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Gas Services Department
Railroad Commission of Texas

DBM Oil Services LLC Tariff No. 9

DBM Oil Services LLC

LOCAL TARIFF

CONTAINING

RULES, REGULATIONS, AND CHARGES
APPLYING ON THE TRANSPORTATION OF

CRUDE OIL

(as defined herein)

BY PIPELINE

Rules and regulations published herein apply only under tariffs making specific reference by number to this tariff; such reference will include supplements hereto and reissues hereof. Specific rules and regulations published in individual tariffs will take precedence over the rules and regulations published herein.

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TABLE OF CONTENTS

SECTION I RULES AND REGULATIONS OF RAILROAD COMMISSION OF TEXAS OIL AND GAS
 RULE § 3.71, PIPELINE TARIFFS 3

SECTION II SUPPLEMENTAL RULES AND REGULATIONS..... 4

ITEM 1. DEFINITIONS:..... 4

ITEM 2. COMMODITY: 7

ITEM 3. SPECIFICATIONS AS TO QUALITY: 7

ITEM 4. MINIMUM TENDER:..... 8

ITEM 5. TREATING SERVICES: 8

ITEM 6. MEASUREMENT AND TESTING: 9

ITEM 7. IDENTITY OF CRUDE OIL:..... 13

ITEM 8. NOMINATIONS REQUIRED: 13

ITEM 9. OFFERS IN EXCESS OF FACILITIES: 14

ITEM 10. FAILURE TO TAKE DELIVERY AT DESTINATION POINT: 17

ITEM 11. APPLICATION OF RATES:..... 17

ITEM 12. PAYMENT OF TRANSPORTATION AND TREATING RATES AND OTHER CHARGES:.... 18

ITEM 13. FINANCIAL ASSURANCES:..... 19

ITEM 14. LINE FILL:..... 19

ITEM 15. CLAIMS, SUITS AND TIME FOR FILING: 19

ITEM 16. LIABILITY: 19

ITEM 17. CRUDE OIL INVOLVED IN LITIGATION, ETC. – INDEMNITY AGAINST LOSS: 20

ITEM 18. ORIGIN AND DESTINATION FACILITIES:..... 21

ITEM 19. CURTAILMENT: 21

ITEM 20. CONNECTIONS:..... 21

ITEM 21. SEPARATE PIPELINE AGREEMENTS:..... 21

ITEM 22. ROYALTY AND TAXES: 21

ITEM 23. STORAGE OF CRUDE OIL: 21

ITEM 24. AVAILABLE CAPACITY ON EACH TRANCHE OF SYSTEM: 21

ITEM 25. AVAILABILITY OF DESTINATION POINTS: 22

ITEM 26. REVISIONS: 22

ITEM 27. LOSS ALLOWANCE: 22

SECTION III RATES 23

SECTION IV EXISTING ORIGIN POINT(S)..... 25

SECTION V NEW ORIGIN POINT(S) 43

SECTION I
**RULES AND REGULATIONS OF RAILROAD COMMISSION OF TEXAS
OIL AND GAS RULE § 3.71, PIPELINE TARIFFS**

Carrier, as defined in Section II, incorporates by reference into this tariff the rules and regulations set forth in Title 16, Rule § 3.71 of the Texas Administrative Code.

SECTION II
SUPPLEMENTAL RULES AND REGULATIONS

The requirements of Section II will be in addition to the requirements set forth in Section I. In case of discrepancies in the requirements between the Sections, the requirements in Section II will take precedence and govern over the requirements in Section I, to the extent permitted by Law.

ITEM 1. DEFINITIONS:

For the purposes of Sections II and III, the following capitalized terms have the meanings ascribed to them below:

“Adequate Assurance of Performance” shall have the meaning set forth in Item 13.

“Affiliate(s)” shall mean, as to any person, any other Person, whether of a similar or dissimilar nature, which (a) controls, either directly or indirectly, such Person, (b) is controlled, either directly or indirectly, by such Person, or (c) is controlled, either directly or indirectly, by a Person which directly or indirectly controls such Person. As used in this definition, “control” means the ownership of (or the right to exercise or direct) fifty percent (50%) or more of the voting rights in the appointment of directors of such entity, or fifty percent (50%) or more of the interests in such entity.

“API MPMS” shall have the meaning set forth in Item 6.B.i.

“ASTM” shall have the meaning set forth in Item 6.B.i.

“Available Destination Point Capacity” has the meaning set forth in Item 9.

“Barrel” shall mean a barrel of forty-two (42) gallons, corrected for temperature to sixty degrees (60°) Fahrenheit, in accordance with A.S.T.M.-I.P. Petroleum Measurement tables using the latest revision thereof.

“Base Period” shall mean the twelve (12)-month period, beginning thirteen (13) calendar months prior to the Proration Month and excluding the calendar month immediately preceding the Proration Month. If Carrier has been in operation less than twelve (12) months, the Base Period shall be the number of months during which the Carrier has been in operation, excluding the month preceding the Proration Month.

“BS&W” shall have the meaning set forth in Item 6.B.iv.

“Carrier” shall mean [W] ~~DBM Oil Services, LLC~~ DBM Oil Services LLC.

“Committed Shipper” shall mean a Shipper that has a currently effective TSA with Carrier that was initially entered into as part of an open season.

“Crude Oil” shall mean (i) the direct liquid hydrocarbon production from oil or gas wells, or blend of such, in its natural form, not having been enhanced or altered in any manner or by any process that would result in misrepresentation of its true value for adaptability to refining as a whole crude petroleum or for acceptability to be commingled with other crude petroleum, and (ii) condensate that falls from the natural gas stream. Crude Oil for purposes of this tariff shall meet the Quality Specifications set forth in Item 3.

“Destination Point(s)” shall mean the point or points on Carrier’s System where Crude Oil is delivered to Shipper, as such points are specified in Carrier’s tariffs.

“Encumbered Crude Oil” shall have the meaning set forth in Item 17.

“Existing Origin Point(s)” means the receipt point(s) where Carrier receives Crude Oil from Shipper at the inlet of Carrier’s System downstream of the existing Crude Oil measurement facilities owned and operated by Shipper which is either (i) in place as of January 1, 2021; (ii) installed after January 1, 2021 on the same wellpad as an Existing Origin Point(s); or (iii) designated as an Existing Origin Point by mutual agreement of Carrier and Shipper and installed after January 1, 2021 on a wellpad not located at an Existing Origin Point(s). For the avoidance of doubt, all Existing Origin Points constructed after January 1, 2021 shall be built to the same standards, and with the same (or substantially similar) metering facilities and capabilities, as all prior Existing Origin Points in operation as of January 1, 2021, unless otherwise mutually agreed in writing by the Shipper and Carrier pursuant to the provisions of the Shipper’s TSA with Carrier. Shipper shall own, operate, maintain, and install all Existing Origin Point(s).

“Firm Tranche One Capacity” shall have the meaning set forth in Item 9.B.iv.

“Force Majeure” shall mean causes, conditions, events or circumstances that are beyond the reasonable control of the Party claiming Force Majeure. Such causes, conditions, events and circumstances will include acts of God, strikes, lockouts or other industrial disturbances, acts of the public enemy, wars, blockades, insurrections, riots, epidemics, landslides, lightning, earthquakes, fires, storms, floods, washouts, arrests and restraints of rulers and people, arrests and restraints of governmental authorities, either federal, state, or local, inability of any Party to obtain necessary materials or supplies at reasonable market costs or permits due to existing or future rules, orders and Laws of governmental or judicial authorities (federal, state, local, or otherwise), interruptions by government or court orders, present and future orders of any regulatory body having proper jurisdiction, civil disturbances, explosions, sabotage, and partial or entire loss of market. Breakage of or accident to machinery or lines of pipe, the necessity for making inspections, maintenance (planned or unplanned), repairs, replacements, relocations, or alterations to machinery or lines of pipe, freezing of wells or lines of pipe, or partial or entire failure of wells will be considered Force Majeure if the Party claiming Force Majeure has not caused the condition and the cause of the condition was out of the control of such Party. Force Majeure could include any other causes, whether of the kind herein enumerated or otherwise not within the control of the Party claiming suspension and which by the exercise of due diligence such Party is unable to overcome, such as the inability to acquire, or the delays in acquiring, at reasonable market cost and after the exercise of reasonable diligence, any servitude, right-of-way grants, permits, or licenses required to be obtained to enable a Party hereto to fulfill its obligations hereunder. The inability of a Party to be profitable or to secure funds, arrange bank loans or other financing, or to obtain credit will not be regarded as an event of Force Majeure.

“HVP Crude Oil” means Crude Oil with a Reid Vapor Pressure greater than 9 psi; provided, however, that in the context of measurement or description of volume, Crude Oil delivered to an Origin Point with a Reid Vapor Pressure greater than 9 psi, as corrected to standard pressure and temperature.

“Law” shall mean all applicable and valid orders, laws, rules and regulations of duly constituted governmental authorities having jurisdiction or control over Carrier and/or Shipper, their facilities or Crude Oil supplies, this tariff, or any provisions hereof.

“Line Fill” shall have the meaning set forth in Item 14 of this tariff.

“New Origin Point(s)” means the receipt point(s) where Carrier receives Crude Oil from Shipper at the inlet of Carrier’s System upstream of Carrier’s owned and operated Crude Oil measurement facilities which is either (i) installed pursuant to the provisions of the Shipper’s transportation services agreement with Carrier after January 1, 2021, and not an Existing Origin Point under clauses (ii) or (iii) of the definition of Existing Origin Point(s), or (ii) designated as a New Origin Point by mutual agreement of Carrier and Shipper and installed after January 1, 2021 on the same wellpad as an Existing Origin Point(s). Carrier shall own, operate, maintain, and install all New Origin Point(s).

“New Shipper”, as such term is used in Item 9.C herein, shall be any shipper that does not qualify to be Regular Shipper.

“Nomination,” “Nominate,” or “Nominating” shall mean a written offer (in form and context specified by Carrier) made by a Shipper to Carrier of a stated quantity of Crude Oil for transportation and Treating Services from a specified Origin Point to a specified Destination Point pursuant to the terms of this tariff.

“Origin Point(s)” shall mean the Existing Origin Point(s) and New Origin Point(s) of the System located in Reeves, Loving, Winkler, and Ward Counties, Texas, as identified in Section IV attached hereto, and any additional Origin Point(s) added to the System pursuant to the transportation services agreement between Carrier and Shipper. The Parties agree that transfer of possession and custody of the Crude Oil from Shipper to Carrier occurs at the inlet isolation flange of Carrier’s System located at the Existing Origin Point(s), the New Origin Point(s), and the additional Origin Point(s) added to the System pursuant to the provisions of the Shipper’s transportation services agreement with Carrier, as applicable.”.

“Party” shall mean Carrier or Shipper, as applicable.

“Parties” shall mean Carrier and applicable Shipper, collectively.

“Person” shall mean any individual, corporation, partnership, joint venture, association, joint stock company, or limited liability company.

“Proration Month” means the month for which capacity on Carrier’s System is subject to prorationing under Item 9 of this tariff.

“Quality Specifications” shall have the meaning set forth in Item 3(A) of this tariff.

“Regular Shipper”, as such term is used in Item 9.C herein, shall mean either an Uncommitted Shipper or a Committed Shipper that has shipped Crude Oil on Carrier’s System during each month of the Base Period.

“Shipper” shall mean a Person who contracts with Carrier for transportation and Treating Services of Crude Oil as defined herein and under the terms of this tariff.

“Single Delivery” shall have the meaning set forth in Item 4.

“System” shall mean Carrier’s pipeline system, including all appurtenances thereto related to the provision of transportation services owned by Carrier, as well as the facilities located along the pipeline system that Carrier uses to provide Treating Services.

“Tender,” “Tenders,” or “Tendered” shall mean the presentation by a Shipper to Carrier of a stated quantity of Crude Oil for transportation and Treating Services from a specified Origin Point to a specified Destination Point in accordance with this tariff.

“Tranche” shall mean a particular portion of the capacity of the System. Tranche One is currently available to provide the services specified in Rate Table One of this tariff. Other tranches will be created and available for use if the System is expanded, and, in such event, Carrier will update the tariff to reflect the addition of any such tranches.

“Tranche One” shall mean the Tranche of capacity that was offered for commitment by Carrier during the open season that was held beginning in December 2017 and which provides the services set forth Section III (Rates), Rate Table One. The Origin Points applicable to Tranche One are set forth in Section IV of this tariff. For clarity, the capacity of Treating Tier 1, Treating Tier 2, Treating Tier 3, and Treating Tier 4, as that amount is defined in a Tranche One Committed Shipper’s TSA, is Tranche One capacity.

“Tranche One Committed Shipper” means a Committed Shipper that entered into a TSA with Carrier during the open season Carrier held beginning on December 13, 2017, provided that such TSA may be subsequently amended and restated by the Parties.

“Tranche One New Shipper” means a Tranche One Uncommitted Shipper that does not qualify as a Tranche One Regular Shipper.

“Tranche One Priority Committed Shipper” means a Tranche One Committed Shipper that, in accordance with Item 9.B.ii, has elected to receive Tranche One Priority Committed Shipper Capacity during a Proration Month in exchange for paying the rate applicable to Tranche One Priority Committed Shippers.

“Tranche One Priority Committed Shipper Capacity” shall mean the ninety-five percent (95%) of Tranche One’s available capacity in a Proration Month (or of a line segment on Tranche One’s available capacity in a Proration Month) that is reserved for allocation to Tranche One Priority Committed Shippers in accordance with the provisions of Item 9.B of this tariff.

“Tranche One Regular Shipper” shall mean either (i) an Uncommitted Shipper that has shipped Crude Oil on Tranche One of Carrier’s System during each month of the Base Period, or (ii) a Tranche One Committed Shipper that has not elected to become a Tranche One Priority Committed Shipper in a Proration Month pursuant to Item 9.B.

“Tranche One Uncommitted Shipper” means any Shipper seeking transportation service on Tranche One in a Proration Month that is not a Tranche One Priority Committed Shipper.

“Transportation MDQ” means the volume of Crude Oil that a Committed Shipper agrees to ship on the pipeline system on an average daily basis during the term of its TSA, from the applicable Origin Point(s) to the applicable Destination Point(s), as such amount is specified in Exhibit A-1 to the Committed Shipper’s TSA.

“Treating Services” has the meaning set forth in Item 5.

“TSA” means a transportation services agreement.

“Uncommitted Shipper” shall mean a Shipper that does not have a currently effective transportation services agreement with Carrier that was entered into as part of an open season.

“Unremoved Crude Oil” shall mean Crude Oil that Shipper is unable or refuses to receive upon Carrier’s delivery at the Nominated Destination Point.

ITEM 2. COMMODITY:

Carrier is engaged in the transportation and treating of Crude Oil, as that term is defined herein, and therefore will not accept any other commodity for transportation and Treating Services under this tariff.

