



MIDAMERICAN ENERGY COMPANY
P.O. Box 4350
Davenport, Iowa 52808-4350

SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
SD P.U.C. Sec. No. 1
~~2nd 4st Revised Sheet No. 1~~
Canceling ~~1st Revised~~ Original Sheet No. 1

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SECTION 2 – PRELIMINARY STATEMENT

TERRITORY SERVED

Listed below are the communities (in whole or part) to which this schedule is applicable.

Akron	Elk Point	Mission Hill	T
Alcester	Flandreau	Mitchell	T
Alexandria	Frankfort	Montrose	T
Arlington	Fulton	Moody County	T
Baltic	Gayville	North Sioux City	
Beadle County	Harrisburg	Oldham	T
Beresford	Hamlin County	Parker	T
Brandon	Hanson County	Ramona	T
Brookings	Hartford	Raymond	T
Brookings County	Hawarden	Salem	T
Brown County	Hazel	Sioux Falls	T
Bryant	Howard	Spink County	T
Canton	Humboldt	Stratford	T
Centerville	Huron	Tea	T
Clark	Iroquois	Turner County	T
Clark County	Jefferson	Union County	T
Clay County	Kingsbury County	Valley Springs	T
Colman	Lake County	Vermillion	T
Colton	Lake Preston	Volga	T
Conde	Lennox	Willow Lake	T
Dakota Dunes	Lincoln County	Worthing	T
Davison County	Madison	Yankton	T
De Smet	McCook County	Yankton County	T
Dell Rapids	Minnehaha County		
Doland	Miner County		T

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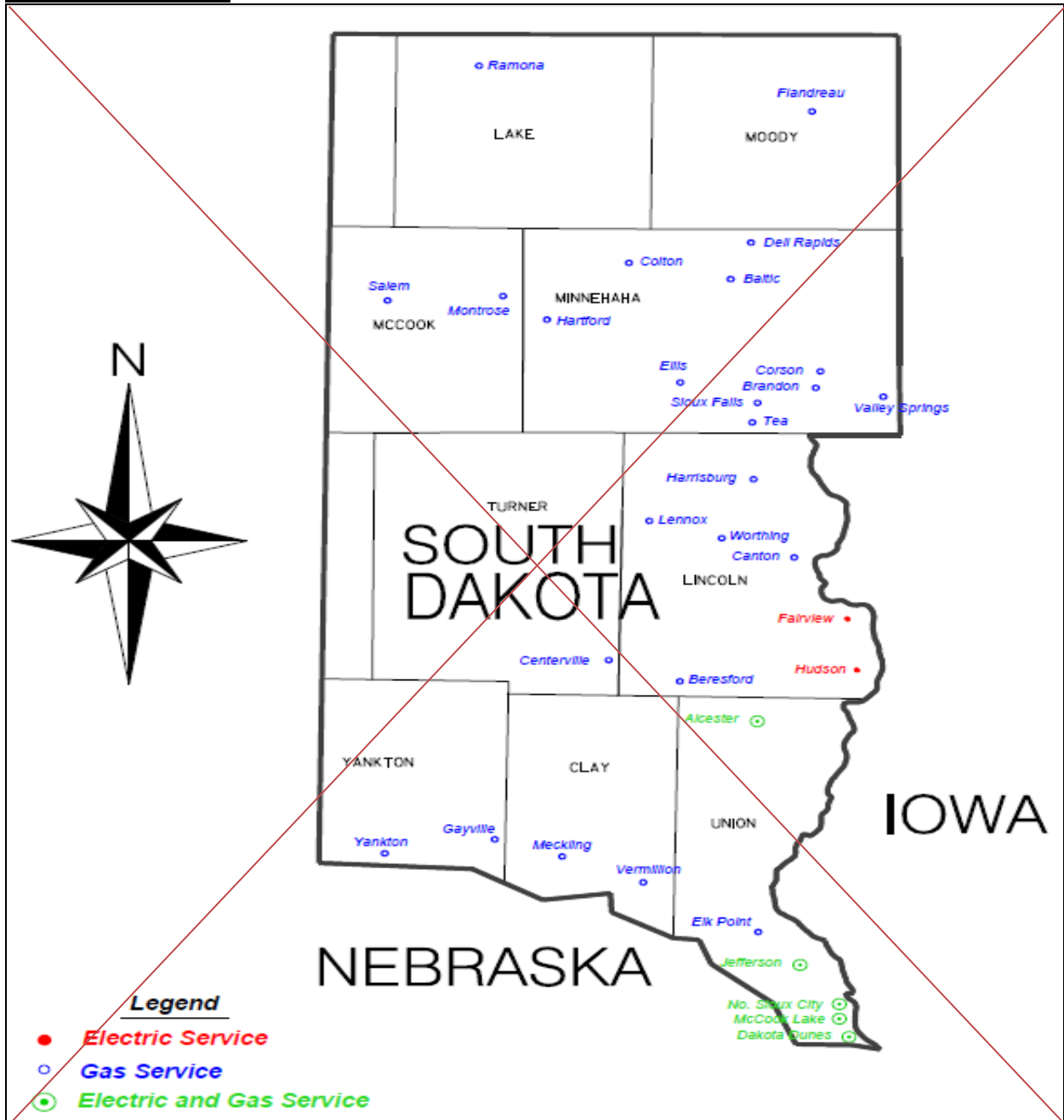


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SECTION 2 – PRELIMINARY STATEMENT (continued)

