

BOOKING MANUAL

Valid from 1 October 2026

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1 APPLICABILITY AND DEFINITIONS

1.1 Applicability

This Booking Manual sets out details for;

- Determination of Qualified Need based on the DSRN
- Financial qualification of shipper
- Booking processes
- Process for release of capacity due to revised Qualified Need figures
- Interruptible capacity concept
- Special curtailment concepts as bottleneck curtailment and capping of nominations at Exit Points in Area D

This Booking Manual is developed according to the process described in Section 59, 4th paragraph of the Petroleum Regulation.

Proposals for amendments to the Booking Manual shall be developed by the Operator and submitted to the shippers and the owners of the Transportation System in writing for consultation.

The shippers and the owners of the Transportation System shall submit their comments within 20 Business Days after receipt of such notice from the Operator. The Operator shall take due consideration of the shippers' and the owners of the Transportation System's comments.

If the Operator, in its sole opinion, after having received and reviewed the shippers' and the owners of the Transportation System comments decides to amend the Booking Manual, such changes shall be submitted to the shippers and owners of the Transportation System in writing in reasonable time before coming into force.

1.2 Definitions

The definitions set out in the relevant Terms and Conditions shall also be valid for this Booking Manual. In addition, the following terms shall have the meaning ascribed to them below:

1. "Capacity Allocation Key" or "CAK" shall have the meaning set forth in article 4.3.
2. "Deadline" shall mean the time limit set by the Operator in accordance with article 4.2 for transfer of excess capacity.
3. "Duly Substantiated Reasonable Need" or "DSRN" shall have the meaning described in Petroleum Regulation sections 59 and 61.
4. "Expected Maximum Daily Delivery" or "EMDD" shall have the meaning described in article 2.
5. "Financial Guarantee" shall mean either
 - a. a standby letter of credit pursuant to ISP98 issued by a bank, or

- b. a performance guarantee pursuant to URDG 758 issued by an insurance company established in EEA,

provided that such bank or insurance company is rated

- A- or higher according to Standard & Poor's rating scale,
 - A3 or higher according to Moody's rating scale, or
 - A- or higher according to Fitch's rating scale.
6. "Firm 2 Capacity" shall mean Short Term Capacity with a lower curtailment priority, that the Operator may at its sole discretion offer from time to time provided that the operational conditions permit it without compromising safety standards, including but not limited to operations that deviate from contractual pressure thresholds.
7. "First Come First Served" or "FCFS" shall in respect of allocation of capacity mean capacity made available based on the timing of the request.
8. "Gas" shall have the meaning as defined in the relevant Terms and Condition. Related to Terms and Conditions for Transportation and Processing of NGL in Vestprosess Gas shall mean NGL.
9. "Gassco Main Data Collection" shall mean the collection of data as described in the Shipper Manual.
10. "GerDen Exits" shall mean the Nybro, Dornum and Emden Exit Points.
11. "GerDen Looping" shall mean the capacity that is created by the looping effect from nominations towards Nybro, mainly in Europipe II, and made available on a daily basis.
12. "Long Term Capacity" or "LT Capacity" shall mean capacity reserved for an Entry Point, a Processing Service, a Quality Service or an Exit Point for whole Year(s).
13. "Medium Term Capacity" or "MT Capacity" shall mean transportation capacity reserved for an Entry Point, a Processing Service, a Quality Service or an Exit Point for whole Month(s).
14. "Network Booking Object" shall have the meaning described in article 5.4.
15. "PDO" shall mean a plan for development and operation prepared according to the Petroleum Act Section 4-2.
16. "Petroleum Regulation" shall mean FOR-1997-06-27-653.
17. "Primary Market" shall have the meaning described in Petroleum Regulation section 61.
18. "Qualified Need" shall have the meaning described in article 2.1.

