

PSC No: 16 - Gas  
Rochester Gas and Electric Corporation  
Initial Effective Date: November 1, 2004  
Issued in compliance with order in Cases 03-E-0765, 02-E-0198, and 03-G-0766 dated May 20, 2004

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Superseding Revision: 1

## GENERAL INFORMATION

### 10. GENERAL RETAIL ACCESS - MULTI-RETAILER MODEL (Cont'd)

Greater than 20%	<p>During the period November 1 through March 31, the lower of 60% of the Niagara midpoint index price plus variable transportation charges (commodity plus fuel) to the Mendon citygate, or 60% of the Dominion Transmission Incorporated (DTI) Appalachia South Point midpoint index price plus variable transportation charges (commodity plus fuel) to the Caledonia citygate. In addition, the ESCO will pay the Company a pro-rata share of any upstream pipeline-imposed penalties that the Company may incur as a result of the surplus imbalance.</p> <p>During the period April 1 through October 31, the lower of 70% of the Niagara midpoint index price plus variable transportation charges (commodity plus fuel) to the Mendon citygate, or 70% of the Dominion Transmission Incorporated (DTI) Appalachia South Point midpoint index price plus variable transportation charges (commodity plus fuel) to the Caledonia citygate. In addition, the ESCO will pay the Company a pro-rata share of any upstream pipeline-imposed penalties that the Company may incur as a result of the surplus imbalance.</p>
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#### 4. Daily Cashout Under Operational Flow Order (OFO) Conditions

##### **A. Daily Deficiency Imbalances:**

For daily deficiency imbalances during a day in which a Type I OFO is in effect, the ESCO will pay the Company for the deficiency amount for the duration of the Type I OFO as follows:

##### **Imbalance Level**

##### **Rate per Therm of Imbalance**

Between 0% and 10%

The higher of the Niagara midpoint index price plus maximum firm transportation charges (commodity plus fuel plus demand ) to the Mendon citygate, or the Dominion Transmission Incorporated (DTI) Appalachia South Point midpoint index price plus maximum firm transportation charges (commodity plus fuel plus demand ) to the Caledonia citygate. In addition, the ESCO will pay the Company a pro-rata share of any upstream pipeline-imposed penalties that the Company may incur as a result of the deficiency imbalance.

Greater than 10%

The higher of 150% of the Niagara absolute high index price plus maximum firm transportation charges (commodity plus fuel plus demand ) to the Mendon citygate, or 150% of the Dominion Transmission Incorporated (DTI) Appalachia South Point absolute high index price plus maximum firm transportation charges (commodity plus fuel plus demand ) to the Caledonia citygate. In addition, the ESCO will pay the Company a pro-rata share of any upstream pipeline-imposed penalties that the Company may incur as a result of the deficiency imbalance.

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