

DRAFT v.3 - For Review Only

KEY TERMS OF PROPOSED TARIFF REVISIONS REGARDING TSC NONPAYMENT

Presented to the Scheduling & Pricing Working Group
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I. Applicable Charges. The proposed tariff revisions will apply to Transmission Service Charges (“TSC”) for wheel through and export transactions that occur or are declared overdue by a Transmission Owner(s) pursuant to Section VI. after the effective date of the revisions, provided, however, that this change will not apply to amounts that are currently pre-petition bankruptcy debts for a company that is currently in bankruptcy. The proposed tariff revisions will not apply to TSC for native load.

II. Billing and Collection. Transmission Owners will continue to conduct the regular billing and collection of TSC.

III. Operating Requirement. The Operating Requirement will be revised to account for the TSC by adding a TSC Component as follows:

The TSC Component shall be equal to the greater of either:

$$\frac{\text{Greatest Amount Owed for Wheel Through and Export TSC During a Single Month in Prior Equivalent Capability Period}}{\text{Days in Basis Month}} \times 50$$

- or -

$$\frac{\text{Total Charges Incurred for Wheel Through and Export TSC for Previous Ten (10) Days}}{10} \times 50$$

IV. Working Capital. NYISO working capital will not be used to address TSC nonpayments.

V. Application of Security. Security held by the NYISO in excess of that collected on account of a customer’s wheel and export TSC charges will be available to secure TSC charges only to the extent that the NYISO has determined that the collateral will not be necessary to secure any payment obligations to the NYISO, including true-up payment obligations. The NYISO would have access to TSC security to apply to other debts only to the extent that the NYISO determined that it was not necessary to secure TSC payment obligations to Transmission Owners.

VI. Prerequisites to NYISO Action. The following conditions must be satisfied before the NYISO will take action to address a TSC nonpayment:

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- (i) The TSC payment must be at least ten (10) days overdue;
- (ii) The Transmission Owner must have issued a late notice and demand letter to the customer for the overdue TSC payment;
- (iii) The Transmission Owner must have made an additional, informal attempt (e.g., a telephone call to appropriate personnel) to collect the TSC;
- (iv) The Transmission Owner must provide to the NYISO a copy of the initial invoice, a copy of the late notice and demand letter with proof of receipt by the customer, and a sworn statement by an officer of the Transmission Owner stating that the TSC payment is due and owing, reciting the Transmission Owner's collection efforts (including the informal attempt to collect the debt), and requesting that the NYISO draw upon available collateral.

VII. NYISO Action. On the first business day after the NYISO receives notice from the Transmission Owner, as described above, the NYISO: (i) will send a final letter to the customer demanding payment of the TSC within two (2) business days, (ii) will initiate a draw upon available collateral for the benefit of the affected Transmission Owner(s) if the amount is not paid within two (2) business days of the letter, and (iii) may begin termination proceedings in accordance with the tariffs.

VIII. Indemnity. The Transmission Owner will indemnify and hold the NYISO harmless against liability arising out of the use of security to satisfy a TSC nonpayment, any proceeding to terminate service, or termination of service to a customer except to the extent the dispute arises out of the NYISO's reporting of the details of the underlying wheel through or export transaction(s) to the Transmission Owner.

IX. Remaining Unpaid TSC. Unpaid TSC in excess of available collateral will be collected through Rate Schedule 1 using the formula that is used to collect bad debt losses.

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