
RIDER T – TRANSPORTATION SERVICE
***Applicable to Rate GDS-2, GDS-3, GDS-4, GDS-5, GDS-6, and GDS-7**

AVAILABILITY

- * Available to any Non-Residential Customer within Company's service area served under Rates GDS-2, GDS-3, GDS-4, GDS-5, GDS-6 or GDS-7 of this Schedule having contracted with Company for transportation service of Customer-Owned Gas. Prior to commencement of service under this Rider, the Company shall determine the Customer's initial Maximum Daily Contract Quantity (MDCQ).

PURPOSE

The purpose of this Rider is to provide an optional transportation service to Customers that meet the Availability requirements described above and that elect to procure gas supply from a Supplier and have the Company deliver the Customer-Owned Gas.

The Customer or the Customer's Supplier, as applicable, shall be responsible for acquiring gas supply and for delivery of those supplies to the Company's Citygate. The cost to acquire gas and deliver it to the Company's gas delivery system shall be at the Supplier's or Customer's expense, as applicable. The Company reserves the right to deny service under this Rider if the following conditions are not met.

1. In the sole judgment of the Company, the Company's facilities shall be capable of receiving the Customer's gas without impairment for anticipated purchases or deliveries of any gas supplies by the Company.
2. The Final Pipeline Transporter of such Customer-Owned Gas agrees to provide daily delivery data for such gas to the Company.

APPLICATION FOR SERVICE

In order to receive service under Rider T a Customer must be enrolled by a Supplier providing gas supply service under Rider T. Details pertaining to the application for service are in the Switching and Termination section of the Supplier Terms and Conditions tariff.

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TERMINATION OF RIDER T SERVICE

A Customer may terminate Rider T service as allowed under the Switching Rules and Procedures section of the Customer Terms and Conditions.

Company reserves the right to terminate Customer's service under this Rider T when, in Company's sole judgment, Customer or Customer's Supplier has demonstrated a pattern of deviation between Deliveries and usage that could adversely impact the Company's ability to deliver gas to other Customers or could otherwise adversely impact the operation of Company's gas system. When service under this Rider is terminated, the cashout price for Customer's Bank, if applicable, shall be the Chicago Citygate First of the Month price index as reported in "Inside FERC Gas Market Report" for the calendar month following the end of Rider T service.

TERMINATION OF RIDER T SUPPLIER

A Customer may terminate service from a Supplier under this Rider at any time, subject to terms and conditions with their Supplier contract as applicable, by following the Switching Rules and Procedures section of the Customer Terms and Conditions. A Customer on Rider T without a Supplier shall receive gas supply priced pursuant to the daily or monthly cashout section below including penalty charges (as applicable) for up to two Billing Periods. If a Customer has not been enrolled by a new Supplier within two Billing Periods, Customer shall default to Rider S for supply service and will not be allowed to return to Rider T service until the next enrollment period.

DEFINITIONS

Definitions are located in the Definitions Section of the Customer Terms and Conditions tariff. The following definitions are applicable to this tariff.

Bank

Bank means an amount of banking service received under Rider TBS which is associated with Over Delivery (s) that is held on behalf of a Rider T Customer for Customer's later use.

Bank Limit

The Bank Limit means the Customers maximum amount of banking service received under Rider TBS, based on their Bank Election and any applicable proration amount.

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Business Day

Business Day means Monday through Friday excluding the following holidays: New Year's Day, Good Friday, Memorial Day (observed), July 4, Labor Day, Veteran's Day, Thanksgiving Day, day after Thanksgiving, Christmas Eve, and Christmas Day.

Chicago Citygate Price

Chicago Citygate Price means the price published in the Platt's Gas Daily under the Citygates section for the "Midpoint for the Chicago Citygates", or in the absence of such publication, the price for a substantially similar point published in an alternate publication.

Citygate

Citygate means the point of interconnection between Company and Final Pipeline Transporter(s) where gas is delivered to Company by the Final Pipeline Transporter(s).