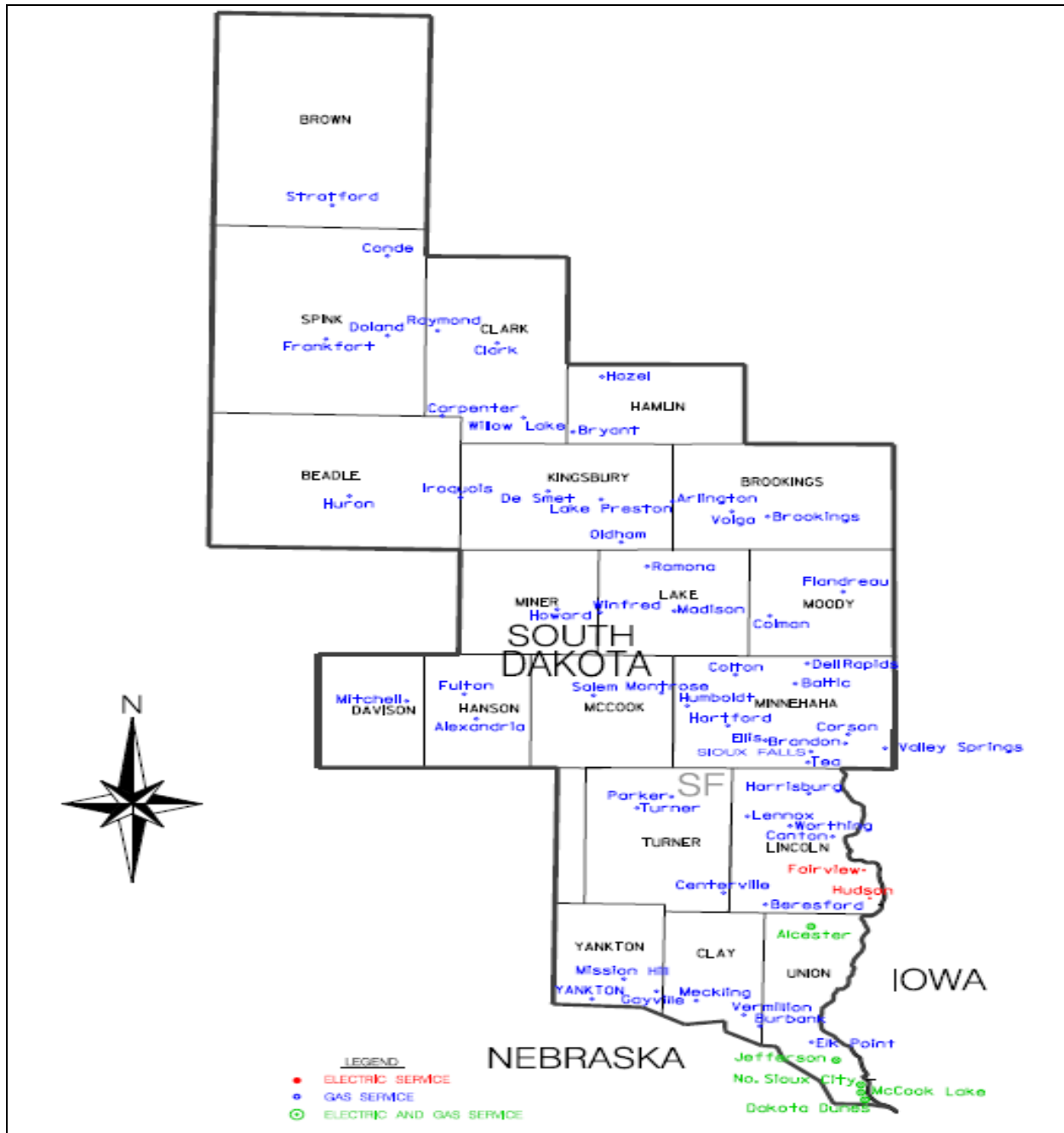
TERRITORY MAP



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SECTION 2 – PRELIMINARY STATEMENT (continued)

TYPES AND CLASSES OF SERVICE

The Company has the following Classes of Service:

Gas Sales Service

- Small Volume Sales (SVS)
- Medium Volume Sales (MVS)
- Large Volume Sales (LVS)
- Farm Tap Sales Service for Northern Natural Gas Easement Holders (NFS)**
- Small Volume Interruptible (SVI)
- Large Volume Interruptible (LVI)
- Small Seasonal Service (SSS)
- Large Seasonal Service (LSS)
- Competitive Pricing Sales Service (CPS)

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Gas Transportation Service

- Small Volume Transport (SVT)
- Medium Volume Transport (MVT)
- Large Volume Transport (LVT)
- Farm Tap Transportation Service for Northern Natural Gas Easement Holders (NFT)**
- Competitive Pricing Transportation Service (CPT)
- Optional Daily Balancing Service (Rider TDBO)
- Optional Group Balancing Service (Rider TGB)

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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
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SECTION 3 – GAS RATE SCHEDULES
RIDER S – SYSTEM GAS SERVICE

Applicable to Rates SVS, MVS, LVS, **NFS**, SSS, LSS, CPS

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AVAILABLE

Service under this rider is available to all Residential and Non-Residential Customers purchasing Company-supplied gas.

PURPOSE

The purpose of this rider is to provide System Gas Service (Company-supplied gas) to all Residential Customers and to Non-Residential Customers that do not wish to procure gas supply through a third-party Supplier or Agent.

CHARGES

1. Delivery Services Charges:

The monthly Basic Service Charge, Meter Class Charge, Delivery Charge(s) and Demand Charge(s) (if applicable) of the applicable rate.

2. System Gas Charges:

The metered quantity (Therms) of system gas delivered multiplied by the Gas Charge (GC) unless otherwise specified in the applicable Gas Delivery Service Rate. The charge associated with GC is calculated pursuant to Clause PGA of this Schedule of Rates.

TERMS AND CONDITIONS

Service hereunder is subject to the “Gas Service Policies,” “Customer Service Policies,” “Technical and Operational Requirements”, and “Miscellaneous Fees and Charges” sections of this Schedule of Rates, as well as any other applicable rates, riders, taxes, adjustments, fees or charges that may be approved by the South Dakota Public Utilities Commission from time to time and in effect.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

AVAILABLE

Service under this rider is available to all Residential and Non-Residential Customers and provides for Transportation of Customer-owned gas on the Company's system. In addition, "Rider TDB - Daily Balancing of Customer-owned Volumes" applies to all Transportation of Customer-owned gas. Service under this rider is subject to the Gas Policies of the Company and applicable riders included in this Tariff.

DEFINITIONS

The definitions of all terms used in this rider shall be the same as used and/or defined in other sections of this Tariff on file with the Commission. To the extent that a provision of this rider is inconsistent with the provisions in Gas Service Policies of the Company, the terms and conditions applicable to Transportation service shall be controlling.

Agent shall mean an organization authorized by a Customer to act on the Customer's behalf.

Balance shall mean the Customer's obligation to make Deliveries equal Receipts.

Billing Period shall mean the period beginning at 9:00 a.m. CCT, on the first day of a calendar month and ending at the same hour on the first day of the next succeeding calendar month, unless a different period of time is specified in the contract.

CCT means Central Clock Time.

Company means MidAmerican Energy Company.

Confirmed Nominations means Customer Nominations to the pipeline as verified for delivery by the pipeline.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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DEFINITIONS (continued)

Critical Day means a restrictive balancing day declared by the Company whenever any of the following five (5) conditions occur or is anticipated to occur:

1. The Company experiences failure of transmission, distribution, gas storage or gas manufacturing facilities.
2. Transmission system pressures or other unusual conditions jeopardize the operation of the Company's system.
3. The Company's Transportation, storage, and supply resources are being used at or near their maximum rated deliverability.
4. Any of the Company's interstate pipeline providers or suppliers call the equivalent of a Critical Day.
5. The Company is unable to fulfill its firm contractual obligations or otherwise when necessary to maintain the overall operational integrity of all or a part of the Company's system.

