

Schedule No. G-NGV

Sheet 1

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
 (Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

APPLICABILITY

Applicable to the sale of natural gas at the customer's premises (G-NGU, G-NGC and G-NGUC rates) and to the transportation of customer-owned gas (GT-NGU rate) for the purpose of fueling motor vehicles on-site. Service under this schedule shall be classified as end-use priority 1 or 2A in accordance with Rule No. 23.

TERRITORY

Applicable throughout the service territory.

RATES

|  |                    |                     |
|--|--------------------|---------------------|
|  | <u>P-1 Service</u> | <u>P-2A Service</u> |
| <u>Customer Charge</u> , per month ..... | \$13.00            | \$65.00             |

Commodity and Transmission Charges

Customer-Funded Fueling Station

Compression of natural gas to the pressure required, conditioning, and/or conversion of natural gas for use as motor vehicle fuel will be performed by the customer using customer's equipment at the customer's designated premises.

Rate, uncompressed per therm

|   |              |                             |                             |
|---|--------------|-----------------------------|-----------------------------|
|   | <u>G-NGU</u> | <u>G-NGUC</u> <sup>1/</sup> | <u>GT-NGU</u> <sup>2/</sup> |
| <u>Procurement Charge</u> : <sup>3/</sup> ..... | 83.569¢      | 93.225¢                     | N/A                         |
| <u>Transmission Charge</u> : .....              | 33.685¢      | 33.685¢                     | 33.685¢                     |
| <u>Uncompressed Commodity Charge</u> : .....    | 117.254¢     | 126.910¢                    | 33.685¢                     |

<sup>1/</sup> Applicable only the first 12 months of service for non-residential core transportation customers with qualifying load who consumed over 50,000 therms in the last 12 months, unless such customer was returned to utility procurement because their gas supplier is no longer doing any business in California.

<sup>2/</sup> Applicable to transportation-only service, including Core Aggregation Transportation service.

<sup>3/</sup> This charge is applicable for service to Utility Procurement Customers and include the G-CPNR Procurement Charge as shown in Schedule No. G-CP, which is subject to change monthly, as set forth in Special Condition 4.

(Continued)

(TO BE INSERTED BY UTILITY)  
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ISSUED BY  
**Dan Skopec**  
 Vice President  
 Regulatory Affairs

(TO BE INSERTED BY CAL. PUC)  
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Schedule No. G-NGV

Sheet 2

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
(Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

RATES (Continued)

Commodity and Transmission Charges (Continued)

Utility-Funded Fueling Station

G-NGC Compression Surcharge, per therm ..... 104.173¢

Low Carbon Fuel Standard (LCFS) Rate Credit, per therm<sup>4/</sup> ..... (78.946¢)

The G-NGC Compression Surcharge will be added to the G-NGU Uncompressed rate per therm, or the G-NGUC Uncompressed rate per therm as applicable, as indicated in the Customer-Funded Fueling Station section above. The resultant total compressed rate is:

G-NGU plus G-NGC and LCFS Rate Credit, compressed per therm ..... 142.481¢

G-NGUC plus G-NGC and LCFS Rate Credit, compressed per therm .... 152.137¢

Compression of natural gas to the pressure required for its use as motor vehicle fuel will be performed by the Utility from a Utility-funded fueling station.

For billing purposes, the number of therms compressed at a Utility-funded station, will be expressed in gasoline gallon equivalents at the dispenser.

Cap-and-Trade Cost Exemption ..... (10.911¢)/therm

The Cap-and-Trade Cost Exemption is applicable to customers who are identified by the California Air Resources Board (CARB) as being Covered Entities for their Greenhouse Gas (GHG) emissions as part of the Cap-and-Trade program. A customer who is supplying fuel to a facility on behalf of the owner (e.g. tolling arrangement) of a facility that has been identified by CARB as a Covered Entity, may receive the Cap-and-Trade Cost Exemption if so authorized by the facility owner and agreed to by the Utility. Applicable Cap-and-Trade Cost Exemptions may be provided from the date CARB identifies a customer as being a Covered Entity, or provided based upon documentation satisfactory to the Utility for the time period for which the customer was a Covered Entity, whichever is earlier.

Minimum Charge

The Minimum Charge shall be the applicable monthly Customer Charge.

<sup>4/</sup> As set forth in Special Condition 18.

(Continued)

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Sheet 3

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
 (Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

RATES (Continued)

Late Payment Charge

A late payment charge may be added to a customer's bill whenever a customer fails to pay for services under this schedule as set forth in Rule No. 12, Payment of Bills, and for CAT customers, as set forth in Rule No. 32.

Additional Charges

Rates may be adjusted to reflect any applicable taxes, franchise fees or other fees, regulatory surcharges, and interstate or intrastate pipeline charges that may occur.

SPECIAL CONDITIONS

Applicable to Both Procurement and Transportation-Only Customers

1. Definitions: The definitions of the principal terms used in this schedule are found either herein or in Rule No. 1, Definitions.
2. Number of Therms: The number of therms to be billed shall be determined in accordance with Rule No. 2.
3. Interruption of Service: Service under this schedule is subject to interruption in whole or in part without notice in case of actual or anticipated shortage of natural gas resulting from an insufficient supply, inadequate transmission or delivery capacity or facilities or storage requirements. The Utility will not be liable for damages occasioned by interruption of service supplied under this schedule. Such interruption of service shall be made in accordance with Rule No. 23.
4. Rate Changes: The Utility will file core procurement rate changes on the last business day of each month to become effective on the first calendar day of the following month, except the Cross-Over Rate, which will be filed on or before the 9<sup>th</sup> calendar day of each month to be effective on the 10<sup>th</sup> calendar day of each month.
5. Separate Metering: Service for the purpose of fueling motor vehicles will require separate metering from other gas uses the customer may have if service is taken under this Schedule. All gas used for NGVs, with the exception of NGV home refueling, is required to be under Schedule No. G-NGV. Gas used for NGV home refueling may be under the G-NGV rate schedule or under the applicable individually metered residential rate schedule.