Critical Day

Critical Day means a Gas Day during which the Company declares a Critical Day at its discretion for gas system conditions such as (1) the Company experiences failure of transmission, distribution, or gas storage facilities, (2) when the Company experiences transmission or distribution system pressures or other unusual conditions which jeopardize the operation of Company's gas system, (3) when the Company's transportation, storage, or supply resources are being used at or near their maximum rated, tariffed, or contractual limits, (4) when any of Company's transporters or suppliers declare the functional equivalent of a Critical Day or force majeure conditions, or (5) other conditions which jeopardize the system integrity and/or system reliability. The Company may utilize a Critical Day by Customer, by area, by interstate pipeline or any combination thereof.

Customer-Owned Gas

Customer-Owned Gas means gas purchased by Customer or by a Supplier on behalf of a Customer and transported to Company's Citygate for delivery by Company to Customer's Premises.

Daily Confirmed Nomination (DCN)

Daily Confirmed Nomination is the volume of Customer-Owned Gas which a Customer or a Supplier on behalf of a Customer nominates and delivers to the Company's Citygate for any single Gas Day. The absence of a Daily Confirmed Nomination is equivalent to a Daily Confirmed Nomination of zero

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Deliveries

Deliveries mean Terms of Customer-Owned Gas, if any, which Customer or a Supplier designates for delivery to Customer's Premises or to a Group for the Gas Day. Such Deliveries shall reflect adjustments for UGF (Unaccounted for Gas Factor).

Final Pipeline Transporter

Final Pipeline Transporter means the pipeline carrier delivering Customer-Owned Gas to Company's Citygate.

Imbalance

Imbalance means the difference between Customer's Deliveries and Bank activity and that Customer's usage in Terms occurring on a Gas Day, determined on a daily or monthly basis. An Imbalance can be positive or negative. For all Service Points, Imbalance means the amount of Over or Under Delivery volume after the Bank injection or withdrawal limits are met.

Maximum Daily Nomination (MDN)

Maximum Daily Nomination is the maximum volume a transportation Customer may nominate and deliver to the Company's delivery system for any single Gas Day. The MDN for a daily or monthly balanced Rider T Customer is 120% of Customer's MDCQ.

Monthly Average Daily Chicago Citygate Price

Monthly Average Daily Chicago Citygate Price means the arithmetic average of the daily Chicago Citygate Prices for the applicable Billing Period.

Nomination

Nomination is the notification by a Supplier or Customer Self Manager, as applicable, to the Company and Pipeline, as applicable, of Deliveries for the Gas Day. Nominations shall identify the applicable Pipeline as well as DUNS number.

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Operational Flow Order (OFO)

Operational Flow Order means an order by the Company to initiate actions by the Company, Customer, or Customer's Supplier to (1) alleviate conditions that threaten the integrity of the Company's system, (2) help maintain system pressure required to provide efficient and reliable service to its system Customers, (3) help assure adequate supplies, (4) maintain the balance of the system, and (5) help comply with an interstate pipeline directive such as uniformity of deliveries. The Company may utilize an OFO by Customer, by area, by interstate pipeline or any combination thereof and for any specific time period.

Over Delivery

Over Delivery occurs when a Customer's Delivery is greater than Customer's usage during a Gas Day. An Over Delivery is determined on a daily or monthly basis.

Shipper

Shipper means the party responsible for the transportation of Customer-Owned Gas to Company's Citygate on the Final Pipeline Transporter. Other terms for Shipper include Retail Gas Supplier, RGS, or Supplier.

Under Delivery

Under Delivery occurs when a Customer's usage is greater than Customer's Deliveries during a Gas Day. An Under Delivery is determined on a daily or monthly basis.

MAXIMUM DAILY CONTRACT QUANTITY

All Customers electing to receive transportation service under this Rider are required to have a Maximum Daily Contract Quantity (MDCQ) by Service Point. Provisions pertaining to MDCQ are located in the Rates, Charges, and MDCQ Determination section of the Customer Terms and Conditions.

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ORDER OF DELIVERIES TO THE CUSTOMER

For billing purposes, gas delivered by the Company to the Customer's Service Point (s) on an Account on any Gas Day at the point of metering for this Rider shall be deemed to be taken in the following order: (1) Customer-owned gas delivered to the Company's system on a daily basis; (2) Customer-owned gas available from the Customer's Bank, up to the withdrawal limit; (3) system gas.