ITEM 3. SPECIFICATIONS AS TO QUALITY:

A. The specifications set forth in this Item 3 (the **“Quality Specifications”**), which may be amended by Carrier from time to time, are the required specifications for the Crude Oil and shall apply to each Barrel of Shipper’s Tender and shall not be limited to the composite sample of the Tender, except where noted.

	Type “A” Origin Points*	Type “B” Origin Points*
Receipt Pressure	150 to 350 psig	50 to 275 psig
Receipt Temperature	75 - 165°F	40 - 130°F
MAOP	1400 psig	
Vapor Pressure	Less than 150 psia TVP	Less than 20 psia TVP

Free Gas	None at delivery conditions
H ₂ S	Less than 2 ppmw
O ₂	Less than 50 ppbv
BS&W	Less than 1.00%
Pour Point	Less than 0°F
Wax Appearance Temperature	Less than 120°F
Total Acid	Less than 0.10 mg KOH/g
Sulfur	Less than 0.30 wt%
Solids	None greater than 50 micron
Metal Content	Less than 2.0mg/kr
Other	No chlorinated or oxygenated hydrocarbons

* Section IV of this Tariff identifies for each Origin Point whether it is a Type “A” or a Type “B” Origin Point.

- B. In addition to meeting the specifications set forth in Paragraph A, Crude Oil delivered to the Origin Point(s) must also be good merchantable Crude Oil of such viscosity, pour point and temperature as will permit it being freely handled and gathered under conditions existing in the System, and which is properly warranted. Crude Oil is to be free of any contamination that might render such Crude Oil unusable for its commonly used applications, or that would be injurious to pipelines, meters or other facilities, or that may interfere with the processing, refining, transmission or commercial utilization of such Crude Oil. Specific contaminants include (but are not limited to) dirt, rust, scale, and all other types of solid contaminants, caustic, amines, chlorides, heavy metals, oxygenates, inerts, and any component added to the product to enhance the ability to meet the specifications contained herein. Crude Oil shall contain no active bacteria or bacterial agent, including but not limited to sulphate reducing bacteria and acid producing bacteria, or any hazardous or toxic substances.
- C. Carrier reserves the right to reject any Crude Oil not meeting the Quality Specifications. Carrier may also reject any Crude Oil having other characteristics that will cause it to not be readily gathered through the System or which will materially affect or damage the quality of other shipments or cause disadvantage to other shippers and/or the System.
- D. Notwithstanding the specifications in this Item 3, should any connecting carrier or other downstream party notify Carrier of a different or additional quality specifications required for the receipt of Crude Oil from the System, then Carrier will notify Shipper of any such different or additional specifications as soon as practicable after being notified by such connecting carrier or other downstream party, and such specifications will, upon Shipper’s receipt of such notice, be deemed to amend the above Quality Specifications for as long as required by such connecting carrier or other downstream party.

ITEM 4. MINIMUM TENDER:

Crude Oil of the required Quality Specifications shall be Tendered for transportation and Treating Services in quantities not less than 500 barrels per day, except that Carrier may, in its sole discretion, may accept any quantity of Crude Oil if such quantity can be consolidated with other Crude Oil such that Carrier can make a Single Delivery to satisfy the requirements listed herein. The term “**Single Delivery**” as used herein means a delivery of Crude Oil in one continuous operation into a single facility to which Carrier is connected.

ITEM 5. TREATING SERVICES:

The treating services provisions set forth in this Item 5 shall apply to all Shippers on the System; provided, however, if a Shipper has entered into a TSA with Carrier that contains treating services provisions that differ from those set forth herein, the treating services provisions in such Shipper’s TSA will control over these provisions. Carrier provides treating services as part of the transportation services offered under this tariff to ensure that the System’s common stream conforms to the quality specifications of the pipelines that connect to the System at the Destination Points (“**Treating Services**”).

All of the Crude Oil that Shipper Tenders to Carrier at an Origin Point shall be subject to such Treating Services prior to such Crude Oil being delivered at one of the Destination Point. Carrier shall make the natural gas, natural gas liquids, and waste water volumes that are produced from treating Shipper's Crude Oil available to Shipper at the tailgate of each of the facilities that perform the Treating Services in a month, and Shipper shall be required to receive or otherwise dispose of such natural gas, natural gas liquids, and waste water in a timely fashion, at its sole expense.

Carrier shall determine natural gas, natural gas liquids, and waste water that are produced from treating Shipper's Crude Oil in a month by multiplying the total natural gas, natural gas liquids, and waste water as measured at the applicable outlet meter at a particular treating facility times a fraction, (i) the numerator of which equals the volume or quantity of each such component as measured at such Origin Point, and (ii) the denominator of which equals the total volume or quantity of each such component as measured at all Origin Points.

Carrier shall have no obligation to accept Shipper's Crude Oil for this tariff until Shipper has provided information to Carrier that sufficiently demonstrates Shipper has made such arrangements

To reflect the impact of the Treating Services, the quantity of Crude Oil that Carrier delivers to Shipper at the Destination Points each month shall be reduced to reflect the amount of natural gas, natural gas liquids and waste water received by Shipper or its designee for that month pursuant to this Item 5.

ITEM 6. MEASUREMENT AND TESTING:

A. Shipper Reporting and Compliance.

- i. Shipper is solely responsible for (i) acquiring all regulatory approvals required respecting delivery and metering of Shipper's HVP Crude Oil and, if any, non-HVP Crude Oil, and (ii) all regulatory compliance and reporting obligations respecting delivery and metering of Shipper's HVP Crude Oil and, if any, non-HVP Crude Oil.
- ii. Carrier shall conduct its Crude Oil measurement, sampling and testing procedures and protocols in a manner supporting Shipper compliance and reporting under applicable regulations. Carrier shall provide Shipper HVP Crude Oil and, if any, non-HVP Crude Oil Origin Point measurement and sampling information supporting Shipper compliance and reporting under applicable regulations, including (i) corrected Crude Oil volumes, (ii) Crude Oil volume correction factor, (iii) Crude Oil API Gravity and BS&W content.

B. Measurement.

- i. For the purposes of this tariff, the unit of volume for measurement of Crude Oil is one Barrel, corrected for pressure and temperature to 60 degrees Fahrenheit in accordance with the latest revisions of the American Society for Testing and Materials ("**ASTM**") Standard Guide Petroleum Measurement Tables and/or the American Petroleum Institute Manual of Petroleum Measurement Standards ("**API MPMS**") Chapter 11 and Chapter 12.
- ii. Carrier shall verify the pressure transmitter performing pressure corrections as part of the volume measurement. Verification frequency shall match proving frequency for temperature transmitters. Pressure measurement verification tolerance should be within +/- 0.5 psi. Verification frequency shall be at least semiannual for pressure transmitters.

- iii. Carrier shall verify the temperature transmitter performing temperature corrections as part of the volume measurement. Temperature measurements may not exceed +/- 0.2 degree Fahrenheit, rounded to the nearest tenth psig, from a certified calibration device.
- iv. Basic Sediment and Water ("**BS&W**") shall be determined per API MPMS Chapter 10. If a centrifugal method with two tubes is used and repeatability is not met, Carrier will notify Shipper. When repeatability fails, Carrier shall use historical values, diagnostics, or an average of the two tubes. Carrier shall verify or maintain BS&W sensors and divert valves, if applicable, at least monthly.
- v. Carrier shall (i) design, install, calibrate, and prove meters in accordance with the latest API MPMS and ASTM standards at the time of installation, (ii) maintain meter case pressure of 20 psi above bubble point pressure of the Crude Oil, (iii) operate meters within manufacturer's suggested capacity and pressure rating, (iv) protect meters from pressure pulsations and surges by using adequate stabilizers or dampeners, and (v) install piping to prevent metered oil from circulating back through the meters by way of relief valves and drains.
- vi. Carrier shall maintain seals and seal logs per regulatory requirements and for valves or equipment where tampering or theft can occur on a LACT metering skid. Shipper reserves the right to seal equipment that can affect quality or quantity on Carrier's LACT metering skid, but Carrier may cut seals as long as logs are properly maintained.

C. Sampling.

- i. Carrier shall design, construct, install, and operate liquid sampling systems appropriate for sampling HVP Crude Oil and non-HVP Crude Oil based on industry standards and best practices for laboratory analysis and equations of state. Carrier shall install sample probes, with piping sized to meet minimum velocities in accordance with API MPMS 8.2. Static mixers must meet API MPMS 8.3 requirements. Carrier shall determine sample increment size and sample interval in proportion to flow and the total volume collected for the run or batch so as not exceed the capacity of the container.
- ii. Carrier shall determine stream composition for HVP Crude Oil and Base Density for all Crude Oil. Base Density shall be determined per API MPMS Chapter 9, GPA 2103, or GPA 2186.
- iii. Carrier shall use sampling procedures for HVP Crude Oil and non-HVP Crude Oil to determine stream composition, volume correction factor for adjusting to standard conditions, specific gravity, and API gravity of the "shrunk" oil contained in the HVP Crude Oil, BS&W content, and Vapor Gas volume factor and quality contained in the HVP Crude Oil.

D. Testing

- i. Carrier shall prove meters per API MPMS Chapter 4 and Chapter 12. Monthly volumes are calculated off a 12-month average after the completion of every prove. Scheduled proves will be shared with both parties prior to the beginning of each month. If a scheduled prove is unable to be performed, it shall be rescheduled and completed by the 15th of the following month given the Shipper will make reasonable efforts to ensure adequate Crude Oil volumes are available for the scheduled proving days.
- ii. If a meter prove shows a meter factor shift of more than 0.0025 and if the cause of the meter factor shift cannot be identified and the timeline is unknown, then the current meter

factor and last successful, proven meter factor will be averaged and used for the timeline between the two proves up to a maximum of two (2) years. Carrier will publish corrected volume using the averaged meter factor.

- iii. If a meter sampler or ancillary measurement facility is out of service or registering inaccurately, Carrier and Shipper (each a “**Party**” and collectively the “**Parties**”) shall determine the volumes delivered to such meter or measurement facility during such period (i) first, by using the registration of any check meter or meters, if installed and accurately registering, or if such check meter registration is not working properly, by correcting the error if the percentage of error is ascertainable by calibration, tests, or mathematical calculation, or (ii) second, by estimating the volumes received or delivered by reference to receipts or deliveries during periods under similar conditions when the meter was registering accurately.
- iv. Carrier shall use meter batches, meter proving procedures, and reports for determining volumes, except where a discrepancy exists between the net meter batches and any other available information. The Party discovering a discrepancy shall promptly deliver notice to the other Party, and the Parties shall investigate the discrepancy and attempt to resolve any dispute by mutual agreement. If there is an indication of measurement error, Carrier shall conduct a prompt test of such measurement equipment in the presence of both Parties. If the meter factor deviates from the previous proving by more than 0.25% during such test, then an operational check must be performed to determine the cause for the factor shift. If the cause of such deviation cannot be determined and corrected, then Carrier shall promptly repair or replace such meter. Each Party shall preserve or cause to be preserved for mutual use all test data in accordance with the applicable rules and regulations of regulatory bodies having jurisdiction, if any, respecting the retention of such records, and for at least two (2) years following the end of the calendar year in which the transactions or events underlying such records or data occurred.
- v. Carrier shall correct, and adjust back to the point in time when inaccuracies first occurred, volume inaccuracies greater than or equal to 0.5% that are found to be the result of pulsation, vibration, or harmonic wave distortion caused by compressors, pumps, or other production equipment upstream of the Origin Point(s). Production equipment upstream of the Origin Point(s) shall be designed and operated in a manner that will not interfere with acceptable measurement standards. If such interference is detected, Carrier shall notify Shipper and Shipper shall have sixty (60) days to correct or cause to be corrected the problems causing measurement errors due to pulsation, vibration, or harmonic wave distortion caused by compressors, pumps, or other production equipment upstream of the Origin Point(s).
- vi. Each Party may inspect measurement equipment installed or furnished by the other Party and measurement or testing data from such equipment during regular business hours, provided that reading, calibration, and adjustment of such equipment shall be done exclusively by the Party owning such equipment.
- vii. Each Party shall preserve all original test data and other similar records in such Party’s possession for a period of at least two (2) years or the time required by any applicable law or regulation, whichever is greater. Upon written request, a Party shall make all data and other similar records available to the requesting Party, subject to return within sixty (60)

days after delivery. Proving reports and volume statements will be shared with both Parties at least monthly. Configuration data may be requested by Shipper or Carrier for equipment on the LACT skid.

Proving frequency and uncertainty follow the tables below:

Monthly Barrels	Volume	Proving Frequency	Uncertainty
0-15,000		Quarterly	+/- 0.073%
15,001 -75,000		Monthly	+/- 0.027%
75,001-300,000		Twice per Month	+/- 0.027%
Greater than 300,001		Weekly	+/- 0.027%

To attain uncertainty, a minimum of 5 proving runs is required and repeatability equivalent to uncertainty is listed below:

Repeatability Criteria for 0.027% Uncertainty

Number of Proving Runs	Repeatability Limit
5	0.0005
6	0.0006
7	0.0008
8	0.0009
9	0.0010
10	0.0012
11	0.0013
12	0.0014
13	0.0015
14	0.0016
15	0.0017
16	0.0018
17	0.0019
18	0.0020
19	0.0021
20	0.0022

Repeatability Criteria for 0.073% Uncertainty

Number of Proving Runs	Repeatability Limit
5	0.0014
6	0.0017
7	0.0021
8	0.0025
9	0.0028
10	0.0032
11	0.0034
12	0.0037
13	0.0040
14	0.0043
15	0.0046

For tankless separator meters, proving frequency and uncertainty follow the tables below:

Proving Frequency	Proving Criteria
Quarterly	Per API MPMS Chapter 20

- viii. If a meter prove shows a meter factor shift of more than 0.0025, then the Shipper will be notified of the failed prove within 24 hours.

ITEM 7. IDENTITY OF CRUDE OIL:

- A. Carrier shall not be liable to Shipper for changes in gravity or quality of Shipper’s Crude Oil that may occur from commingling or intermixing Shipper’s Crude Oil with other Crude Oil in the same common stream while in transit, or during Treating Services.
- B. Carrier shall have no responsibility in, or for, any revaluation or settlements that may be deemed appropriate by Shippers because of mixing or commingling of Crude Oil between the receipt and delivery of such shipments by Carrier within the same common stream.
- C. Carrier shall not be required to transport and treat Crude Oil except with reasonable diligence, considering the quality of the Crude Oil, the distance of transportation and other material elements. Carrier cannot commit to delivering Crude Oil at a particular time.

ITEM 8. NOMINATIONS REQUIRED:

- A. Unless otherwise agreed to in writing by Carrier, Crude Oil for transportation and Treating Services on Carrier’s System will be received only on properly executed Nominations from Shipper showing the Origin Point at which the Crude Oil is to be received, the Destination Point at which the Crude Oil is to be delivered, the amount of Crude Oil to be transported and treated, and the Tranche of capacity on the System that Shipper is seeking service on during the month. Carrier may refuse to accept Crude Oil for transportation and Treating Services if Shipper has not furnished documentation demonstrating that it has made provision for prompt receipt thereof at the Nominated Destination Point.