Customer means any person, association, firm, corporation, or local governmental or legal entity responsible by law for payment for the gas service from the gas utility.

Daily Balancing Limit means the Customer is permitted to incur a daily Positive or Negative Imbalance up to and including ten percent (10%) of the quantities delivered by the Company on the Customer's behalf, except on Critical Days.

Day or Daily means a twenty-four (24) hour period beginning at 9:00 a.m. CCT, and ending at 9:00 a.m. CCT the following day.

Deliveries mean the metered usage at the Customer's Delivery Point.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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DEFINITIONS (continued)

Delivery Point means the location where the Company's gas distribution facilities are interconnected with the Customer's facilities and where the Customer and the Company have agreed that Transportation gas received at the Receipt Point will be delivered by the Company to the Customer.

Demand Charge means a distribution charge based upon the quantity of Transportation capacity desired.

Distribution Charge means a distribution charge based upon the quantity of gas measured through the Customer's meter.

Electronic Bulletin Board means the Company's Internet electronic bulletin board.

Gas Daily means the industry publication giving daily gas price indices by interstate pipeline points, as published by Platts.

Group Customer means a person, corporation, partnership, or other legal entity that Nominates and Balances Receipts and Deliveries for multiple Customers as an individual Customer under the provisions of the Company's "Rider TDBO – Transportation Optional Balancing Services."

Imbalance means daily difference between the total gas available to the Customer, (Confirmed Nominations, adjusted for Retention gas) and the Customer's actual usage.

Long Critical Day means a day when the Company anticipates that the level of demand on the system will fall below a level of scheduled supply, which could operationally or otherwise adversely impact the Company, its systems, or its Customers.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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DEFINITIONS (continued)

MMBtu, Dekatherm and Therm "MMBtu" means 1,000,000 Btu. One (1) MMBtu is equal to one (1) Dekatherm (1 Dth) or ten (10) Therms. One (1) Therm is equal to 100,000 Btu. The standard quantity for Nominations, confirmation and scheduling is Dekatherms per gas day in the United States.

Month, Monthly, Billing Period means the period beginning on the first day of a calendar month and ending on the last day of the calendar month.

Negative Imbalance occurs when the quantity of gas received at the Receipt Point, adjusted for Retention, is less than the quantity of gas measured at the Delivery Point.

Nomination means the quantity of gas the Company is requested to transport from the Receipt Point to the Delivery Point.

Operational Flow Order (OFO) means an order by the Company made to Transportation Customer(s), or Group Customer(s), to require Receipts match Deliveries. When an OFO is issued, the provisions of either a Short Critical or Long Critical Day will apply to the Customer.

Positive Imbalance occurs when the quantity of gas received at the Receipt Point, adjusted for Retention, is greater than the quantity of gas measured at the Delivery Point.

Receipts means the quantity of gas received by the Company from the transporting pipeline for the account of the Customer.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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DEFINITIONS (continued)

Receipt Point means the point at which the upstream interstate pipeline's facilities are interconnected with the Company's facilities. Receipt Points are usually Town Border Stations (TBS) applicable to the Delivery Point. The Company has sole discretion with twelve (12) months written notice to assign a new primary Receipt Point. Company has sole discretion to approve Customer requests to receive gas at a point other than assigned TBS.

Retention means the percentage by which gas received at the Receipt Point is reduced in order to arrive at the quantity of gas delivered at the Delivery Point. Application of the Retention provides for collection of unaccounted for gas from Transportation Customers.

Short Critical Day means a day when the Company anticipates that the level of demand on the system will be greater than a level of scheduled supply, which could operationally or otherwise adversely impact the Company, its system, or its Customers.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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CUSTOMER RESPONSIBILITIES

Applications for service under this rider must be made to the Company.

A Customer shall execute a written contract for Transportation of Customer-owned gas hereunder. A contract will be approved, and a first-come/first-served priority rating for service will be determined and assigned, after all information required by the contract and all other applicable documentation, including but not limited to all documentation of ownership and authorization required by any state or federal regulatory body with jurisdiction has been delivered to the Company. The Company reserves the right to request additional information from any applicant, but requesting such information will not reduce the priority rating for service if the applicant has otherwise provided all of the information as required. The Company may temporarily waive this requirement in cases of emergency. The Customer may black out or otherwise delete from such documents information concerning the price paid for gas supplies and upstream Transportation.

Service under this rider will begin on the first day of the month following a date which is 30 days after execution of the contract, if all additional information has been received by the Company. The Company may, at its sole discretion, agree to only a portion of the requested service requirements.

The Customer shall be responsible for delivery of Customer-owned gas to the Company's system at the assigned Delivery Point, and such delivery shall be at the Customer's expense. Such gas will be transported and delivered by the Company to the Customer's Premises through one meter selected by the Customer. Each meter represents an individual account. The exception to this general rule is where additional meters at the same Premises are necessary for the Company's convenience.

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RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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MINIMUM TERM

The term of the contract for Gas Transportation shall be twelve (12) months unless the Company and the Customer mutually agree to a shorter time period. In the event the Customer wishes to return to System Gas Service, the Company shall have the discretion to approve or deny the request based on various factors identified in the “Return to System Gas Service” section of this rider. In no event shall the Customer be allowed to switch between Transportation and System Gas Service with less than a thirty (30) day written notification unless, in the Company’s sole opinion, this can be accomplished without causing detrimental impacts to its distribution system or increased costs to other Customers. After the contract period, the Customer may return to System Gas Service on the same basis as any new Customer.

GAS QUALITY

Customer-owned gas shall meet the minimum quality specifications of the applicable pipeline's currently effective FERC tariff and be comparable in quality and Btu content to, and interchangeable with, gas purchased from the Company's suppliers.

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MIDAMERICAN ENERGY COMPANY
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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
SD P.U.C. Sec. No. 3
1st Revised Original Sheet No. 58
Canceling Original Sheet No. 58

SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

LIABILITY

General

Gas shall be and shall remain the property of the Customer while being transported and delivered by the Company. The Company shall not be liable to the Customer for any gas lost during transport in the Company's system or for any other cause, except for willful default or gross negligence of the Company's own employees. The Company reserves the right to commingle gas of the Customer with other gas supplies including propane and liquefied natural gas.

Insurance

The Customer shall be responsible for determining the extent of and maintaining all insurance it deems necessary to protect its property interest in such gas before, during, and after receipt by the Company.

Good Title

The Customer warrants that it shall have good title to all gas it causes to be delivered to, and transported by, the Company and that the gas shall be free and clear of all liens, encumbrances and claims whatsoever, and that it shall indemnify the Company and hold it harmless from all suits, actions, debts, accounts, damages, costs, losses and expenses arising from or out of adverse claims of any or all persons to the gas, or to royalties, taxes, license fees or charges thereon which are applicable prior to the delivery of the gas by the Company to the Delivery Point.