TRANSFER OF BANKED GAS

Transfers will be allowed between daily balanced Accounts and/or Service Point(s) or between monthly balanced Accounts and/or Service Point(s) and will be effective the Gas Day prior to the calendar day the request is submitted. The transfers may be submitted on-line via the Company's web portal at amerenillinois.com. Transfers of banked gas will not be allowed between daily and monthly balanced Accounts or between Accounts on different pipelines. These Bank transfer provisions apply to both individual and Group Manager Accounts.

NOMINATIONS OF CUSTOMER-OWNED GAS

Details pertaining to the Nomination of Customer-Owned Gas process are provided in the Group Assignment and the Nomination Process section of the Supplier Terms and Conditions tariff.

CASHOUTS

- * Customers receiving service under Rate GDS-2, GDS-3, or GDS-5 that elect to receive transportation service under this Rider shall have cashouts determined on a monthly basis (Monthly Balanced). Customers receiving service under Rate GDS-4, GDS-6, or GDS-7 that elect to receive transportation service under this Rider shall have cashouts determined for each Gas Day, on a daily basis (Daily Balanced).

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DAILY BALANCED CUSTOMER CASHOUT

Daily Balanced Customers not electing Rider TBS:

Imbalances shall be cashed out pursuant to the following schedule based on Customers Daily Confirmed Nomination (DCN):

Positive Imbalance – Over Deliveries	Cashout
0- 20%	Company pays Customer 100% of the Daily Chicago Citygate Price
> 20%	Company pays Customer 90% of the Daily Chicago Citygate Price
Negative Imbalance – Under Deliveries	Cashout
0- 20%	Customer pays Company 100% of the Daily Chicago Citygate Price
> 20%	Customer pays Company 110% of the Daily Chicago Citygate Price

Daily Balanced Customers electing Rider TBS:

During May to September of each year, the Bank injection limit shall be any Over Deliveries up to 20% of MDCQ and during October to April of each year, the Bank injection limit shall be any Over Deliveries up to 20% of DCN, provided that Customer's Bank does not exceed the Bank Limit. The Bank withdrawal limit shall be any Under Deliveries up to 20% of DCN, provided that Customer's Bank shall not be less than zero. Imbalances outside the tolerances identified above shall be cashed out pursuant to the following schedule:

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Positive Imbalance – Over Deliveries	Cashout
0- 20%	Company pays Customer 100% of the Daily Chicago Citygate Price
> 20%	Company pays Customer 90% of the Daily Chicago Citygate Price
Negative Imbalance – Under Deliveries	Cashout
0- 20%	Customer pays Company 100% of the Daily Chicago Citygate Price
> 20%	Customer pays Company 110% of the Daily Chicago Citygate Price

MONTHLY BALANCED CUSTOMER CASHOUT

Customer's Deliveries for the Billing Period shall be compared to Customer's usage for the Billing Period. Deliveries in excess of usage shall be added to Customer's Bank, provided that Customer's Bank shall not exceed the Bank Limit at the end of the Customer's Billing Period. Usage in excess of Deliveries shall be offset by reducing Customer's Bank, provided that Customer's Bank shall not be less than zero. During a Critical Day, the maximum amount to be withdrawn from Customers Bank shall be 50% of Customers MDCQ. At the conclusion of a Billing Period, any Positive or Negative Imbalance for the Billing Period not offset by additions or reductions to Customer's Bank shall be cashed out pursuant to the following schedule based on Customer's monthly Deliveries:

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Positive Imbalance – Over Deliveries	Cashout
0%-20%	Company pays Customer 100% of the Monthly Average Daily Chicago Citygate Price
> 20%	Company pays Customer 90% of the Monthly Average Daily Chicago Citygate Price
Negative Imbalance – Under Deliveries	Cashout
0%-20%	Customer pays Company 100% of the Monthly Average Daily Chicago Citygate Price
> 20%	Customer pays Company 110% of the Monthly Average Daily Chicago Citygate Price

CASHOUT REVENUES

All cashout revenues associated with charges or credits billed to Daily or Monthly Balanced Customers will be considered as gas cost recovery and will be used in the development of the Company's PGA charge.