- B. Any Shipper desiring to Nominate Crude Oil for transportation and Treating Services shall make such Nomination to Carrier in writing on or before the fifteenth (15th) day of the month preceding the month during which the transportation and Treating Services under the Nomination is to begin; except that, if space is available for current movement, Carrier, in its sole discretion, may consider a Nomination from Shipper for transportation and Treating Services of Crude Oil submitted after the fifteenth (15th) day of the month preceding the month during which the transportation and Treating Services under the Nomination is to begin. If the twentieth (20th) day of the month in which Nominations are due falls on a weekend or on a holiday, Nominations will be moved to the next earlier business day.
- C. Carrier may refuse to accept Crude Oil for transportation and Treating Services if Shipper is not in compliance with other provisions of this tariff or where Shipper has failed to comply with all applicable Law regulating shipments of Crude Oil.
- D. Carrier will accept only good faith Nominations from Shippers and Carrier shall use whatever reasonable means necessary to determine whether Nominations have been made in good faith. Shipper has an obligation to cooperate with Carrier inquiries regarding whether Shipper's nomination is a good faith Nomination. The phrase "good faith" as used in this subpart (D) means the non-contingent ability and willingness of Shipper to deliver to Carrier at the Origin Points specified in Shipper's Nomination all of the Barrels Shipper nominated for service for the month covered by the Nomination. If Carrier determines, in its sole direction, that all or a portion of a Nomination does not constitute a good faith Nomination, Carrier may reject the Nomination (or the portion thereof) that Carrier determines was not a good faith Nomination.
- E. Carrier will transport and treat accepted Crude Oil during regular business hours, as established by Carrier from time to time. Carrier may refuse to accept Crude Oil for transportation and Treating Services outside of those regular business hours.

ITEM 9. OFFERS IN EXCESS OF FACILITIES:

- A. When Carrier receives more Nominations in a month for transportation and Treating Services of Crude Oil on a particular Tranche than Carrier is able to provide on that Tranche, Carrier shall allocate the capacity of that Tranche under the applicable provisions of this Item 9. The capacity of each Tranche on the System shall be allocated independently and separately from the capacity of the other Tranches on the System. Within each Tranche, Carrier may allocate capacity on a line segment by line segment basis, with the particular line segments being determined by Carrier. The capacity available on each line segment will vary based on a variety of factors; therefore, the available capacity on one line segment may differ from the available capacity on another line segment. In no event will a Shipper be allocated more capacity for a Tranche or a line segment than the Tranche or line segment is physically able to receive or transport during the Proration Month. In addition to allocating available capacity based upon Tranches and line segments, Carrier may also, if necessary, allocate available capacity based upon the Nominated Destination Point, as described further in this Item 9.
- B. **Allocation of Tranche One Capacity**
 - i. Available capacity on Tranche One shall be divided between Tranche One Priority Committed Shippers as a class and Tranche One Uncommitted Shippers as a class.
 - ii. Within five (5) days after Carrier receives Nominations for services in a month pursuant to Item 8, Carrier shall notify all Tranche One Committed Shippers that submitted a Nomination for service on Tranche One whether Tranche One (or any portion thereof) will be in prorationing for the month, which determination will be based upon the amount of Nominations for services on Tranche One that Carrier received. After receipt of such notice, each Tranche One Committed Shipper shall have three days to notify Carrier whether it wishes to exercise its right,

under its transportation services agreement, to become a Tranche One Priority Committed Shipper for that month, and, as a result, to obtain Tranche One Priority Committed Shipper Capacity for that month. If a Tranche One Committed Shipper does not notify Carrier within the time period permitted, or notifies Carrier that it does not wish to become a Tranche One Priority Committed Shipper for that month, the Tranche One Committed Shipper will be treated as a Regular Shipper for that month and will be allocated capacity under Item 9.B.v. The rights under this Item 9.B.ii to become a Tranche One Priority Committed Shipper are only available to Tranche One Committed Shippers; any other Committed Shipper will be treated as a Tranche One Regular Shipper for purposes of allocation under this Item 9.B.

iii. Allocation of Tranche One Capacity to Tranche One New Shippers:

1. Carrier shall first allocate not more than five percent (5%) of the available capacity on Tranche One (or a particular line segment thereof) to Tranche One New Shippers seeking service on Tranche One during the Proration Month.
2. Each such Tranche One New Shipper shall be allocated an amount of capacity during the Proration Month that is equal to its Nomination, provided that in no event will any Tranche One New Shipper be allocated more than a maximum of five hundred (500) Barrels per day, in aggregate, on Tranche One; and further provided that if the total volume allocated among all Tranche One New Shippers would exceed five percent (5%) of the available capacity on a particular line segment of Tranche One, then each Tranche One New Shipper's allocation for that line segment will be reduced on a pro rata basis, in accordance with its Nomination, so that the allocation to all Tranche One New Shippers in the aggregate does not exceed five percent (5%) of the available capacity on the line segment of Tranche One. If a Tranche One New Shipper is unable to arrange for the delivery of its Crude Oil at the Destination Point, then that Tranche One New Shipper's Nomination shall be deemed to be reduced by the volume that such Tranche One New Shipper is unable to arrange delivery for at the Destination Point.
3. For each Destination Point, each Tranche One New Shipper shall be limited to its proportionate share of five percent (5%) of the Available Destination Point Capacity for that Destination Point. As used in this Item 9.B.iii.3, a Tranche One New Shipper's "proportionate share" shall be the percentage equal to the Tranche One New Shipper's Nomination for services to that Destination Point on Tranche One, divided by the total Nominations by all Tranche One New Shippers seeking service on Tranche One to that Destination Point. Any Nomination by a Tranche One New Shipper to a Destination Point that is in excess of the Tranche One New Shipper's proportionate share must be re-nominated to another Destination Point.

iv. Allocation to Tranche One Priority Committed Shippers:

1. After allocating not more than five percent (5%) of the available capacity on Tranche One (or a particular line segment thereof) to Tranche One New Shippers under subpart (iii) of this Item 9.B, Carrier shall determine the amount of Firm Tranche One Capacity, where "**Firm Tranche One Capacity**" means the capacity by which Nominations from Tranche One Priority Committed Shippers and Tranche One Regular Shippers exceeded the Tranche One capacity not allocated to Tranche One New Shippers. For example, if Carrier receives Nominations totaling 130,000 Barrels for Tranche One service in a month but it only has 100,000 Barrels of Tranche One capacity available after Tranche One New Shipper allocations, then Tranche One was over-nominated by 30,000 Barrels and the Firm Tranche One Capacity in this instance would equal 30,000 Barrels. Tranche One Priority Committed Shippers shall have a firm right to the Firm Tranche One Capacity and, pursuant to Rate Table One in Section III of this Tariff, Tranche One

Priority Committed Shippers shall be subject to the Premium Committed Shipper Rate for Barrels of Crude Oil they ship using the Firm Tranche One Capacity.

2. Carrier shall allocate each Tranche One Priority Committed Shipper a portion of the Tranche One Priority Committed Shipper Capacity equal to the lesser of the Tranche One Priority Committed Shipper's (i) Nomination for the Proration Month, or (ii) Transportation MDQ.
3. For each Destination Point, a Tranche One Priority Committed Shipper shall be limited to its proportionate share of the Tranche One Priority Committed Shipper Capacity that is available at that Destination Point, which amount will be determined based upon the capacity of the facilities required to provide Treating Services that are located immediately upstream of the Destination Point ("**Available Destination Point Capacity**"). As used in this Item 9.B.iv.3, a Tranche One Priority Committed Shipper's "proportionate share" shall be the percentage equal to the Tranche One Priority Committed Shipper's Transportation MDQ, as set forth in such shipper's transportation services agreement with Carrier, divided by the total Transportation MDQs of all Tranche One Priority Committed Shippers, as such amounts are defined in those shippers' transportation services agreements with Carrier. Any Nomination by a Tranche One Priority Committed Shipper to a Destination Point that is in excess of the shipper's proportionate share must be re-nominated to another Destination Point; *provided, however* that if Carrier receives Nominations for services in a month to a particular Destination Point that are less than the Available Destination Point Capacity for that Destination Point and one or more Tranche One Priority Committed Shippers had their Nominations to that particular Destination Point prorated in accordance with the provisions of this Item 9.B.iv.3, Carrier shall reallocate the remaining Available Destination Point Capacity among such shippers in accordance to each Tranche One Priority Committed Shipper's proportionate share of such remaining Available Destination Point Capacity.

v. Allocation of Capacity to Tranche One Regular Shippers:

1. After the allocation of capacity to Tranche One Priority Committed Shippers and Tranche One New Shippers pursuant to Items 9.B.iii and 9.B.iv above, all remaining available capacity on Tranche One (or a line segment thereof) shall be available to Tranche One Regular Shippers that have Nominated volumes for service on Tranche One during the Proration Month, with each Tranche One Regular Shipper receiving the lesser of (i) its Nomination for Tranche One services during the Proration Month, or (ii) a fraction of the remaining available capacity, which fraction shall be calculated by multiplying the available capacity on Tranche One times the following fraction: the number of Barrels shipped by the Tranche One Regular Shipper on Tranche One during the Base Period divided by the total number of Barrels shipped by all Tranche One Regular Shippers on Tranche One during the Base Period.
2. For each Destination Point, each Tranche One Regular Shipper shall be limited to its proportionate share of the Available Destination Point Capacity for a Destination Point that remains after the allocations to Tranche One Priority Committed Shippers and Tranche One New Shippers in Items 9.B.iii-iv. As used in this item, a Tranche One Regular Shipper's "proportionate share" shall be the percentage equal to the Tranche One Regular Shipper's Nomination for services to that Destination Point on Tranche One, divided by the total Nominations by all Tranche One Regular Shippers seeking service to that Destination Point. Any Nomination by a Tranche One Regular Shipper to a Destination Point that is in excess of the shipper's proportionate share must be re-nominated to another Destination Point.

- vi. Remaining Capacity: Any remaining available capacity on Tranche One that is not allocated through the application of Items 9.B.iii-v will be allocated among all Shippers having remaining unmet Nominations on Tranche One, in proportion to each such Shipper's initial capacity allocation for the Proration Month pursuant to Items 9.B.iii-v. If allocation to any Shipper pursuant to this Item 9.B.vi exceeds its remaining Nomination for service on Tranche One, then the excess volume will be allocated among all other remaining Nominations on Tranche One until the remaining capacity is fully allocated or all of the remaining Nominations have been fulfilled.
- C. During periods when Carrier applies this Item 9:
- i. The capacity allocated to a Shipper will be provided as a daily or monthly value, at Carrier's discretion, and will be calculated for the Proration Month; and
 - ii. Carrier will use its reasonable efforts to notify each Shipper of its allocation not later than the first working day of the Proration Month.
- D. If a Shipper does not use the capacity allocated to it under this Item 9 at the times and in the amounts designated by Carrier, Carrier shall have the right to use Shipper's unused capacity to fulfill the unmet Nominations of other Shippers, including on other Tranches of the System.
- E. If a New Shipper does not use at least ninety-five percent (95%) of the capacity allocated to it under this Item 9 in a Proration Month, such Shipper shall pay Carrier a \$1.00 per Barrel fee for each Barrel of capacity that the New Shipper was allocated but did not use in the Proration Month. Notwithstanding the foregoing, Carrier has the discretion to waive or modify application of this Item 9.E when Carrier determines that the New Shipper's failure to use such allocated capacity was due to an event of Force Majeure declared by Shipper.

ITEM 10. FAILURE TO TAKE DELIVERY AT DESTINATION POINT:

After a shipment of Crude Oil has had time to arrive at Shipper's Nominated Destination Point and on twenty-four (24) hours' notice to Shipper, Carrier may begin delivery of such Crude Oil to Shipper at Carrier's current rate of pumping. Shipper shall timely remove its Crude Oil, or cause the Crude Oil to be removed, from the System following transportation to a Nominated Destination Point. If Shipper is unable or refuses to receive said shipment, Carrier may curtail the amount of Crude Oil it will accept from Shipper until such Unremoved Crude Oil is removed. Carrier also reserves the right if deemed necessary to clear Carrier's System and to make whatever arrangements for disposition of the Unremoved Crude Oil that are appropriate, which includes selling the Unremoved Crude Oil to the first available purchaser at a reasonable price, which reasonableness shall be in Carrier's sole discretion. Any expenses incurred by Carrier in making such arrangements shall be borne by Shipper. Shipper shall indemnify Carrier for all losses associated with Unremoved Crude Oil and Carrier's disposition of the Unremoved Crude Oil. Carrier shall have no liability to Shipper associated with Shipper's Unremoved Crude Oil or Carrier's disposition of the Unremoved Crude Oil.

ITEM 11. APPLICATION OF RATES:

Crude Oil accepted for transportation and Treating Services shall be subject to the rates in effect on the date of receipt by Carrier at the Origin Point, irrespective of the date of the Nomination, or the date of delivery to Shipper.