Commingling

It is recognized that gas delivered by the Customer will be commingled with other gas transported hereunder by the Company. Accordingly, the gas of the Customer shall be subject to such changes in heat content as may result from such commingling and the Company shall, notwithstanding any other provision herein, be under no obligation to redeliver for the Customer's account, gas of a heat content identical to that caused to be delivered by the Customer to the Company.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
 Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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RETENTION

Volumes (In-kind)

The Customer, or Group Customer, will deliver Retention quantities in-kind. The Customer shall have the quantity of Transportation gas received from the transporting pipeline reduced, upon delivery to the Customer, by a fixed percentage, which shall represent compensation for Retention.

METERING

Measurement of Customer-owned gas at the Receipt Point shall be accomplished by the pipeline in accordance with its currently effective FERC tariff and its metering practices applicable to other deliveries to the Company. Measurement of Customer-owned gas at the Delivery Point shall be accomplished by the Company.

Customers that receive gas supply under Rider T shall have interval metering facilities with a remote monitoring device installed at each metering location where such gas supply and/or delivery service is provided. For each monitoring device, the Customer shall provide, at the Customer's expense, access to:

- 120-volt AC electric power at a location designated by the Company.
- A telephone line dedicated and available to the Company.

The Company reserves the right to charge Customers for each service call to investigate, repair, and/or obtain daily meter readings if such service call is the sole result of telephone service outage. If frequent or prolonged telephone service outages occur, the Company, at its sole discretion, shall have the right to discontinue Transportation gas service to the Customer until such telephone service is restored.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

T

ORDER OF DELIVERIES

At times, the Company may be delivering gas to the Delivery Point under more than one (1) service type. The order of deliveries among applicable schedules, shall be (1) Customer-Owned Gas, adjusted for Retention, (2) Imbalance volumes, if applicable.

CRITICAL DAY RESTRICTIONS AND CURTAILMENT OF SERVICE

When the Company declares a Long Critical Day, positive transporter Imbalances of five percent (5%) or less will be allowed without penalty charges. When the Company declares a Short Critical Day, no free tolerance will be allowed on negative balances. Balancing Charges will not be applied to Customer Imbalances for:

- Negative Imbalances on a Long Critical Day.
- Positive Imbalances on a Short Critical Day.

In the event of a declared Short Critical Day, Transportation Customers shall limit use to Confirmed Nominations, adjusted for Retention. Deliveries supported by primary pipeline contract delivery rights shall have priority ahead of pipeline deliveries that are not supported by appropriate pipeline contract Delivery Point rights. If further reductions are necessary, deliveries to firm Customers, both System Gas and Transportation, shall be reduced per terms set forth in the Gas Service Policies, "Interruption or Curtailment", section.

As a result of interruptions or curtailments caused by system constraints occurring on the Company's system, the Customer shall be entitled to a gas volume credit equal to the difference between the Customer-owned gas volumes received by the Company at the Receipt Point, adjusted for Retention, and the Customer-owned gas volumes delivered to the Customer at the Delivery Point.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
 Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

NOMINATIONS

Each Customer or assigned Agent desiring to deliver gas into MidAmerican's system must submit a Nomination of gas volumes to flow gas into the Company's distribution system. Nominations should be entered on the Company's Electronic Bulletin Board. The bulletin board will be available on a twenty-four (24) hour basis for use by all Customers and Agents upon request and at no charge. If a Nomination issue arises, contact MidAmerican Energy's Help Line.

MidAmerican Energy Help Line

Phone: (800) 444-3123

Nomination Time Line

The Nomination to the Company will be due by 9:00 a.m. CCT coincident to the start of the gas day.

Confirmation

The Company will confirm the lesser of (1) the confirmed pipeline volumes, or (2) the Nomination into the Company's distribution system.

Nomination Process

Customers or Agents shall support a seven (7) days-a-week, twenty-four (24) hours-a-day Nomination process.

The Customer or Agent shall be responsible for providing the Company with accurate Nominations of Customer-owned gas and for the daily balancing of Nominations, Deliveries, and use of Customer-owned gas.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

T

NOMINATIONS (continued)

It shall be the sole responsibility of the Customer or Agent to notify the Company of changes to the Customer's nominated Transportation volumes. The Company shall not be obligated to accept from the pipeline(s) any Customer-owned volumes that differ from the Customer's Nomination to the Company. The Company will utilize nominated Transportation volumes from the Customer when making dispatching and curtailment decisions. When, for whatever reason, except for an error for which the Company is primarily responsible, the Customer's nominated Transportation volumes are not correct, and such incorrect information causes the Company to incur pipeline Imbalance charges, the Customer shall be responsible for all applicable charges.

Daily

Customer or Agent shall notify the Company's representative by 9:00 a.m. CCT, of a daily Nomination or a desired change, if any, to its requested quantity of Transportation gas for the gas day commencing at 9:00 a.m. CCT or for following gas days. Nominations to Delivery and Receipt Points shall be limited to those specified in the contract, unless otherwise approved by Company's representative.

Late Nomination

The Company may, at its sole discretion, reduce the Nomination requirements outlined above in those situations where operationally the Company can accommodate a change in Nomination on less notice. Nominations shall be implemented only if they are confirmed by the interstate pipeline. For each Late Nomination, the Company will charge a rescheduling service fee of \$50 per Delivery Point.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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NOMINATIONS (continued)

Critical Day and/or OFO

When curtailment, interruption, or OFO is called, the Company shall attempt to notify the Customer by 3:30 p.m. CCT on the Company's Electronic Bulletin Board, prior to the beginning of the gas day, or as necessary to maintain the integrity of the system. The Company shall indicate the affected Receipt and Delivery Point(s) and conditions applicable to the Customer's Transportation service during the next gas day commencing at 9:00 a.m. CCT. Such notification shall include all necessary information known at the time, including but not limited to curtailment or interruption conditions, and allowable balancing adjustments. The Company shall also notify the Customer once the curtailment or interruption conditions have changed. Similar to the provisions of the Late Nominations section above, the Company may allow for reduced Critical Day / OFO Nomination requirements.

