' creditworthiness. The SR's obligation to provide confirmation of receipt is met by sending such confirmation to any one of such representatives, and the TSP should manage internal distribution of any such confirmations. The TSP and the SR may mutually agree to waive the requirements of this standard.

**Proposed Standard 0.3.zF**

The Service Requester (SR) should designate up to two representatives who are authorized to receive notices and communications regarding the SR's creditworthiness, including requests for additional information, pursuant to the applicable NAESB WGQ Standards [0.3.zE] and should provide to the Transportation Service Provider (TSP) the Internet e-mail addresses of such representatives prior to the initiation of service. Written creditworthiness related requests and responses may be provided via internet E-mail pursuant to the applicable NAESB WGQ Standards. The obligation of the TSP to provide creditworthiness notifications is waived until the above requirement has been met. The SR should manage internal distribution of any creditworthiness notices that are received.

**Proposed Standard 0.3.zG**

Upon the Transportation Service Provider's (TSP) determination that a Service Requester (SR) is non-creditworthy, the TSP should provide the SR with written notification that clearly states the reason(s) for the TSP's decision and determination.

**Proposed Standard 0.3.zH**

At the time of its request for service and upon the Transportation Service Provider's (TSP) request at any time thereafter, the Service Requester (SR) should confirm to the TSP whether any of the following conditions exist:

- (1) that the SR has filed for bankruptcy protection and/or is operating under any chapter of the bankruptcy laws;
- (2) that the SR is subject to liquidation or debt reduction procedures under governing laws, such as an assignment for the benefit of creditors or any creditors' committee agreement; and/or
- (3) that the SR's credit rating has been downgraded by a credit rating agency within the last six months.

**Proposed Standard 0.3.zI**

Upon request of the Transportation Service Provider (TSP), the Service Requester should furnish the applicable information requested in NAESB WGQ Standards [0.3.zA] and [0.3.zH], including an explanation for any unavailable information, within three (3) business days or such later date acceptable to the TSP.

**Proposed Standard 0.3.zJ**

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In complying with information requirements specified by the Transportation Service Provider (TSP) pursuant to NAESB WGQ Standards [0.3.zA], [0.3.zB] and [0.3.zH] that require publicly available documents be provided, the Service Requester (SR) should provide to the TSP the public documents that contain the required information. The public documents may be either the SR's public documents or, if the SR does not have the required documents, the public documents of the SR's parent company, to the extent that such documents contain the required information pertaining to the SR. If the SR provides its parent company's public documents to confirm the existence of an event specified in Standard [0.3.zH], the SR should specify where, in said public document, such information appears. Provision of such information in no way implies a parental guarantee.

**Proposed Standard 0.3.zK**

At any time after the Service Requester (SR) is determined to be non-creditworthy by the Transportation Service Provider (TSP), the SR may initiate a creditworthiness status re-evaluation by the TSP. As part of the SR's re-evaluation request, the SR should either update or confirm in writing the prior information provided to the TSP related to the SR's creditworthiness status. Such update should include any substantial event(s) that the SR believes could lead to a change in the SR's creditworthiness status.

**Proposed Standard 0.3.zL**

After a Transportation Service Provider's (TSP) receipt of a Service Requester's (SR) request for re-evaluation, including all required information pursuant to NAESB WGQ Standard [0.3.zK] ("SR's Request"), within ~~five (5)~~ Business Days, the TSP should provide a written response to the SR's Request. Such written response should include either a determination of creditworthiness status, clearly stating the reason(s) for the TSP's decision, or an explanation supporting a future date by which a re-evaluation determination will be made. In no event should such re-evaluation determination exceed ~~twenty (20)~~ Business Days from the date of the receipt of the SR's Request unless specified in the TSP's tariff or if the parties mutually agree to some later date. The values for [x] and [y] should be specified in the TSP's tariff.