19. "Rebooking" shall have the meaning described in article 4.7.
20. "Rebooking Allocation Key" or "RAK" shall have the meaning set forth in article 4.7.
21. "Sequence" shall have the meaning described in article 4.6.2.
22. "Short Term Capacity" or "ST Capacity" shall mean capacity reserved for an Entry Point, a Processing Service, a Quality Service or an Exit Point for one or more Day(s).
23. "Short Term Initial" shall mean allocation of capacity, based on requests from one or several shippers within a defined period of time, subject to CAK.
24. "Terms and Conditions" shall mean either:
 - a. Terms and Conditions for Transportation of Gas in Gassled, or
 - b. Terms and Conditions for Transportation of Gas in Utsira High Gas Pipeline, or
 - c. Terms and Conditions for Transportation of Gas in Haltenpipe, or
 - d. Terms and Conditions for Transportation and Processing of NGL in Vestprosess, or
 - e. Terms and Conditions for Transportation of Gas in Polarled, or
 - f. Terms and Conditions for Processing of Gas at Nyhamna Gas Plant.

The respective Terms and Conditions is entered into between the owners of the relevant Transportation System and the shipper.

25. "Third Party Enterprise Agreement" shall mean the agreement between companies as further described in Article 3.3.
26. "Within Day" shall mean the remaining part of the current Day or after the First Nomination Deadline then Within Day shall mean the remaining part of the current Day and the full next Day.
27. "Within Day Capacity" shall mean capacity reserved for an Entry Point, a Processing Service, a Quality Service or an Exit Point Within Day.

2 QUALIFIED NEED PROCEDURE

The Operator will determine Qualified Need figures for each shipper for the relevant Years prior to the annual booking round.

A shipper cannot make a Transportation Request exceeding its Qualified Need adjusted for bookings. At Exit Points in Area D a shipper may however request Medium Term Capacity and Short Term Capacity up to its Qualified Need without adjustment for bookings in order to cater for flexibility between Exit Points in that area.

2.1 Determination of Qualified Need

Qualified Need is equal to Expected Maximum Daily Delivery adjusted for Bilateral Transactions and capacity rights outside the Transportation System.

The Qualified Need calculation is inter alia based on data from Gassco Main Data Collection.

The shippers are requested to submit all information relevant for determining Qualified Need such as Expected Maximum Daily Delivery, PDO processes, Bilateral Transactions and capacity rights outside the Transportation System according to a time schedule and a format as determined by the Operator. Relevant recovery-, shrinkage factors and GCV's will be communicated to shippers from the Operator.

The Qualified Need determination is based on;

- a. Expected Maximum Daily Delivery forecasts from fields in production.
- b. Expected Maximum Daily Delivery forecasts from fields in the process of being developed.
- c. Expected Maximum Daily Delivery forecasts from fields where PDOs are being prepared, but not approved. The Operator will assess the PDO information and make a decision as to which volumes are to be included in the Qualified Need determination.
- d. Bilateral Transactions. All shippers involved are obligated to submit information regarding Bilateral Transactions.
- e. Capacity rights outside the Transportation System:
 - i. Shipper shall report any alternative capacity rights outside the Transportation System.
 - ii. Shipper shall further report if Gas with capacity rights outside the Transportation System should be included. In such case the shipper must demonstrate that the Gas most likely will be transported in the Transportation System.

When Gas can be routed to different Areas within a Transportation System or to different Transportation Systems, the shipper must advise the Operator how to apportion the Gas between the different Areas or different Transportation Systems. The shipper cannot have Qualified Need for the same Gas in more than one direction.

Inclusion of Gas in the Qualified Need determination pursuant to item e. above will for a shipper be limited to the total spare capacity offered for booking in the relevant Area of the Transportation System. If a shipper is awarded Qualified Need pursuant to item e., such Qualified Need must be confirmed by a Transportation Request. If the shipper does not issue a Transportation Request in commensurate with the volume included in the Qualified Need determination, the Qualified Need will be reduced accordingly.

Qualified Need for Quality Services will only be offered to shippers that have exploited all reasonable possibilities to deliver Gas within Specification at the Entry Point. Qualified Need for Quality Services will be calculated in the first Transportation System or first Area of a Transportation System where the Gas is transported and such service is provided.

2.2 Expected Maximum Daily Deliveries

Expected Maximum Daily Delivery is the expected maximum volume of Gas that could be produced from Shipper's Field over a longer period of time (not peak values). For Shipper's Field with varying profile over the Year the Expected Maximum Daily Delivery is determined based on the period of the Year when it is anticipated that the Shipper's Field will have its highest Expected Maximum Daily Delivery.