ELECTRONIC BULLETIN BOARD

This system offers access to daily Nominations, usage, balancing information, system notifications, weather, and other pertinent information. Customers shall be required to submit Nominations electronically utilizing the Electronic Bulletin Board.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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OPERATIONAL FLOW ORDER (OFO)

The Company may call an OFO on Customers behind a specific pipeline, delivery zone, or TBS. The OFO may be called on a marketer, Agent, group of Customers, or specific Customer. Customers on which the OFO is called will be subject to the applicable Short or Long Critical Day provisions. The OFO will remain in effect until the operational condition requiring its issuance is remedied. The type of OFO and process the Company will use is as follows:

OFO Call by Pipeline, Delivery Zone, or TBS

The Company will call a Short or Long Critical Day on a specific pipeline, delivery zone, or TBS for the following reasons:

1. When the Company experiences failure of transmission, distribution, gas storage or gas manufacturing facilities.
2. When transmission system pressures or other unusual conditions jeopardize the operation of the Company's system.
3. When the Company's Transportation, storage, and supply resources are being used at or near their maximum rated deliverability.
4. When any of the Company's transporters or suppliers call the equivalent of a Critical Day.
5. When the Company is unable to fulfill its firm contractual obligations or otherwise when necessary to maintain the overall operational integrity of all or a portion of the Company's system.

OFO Call on a Marketer, Agent, Group Customer(s), or Specific Customer(s)

The Company will call a Short or Long Critical Day on a marketer, Agent, Group Customer(s) or specific Customer(s) when in the Company's judgment, the OFO is necessary to maintain or restore operational integrity when a marketer, Agent, Group Customer(s), or specific Customer(s) is creating significant variances between gas delivered and gas used.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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PROVISIONS APPLICABLE TO THIRD-PARTY SUPPLIERS

If a Transportation Customer wishes to utilize a third-party supplier in a particular gas month as a nominating Agent, the Customer must execute a Company agency agreement. If the Customer is using a third-party Supplier, the Customer agrees the Company shall be entitled to rely upon information concerning Nominations and Deliveries of natural gas on behalf of the Customer provided by the third-party Supplier.

FAILURE TO COMPLY

If the Customer or their Agent fails to comply with or perform any of its obligations under a Company Tariff Schedule, the Company shall have the right to give the Customer written notice of the Company's intention to terminate Transportation service on account of such failure. The Company shall have the right to terminate Transportation service at the expiration of five (5) days after the giving of said notice, unless within five (5) days the Customer shall remedy such failure.

Termination of Transportation service for any such cause shall not release the Customer from its obligation to make payment of any amount or amounts due or to become due from the Customer to the Company under the applicable schedule. In order to resume Transportation after termination of service hereunder, the Customer must file a new request for service.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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SUCCESSORS AND ASSIGNS

Any party which shall succeed by purchase, merger, or consolidation to the properties, substantially as an entirety, of any Customer shall be subject to the obligations of its predecessor in title under a contract. No other assignment of a contract or any of the rights or obligations hereunder shall be made unless there first shall have been obtained the consent thereto of the non-assigning party, which consent shall not be unreasonably withheld. Any party may assign its respective right, title, and interest in and to and under a contract to a trustee or trustees, individual or corporate, as security for bonds or other obligations or securities without the necessity of any such assignee becoming in any respect obligated to perform the obligation of the assignor under a contract and, if any such trustee be a corporation, without its being required to qualify to do business in any state in which performance of a contract may occur.

LAWS, REGULATIONS, AND ORDERS

All contracts and the respective rights and obligations of the parties hereto are subject to all present and future valid laws, orders, rules, and regulations of any legislative body, or duly constituted authority now or hereafter having jurisdiction and shall be varied and amended to comply with or conform to any valid rule, regulation, order, or direction of any board, tribunal, or administrative agency with jurisdiction that affects any of the provisions of the contract.

RETURN TO SYSTEM GAS SERVICE

Service is available under this rider at the Customer's option. If a Customer subsequently seeks to return to System Gas Service, the Company shall grant such request only if, and to the extent that adequate system capacity, interstate pipeline capacity, Transportation and supplies are available. The Customer may be subject to the provisions of "Credit Assurance at Service Application" of this Tariff.

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SECTION 3 – GAS RATE SCHEDULES
RIDER T – TRANSPORTATION OF CUSTOMER-OWNED GAS (continued)
Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

BILLINGS, PAYMENT, AND REIMBURSEMENTS

The Company shall bill the Customer each month for the amount due for all Transportation service rendered and applicable Imbalance charges, if any, during the month. The amount due shall be determined in accordance with this Transportation service rider, other applicable riders and the Customer's applicable rate. The billing shall specify the quantities of Customer-owned gas received by the Company at the Receipt Point and the quantities delivered to the Customer at the Delivery Point during the month, and any other applicable quantities necessary for billing. To the extent that actual data is unavailable for any portion of a month, the Company may render the bill based upon estimated data. Bills based on estimated data shall be adjusted by the Company and submitted to the Customer within a reasonable time following receipt of actual data.

The Customer shall reimburse the Company for any taxes relating to services provided, which the Company is required to pay or obligated to collect from the Customer. The Company shall bill the Customer periodically for any such taxes, and for any costs, which the Company may be specifically authorized by law to recover from the Customer incident to such taxes.

For all areas not addressed in this "Transportation of Customer-Owned Gas" rider, such as Billing for Service, refer to Section 5 – Rules and Regulations of this Tariff.

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**SECTION 3 – GAS RATE SCHEDULES
CLAUSE PGA – COST OF PURCHASED GAS ADJUSTMENT (continued)**

SUMMARY OF PURCHASED GAS ADJUSTMENTS

The billing rates set forth below include all Purchased Gas Adjustments to date, and will be revised to reflect any increase or decrease described in the above paragraphs.

Rate Schedule	Rate Codes	Billing Rate per Therm	
Gas Sales Service	SVS, MVS, LVS, NFS , SSS, LSS, CPS	\$0.35205	T L
<hr/>			
Monthly Metered Transport	Rate Codes	Billing Rate per Therm	
Swing Service Fee	STM, MTM	\$0.0101	
Weekend Service Rider	STM, MTM	\$0.0046	
<hr/>			
Exit Fees	Rate Codes	Billing Rate per Therm	
Rider PDR	SVS, MVS, LVS, NFS , SSS, LSS, CPS	\$0.08348	T L

PGA Retention Factor: Effective September 2013	1.23%
PGA Retention Factor: Effective September 2014	1.20%
PGA Retention Factor: Effective September 2015	1.27%
PGA Retention Factor: Effective September 2016	0.43%
PGA Retention Factor: Effective September 2017	0.72%

*The Exit Fees may apply to transportation customers formerly taking sales service under the rates listed. Additional information regarding Rider PDR can be found in Section 3, Sheet Nos. 89 and 90.

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SECTION 3 – GAS RATE SCHEDULES
CLAUSE EECR – ENERGY EFFICIENCY COST RECOVERY

APPLICABLE

To all gas rates except for daily metered gas transportation Customers.

ENERGY EFFICIENCY COST RECOVERY

Costs are the unrecovered amount of energy efficiency expenditures including carrying costs for ongoing costs of current programs. The costs are allocated to Residential or Non-Residential and converted to a per Therm basis using sales forecasted for the recovery year for each of those classes. Energy efficiency charges will be shown separately on the bill.