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Schedule No. G-NGV

Sheet 4

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
(Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

SPECIAL CONDITIONS (Continued)

Applicable to Both Procurement and Transportation-Only Customers (Continued)

- 6. Utility Service Agreement: Core customers using over 250,000 therms/year who wish to take transportation-only service to their single facility must execute a Master Services Contract (Form No. 6597) and Schedule A, Intrastate Transmission Service (Form 6597-1). Customers wishing to aggregate service for multiple core facilities must execute an Energy Service Provider Agreement (Form No. 6536-A).
- 7. Term of Service: The term of service hereunder is one month except the following: Customers previously taking transportation-only service who elect to return to utility procurement service, including CAT customers using over 50,000 therms in the last 12 months, shall be obligated to the cross-over procurement rate for a period of one year as further defined in Schedule No. G-CP. Upon expiration of the applicable one-year or five-year commitment, the customer shall be on a month-to-month term thereafter.
- 8. Change of Customer's Apparatus or Equipment: In the event customers make any material change, either in the amount or character of gas appliances or associated equipment, written notice to the Utility must be made in accordance with Rule No. 29, Change of Customer's Apparatus or Equipment.
- 9. California Air Resources Board (ARB) Fuel Regulations: Due to ARB fuel specification regulations, the Utility may not be able to provide natural gas for motor vehicle refueling in some areas of its service territory without some additional location-specific equipment requirements. Therefore customers intending to provide or use natural gas as a motor vehicle fuel must inform the Utility of such intentions prior to such provision or use. The Utility and the customer will determine what location-specific equipment requirements, if any, are needed to satisfy ARB fuel regulations for the provision of NGV service.

Applicable to Transportation-Only Customers

- 10. Transportation-Only Service Option: Customers electing this service option must make arrangements for the purchase and delivery of gas supplies to the SoCalGas system to be transported by the Utility as set forth in Rule No. 32. The GT-NGU rate is available to non-residential core customers with a minimum usage of 250,000 therms annually, either through an individual meter or from a group of end use meters, where each end use meter is classified as core usage and located within the Utility's service territory. Core customers who do not meet the above minimum may opt to aggregate their loads with other core customers and contract for core aggregation service from an authorized Core Transport Agent (CTA), as set forth in Rule No. 32.

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Sheet 5

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(Includes G-NGU, G-NGUC, G-NGC and GT-NGU Rates)

(Continued)

SPECIAL CONDITIONS (Continued)

Applicable to Transportation-Only Customers (Continued)

11. Core Transport Agent Agreement for Core Aggregation Service (Form 6536-A): Customers who meet a minimum transportation requirement of 250,000 therms per year and elect to receive service under this schedule directly from SoCalGas rather than through a CTA must execute Form 6536-A and all the provisions of Rule No. 32 shall apply.
12. Gas Transportation Rules: Transportation service under this schedule is subject to the terms and conditions established in Rule No. 30, Transportation of Customer-Owned Gas, and Rule No. 32, Core Aggregation Transportation.
13. Gas Imbalance Service: Transportation Imbalance Service shall be provided to the customer, the customer's ESP or marketer/shipper under Schedule No. G-IMB.
14. Customer Responsible for Billing Under Core Aggregation Transportation: The customer is ultimately responsible for the payment of billing charges assessed to the customer's aggregator for services rendered under this schedule. See Rule No. 32 for further details.
15. Gas Exchange Arrangements: Customers having existing gas exchange arrangements with the Utility must exchange the maximum amount of gas allowable under those arrangements prior to the delivery of customer-owned natural gas to the Utility for transportation, unless otherwise agreed to by the Utility.
16. Core Aggregation Transportation Customer Notices and Billing: SoCalGas shall continue to read customer meters, send customers legally required notices and bill inserts pursuant to Public Utilities Code 454(a), and provide customers with all other regular SoCalGas services. This includes direct billing, unless the customer specifies in the electronic Service Request DASR effective with the implementation of D.98-02-108, that SoCalGas bill the ESP or marketer/shipper for all charges.
17. Disputed Bills: All disputes between customers and their Aggregator shall be resolved solely by customers and the Aggregator, and such disputes shall not be subject to Commission jurisdiction. All disputes between the Utility and customers or between the Utility and Aggregators shall be subject to Commission jurisdiction.

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Sheet 6

NATURAL GAS SERVICE FOR MOTOR VEHICLES  
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(Continued)

SPECIAL CONDITIONS (Continued)

Applicable to Transportation-Only Customers (Continued)

- 18. Clean Transportation Rate Credit: The Clean Transportation Rate Credit was authorized by the CPUC in D.14-12-083 for returning to customers of Utility-Funded Fueling Stations the revenue arising from SoCalGas' sale of LCFS emissions credits. Additionally, Advice No. 5295 authorized SoCalGas to return to customers of Utility-Funded Fueling Stations contractually-shared net proceeds associated with Renewable Natural Gas (RNG) suppliers' sale of LCFS credits and Renewable Identification Number (RIN) credits generated by dispensing RNG at SoCalGas Utility-owned CNG stations. LCFS and RIN emissions credits are either generated when CNG vehicles refuel at utility owned CNG refueling stations or are assigned to SoCalGas by third-party customers or RNG suppliers. RIN credits are generated under the U.S. Environmental Protection Agency's (US EPA) Renewable Fuels Standard (RFS).

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