Notwithstanding the above, Expected Maximum Daily Delivery, should not exceed:

- "Field's ability to deliver Gas" which is the expected daily maximum volume of Gas that can be delivered taking reservoir limitations, well constraints, pipeline limitations etc. into account, or
- "Expected maximum Gas processing capacity of Shipper's Field" which is the expected daily maximum volume of Gas that can be handled by the processing facilities at the Shipper's Field, or
- "Expected maximum Gas export capacity" which is the expected daily maximum volume of Gas that installations on Shipper's Field is able to export to an Entry Point, or
- "Expected maximum entitlement to external gas processing capacity" which is the expected daily maximum right of processing capacity in external processing facilities used by the shipper, or
- "Expected maximum entitlement to gas transportation capacity" which is the shipper's daily ability to deliver Gas to the relevant Transportation System based on capacity rights and spare capacity in upstream Transportation System(s), or
- "Shipper's ability to deliver Gas to the relevant Area" which is the shipper's daily ability to deliver Gas to the relevant Area in the Transportation System based on capacity rights and spare capacity upstream the relevant Area.

3 QUALIFICATION OF SHIPPER PROCEDURE

This article covers the detailed rules for financial qualification of a shipper and the requirement for access to Gassco Booking System.

3.1 Financial qualification

- a. The Operator will call for a credit rating of the potential shipper from a credit rating company. The credit rating companies to be used are Standard & Poor's, Moody's or Fitch.
- b. If the credit rating of a potential shipper is:
 - BBB or higher according to Standard & Poor's rating scale,
 - Baa2 or higher according to Moody's rating scale, or
 - BBB or higher according to Fitch's rating scale

the applicant is normally considered qualified.

- c. If the potential shipper do not have any credit rating, or the credit rating is:
- below BBB according to Standard & Poor's rating scale,
 - below Baa2 according to Moody's rating scale or
 - below BBB according to Fitch's rating scale

a credit rating of the potential shipper's parent company will be called. If the credit rating of the parent company of the shipper satisfies the criteria in article 3.1 b. above, the applicant is normally considered qualified provided that a parent company guarantee covering 24 months tariff is issued by the parent company in respect of the potential shipper.

- d. If there is no credit rating of either the potential shipper or its parent company or the rating does not satisfy the criteria in article 3.1 b. above, a Financial Guarantee is required covering 24 months tariff.

Notwithstanding the above, the Operator reserves the right to approve or deny credit or to request additional security based on its own reasonable assessment of the creditworthiness of the potential shipper.

If the shipper's obligation under the Transportation Agreement at any time exceed the credit limit in the parent company guarantee or bank guarantee, the Operator shall have the right to require an increase of the guarantee.

Credit ratings will be reviewed every year or whenever deemed necessary. The shipper shall notify the Operator immediately in case of any credit rating downgrade of the shipper and/or the parent company as applicable.

3.2 Discretionary assessment of security concerns

As a consequence of Gassco being subject to the Norwegian Security Act, the Operator may, on a discretionary basis and subject to a risk assessment, reject to qualify a new company as shipper or apply additional terms to qualify such new company as a shipper based on security concerns.

The Operator's decision may be appealed to the Ministry of Energy in accordance with the Petroleum Regulations section 66 last paragraph, last sentence.

3.3 Issue of digital certificate

To be able to access the Gassco Booking System, a company agreement is required. Furthermore, the user of the system acting on behalf of the company will need a digital certificate. The certificate will allow the holder to access the system and to sign digitally (e.g. reserving capacity) in the Gassco Booking System. The certificate can be personal (Buypass Card) or issued to a company (Enterprise Certificate).

Issuance of a digital certificate require the company to sign a company agreement.

Buypass Card can be ordered at:

www.buypass.no/reg/gassco

Enterprise Certificate can be ordered at:

<https://www.buypass.com/products/eseal--and-enterprise-certificate>

Having received signed company agreement the Operator will approve the issuing of the relevant digital certificates. The certificates can also be used to access and sign digitally in other Gassco systems.

Two companies may agree that one of the companies shall use its' Enterprise Certificate to perform transactions in the Gassco Booking System on behalf of the other party (in this context third party) by signing a "Third Party Enterprise Agreement". The original signed Third Party Enterprise Agreement shall be sent to the Operator.