**Proposed Standard 0.3.zM**

For the Service Requester (SR) to receive initial service or to continue to receive service from a Transportation Service Provider (TSP), the SR should be

- (1) creditworthy in accordance with the TSP's tariff or provide credit alternative(s) in accordance with NAESB WGQ Standard [0.3.zN], and
- (2) current on all undisputed payments to the TSP for service, ~~and~~
- (3) ~~otherwise in compliance with the TSP's tariff or service agreement.~~

For an SR receiving service, the TSP may suspend service only after providing [x] days prior written notice specifying the reason(s) for suspension of service, unless within such [x] days, the SR cures the deficiency that is the basis for the notice of suspension. For an SR receiving service, the TSP may terminate service only after providing thirty (30) days prior written notice, unless within such thirty (30) days the SR cures the deficiency that is the basis for the notice of termination. The value for [x] should be specified in the TSP's tariff. Notice of suspension and termination may be given simultaneously.

**Proposed Standard 0.3.zN**

In the event that the Service Requester (SR) is determined to be non-creditworthy by the Transportation Service Provider (TSP), at the SR's option, the SR should provide one or more of the following forms of credit alternatives to receive initial service or continue to receive service:

- (1) guarantee;
- (2) an irrevocable letter of credit; or
- (3) prepayment of service.

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Such credit alternative(s) should be acceptable to the TSP, provided that the TSP's acceptance should not be unreasonably withheld, and in accordance with standard industry practices. The TSP and SR may mutually agree that the SR will provide other forms of credit alternatives. In order for a guarantee or an irrevocable letter of credit to be accepted by the TSP, the entity that provides such guarantee or letter of credit must be creditworthy in accordance with the TSP's tariff, and must maintain such creditworthiness throughout the time period that the TSP continues to rely upon the credit alternative provided by the SR to the TSP pursuant to this standard.

**Proposed Standard 0.3.zO**

Except as to a Service Requester (SR) that subscribes to service in connection with construction, expansion, acquisition or lease of new facilities, the Transportation Service Provider's tariff should specify the maximum amount of alternative credit assurance that will be required of a SR that is not creditworthy.

Excluding an allowance for imbalances, associated with transportation services, including parking and lending services an/or imbalance management services, as specified in TSP's tariff. The value of the SR's credit alternative(s) provided to the TSP pursuant to NAESB WGQ standard 0.3.zN should be 3 months or less of reservation charges for the TSP's service(s) for the SR during the term of the service agreement(s), unless the Federal Energy Regulatory Commission (or equivalent authority) orders to the contrary.

**Proposed Standard 0.3.zP**

If the Service Requester (SR) provides cash as a credit alternative required by the Transportation Service Provider (TSP) pursuant to NAESB WGQ Standard [0.3.zN], the TSP should pay interest to the SR on the cash principal amount held by the TSP on the total amount of the cash received by the TSP. This cash principal amount should exclude the SR's one-month advance payment to the TSP to continue service after the TSP determines the SR to be non-creditworthy pursuant to the TSP's tariff. At the TSP's sole option and in lieu of the TSP paying interest, the TSP may allow the SR to choose to deposit a cash form of credit alternative in an escrow account where the SR will receive the interest on such cash and the TSP will have access to the cash principal for the assurance of payments to the TSP for its services provided to the SR in the event the SR fails to make such payments.

**Proposed Standard 5.3.zA**

A Transportation Service Provider (TSP) can terminate any capacity release transaction if the original Service Requester's (SR) underlying service agreement is terminated due to original Service Requester's default and/or failure to maintain creditworthiness, provided, however, that service by the release shall TSP to the replacement shipper should not terminate if the replacement shipper, within [x] business days from TSP's notification to replacement shipper of the original SR's terminated notice agreement, enters into a new contract directly with the TSP under which the replacement shipper agrees to take service under the Rate Schedule applicable to service previously provided to the original SR, and to pay, for the remaining term of the replacement shipper's contract release agreement, one the lower of the following:

- (1) the original SR's contract rate,
- (2) the maximum tariff rate applicable to the original SR's capacity, or
- (3) some other rate that is acceptable to the TSP.