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PENALTY CHARGES

1. **Operational Flow Orders (OFO) Balancing**
On any Gas Day when an Operational Flow Order (OFO) is in effect, should Customer's or Customer Group's daily usage exceed its Daily Confirmed Nomination (DCN), an OFO Balancing Cashout shall be applied to the variance. The OFO Balancing Cashout for the billing period will be as follows:

Variance	Cashout
0 - 20%	Customer pays Company 100% of the Daily Chicago Citygate Price
20% - 50%	Customer pays Company 150% of the Daily Chicago Citygate Price
Over 50%	Customer pays Company 200% of the Daily Chicago Citygate Price

2. **Unauthorized Gas Use Charge**
Unauthorized Gas Use related to a Critical Day shall mean the use of system gas on a Critical Day and shall be determined for each Gas Day on a daily basis. If during a declared Critical Day for Company's gas system or for a specific area of its gas system, a Customer or Customer Group shall use unauthorized system gas, the Company shall charge the Customer or Customer Group, and the Customer or Customer Group shall pay, \$6.00 per Therm for all unauthorized use in addition to the monthly and daily cashouts set forth in the Cashout sections above, and the balancing charges set forth in the Critical Day Imbalance Charge section below.

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Customers that use unauthorized system gas during a curtailment period shall be charged the Unauthorized Gas Use Charge indicated above.

3. **Critical Day Imbalance Charge**

In addition to the Unauthorized Gas Use Charge above, if, during a declared Critical Day for its gas system or for a specific area of its gas system, Customer or Customer Group has an imbalance in the same direction as an Imbalance for Company's gas system or area thereof that results in Company incurring penalties or fees for the Gas Day from one or more pipelines, Customer or Customer Group may be billed a Critical Day Imbalance Charge determined on a Companywide basis as shown below.

$$\text{CDIC} = \text{TPC} \times (\text{N/P}) \times (\text{C/A})$$

Where:

CDIC = Critical Day Imbalance Charge

TPC = Total Penalty Charges or fees from pipelines incurred by Company for the Critical Day.

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- N = Net Unauthorized Therms is the Net Imbalance Therms of all Customers and Customer Groups served on Transportation Service in the same direction as Company's imbalance.
- P = Penalty Therms are the aggregate Therms of imbalance on Company's gas system that resulted in pipeline penalties or fees incurred by Company for the Critical Day.
- C = Customer's Unauthorized Therms are the Customer's or Customer Group's imbalance on the Critical Day in the same direction as Company's imbalance.
- A = Aggregate Unauthorized Therms are the Aggregate Imbalance Therms of all Customers and Customer Groups on Transportation Service that had imbalances in the same direction as Company's imbalance.

4. **Penalty Charges from Interstate Pipelines**
If, on any Gas Day other than a Critical Day, Customers' excess usage of Company supplied gas or any other action contributes to cause penalty charges from an interstate pipeline, the Company shall be reimbursed for the penalty charges incurred pursuant to the Penalty Charges from Interstate Pipelines section of the Customer Terms and Conditions.
5. **Usage Determination for Penalties**
If a Customer's gas usage during a Gas Day is measured by the Company on a daily basis, such usage shall be used to apply penalties under section 1, 2, 3 or 4 above. If a Customer's gas usage is not measured by the Company on a daily basis, for purposes of applying penalties under section 1, 2, 3 or 4 above, the Customer's daily usage shall be determined by prorating the total usage during the Billing Period over the number of days in the Billing Period.

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6. **Penalty Charge Revenues**
All Penalty Charge revenues billed to Customer or Customer Group under sections 1, 2, 3 or 4 above will be considered as gas cost recovery and will be used in the development of the Company's PGA charge only to the extent that such costs were originally included and recovered in the PGA.

SYSTEM INTEGRITY PROTECTION

A. OFO or Critical Day Declaration

The Company, at its own discretion, may monitor, limit, or curtail deliveries of gas to Customers having gas delivered pursuant to this Rider via the declaration of an OFO or Critical Day. There is no particular order associated with the declaration of an OFO and/or a Critical Day, and the Company reserves the right to utilize any of the options described to alleviate operational concerns.