ENERGY EFFICIENCY COST RECOVERY FACTORS

	Residential SVS, MVS, <i>NFS</i>	Non-Residential SVS, MVS, LVS, <i>NFS</i> , SVI, LVI, SSS, LSS,CPS, STM, MTM	
Total On-going MidAmerican Costs	\$0.04222/Therm	(\$0.00440)/Therm	T T

RECONCILIATION

A reconciliation will be filed annually. The energy efficiency costs recovered from Customers during the prior period will be compared to the actual energy efficiency program expenditures. Any over/under collection plus carrying costs will be the reconciliation amount.

The performance incentive (if any) will be collected from Customers in conjunction with the reconciliation amount.

The reconciliation amount plus performance incentive award, any ongoing costs, and any change in forecast sales, will be used to adjust the current energy efficiency cost recovery factors.

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SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

T

APPLICATION

Service under this rider is required for any Customer that transports Customer-owned gas on the Company's system under the terms of "Rider T – Transportation of Customer-Owned Gas" and is subject to the Gas Service Policies of the Company and applicable riders included in this Tariff.

DEFINITIONS

Terms used in this "Rider TDB – Daily Balancing of Customer-Owned Volumes" shall have the same meaning as those defined in "Rider T – Transportation of Customer-Owned Gas." The definitions of all terms used in this rider shall be the same as used and/or defined in other sections of this Tariff on file with the Commission. To the extent that a provision of this rider is inconsistent with the Gas Service Policies of the Company, the terms and conditions applicable to Transportation service shall be controlling.

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SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
(continued)

Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

CUSTOMER BALANCING OBLIGATION

The quantity of Transportation gas received by the Company from the transporting pipeline (Receipts) and the quantity of Transportation gas delivered to the Customer (Deliveries) under the applicable Tariff shall be thermally balanced. The Company shall determine the heating value of gas delivered to the Customer in order to implement the requirement for thermal balancing.

The Customer or Agent shall have the obligation to balance on a daily basis the Receipts of Transportation gas by the Company at the Receipt Point, adjusted for Retention, with Deliveries of thermally adjusted quantities of gas by the Company to the Delivery Point. The Company will review Nominations made to the interstate pipeline. For purposes of determining distribution system Imbalances, the Company will use the lesser of the volume confirmed on the interstate pipeline or Nomination submitted by the Customer or Agent to the Company.

A Customer's daily Imbalance shall be calculated in accordance with Imbalance as provided in "Rider T – Transportation of Customer-Owned Gas". The percentage of daily Imbalance shall be calculated as the Imbalance quantity divided by the total gas available to the Customer (Confirmed Nominations, adjusted for Retention). The monthly Imbalance shall be calculated as the net sum of all daily Imbalance quantities during the Billing Period.

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Senior V.P. & General Counsel ~~Vice President~~



MIDAMERICAN ENERGY COMPANY
P.O. Box 4350
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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
SD P.U.C. Sec. No. 3
1st Revised Original Sheet No. 79
Canceling Original Sheet No. 79

SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
(continued)

Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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SETTLEMENT OF IMBALANCES

Monthly, the Customer will receive an Imbalance statement from the Company showing daily Receipts by the Company on behalf of the Customer, Deliveries to the Customer's facilities and daily Imbalances resulting from the over- or under-delivery of gas.

Imbalance Cash-Out Settlement

Cumulative daily Positive or Negative Imbalances at a Delivery Point will be deemed to have been sold to or bought from the Company at published indices plus applicable interstate pipeline transportation fees.

Indices Used

MidAmerican will utilize Gas Daily's commodity index prices, plus applicable interstate pipeline charges to settle daily imbalances. The Company will establish the pricing index points and pipeline charges for each pipeline at the start of the gas month. The Company may change this index point at its discretion via a posting on Company's Electronic Bulletin Board.

Negative Imbalances On days where the overall aggregate Transportation Customer Imbalance volume is negative (Transportation Customers used more gas than that received by the Company), all Imbalances will be either bought or sold at the highest calculated delivered price for that day. The delivered price shall include the market (capacity release) transportation demand rate. If current month capacity release prices are not available, the previous month's demand rate will be used.

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**SECTION 3 – GAS RATE SCHEDULES
 RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
 (continued)**

Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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SETTLEMENT OF IMBALANCES (continued)

Positive Imbalances On days where the overall aggregate Transportation Customer Imbalance volume is positive (the Company received more gas than that used by the Transportation Customers), all Imbalances will be either bought or sold at the lowest daily calculated delivered price for that day.

DAILY BALANCING CHARGES

In addition to the applicable daily Imbalance cash-out settlement, Transportation Customers will be charged daily balancing charges for:

- Negative and Positive Imbalances over ten percent (10%) on non-critical days,
- Negative Imbalance percentages on Short Critical Days, and
- Positive Imbalance over five percent (5%) on Long Critical Days.

Daily Balancing Limit

The Customer is permitted to incur a daily Positive or Negative Imbalance up to and including ten percent (10%) of Deliveries by the Company on the Customer's behalf, except on Critical Days.

Customers with a Positive or Negative Imbalance, after adjustment for optional daily balancing service (DBS), shall be subject to additional charges as shown below.

These charges apply except for on Critical or OFO days.

Imbalance Tolerance, (after DBS adjustment) +/- Percent	Charge per Therm, Dollars Percent of Imbalance Cashout Rate Applied to Gas Daily Index Price
Up to 10%	No Charge
Over 10% to 30%	\$0.01
Over 30%	\$0.10

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SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
(continued)

Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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DAILY BALANCING CHARGES (continued)

Short Critical Day

Customers with a Positive Imbalance on a Short Critical Day will not incur any daily balancing charges for over delivery.

Customers with a Negative Imbalance will be charged as shown below.

<u>Imbalance Tolerance, +/- Percent</u>	<u>Charge per Therm, Dollars Percent of Imbalance Cashout Rate</u>
Up to 5% (Short/Negative)	\$0.50
Over 5% (Short/Negative) During Months November – March	Greater of \$3.00 per Therm or 3 times the greater of Ventura or Demarc large end-users Midpoint Index Price reported in <i>Gas Daily</i>
Over 5% (Short/Negative) During Months April – October	\$1.00 per Therm
Long/Positive	No Charge

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SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
(continued)

Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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DAILY BALANCING CHARGES (continued)

Long Critical Day

Customers with a Negative Imbalance on a Long Critical Day will not incur any daily balancing charges.