4 BOOKING CONCEPT

Schedule for booking windows and periods are described in article 4.2.

A plan for the booking process will be prepared and communicated by the Operator prior to each booking round. The plan will describe dates for communication related to the determination of Qualified Need figures, booking windows etc.

All capacity reservations in the Transportation System are registered in the Gassco Booking System.

4.1 Booking points

Shippers need to reserve capacity, as applicable:

- At Entry Point to take Gas into the system,
- At Exit Point to take Gas out of the system,
- For Processing Capacity at processing plants,
- For Quality Service

The shippers have to make bookings at relevant booking points throughout the Transportation System for the relevant periods. A shipper cannot choose a specific physical routing of its Gas between Entry Point and Exit Point.

4.2 Annual booking round

4.2.1 General

The Operator will arrange an annual booking round starting in May. In the booking round shippers can request capacity on relevant booking points.

Figure 1: Illustration of booking windows and periods.

The Operator will submit a detailed plan for the booking round which describes activities to be performed prior to and during the booking round. The plan will describe details on:

- Dates when the Operator submits relevant information to shippers for the booking round (i.e. field profiles, recovery factors, shrinkage factors, GCV, provisional and final Qualified Need figures, capacity figures, CAK's etc)
- Dates when shippers have to provide information to the Operator
- Dates for opening and closing of the various booking windows concerning the different Areas of the Transportation System
- Periods offered for Long Term booking and Rebooking
- Dates for when the results from the booking round are published
- List of shippers with capacity in excess of their Qualified Need in a Transportation System, Area in a Transportation System or service in an Area, if the Transportation System, Area or service have no spare capacity, and how much capacity above Qualified Need such shippers have
- Deadline for transfer of capacity from shippers having capacity in excess of their Qualified Need
- Operator's considerations for deciding that there is no spare capacity in the Transportation System, Area in a Transportation System or service.
- Gassco will publish an overview of capacity that is expected to be made available (indicative capacity) as bookable capacity. For the sake of good order it is emphasised that indicative capacity is an uncertain estimate, and bookable capacity may deviate from indicative capacity
- Gassco will publish bookable capacity that may be requested by the shippers in the booking round
- Booking sequences for offering and allocation of bookable capacity at the defined aggregates and Exit Points in Area D, ref. article 4.6.2
- Other decisions regarding the booking round

The result of the allocation is published on the Gassco Booking System immediately after the allocation have been performed.

Long Term Capacity will be sold for the Years starting 16 Months ahead.

Shippers are allowed to make Long Term Capacity Rebooking as described in the detailed plan for the booking round.

Medium Term Capacity will be sold for the following Year.

Shippers are allowed to make Medium Term Capacity Rebooking for Months in the following Year as described in the detailed plan for the booking round.

After the booking round, the next 16 Months will be open for FCFS Medium Term Capacity booking and rebooking.

Extra capacity may be made available in weekly or daily Short Term Initial booking rounds and subsequently as FCFS.¹

FCFS Short Term Capacity booking window is open for the current Day and the next 34 Days.

4.2.2 Special booking round – Quality Service

In the event the Qualified Need for Quality Service will exceed the available capacity for such service(s), the Operator may as required (in the reasonable opinion of the Operator) decide to perform a special booking round for the relevant Years. In such special booking round the Operator will apply the Qualified Need established in the last booking round with sufficient capacity prior to the special booking round, adjusted for fields no longer in a PDO processes.

The Operator will advise on changes in the detailed plan for the booking round as applicable.

4.3 Capacity Allocation Key

The Capacity Allocation Key (CAK) is a mechanism for allocation of scarce capacity.

Shipper's Transportation Requests in each Transportation System, Area in a Transportation System or service in an Area are checked against the shipper's Qualified Need adjusted for bookings, unless otherwise specified. The Transportation Request will not be processed until the shipper amends the request to be within the adjusted Qualified Need.

If all Transportation Requests exceed available capacity, the capacity will be allocated according to the Capacity Allocation Key, unless otherwise specified.

