

## Definitions

NNT: No Notice Transportation Service

FP: Firm Peaking

RDC: Reserved Daily Capacity

CTP: Contract Transportation Path. Contiguous set of receipt point groups that comprise a Shipper's contracted T-1 receipt and delivery points.

DPG: Delivery Point Group. A group of delivery points located within identified operational areas.

Alternate Receipt or Delivery Point: Means any point where gas is received into or delivered out of system that is not listed as primary Receipt or Delivery point in Shipper's rate schedule T-1 Transportation Service Agreement. T-1: MountainWest Pipeline Rate Schedule.

## Priority of Service Codes

Non-Segmented: Primary to Primary (P2P) | Alternate in-path receipt to primary delivery (S2P) | Primary receipt to alternate delivery point within DPG (P2M) | Alternate in-path receipt to alternate delivery point within DPG (S2M)

Segmented: Segmented receipt to segmented delivery | Segmented alternate in-path receipt to segmented in-path delivery

Non-Segmented: Primary receipt to alternate in-path delivery (P2S) | Alternate in-path receipt to alternate in-path delivery (S2S) | Alternate out of path receipt to alternate delivery point with DPG (O2M) | Primary Receipt to out of path delivery (P2O) | Out of path receipt to primary delivery (O2P) | Out of path receipt to primary delivery (O2P) | Out of path receipt to out of path delivery (O2O) | Interruptible Transportation based on rate, otherwise pro-rata | Authorized Overrun

Shippers shall be entitled to receive service subject to the availability of pipeline capacity on MWP's system in the order of priority below. NNT and FP service will have the same priority as the shipper's corresponding T-1 service agreement.

First	All non-segmented firm transportation service from a primary receipt point to a primary delivery point.
Second	All non-segmented firm transportation service nominated: <ol style="list-style-type: none"> <li>from an alternate receipt point <i>within</i> a CTP to a primary delivery point.</li> <li>from a primary receipt point to an alternate delivery point <i>within</i> a DPG.</li> <li>from an alternate receipt point <i>within</i> a CTP to an alternate delivery point <i>within</i> a DPG. If available capacity at an alternate receipt or alternate delivery point in DPG is insufficient to accommodate nominations, the available capacity will be awarded pro rata based on each Shipper's nomination up to that Shipper's RDC <i>within</i> the CTP or DPG.</li> </ol>
Third	All segmented firm transportation service segmented pursuant to § 28, nominated from a segmented receipt point to a segmented delivery point.
Fourth	All segmented firm transportation service, segmented pursuant to § 28, nominated from an alternate receipt point <i>within</i> a CTP to a segmented delivery point <i>within</i> the CTP. If available capacity at an alternate receipt point is insufficient to accommodate nominations, the available capacity will be awarded pro rata based on each Shipper's nomination up to that shipper's RDC <i>within</i> the CTP.
Fifth	All non-segmented firm transportation service nominated <ol style="list-style-type: none"> <li>from a primary receipt point to an alternate delivery point <i>inside</i> the CTP.</li> <li>from an alternate receipt point <i>inside</i> the CTP to an alternate delivery point <i>inside</i> the CTP.</li> <li>from an alternate receipt point <i>outside</i> the CTP to an alternate delivery point <i>within</i> a DPG.</li> <li>from a primary receipt point to an alternate delivery point <i>outside</i> the CTP.</li> <li>from an alternate receipt point <i>outside</i> the CTP to a primary delivery point. If available capacity from a receipt point to a delivery point is insufficient to accommodate nominations, the available capacity will be awarded pro rata based on each Shipper's nomination up to the Shipper's RDC at the primary receipt or delivery point.</li> </ol>
Sixth	All non-segmented firm transportation service nominated from an alternate receipt point <i>outside</i> the CTP to an alternate delivery point <i>outside</i> the CTP pro rata based on each Shipper's nomination, up to the Shipper's RDC.
Seventh	All interruptible transportation service by rate paid from highest to lowest. If two or more Shippers are paying the same rate, available capacity will be awarded pro rata on the basis of each Shipper's daily nomination.
Eighth	Authorized overrun deliveries under Rate Schedule T-1.
Ninth	PAL2 service by rate paid, from highest to lowest. Where two or more Shippers are paying the same rate, available capacity will be allocated pro rata to those Shippers up to level requested. This procedure will continue until (1) all requests are filled or (2) all available capacity is utilized. Available capacity will be allocated up to the level requested.

This is not a legally binding document and is written for Timely Cycle. Information is derived from the Priority, Interruption or Curtailment of Service Gas Quality (Sec. 9.1 / 28) Portion of MWP's Tariff. For additional information, contact your Scheduling Rep.

\*The Priority of Service Codes are derived from MyQuorum use, not the MWP Tariff.