The Customer is permitted to incur a Daily Positive Imbalance up to and including five percent (5%) without charge, as shown in the table below:

<u>Imbalance Tolerance, +/- Percent</u>	<u>Charge per Therm, Dollars Percent of Imbalance Cashout Rate</u>
Up to 5% (Long/Positive)	No Charge
Over 5% (Long/Positive)	\$1.00
Short/Negative	No Charge

Operational Flow Order (OFO)

The Company may call an OFO on a specific Customer, multiple Customers, or Group Customer. The Customer or Group Customer will be subject to the same Critical Day balancing parameters as outlined in the Long and Short Critical Day tables.

ADDITIONAL CHARGES

If the Company incurs additional costs due to a single or multiple Customer's Imbalance, which are in excess of the balancing charges and penalties recovered from Transportation Customers, such excess costs incurred will be collected on a pro rata basis from all parties that created the additional costs.

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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
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SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
(continued)

Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

WAIVER OF PENALTIES

Regardless of Customer circumstances, the Company will not waive interstate pipeline balancing charges that are incurred due to a Customer Imbalance. However, in the event of unanticipated, nonrecurring circumstances experienced by the Customer with their natural gas fueled equipment where the Customer, as a result of such circumstances, was unable to use all quantities of gas confirmed for delivery (excluding changes in production levels by the Customer), upon Customer request, the Company may waive its Positive daily balancing charges for the gas day the condition initially occurred.

Any balancing charge paid by the Customer or waived by the Company shall not be construed as giving the Customer the right to continue to create an Imbalance on the system.

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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
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SECTION 3 – GAS RATE SCHEDULES
RIDER TDBO – TRANSPORTATION OPTIONAL BALANCING SERVICES
 Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

AVAILABLE

Service under this rider is available to any Customer that transports Customer-owned gas on the Company's system under the terms of "Rider T – Transportation of Customer-Owned Gas" and is subject to the Gas Service Policies of the Company and applicable riders included in this Tariff.

DESCRIPTION

A Customer or Group Customer shall have the option to request a Daily Balancing Service (DBS). This balancing service may not be available in all areas, and is not available on Critical or OFO days. This optional service provides a balancing tolerance, on a reasonable efforts basis, above or below the Customer's Receipts without the incurrence of daily balancing charges. This service is available on a calendar month basis. The Customer must request from the Company its DBS quantity two (2) working days before the first of the month. The Company will notify Customer by the first day of the month the authorized quantity of DBS awarded. If a Customer also elects to enter a group balancing agreement, the Customer's DBS quantity becomes available for use by the Group Customer. DBS does not affect the monthly settlement of Imbalances.

The DBS begins after the "Rider TDB – Daily Balancing of Customer-Owned Volumes" Daily Balancing Limit. The DBS quantity is the daily volume variance between Receipts at the Receipt Point, adjusted for Retention, plus or minus the Daily Balancing Limit, and the amount actually used at the Delivery Point (Deliveries).

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SECTION 3 – GAS RATE SCHEDULES
RIDER TDBO – TRANSPORTATION OPTIONAL BALANCING SERVICES
(continued)
 Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

DEFINITIONS

Terms used in this “Rider TDBO – Transportation Optional Balancing Services” shall have the same meaning as those defined in “Rider T – Transportation of Customer-Owned Gas.” The definitions of all terms used in this rider shall be the same as used and/or defined in other sections of this Tariff on file with the Commission. To the extent that a provision of this rider is inconsistent with the provisions in the Gas Service Policies of the Company, the terms and conditions applicable to Transportation service shall be controlling.

RATES

The rates and charges for service under this optional service shall include each of the following:

Reservation Charge - \$0.18 per Therm per month

Volumetric Charge - \$0.003 per Therm

The monthly charge is equal to the volumetric rate multiplied by the sum of the daily volume variances.

Daily volume variance is the difference between:

- the absolute value of the difference between the Receipts, adjusted for Retention, and Deliveries for the day, up to the DBS contract quantity, and
- the Daily Balancing Limit, adjusted for Retention.

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SECTION 3 – GAS RATE SCHEDULES
RIDER TGB – TRANSPORTATION GROUP BALANCING SERVICES
 Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

T

AVAILABLE

Service under this rider is available to any Customer that transports Customer-owned gas on the Company's system under the terms of "Rider T – Transportation of Customer-Owned Gas" and is subject to the Gas Service Policies of the Company and applicable riders included in this Tariff.

DESCRIPTION

The Customer shall have the option to choose a Group Balancing Service in a group with the same balancing provisions, on the same pipeline and in the same interstate pipeline operational zone. For purposes of calculating the level of Customer Imbalances incurred under the terms of this Tariff, the Group Customer shall be considered to be one (1) Customer and the sum of the individual Customers' DBS quantities shall be the minimum DBS quantity for the Group Customer. In all other respects, the Customer shall operate individually under the provisions of this Tariff. The Group Customer shall enter into a group balancing agreement under this Tariff which shall be for a term of not less than one (1) calendar month.

DEFINITIONS

Terms used in this "Rider TGB – Transportation Group Balancing Services" shall have the same meaning as those defined in "Rider T – Transportation of Customer-Owned Gas." The definitions of all terms used in this rider shall be the same as used and/or defined in other sections of this Tariff on file with the Commission. To the extent that a provision of this rider is inconsistent with the provisions in the Gas Service Policies of the Company, the terms and conditions applicable to Transportation service shall be controlling.

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SECTION 3 – GAS RATE SCHEDULES
RIDER TGB – TRANSPORTATION GROUP BALANCING SERVICES (continued)
Applicable to Rates SVT, MVT, LVT, *NFT*, CPT

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REQUIREMENTS

The Group Customer must execute a Transportation contract and must notify the Company of the Customers to be grouped at least two (2) working days before the first of the month. All billing will be based on the Group Customer's notification. Any requests to change Customers in a group after the notification timeframe outlined above will be accommodated at the Company's discretion and shall be subject to a rescheduling service fee of \$50 for each Customer change in a group.

DAILY NOMINATION

The Group Customer shall provide the Company a single combined daily Nomination representing the sum of the daily Nominations for Delivery Points applicable to the Group Customer.

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SECTION 3 – GAS RATE SCHEDULES
RIDER TGB – TRANSPORTATION GROUP BALANCING SERVICES (continued)
 Applicable to Rates SVT, MVT, LVT, **NFT**, CPT

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TERMINATION OF GROUP BALANCING SERVICES

If the Group Customer does not comply with the provisions of its Transportation contract, the Company may terminate the contract and each Customer, whose Delivery Point is part of the Group Customer, will be individually responsible for the settlement of gas Transportation Imbalances and other charges, regardless of payments the Customer may have rendered to the Group Customer. The Group Customer shall remain responsible for pipeline imbalances, penalties, overrun charges or other charges it may create on the interstate pipeline system. The Company reserves the right to terminate the Transportation contract for due cause upon three (3) days written notice. In the event the contract is terminated during any month, the Customers whose Delivery Points are within the Group Customer shall be billed separately for any Imbalances and shall also be billed the group balancing charge.