The CAK within a Transportation System for shipper *s*, in Area *a*, in period *p* is calculated in the following way:

¹ Short Term Capacity booking rounds applicable to transition to Summer/Winter time are described in Shipper Manual chapter 11.6.

$$CAK_{a,p,s} = \frac{(QN_{a,p,s} - \sum bookings_{a,p,s})}{\sum_{all_shippers_n} (QN_{a,p,n} - \sum bookings_{a,p,n})}$$

Where:

- $QN_{a,p,s}$ = Qualified Need for shipper s, in area a for period p. For the Short Term Capacity Allocation Key the Qualified Need will be based on daily availability as reported by the Shipper's Field Operator on behalf of the shipper
- $\Sigma booking_{a,p,s}$ = Sum of firm bookings for shipper s, in area a, for period p. For shippers where the aggregated firm bookings in sub periods varies, the maximum firm booking in sub periods will be applied
- $QN_{a,p,n}$ = Qualified Need for shipper n, in area a for period p. For the Short Term Capacity Allocation Key the Qualified Need will be represented by daily availability as reported by the Shipper's Field Operator on behalf of the shipper
- $\Sigma booking_{a,p,n}$ = Sum of firm bookings for any shipper n, in area a for period p
- The Operator will calculate a Long Term Capacity Allocation Key per shipper for relevant Years in the Long Term period, and Medium Term Capacity Allocation Key per shipper for relevant Medium Term period and Short Term Capacity Allocation Key per shipper for relevant periods in the Short Term period.
- The Medium Term Capacity Allocation Keys will be applied in Medium Term Capacity booking rounds.
- The Short Term Capacity Allocation Keys will be applied in Short Term Capacity booking rounds.
- The Operator will calculate separate Capacity Allocation Keys for each service in Area C, Area D, Area E, Area N and Area P.
- With respect to Quality Service for CO₂ in Area C, the Quality Removal Service ("CO₂ R") will be allocated prior to the Quality Blending Service ("CO₂ B"). A separate Capacity Allocation Key will be calculated for each service prior to allocation.

4.4 Unbalanced allocation of capacity in Exit Point A1, Exit Point B1 and Area C

If a shipper is allocated relatively more capacity in one or several of the services in Area C than the shipper was allocated in the Exit Point A1 and / or Exit Point B1, then the shipper can request to reduce its bookings in the other Area C services accordingly.

The allocated capacity may be reduced down to a level that represents the shipper's actual need based on the allocation in the restricted service. If a shipper wants to reduce the allocated booking the shipper must notify the Operator within 3 Business Days after the result of the allocation have been published on the Gassco Booking System.

The same applies in cases where a shipper is allocated relatively more capacity at Exit Point A1 and / or Exit Point B1 than in services in Area C.

4.5 Unbalanced allocation of capacity in Area M and Area N

If a shipper is allocated relatively more capacity in one or both of the services in Area N than the shipper was allocated in the Area M and / or other services in Area N, then the shipper can request to reduce its bookings in the other Area N services accordingly.

The allocated capacity may be reduced down to a level that represents the shipper's actual need based on the allocation in the restricted service. If a shipper wants to reduce the allocated booking the shipper must notify the Operator within 3 Business Days after the result of the allocation have been published on the Gassco Booking System.

The same applies in cases where a shipper is allocated relatively more capacity in Area M than in services in Area N.

4.6 Bookings in Area D

4.6.1 Balancing of Entry Point booking in Area D

The sum of a shipper's Entry Point bookings must always be greater than or equal to the sum of its Exit Point bookings in Area D.

However, for Exit Point bookings made after 1 July 2013, for the period after 1 October 2016, this requirement shall no longer apply.

To the extent a shipper has not performed bookings according to its obligation above, the shipper will be deemed to have booked Entry Point D capacity proportionally between the different Entry Points in Area D, as described in the first exception for Area D under the Tariff Regulation § 4 subsection (i), according to its daily nominations.