ITEM 12. PAYMENT OF TRANSPORTATION AND TREATING RATES AND OTHER CHARGES:

- A. Shipper shall pay, as provided below, all applicable transportation and other charges accruing on Crude Oil handled by Carrier. The charges Shipper owes to Carrier for transportation and Treating Services will be calculated based upon the volume of Crude Oil Shipper delivers to Carrier at the applicable Origin Point, and such volume shall not take into account any reductions in volume that occur during transportation or as a result of the Treating Services.
- B. All payments are due within thirty (30) days of receipt of the invoice. A dispute as to any invoice amount then due shall not excuse nonpayment by Shipper; provided, however, that payment by Shipper of any amount in dispute shall not constitute a waiver of Shipper's rights or an admission to Shipper's detriment with respect to such disputed amount.
- C. The late payment provisions set forth in this Item 12(C) shall apply to all Shippers on the System; provided, however, if a Shipper has entered into a TSA with Carrier that contains late payment provisions that differ from those set forth herein, the late payment provisions in such Shipper's TSA will control over these provisions. If any charge remains unpaid after the due date, then such amount may bear interest equal to U.S. prime rate as published in the Wall Street Journal on the date such payment was due or, if such rate is not published on the due date, on the immediately preceding business day, plus two percent (2%) per annum beginning on the day after such payment was due and continuing until the day such payment is made. The interest shall be calculated on the basis of actual days elapsed divided by Three Hundred and Sixty (360).
- D. In the event Shipper fails to pay any charges when due, Carrier shall have the right, until such payments, including interest thereon, are made in full, to: (i) refuse to provide Shipper access to Carrier's System or provide services pursuant to this tariff, (ii) offset the current and future amounts owed by Shipper against any amounts Carrier owes to Shipper, and (iii) exercise any other rights and remedies granted under this tariff or existing under applicable Law.
- E. The lien provisions set forth in this Item 12(E) shall apply to all Shippers on the System; provided, however, if a Shipper has entered into a TSA with Carrier that contains lien provisions that differ from those set forth herein, the lien provisions in such Shipper's TSA will control over these provisions. Carrier shall have a self-executing lien on all Crude Oil delivered to Carrier to secure the payment of any and all transportation and Treating Services or any other charges that are due Carrier and unpaid by Shipper. Such lien shall survive delivery of Crude Oil to Shipper. Such lien shall extend to all Crude Oil, including Shipper's Line Fill, in Carrier's possession beginning with Shipper's first receipt of transportation or other services from Carrier. Shipper agrees to execute such additional documents as may be reasonably necessary to perfect or evidence such lien. If a bill of lading is required under applicable Law for such a lien to arise, acceptance of the Nomination will be deemed to be the bill of lading for all Crude Oil, including Shipper's Line Fill, subject to such Nomination. The lien provided herein shall be in addition to any lien or security interest provided by this tariff or applicable Law.
- F. If Shipper fails to pay an invoice by the due date, in addition to any other remedies under this tariff or under applicable Law, Carrier shall have the right, either directly or through an agent, to sell any Crude Oil of such Shipper in Carrier's custody at public auction, on any day not a legal holiday, not less than forty-eight (48) hours after publication of notice of such sale in a daily newspaper of general circulation published in the town, city, or general area where the sale is to be held, stating the time and place of sale and the quantity and location of the Crude Oil to be sold. At said sale, Carrier shall have the right to bid, and, if it is the highest bidder, to become the purchaser. The proceeds of any sale shall be applied in the following order: (i) to the reasonable expenses of holding, preparing for sale, selling, and to the extent allowed by Law, reasonable attorney's fees and legal expenses incurred by Carrier; and (ii) to the satisfaction of Shipper's indebtedness including interest herein provided from the date payment is due. The balance of the proceeds of the sale remaining, if any, shall be paid to Shipper or, if there is a dispute or claim as to entitlement, held for whoever may be lawfully entitled thereto. Carrier will have a claim for and against Shipper

with respect to any deficiency arising from the debt due to Carrier from Shipper and the proceeds of any sale after reduction as set forth above.

ITEM 13. FINANCIAL ASSURANCES:

If Carrier has reasonable grounds for insecurity regarding the performance of any obligation under this tariff (whether or not then due) by Shipper (including, without limitation, the occurrence of a material change in the creditworthiness of Shipper), Carrier may demand Adequate Assurance of Performance, which shall be furnished within five (5) days of such demand. “**Adequate Assurance of Performance**” shall mean sufficient security in the form, amount and for the term reasonably acceptable to Carrier, including, but not limited to, a standby irrevocable letter of credit, a prepayment, or a performance bond or guaranty (including the issuer of any such security). In the event Shipper fails to comply with any obligation in this Item 13 on or before the due date provided herein, Carrier shall not be obligated to provide Shipper with access to its System or to provide the transportation services or Treating Services pursuant to this tariff until such requirement is fully met.

ITEM 14. LINE FILL:

The line fill provisions set forth in this Item 14 shall apply to all Shippers on the System; provided, however, if a Shipper has entered into a TSA with Carrier that contains line fill provisions that differ from those set forth herein, the line fill provisions in such Shipper’s TSA will control over these provisions. Shipper shall supply its proportionate share of the Crude Oil requirements on the System Carrier determines is necessary for efficient operation of Carrier’s System (“**Line Fill**”). Carrier shall not be obligated to accept Shipper’s Nominations or Tenders until Shipper has met its Line Fill obligations pursuant to this Item 14. At least twenty (20) days prior to the last day of the month preceding the month containing the date that Carrier expects for Shipper to provide its required Line Fill to the System, Carrier shall endeavor to provide written notice to Shipper of its Line Fill requirements, including the estimated date upon which Shipper shall begin delivering Line Fill to Carrier.

ITEM 15. CLAIMS, SUITS AND TIME FOR FILING:

As a condition precedent to recovery by Shipper for loss, damage or delay in receipt or delivery of Shipper’s Crude Oil for which Carrier may be responsible, Shipper’s claim must be filed in writing with Carrier within nine (9) months after delivery of the affected Crude Oil, or, in case of Carrier’s failure to make delivery of Shipper’s Crude Oil, then within nine (9) months after a reasonable time for delivery has elapsed. Suit against Carrier shall be instituted only within two (2) years and one (1) day from the day when notice in writing is given by Carrier to Shipper that Carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted by Shipper on such claims in accordance with the foregoing provisions, such claims will not be paid and Carrier shall not be liable.

ITEM 16. LIABILITY:

The liability provisions set forth in this Item 16 shall apply to all Shippers on the System; provided, however, if a Shipper has entered into a TSA with Carrier that contains liability provisions that differ from those set forth herein, the liability provisions in such Shipper’s TSA will control over these provisions.

- A. **AS A CONDITION TO CARRIER’S ACCEPTANCE OF CRUDE OIL UNDER ITS TARIFF(S), EACH SHIPPER AGREES TO PROTECT AND INDEMNIFY CARRIER AGAINST CLAIMS OR ACTIONS FOR INJURY AND/OR DEATH OF ANY AND ALL PERSON WHOMEVER AND FOR DAMAGE TO PROPERTY OF OR ANY OTHER LOSS SUSTAINED BY CARRIER, SHIPPER AND/OR ANY THIRD PARTY RESULTING FROM OR ARISING OUT OF (I) ANY BREACH OF OR FAILURE TO ADHERE TO ANY PROVISION OF CARRIER’S TARIFF(S) BY SHIPPER, ITS AGENTS, EMPLOYEES OR REPRESENTATIVES; AND/OR (II) THE NEGLIGENT ACT(S) OR**

FAILURE(S) TO ACT OF SHIPPER, ITS AGENTS, EMPLOYEES OR REPRESENTATIVES IN CONNECTION WITH DELIVERY OR RECEIPT OF CRUDE OIL.

- B. Carrier, while in possession of Crude Oil herein described, shall not be liable, and Shipper hereby waives any claims against Carrier for, any loss thereof, damage thereto, delay, hindrance, or failure to perform its obligations caused by Force Majeure or by act of default of Shipper, or resulting from any other causes not due to the sole negligence of Carrier, whether similar or dissimilar to the causes herein enumerated. In case of loss of Crude Oil from any such causes, after it has been received for transportation at the Origin Point and before the same has been delivered to Shipper at the Destination Point, Shipper shall stand a loss in such proportion as the amount of its shipment, already delivered to Carrier, bears to all of the Crude Oil then in the custody of Carrier, for shipment via the lines or other facilities in which the loss or damage occurs, and Shipper shall be entitled to have delivered only such portion of its shipment as may remain after deduction of its due proportion of such loss, but in such event Shipper shall be required to pay charges only upon the quantity delivered.
- C. Carrier operates under this tariff solely as a common carrier and not as an owner, manufacturer, or seller of the Crude Oil transported and treated hereunder, and Carrier expressly disclaims any liability for any express or implied warranty for Crude Oil transported and treated hereunder including any warranties of merchantability or fitness for intended use.
- D. Carrier will not be liable for discoloration, contamination, or deterioration of the Crude Oil transported and treated hereunder unless such discoloration, contamination, or deterioration of Crude Oil transported and treated results from the sole negligence of Carrier.
- E. **NOTWITHSTANDING ANY PROVISION IN THIS TARIFF TO THE CONTRARY, THIS TARIFF DOES NOT AUTHORIZE CARRIER OR SHIPPER OR ITS AFFILIATES TO SUE FOR OR COLLECT FROM THE OTHER PARTY ITS OWN CONSEQUENTIAL, SPECIAL, INCIDENTAL, LOSS OF PROFITS, LOSS OF REVENUE, LOSS OF SAVINGS, LOSS OF DEFERMENT OF PRODUCTION, LOSS OF CONTRACT, LOSS OF USE, BUSINESS INTERRUPTION, OR INDIRECT DAMAGES, AND EACH PARTY HEREBY WAIVES ANY AND ALL CLAIMS IT MAY HAVE AGAINST THE OTHER PARTY FOR ITS OWN SUCH DAMAGES, REGARDLESS OF FAULT, NEGLIGENCE, GROSS NEGLIGENCE OR WILLFUL MISCONDUCT OF ANY PERSON, INCLUDING CARRIER OR SHIPPER. FURTHERMORE, THE INDEMNITY OBLIGATIONS CONTAINED IN THIS TARIFF DO NOT INCLUDE INDEMNIFICATION FOR PUNITIVE OR EXEMPLARY DAMAGES UNDER ANY LAW OR OTHERWISE.**

ITEM 17. CRUDE OIL INVOLVED IN LITIGATION, ETC. – INDEMNITY AGAINST LOSS:

At the time of Nomination, Shipper shall inform Carrier if any Crude Oil Nominated and/or Tendered to Carrier for transportation and Treating Services may be (i) encumbered by a lien or charge of any kind, (ii) may be involved in litigation or, (iii) may be subject to a title dispute ("**Encumbered Crude Oil**"). When any Encumbered Crude Oil is Nominated for transportation and Treating Services, Carrier may require Shipper to provide one or more of the following: (i) satisfactory evidence of its perfected and unencumbered title, (ii) satisfactory indemnity bond to protect Carrier against any and all loss, (iii) pre-payment of transportation and treating charges, or (iv) a subordination agreement from the applicable lienholder. Carrier also has the right to refuse any shipment of Encumbered Crude Oil. Shipper warrants that it has good title to, or the unencumbered right to ship the Crude Oil hereunder and Tendered at the Origin Point(s), and that such Crude Oil is free of all liens and adverse claims of any kind and shall indemnify, release and hold Carrier harmless against all such liens and adverse claims; provided that acceptance for transportation and Treating Services shall not be deemed a representation by Carrier as to title.

In addition, Shipper shall not cause or permit any lien, security interest or other form of burden be filed or created with respect to Crude Oil in Carrier's possession, except for the lien created in favor of Carrier under Item 12.E of this tariff.

ITEM 18. ORIGIN AND DESTINATION FACILITIES:

Carrier shall accept Crude Oil for transportation and Treating Services only when Shipper has provided necessary facilities for receipt of the Crude Oil into Carrier's System at the Nominated Origin Point and delivery of the Crude Oil from Carrier's System at the Nominated Destination Point, at pressures and pumping rates required by Carrier. Such facilities shall be provided at the sole cost of Shipper seeking access to Carrier's System.

ITEM 19. CURTAILMENT:

If Carrier is required to curtail the available capacity on the System during any month as a result of an operational disruption or a Force Majeure event, Carrier may reduce each Shipper's scheduled capacity for the month proportionately to account for that reduction, in accordance to the level of each Shipper's Nominations for the month.

ITEM 20. CONNECTIONS:

Requests for connections to the System shall be made by formal written request to Carrier, at the address shown on the front page of this tariff. Acceptance of any connection request will be in Carrier's sole discretion and subject to compliance with all governmental regulations; provided, however, if a Shipper has entered into a TSA with Carrier that contains connection provisions that differ from those set forth herein, the connection provisions in such Shipper's TSA will control over these provisions.

ITEM 21. SEPARATE PIPELINE AGREEMENTS:

Separate agreements, if applicable, in association with pipeline connections or other facilities ancillary to Carrier's System and in accordance with this tariff shall be required of any Shipper before any obligation to provide transportation and Treating Services shall arise.

ITEM 22. ROYALTY AND TAXES:

Shipper shall account for and pay all royalties, overrides, and other taxes, fees and sums due by Shipper or otherwise due pursuant to applicable Law, or due to the owners of the mineral, royalty, and other interests in the Crude Oil, and Shipper shall indemnify, release and hold Carrier harmless against any loss, damage, expense or claim of every character arising out of or related thereto.

ITEM 23. STORAGE OF CRUDE OIL:

Carrier only provides storage services that are necessary and integral to transportation and Treating Services on the System, as determined by Carrier in its sole discretion. Any other storage must be provided by Shipper or Shipper's designee at the sole cost of Shipper.

ITEM 24. AVAILABLE CAPACITY ON EACH TRANCHE OF SYSTEM:

Carrier has purposefully designed each Tranche of the System so that the initial capacity of the facilities required to perform the Treating Services on the Tranche are less than the design capacity of the pipeline used to provide transportation services on the Tranche. As a consequence, the maximum amount of Crude Oil that Carrier will accept for transportation and Treating Services on a Tranche at any time will be equal to the lesser of the then-available capacity of the facilities required for Treating Services on the Tranche or the then-available capacity of the pipeline that is used for transportation services on the Tranche.

ITEM 25. AVAILABILITY OF DESTINATION POINTS:

The availability of destination points provisions set forth in this Item 25 shall apply to all Shippers on the System; provided, however, if a Shipper has entered into a TSA with Carrier that contains availability of destination points provisions that differ from those set forth herein, the availability of destination points provisions in such Shipper's TSA will control over these provisions. In order for a Destination Point to be utilized in any particular month, the Destination Point must receive Nominations for service from all Shippers that, in the aggregate, allow for the efficient operation of the facilities used for Treating Services that are located immediately upstream of such Destination Point, as determined by Carrier in its sole discretion, *provided, however,* that utilization of at least fifty percent (50%) of the then applicable capacity of such Treating facilities shall be deemed by Carrier to be an efficient utilization of such facilities at which point Carrier may not determine facilities utilization is uneconomic during such applicable month. If a Destination Point does not receive this required amount of Nominations in a month, Carrier shall have the right, before the month of services begins (but not during the month of flow), to notify all shippers who made nominations to that Destination Point and offer them the opportunity to either increase their Nominations to that Destination Point in order to allow shipments to be made to it or to re-Nominate their Crude Oil to another Destination Point. Additionally, if a Shipper has entered into a TSA with Carrier that contains terms related to the availability of Destination Points that are in addition to these provisions, those terms shall also apply to both Carrier and such Shipper.

ITEM 26. REVISIONS:

Carrier reserves the right to, at any time, modify this tariff in its sole discretion, subject only to the rules and regulations of the Railroad Commission of Texas.

ITEM 27. LOSS ALLOWANCE:

Shipper shall be responsible for its proportionate share of any losses that occur during the transportation of Crude Oil on Carrier's System during a month. The volumes delivered to Shipper from Carrier's facilities shall be net of such deduction.