The Company requires a thirty (30) day written notification from a Customer who is planning to terminate Transportation service and return to MidAmerican's System Gas Service. If Group Customers have an Agent acting on their behalf, the Agent is required to assume this responsibility for notification.

MAXIMUM RATE

The optional Transportation Group Balancing Services shall be billed on the lesser of the volumetric basis per Delivery Point or the following maximum billing period charges per Delivery Point.

Maximum Volumetric Rate - \$0.015 per Therm

Monthly Maximum Charge per Delivery Point -

CPT	\$150
LVT	150
MVT	100
SVT	50
NFT	50

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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
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SECTION 3 – GAS RATE SCHEDULES RIDER PDR – PIPELINE DEMAND RIDER

APPLICABLE

Applicable to all transportation Customers that contract for one of the Company's Gas Transportation services on or after November 15, 1995, and that previously received sales service under one of the Company's sales service rate schedules. This rider shall commence with the implementation of transportation service. Company shall cease charging the PDR to Customer at the earlier of 1) actual termination of Company's obligation to pay the interstate pipeline for the pipeline demand charges previously related to Customer's requirements or 2) November 1 of the second calendar year of transportation service for Customer. This rider will not allow the SVT, MVT, LVT, **NFT**, or CPT Customer the right to broker the use of the stranded capacity. Customer may give notification of switching to transportation in writing at least twelve (12) months prior to commencement of transportation service in order to avoid PDR charges once the Customer starts transporting.

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If a transportation Customer subject to the PDR wants to take permanent assignment of the appropriate pipeline capacity at maximum pipeline rates instead of paying the otherwise applicable PDR, Company will assign such capacity in accordance with the relevant pipeline's terms and conditions applicable to a prearranged permanent release of capacity. Additionally, any pipeline demand costs related to the permanently released capacity will be the exclusive responsibility of the Customer taking assignment. Company, in its sole discretion, shall have the right to specify which firm maximum rate transportation entitlement contract will be released to Customer.

PIPELINE DEMAND RIDER

The Pipeline Demand Rider (PDR) is the surcharge per Therm of natural gas transported. The surcharge shall be equal to the non-commodity cost of gas reflected in the monthly Purchased Gas Adjustment filings for the appropriate pipeline.

GAS RECONCILIATION

The Company shall reflect the recovery of the PDR as a reduction to the sales Customer's cost of gas on a dollar-for-dollar basis in the Annual Purchased Gas Adjustment Reconciliation.

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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
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SECTION 5 – RULES AND REGULATIONS (continued)
Applicable to All Rates and Riders

2.00 CUSTOMER SERVICE POLICIES (continued)

2.02 RATE CLASSIFICATION

All Customers taking gas service from the Company will be served under a Gas Delivery Service (GDS) rate classification. The Company will use the criteria specified in the “Available” section of each GDS rate to determine if the Customer is eligible for service under said rate.

The available GDS rates are referenced below. The conditions and availability of each rate may be found on the applicable rate schedules of this Tariff.

<u>Rate</u>	<u>Description</u>
SV	Small Volume Service
MV	Medium Volume Service
LV	Large Volume Service
NF	Farm Tap Service for Northern Natural Gas Easement Holders
SVI	Small Volume Interruptible Gas Service
LVI	Large Volume Interruptible Gas Service
SSS	Small Seasonal Gas Service
LSS	Large Seasonal Gas Service
CPS/CPT	Competitive Pricing Sales or Transportation Service

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Customers will be subject to all riders, additions, adjustments, taxes, fees, and charges that may be applicable under this Tariff. All rates and charges contained in this Tariff or contract with reference thereto may be modified at any time by a subsequent filing made pursuant to the provisions of the South Dakota Administrative Rules, Article 20:10, “Public Utilities Commission”.

2.03 MINIMUM RATE TERM

Customers, having selected a rate adapted to the Customer’s requirements, may not change to another rate within a twelve (12) month period unless:

- The character or conditions of the Customer’s requirements change substantially and permanently, or
- A substantial change affecting the Customer’s service is made in the Company’s Tariff.

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SECTION 5 – RULES AND REGULATIONS (continued)
Applicable to All Rates and Riders

2.00 CUSTOMER SERVICE POLICIES (continued)

2.04 ASSIGNMENT OF RATE

Residential

A Residential Customer will be eligible to receive service pursuant to the “Available” sections of Rates SV, and MV, **and NF** and will remain on the applicable rate until such time as the Customer no longer meets those requirements.

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Non-Residential

A Non-Residential Customer will be eligible to receive service pursuant to the “Available” sections of Rates SV, MV, and LV, **and NF** and will remain on the applicable rate until such time as the Customer no longer meets those requirements.

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2.05 REASSIGNMENT OF RATE

Any Customer on a rate whose highest Average Daily Use no longer meets the requirements of the “Available” section of the assigned rate will be reassigned a rate in accordance with the “Reassignment of Rates” section of the original rate.

Where a Non-Residential Customer’s operation is disconnected or substantially reduced, the Customer may request the Company to reassign the Customer to the Gas Delivery Service rate and charges under which the Customer would be eligible based on the current level of gas use. The Company has sole discretion in its response to Customer-requested rate reassignment. If the Customer’s existing meter is inadequate or incompatible with the new Gas Delivery Service rate, the Customer will reimburse the Company for the cost of replacing the meter.

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SECTION 5 – RULES AND REGULATIONS (continued) Applicable to All Rates and Riders

3.00 TECHNICAL AND OPERATIONAL REQUIREMENTS (continued)

3.08 INSPECTIONS (continued)

Additional Requirements for Customer-owned Farm Tap Facilities (continued)

Procedure for verifying pipeline safety.

1. Complete initial shut-in test. (Pass = step 2/fail =step R)
2. Locate the farm tap and customer-owned service line. (Pass = step 3 / fail = step R) If farm tap or customer-owned service line runs across property owned by a third party, see step E.
3. Leak survey the customer-owned service line. (Pass = step 4 / fail = step R)
4. Verify customer-owned service line/customer fuel line materials are compliant and installation meets the fuel gas code (NFPA 54). (Pass = step 5 / fail = step R)
5. Verify customer-owned line valves to have 100% shut off. (Pass = step 6 /Fail = customer must correct situation)
6. The customer-owned service line must pass a pressure test with a minimum of **150% of the system's operating pressure** ~~100 psi~~. (Pass = step 7 / fail = step R)
7. Verify customer-owner regulators have adequate overpressure protection. (Pass = step 8 /Fail = customer must correct situation)
8. Verify all customer-owned regulators are outside or vented to the outside. (Pass = step 9 /Fail = customer must correct situation)