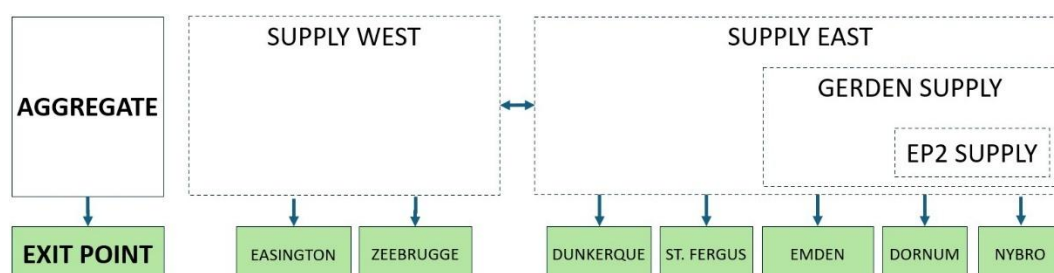
4.6.2 Offering and allocation of capacity in Area D

Up to and including Year 2028 the following shall apply:

If the sum of related terminal capacity for Exit Points in Area D exceed the capacity of the relevant upstream pipeline(s), the bookable capacity of such Area D Exit Points will initially be reduced pro rata based on terminal capacity.

From and including Year 2029, the following shall apply for offering and allocation of Medium Term and Long Term Capacity in Area D:

The Transportation System includes the following aggregates in Area D:



A Sequence shall mean a series of booking windows for offering available capacity at all Area D aggregates and related Exit D points.

The detailed plan will include a description and the number of Sequences that will be applied for the annual booking round for Area D. Capacity will first be made available at the aggregates in the predetermined Sequences.

Within each Sequence, shipper's ability to request capacity at the aggregate(s) will be reduced for previous aggregate booking(s) in the same Sequence.

Upon allocation of capacity at the aggregate, which shall constitute a booking at the aggregate, shipper has a right and an obligation to request capacity at a related Exit Point, which will be a firm booking when capacity at related Exit Point(s) is allocated by the Operator. Shipper's ability and duty to request capacity at the related Exit Point(s) shall always be equal to its booking at the aggregate.

If a shipper does not request all its' capacity under a booking at the aggregate at related Exit Point(s) or has not been allocated all such capacity at requested Exit Point(s), the Operator will allocate any remaining unallocated capacity to the other related Exit Point(s) pro rate to terminal capacity.

In case of excess demand within a Sequence, shipper's CAK prior to such Sequence will be applied for allocation of capacity at both the aggregate(s) and the related Exit Point(s).

4.7 Rebooking

Shippers are allowed to move bookings on a FCFS basis from one booking point to another booking point in accordance with this article 4.7 ("Rebooking"), except as otherwise described below for Area D.

From and including Year 2029 the following shall apply for Rebooking in Area D:

Following the booking round, available Long Term Capacity and Medium Term Capacity at the defined aggregates and Exit Points in Area D will be made available for initial Rebooking as described in the detailed plan for the booking round.

A shipper may request initial Rebooking within the limit of its' existing bookings and the capacity available for initial Rebooking at each of the aggregates and Exit Points. If the sum of initial Rebooking requests exceeds the available capacity at an aggregate and/or Exit Point, the capacity at such aggregate and/or Exit Point will be allocated to the shippers according to the Rebooking Allocation Key (RAK). RAK is equal to each shipper's pro rate share of the total Rebooking requests at each aggregate and/or Exit Point. However, shipper's requests for Rebooking may subsequently be reduced or increased according to its pro rata share of requests at each aggregate and/or Exit Point, to maximise allocation of available capacity at each aggregate and/or Exit Point.

The Operator may also decide to apply RAK for Short Term initial Rebooking.

If Rebooking is performed between booking points with different tariffs, the shippers will be charged the highest tariff.

Rebooking can be performed between:

- Exit Points in Area A
- Exit Points in Area B
- Area A and Area B
- Extraction A/B in Area C and Extraction S in Area C
- Exit Points in Area D²
- Entry Points in Area F
- Exit Points in Area H

Additionally, the Operator may in the detailed plan for the booking round decide to open for Rebooking between other booking points, with corresponding procedures to be applied in such case, e.g. in case of termination of Booked Capacity in accordance with the second paragraph of Terms and Conditions Article 13.1.