SECTION III RATES**RATE TABLE ONE: TABLE OF RATES APPLICABLE TO TRANCHE ONE SHIPMENTS**

RATES IN DOLLARS PER BARREL OF 42 U.S. GALLONS

(Note 1)

ORIGIN POINT (Note 2)	DESTINATION POINT	BASE COMMITTED SHIPPER RATE (Note 3)	UNCOMMITTED SHIPPER RATE (Note 4)	PREMIUM COMMITTED SHIPPER RATE (Note 5)
Any Tranche One Origin Point	Loving ROTF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Reeves ROTF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Avalon CPF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Blacktip CPF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Monroe CPF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Bronco CTF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Sabre CTF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982
Any Tranche One Origin Point	Turbo CTF Plains Pipeline	[U] \$2.986	[U] \$5.972	[U] \$5.982

Notes

1. The rates reflected in this rate table include the fees associated with the Treating Services provided by Carrier pursuant to Item 5.
2. The Tranche One Origin Points are set forth, in detail, in Section IV of this tariff.
3. The Base Committed Shipper Rate shall apply to:
 - i. all volumes of Crude Oil Tendered by a Tranche One Committed Shipper in a month when Tranche One is not in prorationing under Item 9.B;
 - ii. in a month when Tranche One is in prorationing,

- a. all volumes of Crude Oil Tendered by a Tranche One Committed Shipper, provided that the Tranche One Committed Shipper did not elect to become a Tranche One Priority Committed Shipper for the month under Item 9.B.ii; and
 - b. all volumes of Crude Oil Tendered by a Tranche One Priority Committed Shipper for which the Tranche One Priority Committed Shipper did not receive Firm Tranche One Capacity;
4. The Uncommitted Shipper Rate applies to all movements by Tranche One Uncommitted Shippers
5. The Premium Committed Shipper Rate shall apply to all volumes of Crude Oil Tendered by a Tranche One Priority Committed Shipper in a month for which the Tranche One Priority Committed Shipper received Firm Tranche One Capacity under Item 9.B.

SECTION IV EXISTING ORIGIN POINT(S)

The following table identifies the Existing Origin Points on Tranche One, which may be adjusted by Carrier as it deems appropriate. Each Existing Origin Point on Tranche One shall become available for Nomination upon its commercial operation.

Number	Tranche One Origin Point Name	Meter	Type "A" or Type "B"
1	ALCATRAZ STATE 34-141 UNIT 1H	420526402	B
2	ALCATRAZ STATE 34-141 UNIT 2H	420526672	B
3	ALCATRAZ STATE 34-141 UNIT 3H	420526673	B
4	ALCATRAZ STATE 34-141 UNIT 4H	420526674	B
5	ANTIETAM 54-4-27 1H	420526638	A
6	APC FEE 1-38 UNIT 1H	420526046	B
7	APC FEE 1-38 UNIT 1H	420536066	B
8	APC FEE 1-38 UNIT 2H	420526047	B
9	APC FEE 1-38 UNIT 2H	420536067	B
10	APC FEE 1-38 UNIT 3H	420526048	B
11	APC FEE 1-38 UNIT 3H	420536068	B
12	APC FEE 1-38 UNIT 4H	420526735	B
13	APC FEE 1-40 1H	420526049	B
14	APC FEE 1-40 1H	420536069	B
15	APC FEE 1-40 2H	420526050	B
16	APC FEE 1-40 2H	420536070	B
17	APC FEE 1-40 3H	420526051	B
18	APC FEE 1-40 3H	420536071	B
19	APC FEE 1-40 4H	420526052	B
20	APC FEE 1-40 4H	420536072	B
21	APC FEE 1-40 5H	420526053	B
22	APC FEE 1-40 5H	420536073	B
23	APC FEE 1-50 2H	420526054	B
24	APC FEE 1-50 3H	420526055	B
25	APC FEE 1-50 UNIT 4H	420526056	B
26	APC FEE 1-50 UNIT 5H	420526057	B
27	ARCHER 56-2-5 1H	420526598	A
28	ARCHER 56-2-5 2H	420526761	A
29	ARCHES 55-1-17 UNIT 1H	420526432	A
30	ARROW 56-2-7 1H	420526597	A
31	ASH 55-1-32 UNIT 1H	420526427	B
32	ASH 55-1-32 UNIT 2H	420526643	B
33	ASHLOCK 1-34 UNIT #2H	420526059	B
34	ASHLOCK 1-34 UNIT #2H	420536079	B
35	ASHLOCK 1-34 UNIT #3H	420526060	B
36	ASHLOCK 1-34 UNIT #3H	420536080	B
37	ASHLOCK 1-34 UNIT #4H	420526061	B
38	ASHLOCK 1-34 UNIT #4H	420536081	B
39	ASHLOCK 1-34 UNIT #5H	420526062	B
40	ASHLOCK 1-34 UNIT #5H	420536082	B
41	ASPEN 55-1-30 UNIT 1HR	420526482	A

42	ASPEN 55-1-30 UNIT 2H	420526628	A
43	ASPEN 55-1-30 UNIT 3H	420526629	A
44	ASPEN 55-1-30 UNIT 4H	420526737	A
45	ATLAS CTF CONDENSATE	420516133	A
46	ATOMIC 55-1-7 UNIT 1H	420526517	A
47	AVALANCHE 29-40 UNIT 1H	420526063	A
48	AVANT 29-40 2H	420526064	A
49	BADLANDS 54-2-19 1H	420526065	A
50	BAKU 56-2-41 1H	420526469	A
51	BANNER 57-1-21 1H	420526067	A
52	BANNER 57-1-21 2H	420526068	A
53	BANSHEE 56-3-28 UNIT 1H	420526442	A
54	BASILISK 56-3-43 UNIT 1H	420526683	A
55	BAXTER SPRINGS 54-4-33 1H	420526704	A
56	BEARTOOTH 54-1-34 1H	420526070	B
57	BEARTOOTH 54-1-34 UNIT 51H OIL	420526822	A
58	BEAVER 57-1-16 UNIT 1H	420526526	A
59	BEAVER 57-1-16 UNIT 2H	420526646	A
60	BETTS 54-4-20 1H	420526559	A
61	BETTS 54-4-24 1H	420526560	A
62	BIG BUCKS 29-10 2H	420526072	A
63	BIG EASY 54-2-6 UNIT 1H	420526002	B
64	BIG HORN STATE 56-2-9 UNIT 1H	420526073	A
65	BIG HORN STATE 56-2-9 UNIT 2H	420526074	A
66	BIG HORN STATE 56-2-9 UNIT 3H	420526075	A
67	BIG PINEY 57-2-29 1H	420526425	A
68	BIGFOOT CGF CONDENSATE	420516161	A
69	BIRDIE BELL 54-2-18 LOV 3H	420526426	B
70	BIRDIE-BELL 54-2-18 LOV 2H	420526076	A
71	BITTERROOT 54-1-18 1H	420526078	B
72	BITTERROOT 54-1-18 2H	420526077	B
73	BLACKTIP 1-39 2H	420526079	B
74	BLACKTIP 1-39 2H	420536105	B
75	BLACKTIP 1-44 1H	420526080	B
76	BLACKTIP 1-44 1H	420536108	B
77	BLACKTIP 1-44 2H	420526081	B
78	BLACKTIP 1-44 2H	420536109	B
79	BLACKTIP JOHNSON 1-39 1H	420526093	B
80	BLACKTIP JOHNSON 1-39 1H	420536113	B
81	BLACKTIP JOHNSON 1-39 2H	420526094	B
82	BLACKTIP JOHNSON 1-39 3H	420536112	B
83	BLACKTIP STATE 42 3H	420526083	A
84	BLACKTIP STATE 42 5H	420526084	A
85	BLACKTIP STATE 42 6H	420526085	A
86	BLACKTIP STATE 42 7H	420526086	A
87	BLACKTIP STATE 42-2H	420526082	A
88	BLACKTIP STATE 43 2H	420526087	A
89	BLACKTIP STATE 43 4H	420526088	A

90	BLACKTIP STATE 43 5H	420526089	A
91	BLACKTIP STATE 43 6H	420526090	A
92	BLOCK 2 CGF CONDENSATE	420516174	A
93	BLUEGILL 57-1-38 UNIT 2H	420526741	A
94	BLUEGILL 57-1-38 UNIT 3H	420526740	A
95	BOBCAT 55-1-28 UNIT 1H	420526486	A
96	BONAFIDE 29-34 2H	420526095	A
97	BOND UNIT 3-7 1H	420526096	A
98	BOWFIN STATE 57-1-48 UNIT 1H	420526498	A
99	BOWFIN STATE 57-1-48 UNIT 2H	420526676	A
100	BOWFIN STATE 57-1-48 UNIT 3H	420526677	A
101	BOWFIN STATE 57-1-48 UNIT 4H	420526678	A
102	BOXWOOD 55-1-12 UNIT 1H	420526689	B
103	BOXWOOD 55-1-12 UNIT 2H	420526695	A
104	BOXWOOD 55-1-12 UNIT 3H	420526696	A
105	BOXWOOD 55-1-12 UNIT 4H	420526697	A
106	BOZ 55-2-6 UNIT 1H	420526097	A
107	BP 34-211 1H	420526098	B
108	BP 34-211 1H	420536139	B
109	BP 34-211 2H	420526099	B
110	BP 34-211 2H	420536140	B
111	BRONCO CTF CONDENSATE	420516129	A
112	BUCKEYE 55-1-28 UNIT 1H	420526487	A
113	BULL RUN STATE 55-4-22 UNIT 1H	420526491	A
114	BULLHEAD 55-1-22 UNIT A 1H	420526561	A
115	BULLHEAD 55-1-22 UNIT A 2H OIL	420526778	A
116	BULLHEAD 55-1-22 UNIT A 3H	420526821	A
117	BULLHEAD 55-1-22 UNIT B 1H OIL	420526792	A
118	BULLHEAD 55-1-22 UNIT B 2H OIL	420526790	A
119	BULLHEAD 55-1-22 UNIT B 3H OIL	420526791	A
120	BULLHEAD 55-1-22 UNIT B 4H OIL	420526776	A
121	BULLHEAD 55-1-22 UNIT B 5H OIL	420526777	A
122	BULLHEAD 55-1-34 UNIT B 1H	420526101	B
123	BULLHEAD 55-1-35 UNIT 9HR	420526102	B
124	BULLHEAD 55-1-39 #1H	420526103	B
125	BULLHEAD 55-1-39 #9H	157117	B
126	BULLHEAD 55-1-39 2H	157325	B
127	BULLHEAD 55-1-39 4H	157326	B
128	BULLHEAD 55-1-39 6H	157328	B
129	BULLHEAD 55-2-3 UNIT 1H	420526105	B
130	BULLHEAD STATE 55-1-45 UNIT B 1H	420526562	B
131	BULLHEAD STATE 55-1-45 UNIT B 2H	420526616	A
132	BULLHEAD STATE 55-1-45 UNIT B 3H	420526617	A
133	BULLHEAD STATE 55-1-45 UNIT B 4H	420526100	B
134	BULLHEAD STATE 55-1-45 UNIT B 5H	420526618	A
135	BURRELL STATE 34-143 UNIT 1H	420526106	B
136	BYERLEY 1-33 1H	420526029	B
137	BYERLEY 1-33 2H	420526107	B

138	BYERLEY STATE 1-33 UNIT 1H	420526708	B
139	BYRD 34-170 UNIT 3H	420526110	B
140	BYRD 34-170 UNIT 4H	420526111	B
141	CALLAHAN 54-2-17 UNIT 1H	420526112	B
142	CAMP 29-31 UNIT 2H	420526113	A
143	CARLSBAD 54-1-28 UNIT 1H	420526114	A
144	CARLSBAD 54-1-28 UNIT 2HL	420526723	A
145	CARR 34-125 UNIT 1H	420526115	B
146	CARR 34-125 UNIT 6H	420526116	B
147	CASCADES 55-1-26 UNIT 1H	420526382	B
148	CASPER 57-2-11 1H	420526007	A
149	CEDAR MOUNTAIN 54-4-15 1H	420526671	A
150	CENTAUR STATE 57-2-18 UNIT 1H	420526558	A
151	CENTAUR STATE 57-2-18 UNIT 2H	420526557	A
152	CERBERUS 56-3-43 UNIT 1H	420526682	A
153	CHALK BLUFF 55-4-1 1H	420526600	A
154	CHALUPA 34-153 UNIT 1H	420526624	B
155	CHALUPA 34-153 UNIT 2H	420526625	B
156	CHEVRON 34-157 2H	420526405	B
157	CHEVRON 34-157 3H	420526406	B
158	CHEYENNE 57-3-13 1H	420526120	A
159	CHEYENNE 57-3-13 2H	420526121	A
160	CHEYENNE 57-3-13 3H	420526122	A
161	CHILI PEPPER 34-137 UNIT 1H	420526648	B
162	CHIMERA STATE 56-3-7 UNIT 1H	420526459	A
163	CHIMERA STATE 56-3-7 UNIT 2H	420526633	A
164	CHIMICHANGA 34-223 UNIT 1H	420526476	B
165	CHINOOK 55-1-7 UNIT 1H	420526516	A
166	CHOLLA STATE 2-4 2H	420526500	A
167	CHOLLA STATE 2-4 3H	420526738	A
168	CHUPACABRA 56-2-45 UNIT 1H	420526436	A
169	CHURRO 34-157/158 UNIT 1H	420526645	B
170	COBRA CTF CONDENSATE	420516126	A
171	CODY 56-3-19 UNIT B 1H	420526563	A
172	COLD HARBOR STATE 2-40 UNIT 1H	420526408	A
173	COLT 34-212 1H	420526564	B
174	COLT 34-212 1H	420536175	B
175	COLT 34-212 2H	420526124	B
176	COLT 34-212 2H	420536176	B
177	COLT 34-212 3H	420526125	B
178	COLT 34-212 3H	420536177	B
179	COMMANDER 57-2-35 1H	420526679	A
180	CONSENSUS 57-3-5 1H	420526615	A
181	CONVINGTON 34-224 5H	420526133	B
182	COOPER STATE 34-139 UNIT 1H	420526397	B
183	COOPER STATE 34-139 UNIT 2HR OIL	420526823	B
184	COOPER STATE 34-139 UNIT 3H OIL	420526824	B
185	COOPERSMITH 34-139 1H	420526126	B

