



# PRIORITY OF SERVICE

## MountainWest Pipeline

### Definitions

- 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:** Any point where gas is received into or delivered out of the Transporter’s system that is not listed as a Primary Receipt or Delivery point in a Shipper’s Rate Schedule T-1 Transportation Service Agreement
- T-1:** MountainWest Pipeline Firm Transportation

### Priority of Service Codes

- Primary – P
- Alternate in-path receipt or delivery – S or F
- Alternate delivery point within DPG – M
- Alternate out of path receipt or delivery – O
- Delivery to a Storage location – STG
- Delivery to an Aquifer location - Aquifer

### Priority of Service

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| 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: <ul style="list-style-type: none"><li>a. From an alternate receipt point <i>within</i> a <b>CTP</b> to a primary delivery point</li><li>b. From a primary receipt point to an alternate delivery point <i>within</i> a <b>DPG</b></li><li>c. From an alternate receipt point <i>within</i> a <b>CTP</b> to an alternate delivery point <i>within</i> a <b>DPG</b>. If available capacity at an alternate receipt or alternate delivery point in <b>DPG</b> is insufficient to accommodate nominations, the available capacity will be awarded pro rata based on each Shipper’s nomination up to that Shipper’s <b>RDC</b> <i>within</i> the <b>CTP</b> or <b>DPG</b></li></ul>                                                                                                                                                                                                                    |
| 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 <b>CTP</b> to a segmented delivery point <i>within</i> the <b>CTP</b> . 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 <b>RDC</b> <i>within</i> the <b>CTP</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Fifth   | All non-segmented firm transportation service nominated: <ul style="list-style-type: none"><li>• From a primary receipt point to an alternate delivery point <i>inside</i> the <b>CTP</b></li><li>• From an alternate receipt point <i>inside</i> the <b>CTP</b> to an alternate delivery point <i>inside</i> the <b>CTP</b></li><li>• From an alternate receipt point <i>outside</i> the <b>CTP</b> to an alternate delivery point <i>within</i> the <b>DPG</b></li><li>• From a primary receipt point to an alternate delivery point <i>outside</i> the <b>CTP</b></li><li>• From an alternate receipt point <i>outside</i> the <b>CTP</b> 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 that Shipper’s <b>RDC</b> at the primary receipt or delivery point</li></ul> |
| Sixth   | All non-segmented firm transportation service nominated from an alternate receipt point <i>outside</i> the <b>CTP</b> to an alternate delivery point <i>outside</i> the <b>CTP</b> pro rata based on each Shipper’s nominations, up to the Shipper’s <b>RDC</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Seventh | All interruptible transportation service by rate paid from highest to lowest. If two or more Shipper’s 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 Shipper’s 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

Shippers shall be entitled to receive service subject to the availability of pipeline capacity on the MWP system in the order of priority on the following page. NNT and FP service will have the same priority as the Shipper’s corresponding T-1 service agreement. This is not a legally binding document and is written for the Timely Cycle. Information is derived from the Priority, Interruption or Curtailment of Service (Sec. 9.1) portion of the MWP Tariff. For additional information, contact your Scheduling Representative.

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