4.8 Process for release of capacity when shipper has capacity in excess of its Qualified Need

1. If after a booking round one or more shippers have capacity in excess of their Qualified Need in a Transportation System, Area in a Transportation System or service in an Area and other shipper(s) with Qualified Need in such Transportation System, Area in a Transportation System or service in an Area have requested such capacity, the relevant shippers should try to find a solution for transfer of capacity within the Deadline.
2. If after the Deadline one or more shippers still have capacity in excess of their Qualified Need the Operator will arrange a special booking round to redistribute capacity between the relevant shippers.
3. A shipper with capacity in excess of its Qualified Need must inform the Operator within Deadline which booking objects it makes available for sale (Entry Point, Exit point, service and price level).
4. Shippers that have bought bundled Area A, Area B and Area C services can decide to make a bundled product with the same Areas and services.
5. If a shipper does not give information to the Operator as described in item 3 above, the Operator will assume that the shipper has made available a pro rata capacity from the shipper's different booking objects.
6. The Operator will make available booking objects as a pro rata of all booking objects from all shippers with more capacity than Qualified Need in the relevant Transportation System, Area in a Transportation System or service in an Area.
7. If available capacity is higher than requested capacity in the special booking round, the allocation amongst selling shippers will be made pro rata according to selling shippers capacity above Qualified Need in the relevant Transportation System, Area in a Transportation System or service in an Area.

² For Area D Exit Points where the bookable capacity has been initially reduced according to article 4.6.2, the shipper may rebook to other Exit Points ("XO rebooking") limited to the capacity of the relevant pipeline(s) and relevant terminal(s). Relevant for Emden, Dornum and Nybro Exit Points.

8. If available capacity is lower than requested capacity in the special booking round the allocation will be made with normal CAK for the requesting shippers in the relevant Transportation System, Area in a Transportation System or service in an Area.

For booking objects with $K=0$, the compensation for release of capacity in accordance with this article 4.8 will be based on standard tariffs as described in Tarifforskriften.

5 SPECIAL BOOKING OBJECTS

5.1 Interruptible Capacity concept

Interruptible Capacity is made available on daily basis for Within Day when all firm capacity is sold at a point.

Shippers need to book Interruptible Capacity before they can utilise the Interruptible Capacity with a revised nomination.

Allocation of Interruptible Capacity schedule:

- At 15:00 at Day d-1, Gassco will calculate available Interruptible Capacity for Day d.
- At 16:00 at d-1, Gassco will allocate shippers Interruptible Capacity requests pro rata on requests capped on available Interruptible Capacity.
- Any remaining Interruptible Capacity is available at FCFS basis after 16:00 hrs Within Day
- Available Interruptible Capacity is re-calculated throughout the Day.
- The system may automatically interrupt capacity for d+1 or manually for Within Day.
- The Operator may make unused Interruptible Capacity available on FCFS.

It is possible to rebook to/from firm capacity to/from Interruptible Capacity (i.e. between Exit Points in Area D). Shippers will pay the highest tariff.

Shippers must be able to respond with revised nominations on interruptions at 2 hours notice.

5.2 GerDen Looping

GerDen Looping may be made available at the GerDen Exits in a daily Short Term Initial booking round.

GerDen Looping may only be rebooked between the GerDen Exits.

If the Nybro nominations are reduced, the GerDen Looping may be curtailed accordingly. In case of Transportation Curtailment at GerDen Exits, the GerDen Looping will be curtailed first.

5.3 Firm 2 Capacity

Firm 2 Capacity may be made available in a Short Term Initial booking round. Firm 2 Capacity cannot be rebooked.

If, in the Operator's opinion, the operational conditions for offering Firm 2 Capacity are changed or no longer present, the Operator will curtail the Firm 2 Capacity accordingly.

5.4 Network Booking Object

The Operator may provide contingent capacity that is dependent on utilisation of other parts of the Transportation System (network dependency), and make such capacity available as a Network Booking Object in a Short Term Initial booking round. Such Network Booking Object may be subject to network curtailment as described article 6.3.

6 SPECIAL CURTAILMENT SITUATIONS

6.1 Bottleneck curtailment

The shipper may book Exit Point capacity at any Exit Point in Area D independent of where the Gas enters Area D. However, within Area D there are not full flexibility to route the Gas to any Exit Point due to pipeline hydraulic constraints and/or quality specifications. If the aggregated Daily Nominations makes it impossible for the Operator to honour the Daily Nominations the Operator have the right to instruct the shippers to re-nominate in accordance with this article 6.1

When such situation occurs the following procedure will be applied:

1. Identification of the restriction point/pipeline and related Entry Points and Exit Points
 - a) The Transportation System will be divided into axes, one axis at each side of the restriction point/pipeline
 - b) Entry Points and Exit Points on each side of the restriction point/pipeline are identified
2. Identification of shippers' need for capacity in the restriction point/pipeline:
 - a) Each shipper's need for capacity in the restriction point/pipeline is determined as the difference between the shipper's Exit Point nominations in one axis and the shipper's Entry Point nominations in the same axis
 - b) When each shipper's need for capacity in the restriction point/pipeline is identified, the Operator will determine each shippers' capacity rights in the restriction point/pipeline based on a pro-rata of need for capacity in the restriction point/pipeline
3. Shippers' actions:

Following the calculation mentioned in item 2 above, each shipper will be instructed to reduce its use of the restriction point/pipeline. The shipper's action to such instruction could be:

 - a) Move nomination from Exit Point(s) in one axis to Exit Point(s) in the other axis (points will be specified)
 - b) Move nomination from Entry Point(s) in one axis to Entry Point(s) in the other axis (points will be specified)
 - c) Perform a combination of a) and b)

- d) Combine reduced Entry Point nominations on one side of the restriction point/pipeline and reduced Exit Point nominations at the other side of the restriction point/pipeline
 - e) The shippers should take action on the instructions from the Operator within 2 hours from this notice. If a shipper does not revise the nomination as instructed, the Operator has the right to perform a revision of the nomination on behalf of the shipper in accordance with article 5.2.3 in the Shipper Manual
4. Within Day considerations
Re-nominations Within Day that will create a restriction or adversely affect a restriction as described in this article 6.1 will not be accepted.

6.2 Capping of nomination at Exit Points in Area D

The Operator will in the situations described in the Shipper Manual article 5.2 perform a hourly pro rata capping of shippers Exit Point nominations, but any nomination above current capacity rights will be removed first.

The Operator will then inform the shippers by sending an updated Daily Confirmation Notice (DCS) and Transport Notice (TDT).

6.3 Network curtailment

If it is impossible for the Operator to honour the aggregated Daily Nominations due to a network dependency as described in article 5.4, the Operator has the right to instruct shippers with nominations resulting from a Network Booking Object to re-nominate in accordance with this article 6.3.

When such situation occurs the following procedure will be applied:

1. The Operator will notify shippers with nominations affected by the relevant Network Booking Object
2. Each shipper will be instructed to reduce its nominations in the relevant network relation. The shipper will be instructed to perform one or more of the following actions:
 - a) Reduce nominations of the Network Booking Object
 - b) Reduce nominations of related points in the network dependency
 - c) A combination of a) and b)

The shippers should take action within two hours from receipt of the instructions from the Operator. If a shipper does not revise the nomination as instructed, the Operator has the right to perform a revision of the nomination on behalf of the shipper in accordance with article 5.2.3 in the Shipper Manual

3. Within Day considerations
Re-nominations Within Day that may adversely affect a network dependency as described in this article 6.3 will not be accepted.

7 SECONDARY MARKET PROCEDURE

The secondary capacity market comprises both the marketplace for transactions of capacity as facilitated by the Operator and the capacity transactions between shippers. This procedure covers the marketplace facilitated by the Operator.

1. Only qualified shippers can participate in the secondary capacity market.
2. The shipper requiring capacity must demonstrate Qualified Need.
3. Bids and offers posted on the marketplace are valid until acceptance or withdrawal.
4. All trades in the secondary market are subject to the “Standard Agreement for Trading of Capacity in the Secondary Market”.
5. An offer to sell or a bid to buy is accepted at the moment they are accepted by the counterparty in the Gassco Booking System.
6. Transfer of capacity rights take effect from such point in time when the transfer is registered on the Gassco Booking System.

Capacity transactions entered into outside the marketplace must be recorded in the Gassco Booking System in order to take effect. Items 1, 2 and 6 are applicable for such transactions.

8 BACKUP SOLUTION

If a shipper is unable to access the Gassco Booking System, the shipper must send a signed request for capacity by e-mail to capacity.booking@gassco.no. The e-mail should include all information that is normally needed in order to make a Transportation Request in the Gassco Booking System. The e-mail must be signed by a registered user in Gassco Booking System.

The Operator will use reasonable endeavours to give the Transportation Request priority in a possible queue based on time of arrival of the e-mail requesting capacity.