186	COOPERSMITH 34-139 2HR	420526127	B
187	COOPERSMITH 34-139 2HR	420536179	B
188	CORNELL UNIT 34-189 1H	420526003	B
189	COTTONWOOD 55-1-14 UNIT 1H	420526026	A
190	COTTONWOOD 55-1-14 UNIT 3H	420526592	A
191	COTTONWOOD 55-1-14 UNIT 4H	420526680	A
192	COTTONWOOD 55-1-14 UNIT2HR	420526497	A
193	COTTONWOOD A 61H OIL	420526844	A
194	COVINGTON 34-224 1H	420526129	B
195	COVINGTON 34-224 1H	420536182	B
196	COVINGTON 34-224 2H	420526130	B
197	COVINGTON 34-224 2H	420536183	B
198	COVINGTON 34-224 3H	420526131	B
199	COVINGTON 34-224 3H	420536184	B
200	CRAVEN UNIT 3-8 1H	420526134	A
201	CROCKETT 1-35 UNIT 1H	420526135	B
202	CROCKETT 1-35 UNIT 1H	420536188	B
203	CROCKETT 1-35 UNIT 2 WELL 1H	420526136	B
204	CROCKETT 1-35 UNIT 2 WELL 1H	420536189	B
205	CROCKETT 1-35 UNIT 2 WELL 2H	420526137	B
206	CROCKETT 1-35 UNIT 2 WELL 2H	420536190	B
207	CROCKETT 1-35 UNIT WELL 2H	420526138	B
208	CROCKETT 1-35 UNIT WELL 2H	420536191	B
209	CROSS V RANCH 34-170 UNIT 1H	420526043	B
210	CUB 56-2-33 1H	420526451	A
211	CYCLONE 54-2-15 UNIT 1H	420526582	A
212	CYCLONE CTF CONDENSATE	420516122	A
213	CYCLOPS STATE 57-3-28 UNIT 1H	420526464	A
214	DAVIS 34-169 B UNIT 1H	420526141	B
215	DAVIS 34-169 B UNIT 1H	420536194	B
216	DAVIS 34-169 B UNIT 2H	420526139	B
217	DAVIS 34-169 B UNIT 3H	420526140	B
218	DAVIS 34-169 UNIT 1 WELL 2H	420526142	B
219	DAVIS 34-169 UNIT 1 WELL 3H	420526143	B
220	DONNELL 54-4-22 1H	420526429	A
221	DOSEY DOE 54-2-17 UNIT 1H	420526144	B
222	DROOP MOUNTAIN 55-4-35 1H	420526662	A
223	DUSK 54-1-34 UNIT 1H	420526145	B
224	EAST VERMEJO 33-66 2H	420526146	B
225	EAST VERMEJO 33-66 2H	420536203	B
226	EAST VERMEJO 33-66 3H	420526147	B
227	EAST VERMEJO 33-66 3H	420536204	B
228	EAST VERMEJO 33-66 4H	420526148	B
229	EAST VERMEJO 33-66 4H	420536205	B
230	EBONY 55-1-40 UNIT 1H	420526149	B
231	EBONY 55-1-40 UNIT 2H	420526415	B
232	EBONY 55-1-40 UNIT 3H	420526495	A
233	EBONY 55-1-40 UNIT 4H OIL	420526807	A

234	ELEVENTH HOUR 54-2-17 UNIT 1H	420526150	B
235	ELKHORN 54-1-40 2H	420526565	B
236	ELKHORN 54-1-40 3H	420526151	B
237	ELKHORN 54-1-44 1H	420526152	B
238	ELM 55-1-36 UNIT 1H	420526384	B
239	EMERALD CITY 56-2-37 1H	420526551	A
240	EMPANADA 34-191 UNIT 1H	420526493	B
241	EMPANADA 34-191 UNIT 2H	420526494	B
242	ENCHILADA 34-223 UNIT 1H	420526468	B
243	FORT PILLOW 54-4-13 1H	420526410	A
244	FOWLER 34-193 2H	420526153	B
245	FOWLER 34-193 3H	420526154	B
246	FOWLER 34-193 3H	420536212	B
247	FOWLER 34-193 4H	420526155	B
248	FOWLER 34-193 4H	420536213	B
249	FREDERICKSBURG STATE 3-8 UNIT 1H	420526400	A
250	FREMONT 56-2-21 1H	420526463	A
251	FRIJOLE 34-187 UNIT 1H	420526590	B
252	FRIJOLE 34-187 UNIT 2H OIL	420526826	B
253	GADDIE 1-31 UNIT 1H	420526156	B
254	GADDIE 1-31 UNIT 2H	420526157	B
255	GADDIE 1-31 UNIT 3H	420526158	B
256	GEREN 34-129 UNIT 1H	420526160	B
257	GEREN 34-129 UNIT 2H	420526161	B
258	GEREN 34-129 UNIT 3H	420526162	B
259	GETTYSBURG 55-4-21 1H	420526490	A
260	GHOST RIDER 57-2-43 1H	420526654	A
261	GOLDENEYE 54-2-3 UNIT A 1H OIL	420526847	A
262	GORGON 57-1-33 1H	420526477	A
263	GREEN STATE 34-152 UNIT 1H	420526403	B
264	GREEN STATE 34-152 UNIT 2H	420526757	B
265	GRENDDEL 57-2-25 1H	420526701	A
266	GRIFFIN STATE 56-3-41 UNIT 1H	420526453	A
267	GRIFFIN STATE 56-3-41 UNIT 2H	420526811	A
268	GRIFFIN STATE 56-3-41 UNIT 3H	420526812	A
269	GRIFFIN STATE 56-3-41 UNIT 4H	420526813	A
270	GROWLER 56-3-23 1H	420526443	A
271	HALEY 28-43 3H	420526168	A
272	HALEY 28-43 4H	420526032	A
273	HALEY 29-24 4H	420526165	A
274	HALEY 29-24 4H	420536233	B
275	HALEY 29-24 6H	420526166	A
276	HALEY JE 28-33 UNIT 3H	420526690	A
277	HALEY JE 28-33 UNIT B 6H	420526522	A
278	HALEY JE 28-33 UNIT C 4H	420526167	A
279	HALEY JE 28-33 UNIT C 5H	420526521	A
280	HAMMERHEAD 54-1-28 1H	420526170	B
281	HAMMERHEAD 54-1-28 UNIT 2H	420526169	A

282	HAMMERHEAD 54-1-35 1H	420526606	B
283	HAMMERHEAD 54-1-47 1H	420526550	A
284	HAMMERHEAD 54-1-48 1H	420526549	A
285	HANGING H 3-18 UNIT 1H	420526034	A
286	HARPER FERRY 54-4-29 1H	420526637	A
287	HARRISON 29-20 2H	420526171	A
288	HARRISON 29-25 2H	420526172	A
289	HARRISON 29-26 1H	420526173	A
290	HARRISON 29-28 1H	420526174	A
291	HARRISON 29-30 2H	420526175	A
292	HAWK CTF CONDENSATE	420516134	A
293	HAWKS 55-1-28 UNIT 1H	420526488	A
294	HAWTHORN 55-1-23 UNIT 1H OIL	420526801	A
295	HAWTHORN 55-1-23 UNIT 2H OIL	420526802	A
296	HAWTHORN 55-1-23 UNIT 3H OIL	420526803	A
297	HELIOS 56-2-30 1H	420526651	A
298	HEMLOCK 55-1-23 UNIT 1H OIL	420526806	A
299	HEMLOCK 55-1-23 UNIT 2H OIL	420526805	A
300	HEMLOCK 55-1-23 UNIT 3H OIL	420526804	A
301	HEMLOCK 55-1-23 UNIT 4H OIL	420526793	A
302	HEREN 54-2-4 UNIT 4H	420526703	A
303	HERON 54-2-4 UNIT 1H	420526496	A
304	HERON 54-2-4 UNIT 2H	420526608	A
305	HERON 54-2-4 UNIT 3H	420526702	A
306	HERON 54-2-4 UNIT 5H OIL	420526788	A
307	HERON 54-2-4 UNIT 6H OIL	420526789	A
308	HERON 54-2-4 UNIT 7H OIL	420526794	A
309	HERON 54-2-4 UNIT 8H OIL	420526795	A
310	HICKORY 55-2-1 UNIT 1H	420526177	B
311	HICKORY 55-2-1 UNIT 2H	420526731	A
312	HICKORY 55-2-1 UNIT 3H	420526732	A
313	HICKORY 55-2-1 UNIT 4H	420526724	A
314	HICKORY 55-2-1 UNIT 5H	420526725	A
315	HICKORY 55-2-1 UNIT 6H	420526726	A
316	HILL 34-171 UNIT 1H	420526568	B
317	HILL 34-171 UNIT 2HR	420526178	B
318	HILL 34-171 UNIT 3H	420526179	B
319	HIPPOCAMP 57-1-29 1H	420526511	A
320	HONEY SPRINGS 55-4-19 1H	420526460	A
321	HULDRA 57-2-5 1H	420526473	A
322	HYDRA 56-3-28 UNIT 1H	420526441	A
323	INVICTUS 29-48 1H	420526545	A
324	INVICTUS 29-48 3H	420526546	A
325	IRENE O UNIT 3-18 1H	420526182	A
326	JACKALOPE 56-3-11 UNIT 1H	420526447	A
327	JAMES WEST 1-41 1H	420526184	B
328	JAMES WEST 1-41 1H	420536273	B
329	JOHNSON RANCH 1-49 2H	420526186	B

330	JOHNSON RANCH 1-49 2H	420536277	B
331	JOHNSON RANCH 1-49 3H	420526187	B
332	JOHNSON RANCH 1-49 4H	420526185	B
333	JUMPSTART 55-2-6 UNIT 1H	420526188	A
334	JUNIPER STATE UNIT 2-3 1H	420526189	A
335	JUNIPER STATE UNIT 2-3 2H	420526593	A
336	JUNIPER STATE UNIT 2-3 3H	420526594	A
337	JUNIPER STATE UNIT 2-3 4H	420526595	A
338	KAPPA 56-2-27 1H	420526455	A
339	KAYCEE STATE 57-3-33 UNIT 2H	420526698	A
340	KAYCEE STATE 57-3-33 UNIT 3H	420526699	A
341	KAYCEE STATE 57-3-33 UNIT 4H	420526700	A
342	KIMBELL 34-194 UNIT 6H	420526193	B
343	KIMBELL 34-194 UNIT 7H	420526194	B
344	KINGSTON 54-2-17 1H	420526195	B
345	KINGSTON 54-2-17 UNIT 2H	420526196	B
346	KNIGHT 55-1-7 UNIT 1H	420526519	A
347	LARAMIE 55-4-13 1H	420526449	A
348	LASER CTF CONDENSATE	420516131	A
349	LAW DOG 29-41 UNIT 1H	420526423	A
350	LEAVENWORTH 34-139 UNIT 1H	420526396	B
351	LEXINGTON 55-4-41 UNIT 1H	420526465	A
352	LINDLEY 54-2-16 LOV 3H	420526198	A
353	LINK 1-32 UNIT 1H	420526199	B
354	LINK 1-32 UNIT 2H	420526200	B
355	LINK 1-32 UNIT 3H	420526201	B
356	LINK 1-32 UNIT 4H	420526202	B
357	LONGHORN 55-1-30 UNIT 1H	420526484	A
358	LONGHORN 55-1-30 UNIT 2H	420526604	A
359	LONGHORN 55-1-30 UNIT 3H	420526687	A
360	LONGHORN 55-1-30 UNIT 4H	420526747	A
361	MAGIC STATE 56-3-39 UNIT 1H	420526457	A
362	MAGIC STATE 56-3-39 UNIT 2H	420526814	A
363	MAGIC STATE 56-3-39 UNIT 3H	420526815	A
364	MAGIC STATE 56-3-39 UNIT 4H	420526816	A
365	MAGNOLIA 55-2-1 UNIT 13H	420526838	A
366	MAGNOLIA 55-2-1 UNIT 1H	420526204	B
367	MAGNOLIA 55-2-1 UNIT 82H	420526839	A
368	MANTICORE STATE 55-3-3 UNIT 1H	420526452	A
369	MANTICORE STATE 55-3-3 UNIT 2H OIL	420526767	A
370	MANTICORE STATE 55-3-3 UNIT 3H OIL	420526773	A
371	MANTICORE STATE 55-3-3 UNIT 4H OIL	420526774	A
372	MAPLE STATE 56-2-12 UNIT 1H	420526764	A
373	MARINER 57-2-31 2H OIL	420526712	A
374	MAUNA LOA 29-27 UNIT 1H	420526707	A
375	MCKNIGHT 54-1-29 UNIT WELL 6H	420526208	B
376	MCKNIGHT 54-1-29 UNIT WELL 9H	420526209	B
377	MDJ 34-125 UNIT 2H	420526210	B

378	MEDICINE BOW 56-1-23 1H	420526601	A
379	MEDICINE BOW 56-2-1 UNIT 1H	420526218	A
380	MESQUITE HEAT 28-41 8H OIL	420526843	B
381	MESQUITE HEAT 28-41 UNIT 1H	420526220	A
382	MESQUITE HEAT 28-41 UNIT 2H	420526750	B
383	MESQUITE HEAT 28-41 UNIT 3H	420526751	B
384	MESQUITE HEAT 28-41 UNIT 4H	420526752	B
385	MESQUITE HEAT 28-41 UNIT 7HL	420526736	B
386	MESQUITE HEAT 28-41 UNIT A 5H	420526748	B
387	MESQUITE HEAT 28-41 UNIT A 6H	420526749	B
388	MESQUITE UNIT 2-2 1H	420526221	A
389	MESQUITE UNIT 2-2 2H	420526609	A
390	MESQUITE UNIT 2-2 3H	420526610	A
391	MESQUITE UNIT 2-2 4H	420526611	A
392	MINOTAUR 57-2-23 1H	420526656	A
393	MISSILE 56-3-27 1H	420526596	A
394	MONROE 34-158 4H	420526225	B
395	MONROE 34-158 UNIT WELL 2H	420526223	B
396	MONROE 34-172 1H	420526570	B
397	MONROE 34-172 2H	420526571	B
398	MONROE 34-172 3H	420526572	B
399	MONROE 34-172 4H	420526031	B
400	MONROE 34-178 2H	420526226	B
401	MONROE 34-178 2H	420536326	B
402	MONROE 34-178 6H	420526412	B
403	MONROE 34-188 2H	420526227	B
404	MONROE 34-188 3H	420526228	B
405	MONROE 34-188 4H	420526229	B
406	MONROE 34-188 5H	420526230	B
407	MONROE 34-190 1H	420526231	B
408	MONROE 34-190 1H	420536333	B
409	MONROE 34-190 2H	420526232	B
410	MONROE 34-190 2H	420536334	B
411	MONROE 34-190 3H	420526407	B
412	MONROE 34-195 1H	420526233	B
413	MONROE 34-195 1H	420536335	B
414	MONROE 34-195 UNIT 3H	420526235	B
415	MONROE 34-195 UNIT 4H	420526236	B
416	MONROE 34-195 UNIT 5H	420526237	B
417	MONROE 34-195-UNIT 2H	420526234	B
418	MONROE 34-210 2H	420526238	B
419	MONROE 34-210 2H	420536340	B
420	MONROE 34-210 3H	420526239	B
421	MONROE 34-210 3H	420536341	B
422	MONROE 34-210 4H	420526240	B
423	MONROE 34-210 4H	420536342	B
424	MONROE 34-210 5H	420526241	B
425	MONROE 34-210 5H	420536343	B

