



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

SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
SD P.U.C. Sec. No. 3
1st Revised Sheet No. 77
Canceling Original Sheet No. 77

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

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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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Effective on less than 30 days notice by authority of the
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Issued By: Rob Berntsen
Senior V.P. & General Counsel



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1st Revised Sheet No. 78
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SECTION 3 – GAS RATE SCHEDULES
RIDER TDB – DAILY BALANCING OF CUSTOMER-OWNED VOLUMES
(continued)

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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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1st Revised Sheet No. 79
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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

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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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
 SD P.U.C. Sec. No. 3
 1st Revised Sheet No. 80
 Canceling Original Sheet No. 80

**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) <u>+/- Percent</u>	Charge per Therm, Dollars Percent of Imbalance Cashout Rate <u>Applied to Gas Daily Index Price</u>
Up to 10%	No Charge
Over 10% to 30%	\$0.01
Over 30%	\$0.10

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SOUTH DAKOTA GAS TARIFF SCHEDULE NO. 2
SD P.U.C. Sec. No. 3
2nd Revised Sheet No. 81
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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

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 three (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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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

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 five percent (5%) (Long/Positive)	No Charge	T
Over five percent (5%) (Long/Positive)	\$1.00	T
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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SECTION 3 – GAS RATE SCHEDULES
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(continued)

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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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