The TSP should give the replacement shipper notice before terminating service, to the original SR; as specified in the TSP's tariff. This standard does not address re-releases, which should be governed by the TSP's tariff.

**Proposed Standard 5.3.zB**

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~~With respect to non-permanent releases,~~ The Transportation Service Provider (TSP) should evaluate the creditworthiness ~~status~~ of the replacement shipper(s) as if that replacement shipper(s) was applying for comparable capacity with the TSP outside of the capacity release process.

**Proposed Standard 5.3.zC**

As a pre-condition to bid on posted capacity release offers, the Service Requester (SR) should ~~seek to~~ pre-qualify its status with the Transportation Service Provider (TSP) as a potential replacement shipper. ~~Upon request by the SR,~~ The TSP should determine whether a potential replacement shipper is pre-qualified up to a requested level taking into account all obligations from services that it receives and requests from the TSP, including any service represented by the capacity release. Pre-qualifications are subject to periodic re-evaluation by the TSP. Additional collateral, if required because a potential shipper will exceed its pre-qualification level once it is awarded the capacity, is due at the time of the award and not the bid.

**Proposed Standard 5.3.zD**

The Transportation Service Provider (TSP) should not award capacity release offers to the Service Requester (SR) until and unless the SR meets the TSP's creditworthiness requirements applicable to all services that it receives from the TSP, including the service represented by the capacity release.

**Proposed Standard 5.3.zE**

The Transportation Service Provider (TSP) should allow an existing Service Requester (SR) to permanently release capacity to a replacement shipper, under the same terms and conditions of the releasing shipper's contract, or other mutually agreeable terms and conditions, provided the replacement shipper meets the TSP's creditworthiness and other tariff provisions applicable to the TSP's qualification of a SR to receive service. ~~Such permanent release should be pursuant to the rules, regulations, and policies of the Federal Energy Regulatory Commission (or an equivalent authority) regarding capacity release transactions. Such other tariff provisions may include additional credit requirements applicable to the initial service agreements held by the SR(s) supporting the construction of new facilities.~~

**Proposed Standard 5.3.zF**

The Transportation Service Provider (TSP) should provide the original releasing shipper with Internet E-mail notification reasonably proximate in time with any of the following formal notices given by the TSP to its the releasing shipper's replacement shipper(s), of the following:

- (1) Notice to the replacment shipper regarding replacement shipper's Past-past due, deficiency, or default ~~notice-status~~ pursuant to the TSP's tariff;
- (2) Notice to the replacment shipper regarding replacement shipper's Suspension-suspension of service notice;
- (3) Notice to the replacment shipper regarding replacement shipper's Contract-contract termination notice due to default or credit-related issues;
- (4) Notice that a request for information has been initiated by the TSP for the purpose of credit-re-evaluation of the replacement shipper's credit, excluding routine communication related to credit maintenance or new service; and
- (5) Notice to the replacement shipper that ~~a-the~~ replacement shipper(s) is no longer creditworthy and has not provided credit alternative(s) pursuant to the TSP's tariff.

**Proposed Standard 5.3.zG**

The original releasing shipper should provide the Transportation Service Provider (TSP) with the Internet E-mail address of up to two authorized representatives who are designated to receive notification pursuant to NAESB WGQ Standard [5.3.zF]. The obligation of the TSP to provide notifications related to Standard [5.3.zF] is waived until



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the above requirement has been met. The releasing shipper should manage internal distribution of such notices that are received.

**Proposed Standard ~~5.3.zH~~0.3.zQ**

In complying with the creditworthiness related notifications and communications pursuant to the applicable NAESB WGQ Standards ~~5.3.zF~~, the releasing shipper Service Requester(s) and the Transportation Service Provider may mutually agree to other forms of communication in lieu of Internet E-mail notification.