426	MONROE 34-210 6H	420526242	B
427	MONROE 34-210 6H	420536344	B
428	MONROE 34-220 1H	420526245	B
429	MONROE 34-220 1H	420536347	B
430	MONROE 34-220 2H	420526243	B
431	MONROE 34-220 2H	420536345	B
432	MONROE 34-220 3H	420526246	B
433	MONROE 34-220 3H	420536348	B
434	MONROE 34-220 4H	420526398	B
435	MONROE 34-220 5H	420526389	B
436	MONROE 34-220/211 UNIT 1H	420526244	B
437	MONROE 34-220/211 UNIT 1H	420536346	B
438	MONROE 34-221 1H	420526247	B
439	MONROE 34-221 1H	420536349	B
440	MONROE 34-221 2H	420526388	B
441	MONROE 34-221 UNIT 2 1H	420536351	B
442	MONROE 34-221 UNIT 2 WELL 1H	420526248	B
443	MONROE 34-221 UNIT 2H	420526401	B
444	MONROE 34-221 UNIT WELL #1H	420526249	B
445	MONROE 34-221 UNIT WELL #1H	420536350	B
446	MONROE 34-221/212 UNIT 1H	420526250	B
447	MONROE 34-221/212 UNIT 1H	420536352	B
448	MOON STATE 55-3-5 UNIT 1H	420526456	A
449	MOON STATE 55-3-5 UNIT 2H OIL	420526766	A
450	MOON STATE 55-3-5 UNIT 3H OIL	420526768	A
451	MOON STATE 55-3-5 UNIT 4H OIL	420526775	A
452	MOONEY 34-222 1H	420526252	B
453	MOONEY 34-222 1H	420536354	B
454	MOONEY 34-222 2H	420526253	B
455	MOONEY 34-222 2H	420536355	B
456	MOONEY 34-222 3H	420526254	B
457	MOONEY 34-222 3H	420536356	B
458	MOOSEHEAD 54-1-41 UNIT 1H	420526006	B
459	MURJO 34-223 3H	420526257	B
460	MURJO 34-223 3H	420536359	B
461	MURJO 34-223 UNIT 1 2H	420526256	B
462	MURJO 34-223 UNIT 1 WELL #1H	420526255	B
463	MURJO 34-223 UNIT 1 WELL #1H	420536357	B
464	MURJO 34-223 UNIT 2H	420536358	B
465	NACHO 33-0-29 UNIT A 11H	420526848	B
466	NACHO 33-0-29 UNIT A 12H OIL	420526849	B
467	NESSIE 56-2-35 UNIT 1H	420526433	A
468	NIGHTWATCH 56-3-21 1H	420526467	A
469	NUTRIA 57-1-16 UNIT 1H	420526649	A
470	NUTRIA 57-1-16 UNIT 2H	420526650	A
471	OAK 55-1-30 UNIT 1H	420526483	A
472	OCATILLA STATE 2-40 1H	420526574	A
473	OLD PARTNER 54-1-30 10H	420526523	B

474	OLD PARTNER 54-1-30 UNIT A 1H	420526259	B
475	OLSON 34-191 1H	420536363	B
476	OLSON 34-191 2H	420526261	B
477	OLSON 34-191 2H	420536364	B
478	OLSON 34-191 3H	420526262	B
479	OLSON 34-191 3H	420536365	B
480	OLSON 34-191 4H	420526263	B
481	OLSON 34-191 4H	420536366	B
482	OLYMPIC 54-2-7 1H	420526391	B
483	OUTLAW 55-1-30 UNIT 1H	420526485	A
484	PACER 56-1-43 1H	420526599	A
485	PALMITO RANCH 53-4-3 A 1H OIL	420526840	A
486	PALMITO RANCH 53-4-3 A 1H OIL	420526841	A
487	PELICAN BAY 34-180 UNIT 1H	420526044	B
488	PETERSBURG 54-4-17 1H	420526644	A
489	PHOENIX 56-2-31 UNIT 1H	420526470	A
490	PIKE PLACE 57-2-15 1H	420526472	A
491	POPLAR 55-1-24 UNIT 1H	420526499	A
492	POPLAR 55-1-24 UNIT 2H	420526607	A
493	POPLAR 55-1-24 UNIT 4H OIL	420526808	A
494	POPLAR 55-1-24 UNIT 5H OIL	420526809	A
495	POTOMAC CTB OIL LACT #1	420516164	A
496	POTOMAC CTB OIL LACT #2	420516165	A
497	POTOMAC CTB OIL LACT #3	420516166	A
498	POTOMAC CTB OIL LACT #4	420516167	A
499	QUESO 34-153 UNIT 1H	420526619	B
500	QUESO 34-153 UNIT 2H	420526620	B
501	QUICK SILVER 55-1-7 UNIT 1H	420526518	A
502	RAIN CITY 57-3-7 1H	420526652	A
503	RAINIER 55-1-28 UNIT 1H	420526489	A
504	RAYBANK 1-44 1H	420526501	B
505	RAYBANK 1-44 2H	420526266	B
506	RAYBANK 1-44 2H	420536370	B
507	RAYMORE 1-46 STATE UNIT 3 1H	420526269	B
508	RAYMORE 1-46 STATE UNIT 3 1H	420536373	B
509	RAYMORE 1-46 STATE UNIT 4 1H	420526605	B
510	RAYMORE 1-46 UNIT 2 1H	420526268	B
511	RAYMORE 1-46 UNIT 2 1H	420536372	B
512	RAYMORE 1-46 UNIT WELL 1H	420526267	B
513	RAYMORE 1-46 UNIT WELL 1H	420536371	B
514	RAYMORE 1-48 UNIT 1H	420526390	B
515	RAYMORE 1-48 UNIT 2H	420526445	B
516	REDBUD 55-1-12 UNIT 1H	420526688	B
517	REDBUD 55-1-12 UNIT 2HR OIL	420526832	A
518	REDBUD 55-1-12 UNIT 3HR OIL	420526833	A
519	REDBUD 55-1-12 UNIT 4H OIL	420526834	A
520	REED TRUST 55-1-46 1H	420526276	B
521	REFRIED 34-187 UNIT 1H	420526685	B

522	REFRIED 34-187 UNIT 2H OIL	420526825	B
523	REVENTADOR 29-27 UNIT 1H	420526706	A
524	RICOCHET 29-40 UNIT 1H	420526278	A
525	RICOCHET 29-40 UNIT 2H	420526277	A
526	RIVERTON 57-2-19 1H	420526424	A
527	ROAD RUNNER 34-180 UNIT 1H	420526686	B
528	ROCA 34-159 UNIT 1H	420526285	B
529	ROCA 34-159 UNIT 2H	420526286	B
530	ROCA 34-159 UNIT 2H	420536396	B
531	ROCA 34-159 UNIT 3H	420526287	B
532	ROCA 34-159 UNIT 4H	420526392	B
533	ROCA 34-159 UNIT 5H	420526379	B
534	ROCA 34-159 UNIT 6H	420526380	B
535	ROTHSCHILD STATE 56-2-25 UNIT 1H	420526288	A
536	ROTHSCHILD STATE 56-2-25 UNIT 2H	420526584	A
537	RUCK UNIT 3-17 1H	420526289	A
538	RUCK UNIT 3-17 2HR	420526033	A
539	SABINE PASS 53-4-4 UNIT 1H	420526742	A
540	SAGE STATE 34-141 UNIT 1H	420526399	B
541	SAGE STATE 34-141 UNIT 2H	420526668	B
542	SAGE STATE 34-141 UNIT 3H	420526669	B
543	SAGE STATE 34-141 UNIT 4H	420526670	B
544	SANDWORM STATE 57-3-14 UNIT 1H	420526479	A
545	SANTA ROSA 54-4-3 1H	420526626	A
546	SARATOGA STATE 54-4-10 UNIT 2H	420526665	A
547	SARATOGA STATE 54-4-10 UNIT 3H	420526666	A
548	SARATOGA STATE 54-4-10 UNIT 4H	420526667	A
549	SASQUATCH STATE 56-2-38 UNIT 1H	420526434	A
550	SASQUATCH STATE 56-2-38 UNIT 2H	420526709	A
551	SASQUATCH STATE 56-2-38 UNIT 3H	420526710	A
552	SASQUATCH STATE 56-2-38 UNIT 4H	420526711	A
553	SASSAFRAS 55-1-24 UNIT 1H	420526028	A
554	SASSAFRAS 55-1-24 UNIT 2H	420526587	A
555	SASSAFRAS 55-1-24 UNIT 3H OIL	420526779	A
556	SASSAFRAS 55-1-24 UNIT 4H OIL	420526810	A
557	SAVAGE 54-2-22 UNIT 1H	420526020	A
558	SAWMILL 57-3-43 1H	420526655	A
559	SEAHAWK 57-2-1 1H	420526474	A
560	SEMINOLE STATE 56-2-25 UNIT 1H	420526691	A
561	SENTINEL 58-2-1 1H	420526622	A
562	SEQUOIA 55-1-14 UNIT 1H	420526027	A
563	SEQUOIA 55-1-14 UNIT 2H	420526613	A
564	SEQUOIA 55-1-14 UNIT 3H	420526647	A
565	SEVENGILLS 54-1-31 1H	420536405	B
566	SEVENGILLS 54-1-31 2H	420536406	B
567	SEVENGILLS 54-1-31 4H	420536407	B
568	SEVENGILLS 54-1-31 5H	157403	B
569	SEVENGILLS 54-1-31 5H	W157403	B

570	SEVENGILLS 54-1-31 6H	157405	B
571	SEVENGILLS 54-1-31 6H	W157405	B
572	SEVENGILLS 54-1-31 8H	420536410	B
573	SEVENGILLS 54-1-41 1H	420526299	B
574	SEVENGILLS 55-1-25 #2H	420526302	B
575	SEVENGILLS 55-1-25 1H	420526301	B
576	SEVENGILLS 55-1-35 #1H	157118	B
577	SEVENGILLS 55-1-35 #9H	420526304	B
578	SEVENGILLS 55-1-35 2H	157500	B
579	SEVENGILLS 55-1-35 4H	157501	B
580	SEVENGILLS 55-1-35 5H	157502	B
581	SEVENGILLS 55-1-35 6H	157503	B
582	SEVENGILLS 55-1-35 8H	157504	B
583	SEVENGILLS 55-1-35 UNIT A 1H	420526314	B
584	SEVENGILLS 55-1-35 UNIT A 2H	420526395	B
585	SEVENGILLS 55-1-37 1H	420526305	B
586	SEVENGILLS 55-1-37 1H	420536419	B
587	SEVENGILLS 55-1-37 4H	420526306	B
588	SEVENGILLS 55-1-37 6H	158608	B
589	SEVENGILLS 55-1-37 9H	420526308	B
590	SEVENGILLS 55-1-47 1H	420526309	B
591	SEVENGILLS 55-2-1 #2H	151802	B
592	SEVENGILLS 55-2-1 #3H	151803	B
593	SEVENGILLS 55-2-1 #4H	151804	B
594	SEVENGILLS 55-2-1 1H	151798	B
595	SHERIDAN 55-4-5 1H	420526450	A
596	SHILOH STATE 55-4-34 UNIT 1H	420526513	A
597	SHOCK-N-AWE UNIT 29-41 1H	420526315	A
598	SHOCK-N-AWE UNIT 29-41 2H	420526316	A
599	SHOCK-N-AWE UNIT 29-41 21HL	420526851	A
600	SHOSHONI 54-4-35 1HR	420526705	A
601	SHOSHONI 55-4-43 1H	420526446	A
602	SHOWMAN 29-23 2H	420526317	A
603	SHOWMAN 29-23 3H	420526387	A
604	SIEVERS A UNIT 3H	420526318	A
605	SIEVERS STATE UNIT 2-1 2H	420526319	A
606	SIEVERS STATE UNIT 2-1 3H	420526659	A
607	SIEVERS STATE UNIT 2-1 4H	420526660	A
608	SIEVERS UNIT 2-29 2H	420526320	A
609	SIEVERS UNIT 2-29 4H	420526510	A
610	SIEVERS UNIT 2-33 1H	420526321	A
611	SILENT ROGUE 57-3-17 1H	420526663	A
612	SILVERTIP 76-10 UNIT G 1H	420526016	A
613	SILVERTIP 76-10 UNIT G 2H OIL	420526780	A
614	SILVERTIP 76-10 UNIT G 3H OIL	420526781	A
615	SILVERTIP 76-10 UNIT G 5H OIL	420526782	A
616	SILVERTIP 76-10 UNIT G 6H OIL	420526783	A
617	SILVERTIP 76-10 UNIT G 9H OIL	420526784	A

618	SILVERTIP 76-10 UNIT H 1H	420526041	A
619	SILVERTIP 76-10 UNIT H 2H OIL	420526798	A
620	SILVERTIP 76-10 UNIT H 3H OIL	420526796	A
621	SILVERTIP 76-10 UNIT H 4H OIL	420526797	A
622	SILVERTIP 76-10 UNIT H 7H OIL	420526799	A
623	SILVERTIP 76-10 UNIT H 8H OIL	420526800	A
624	SILVERTIP 76-11 UNIT I 1H	420526040	A
625	SILVERTIP 76-11 UNIT J 1H	420526440	A
626	SILVERTIP 76-12 UNIT K 1H	420526438	A
627	SILVERTIP 76-13 UNIT W 1H	420526437	A
628	SILVERTIP 76-13 X 1H	420526036	A
629	SILVERTIP 76-14 UNIT U 1H	420526039	A
630	SILVERTIP 76-14 V 1H	420526439	A
631	SILVERTIP 76-15 T 1H	420526042	A
632	SILVERTIP 76-15 UNIT S 1H	420526018	A
633	SILVERTIP 76-16 UNIT Q 1H	420526015	A
634	SILVERTIP 76-16 UNIT R 1H	420526017	A
635	SILVERTIP 76-17 P 1H	420526012	A
636	SILVERTIP 76-17 UNIT O 1H	420526009	A
637	SILVERTIP 76-18 N 1H	420526011	A
638	SILVERTIP 76-18 UNIT M 1H	420526556	A
639	SILVERTIP 76-7 UNIT A 10H	420526543	A
640	SILVERTIP 76-7 UNIT A 10H (SEP F)	420526544	A
641	SILVERTIP 76-7 UNIT A 1H (SEPARATOR E)	420526503	A
642	SILVERTIP 76-7 UNIT A 1H (SEPARATOR F)	420526504	A
643	SILVERTIP 76-7 UNIT A 2H (SEPARATOR C)	420526505	A
644	SILVERTIP 76-7 UNIT A 2H (SEPARATOR D)	420526506	A
645	SILVERTIP 76-7 UNIT A 3H (SEPARATOR A)	420526507	A
646	SILVERTIP 76-7 UNIT A 3H (SEPARATOR B)	420526508	A
647	SILVERTIP 76-7 UNIT A 4H	420526533	A
648	SILVERTIP 76-7 UNIT A 4H (SEP B)	420526534	A
649	SILVERTIP 76-7 UNIT A 5H (SEP C)	420526535	A
650	SILVERTIP 76-7 UNIT A 5H (SEP D)	420526536	A
651	SILVERTIP 76-7 UNIT A 6H (SEP E)	420526537	A
652	SILVERTIP 76-7 UNIT A 6H (SEP F)	420526538	A
653	SILVERTIP 76-7 UNIT A 7H (SEPARATOR E)	420526531	A
654	SILVERTIP 76-7 UNIT A 7H (SEPARATOR F)	420526532	A
655	SILVERTIP 76-7 UNIT A 8H (SEPARATOR C)	420526529	A
656	SILVERTIP 76-7 UNIT A 8H (SEPARATOR D)	420526530	A
657	SILVERTIP 76-7 UNIT A 9H	420526527	A
658	SILVERTIP 76-7 UNIT A 9H (SEPARATOR B)	420526528	A
659	SILVERTIP 76-7 UNIT B 1H	420526010	A
660	SILVERTIP 76-7 UNIT B 2H (SEP C)	420526541	A
661	SILVERTIP 76-7 UNIT B 2H (SEP D)	420526542	A
662	SILVERTIP 76-7 UNIT B 3H (SEP A)	420526539	A
663	SILVERTIP 76-7 UNIT B 3H (SEP B)	420526540	A
664	SILVERTIP 76-8 D 1H	420526013	A
665	SILVERTIP 76-8 UNIT C 1H	420526004	A