The Company shall provide notice of a Critical Day and OFO as far in advance as reasonably possible, normally not less than two hours, unless the Company believes conditions warrant immediate implementation of the Critical Day or OFO. If the Company issues a Critical Day or OFO notice within 24 hours of the Critical Day or OFO taking effect, the Company will report to the Commission indicating why Customer notice of less than 24 hours was necessary.

B. OFO or Critical Day Notification

The Company shall give notice to impacted transportation service Customers of all OFO's or Critical Day periods. The notice shall specify the expected duration of the event. The means by which notification is given shall be by e-mail. All Customers electing Rider T service must have their RGS provide notification information consisting of at least one e-mail address, by which to receive notice on a 24-hour basis. A Customer self manager may provide such notification information directly to the Company. The Customer shall be deemed to have received notice upon issuance of the notice to the Customer by the Company. The Company will also simultaneously post information concerning the OFO or Critical Day on its website and Supplier Portal for informational purposes.

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C. Right to Purchase Gas Owned by Transportation Customers

In the event that system integrity is threatened and the Company has declared a Critical Day, the Company shall have the right to purchase the natural gas supplies owned by, or purchased on behalf of, any of its transportation Customers to the extent the Company implements curtailment of natural gas service to Customers pursuant to the Curtailment Plan described in Customer Terms and Conditions and such gas is available for delivery to the Company under the terms of an existing transportation service contract. The Company's right to purchase gas owned by a Customer shall be exercised by the Company only after the Company has exhausted reasonable efforts to obtain the necessary gas supplies from other sources and this right will be a part of the Transportation Contract with the Customer. Such right shall terminate once the gas supplies available to the Company from other sources are sufficient to serve the needs of the Customers in the other categories on whose behalf the purchase of Customer-Owned gas by the Company was made and the Company lifts the curtailment. The price to be paid by the Company for gas purchased under this provision shall be equal to the price of gas at the time the Company provided notice of the Critical Day as reported in Platt's Gas Daily as "Midpoint for Chicago Citygates" under the Citygates section of Platt's *Gas Daily* plus 10%.

TERMS OF PAYMENT

Customer's bills for service under this Rider shall be rendered and payments due in accordance with the Billing and Payment Section of the Customer Terms and Conditions.

TERMS AND CONDITIONS

- * The Company shall reduce all Customer-Owned Gas delivered to Company by the Unaccounted-for-Gas Factor (UGF). The UGF shall be determined for the Company by dividing the quantity of unaccounted for-gas by the sum of distribution throughput and unaccounted-for-gas, expressed as a decimal. The UGF shall be calculated and filed with the Commission on or before July 1 to be effective November 1 and shall utilize information for the 12-month period ending March 31.

Company shall adjust the volume of Customer-Owned Gas delivered by each supply Pipeline on a daily basis. The volume delivered shall be divided by the Pipeline's daily BTU factor to determine Therms delivered.

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Company reserves the right to limit the Deliveries of Customer-Owned Gas or usage at Customer's Premises when, at Company's sole discretion, Customer's Deliveries are excessive or deficient in relation to Customer's gas requirements and may adversely affect the operation of Company's gas system.

Company reserves the right to require usage of Customer-Owned Gas to be uniform over the Gas Day when a pipeline imposes a requirement on Company to accept Delivery of gas uniformly over the Gas Day. Company shall be entitled to bill and collect from Customer any penalties or fees charged by such pipeline attributable to such Customer's non-conformance with Company's direction to take Delivery uniformly over the Gas Day.

Service hereunder is subject to the Customer Terms and Conditions, Supplier Terms and Conditions, Standards and Qualifications for Gas Service, Tax Additions, and Supplemental Customer Charge Tariffs of this Schedule, as well as any other applicable Rates, Riders, taxes, adjustments, fees or charges that may be approved by the ICC from time to time and in effect.

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For Future Use

Ameren Illinois Company

d/b/a Ameren Illinois

Gas Service Schedule Ill. C. C. No. 2

Ill. C. C. No. 2

2nd Revised Sheet No. 25.016

(Canceling 1st Revised Sheet No. 25.016)

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Issued by R.J. Mark, President & CEO
6 Executive Drive, Collinsville, IL 62234

*Asterisk denotes change

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