666	SILVERTIP 76-9 UNIT E 1H	420526014	A
667	SILVERTIP 76-9 UNIT E 2H	420526727	A
668	SILVERTIP 76-9 UNIT E 3H	420526728	A
669	SILVERTIP 76-9 UNIT E 4H OIL	420526817	A
670	SILVERTIP 76-9 UNIT E 5H SEP. A	420526729	A
671	SILVERTIP 76-9 UNIT E 5H SEP. B	420526730	A
672	SILVERTIP 76-9 UNIT E 6H	420526720	A
673	SILVERTIP 76-9 UNIT E 7H	420526721	A
674	SILVERTIP 76-9 UNIT E 8H	420526722	A
675	SILVERTIP 76-9 UNIT F 1H	420526019	A
676	SILVERTIP CTB OIL LACT #1	420516170	A
677	SILVERTIP CTB OIL LACT #2	420516171	A
678	SILVERTIP CTB OIL LACT #3	420516172	A
679	SILVERTIP CTB OIL LACT #4	420516173	A
680	SILVERTIP UNIT 76-12 UNIT L 1H	420526035	A
681	SILVERTIP UNIT Y 1H	420526037	A
682	SILVERTIP UNIT Z 1H	420526038	A
683	SILVERTIP UNIT Z 2H	420526466	A
684	SKYCATCHER 56-3-5 1H	420526524	A
685	SKYHAWK 57-1-28 UNIT 1H	420526478	A
686	SKYLANE 57-1-9 UNIT 1H	420526448	A
687	SMOKIN JOE 28-41 UNIT A 1H	420526323	A
688	SOLSTICE 56-2-19 1H	420526512	A
689	SONIC 57-3-15 1H	420526481	A
690	SOUNDER 56-3-15 1H	420526555	A
691	SPARTAN 58-2-23 1H	420526630	A
692	SPEEDY 57-3-37 1H	420526520	A
693	SPHINX STATE 57-3-14 UNIT 1H	420526480	A
694	SPIRIT 57-3-29 1H	420526462	A
695	SPITFIRE 29-39 1H	420526502	A
696	SPRUCE 56-2-13 UNIT 1H	420526765	A
697	SRO 34-178 UNIT 1H	420526413	B
698	SRO 34-178 UNIT 2H	420526414	B
699	STAGGERWING 57-3-35 1H	420526547	A
700	STATE 56-2-12 1H	420546022	A
701	STONES RIVER 55-4-23 1H	420526492	A
702	STONY LAKE 54-4-37 1H	420526664	A
703	SUMMIT POINT 54-4-31 1H	420526631	A
704	SUNDANCE STATE 56-3-13 UNIT 1H	420526325	A
705	SUNDANCE STATE 56-3-13 UNIT 2H	420526717	A
706	SUNDANCE STATE 56-3-13 UNIT 3H	420526718	A
707	SUNDANCE STATE 56-3-13 UNIT 4H	420526719	A
708	SUNSHINE 54-2-21 1H	420526326	A
709	SUPER DUTY 29-16 1H	420526327	A
710	SUPERBOLT 57-3-25 1H	420526461	A
711	TABASCO CAT 54-2-6 UNIT 1H	420526001	B
712	TABASCO CAT 54-43-6 B 82H OIL	420526837	B
713	TABASCO CAT 54-43-6 C 12HZ OIL	420526836	B

714	TABASCO CAT 54-43-6 D 13H OIL	420526835	B
715	TARANTULA HAWK 2-40 A 1H	420526733	A
716	TARANTULA HAWK 2-40 B 2H	420526734	A
717	TEMIN / STRAIN STATE OIL CDP	420546049	A
718	TETON 56-2-23 1H OIL CDP	420546034	A
719	TETON 56-2-26 UNIT D 1H	420526329	A
720	TETON 56-2-39 1H OIL CDP	420546048	A
721	TEXAS SABAL 55-1-40 UNIT 1H	420526330	B
722	THOR CTF CONDENSATE	420516124	A
723	THREADFIN 57-1-38 UNIT 1H	420526739	A
724	THREADFIN 57-1-38 UNIT 2H	420526744	A
725	THREADFIN 57-1-38 UNIT 3H	420526743	A
726	THREADFIN 57-1-38 UNIT 4H	420526753	A
727	THRESHER 54-1-13 1H	420526591	A
728	THRESHER 54-1-17 1H	420526418	A
729	THRESHER 54-1-19 1HN	171094	B
730	THRESHER 54-1-19 4HN	171587	B
731	THRESHER 54-1-19 6HN	171588	B
732	THRESHER 54-1-19 9HN	171590	B
733	THRESHER 54-1-5 1H	420526416	A
734	THRESHER 54-1-7 1H	420526417	A
735	THRESHER 55-1-12 UNIT A 13H	420526713	A
736	THRESHER 55-1-12 UNIT A 14H	420526714	A
737	THRESHER 55-1-12 UNIT A 15H	420526715	A
738	THRESHER 55-1-12 UNIT A 16H	420526716	A
739	THRESHER 55-1-12 UNIT A 5H	420526332	B
740	THRESHER 55-1-12 UNIT A 6H	420526333	B
741	THRESHER 55-1-12 UNIT A 7H	420526334	B
742	THRESHER 55-1-12 UNIT A 8H	420526335	B
743	THRESHER 55-1-12 UNIT A WELL 1HN	420526336	B
744	THRESHER 55-1-5 1H	420526578	A
745	THUNDERBIRD 57-2-3 1H	420526475	A
746	THUNDERDOME 54-4-24 UNIT 1H	420526681	A
747	TITAN CTF CONDENSATE LACT	420516143	A
748	TORTUGA 54-2-5 1H	420526422	B
749	TREME 55-1-32 UNIT 1H	420526428	B
750	TREME 55-1-32 UNIT 2H	420526684	B
751	TROLL 57-3-9 1H	420526653	A
752	TUMBLEWEED 34-170 UNIT 1H OIL	420526769	B
753	TWEETER 56-3-33 1H	420526554	A
754	UNIVERSITY 19-1 3H	420526343	A
755	UNIVERSITY 19-1 4H	420526344	A
756	UNIVERSITY 19-6 2H	420526346	A
757	UNIVERSITY 19-7 A 1H	420526602	A
758	UNIVERSITY 19-7 B 2H	420526603	A
759	UNIVERSITY 19-8 A 1H	420526759	B
760	UNIVERSITY 19-8 B 2H	420526760	B
761	UNIVERSITY 20-6 2H	420526347	A

762	VALKYRIE STATE 57-2-40 UNIT 1H	420526471	A
763	VELOCITY 56-2-17 1H	420526612	A
764	VERDE STATE 34-153 UNIT 1H	420526045	B
765	VERDE STATE 34-153 UNIT 2H	420526758	B
766	VICKSBURG STATE 55-4-26 UNIT 1H	420526404	A
767	VICKSBURG STATE 55-4-26 UNIT 2H	420526642	A
768	VICKSBURG STATE 55-4-26 UNIT 3H	420526641	A
769	VICKSBURG STATE 55-4-26 UNIT 4H	420526640	A
770	VORTEX 54-1-40 UNIT 1H	420526005	B
771	WALNUT 55-1-46 UNIT 1H	420526386	B
772	WALNUT 55-1-46 UNIT 2H	420526421	B
773	WD JOHNSON 1-49 #4H	420526349	B
774	WD JOHNSON 1-49 #5H	420526350	B
775	WD JOHNSON 1-49 4H	420536508	B
776	WD JOHNSON 1-49 5H	420536509	B
777	WHEAT TRUST 1-36 1H	420526351	B
778	WHEAT TRUST 1-36 1H	420536511	B
779	WHEAT TRUST 1-36 2H	420526352	B
780	WHEAT TRUST 1-36 2H	420536512	B
781	WHEAT TRUST 1-36 3H	420526353	B
782	WHEAT TRUST 1-36 3H	420536513	B
783	WHEAT TRUST 1-36 4H	420526354	B
784	WHEAT TRUST 1-36 4H	420536514	B
785	WHEAT TRUST 1-36 5H	420526581	B
786	WHEAT TRUST 1-52 1H	420526355	B
787	WHEAT TRUST 1-52 2H	420526356	B
788	WHEAT TRUST 1-52 3H	420526357	B
789	WHEAT TRUST 1-52 4H	420526358	B
790	WHEAT TRUST 1-52 5H	420526359	B
791	WHEAT TRUST 1-52 6H	420526360	B
792	WHEAT TRUST 1-52 7H	420526361	B
793	WIGGINS 1-48 4H OIL	420526845	B
794	WIGGINS 1-48 51H OIL	420526846	B
795	WIGGINS 1-48 UNIT 1H	420526621	B
796	WIGGO 34-177 1H	420526362	B
797	WIGGO 34-177 2H	420526363	B
798	WIGGO 34-177 2H	420536523	B
799	WIGGO 34-177 3H	420526364	B
800	WIGGO 34-177 3H	420536524	B
801	WIGGO 34-177 4H	420526365	B
802	WIGGO 34-177 4H	420536525	B
803	WILLIAMS STATE 1-38 UNIT 1H OIL	420526827	A
804	WILLIAMS STATE 1-38 UNIT 2H OIL	420526828	A
805	WILLIAMS STATE 1-38 UNIT 3H OIL	420526829	A
806	WILLIAMSBURG 54-4-5 1H	420526627	A
807	WILLOW 55-1-36 UNIT 1H	420526383	B
808	WILSON 34-159 1H	420526366	B
809	WILSON 34-159 2H	420526367	B

810	WILSON 34-159 3H	420526381	B
811	WILSON 34-159 4H	420526377	B
812	WILSON 34-159 5H	420526378	B
813	WINGHEAD 56-2-29 1H OIL CDP	420546033	A
814	WINGHEAD 57-2-13 1H	420526008	A
815	WINGHEAD STATE 57-2-48 UNIT A 1H	420526368	A
816	WINGHEAD STATE 57-2-48 UNIT A 2H	420526754	A
817	WINGHEAD STATE 57-2-48 UNIT A 3H	420526755	A
818	WINGHEAD STATE 57-2-48 UNIT A 4H	420526756	A
819	WINGHEAD STATE 57-2-48 UNIT B 2H	420526635	A
820	WINGHEAD STATE 57-2-48 UNIT B 3H	420526634	A
821	WINGHEAD STATE 57-2-48 UNIT B 4H	420526369	A
822	WINGHEAD STATE 57-2-48 UNIT B 5H	420526370	A
823	WINGHEAD/GOLEM CDP	420546002	A
824	WOLFHOUND 56-3-25 1H	420526444	A
825	WOOD LAKE 54-4-23 1H	420526430	A
826	WYVERN STATE 57-3-27 UNIT 1H	420526454	A
827	WYVERN STATE 57-3-27 UNIT 2H	420526636	A
828	YELLOW BAYOU 54-4-25 1H	420526661	A
829	YELLOWJACKET UL UNIT 19-3 12H	420526552	A
830	YELLOWJACKET UL UNIT 19-3 13H	420526553	A
831	YELLOWJACKET UL UNIT 19-3 14H	420526371	A
832	YELLOWJACKET UL UNIT 19-3 15H	420526372	A
833	YETI STATE 56-2-45 UNIT 1H	420526435	A
834	YETI STATE 56-2-45 UNIT 2H	420526692	A
835	YETI STATE 56-2-45 UNIT 3H	420526693	A
836	YETI STATE 56-2-45 UNIT 4H	420526694	A
837	YOKUM UL 19-4 A 1H	420526745	A
838	YOKUM UL 19-4 B 2H	420526746	A
839	YOKUM UL UNIT 19-4 1H	420526375	A
840	YOKUM UL UNIT 19-4 2H	420526373	A
841	YOKUM UL UNIT 19-4 3H	420526374	A
842	YORKTOWN STATE 55-4-38 UNIT 1H	420526458	A
843	YORKTOWN STATE 55-4-38 UNIT 2H OIL	420526818	A
844	YORKTOWN STATE 55-4-38 UNIT 3H OIL	420526819	A
845	YORKTOWN STATE 55-4-38 UNIT 4H OIL	420526820	A
846	ZION 55-1-17 UNIT 1H	420526431	A
847	ZION 55-1-17 UNIT 2H OIL	420526830	A
848	ZION 55-1-17 UNIT 3H OIL	420526831	A
849	ZION 55-1-17 UNIT 72H OIL	420526842	A
850	ZPZ 34-211 UNIT WELL 1H	420526376	B
851	ZPZ 34-211 UNIT WELL 1H	420536542	B

SECTION V NEW ORIGIN POINT(S)

The following table identifies the New Origin Points on Tranche One, which may be adjusted by Carrier as it deems appropriate. Each New Origin Point on Tranche One shall become available for Nomination upon its commercial operation.

Number	Tranche One Origin Point Name	Meter	Type "A" or Type "B"
1	BEAVER/NUTRIA OIL	420546060	A
2	CALYPSO OIL	420546056	A
3	CENTAUR OIL LACT	420546055	A
4	CYCLOPS STATE OIL	420546059	A
5	ELM OIL	420546063	A
6	GOLDENEYE OIL	420546057	A
7	GORGON OIL LACT	420546061	A
8	KING CANYON OIL	420546065	A
9	LARAMIE OIL	420546053	A
10	MANASSAS OIL	420546054	A
11	PALOMA OIL	420546064	A
12	REDWOOD/ROBERTSON/MELVILLE OIL CDP	420546066	A
13	VORTEX OIL	420546058	A
14	WYVERN STATE OIL	420546062	A
15	BLACKTIP 5.0 OIL	420546080	A
16	PYTHON OIL	420546078	A
17	HACKBERRY OIL	420546077	A
18	TORTILLA/ROADRUNNER OIL	420546074	A
19	PERCH OIL	420546075	A
20	CHIMERA OIL	420546071	A
21	BONSAI OIL	420546070	A
22	VALKYRIE STATE OIL	420546067	A
23	BETTS/IVY OIL CDP	420546082	A
24	RAWLINS/BEANS OIL CDP	420546083	A
25	AMETHYST OIL	420546084	A
26	CARLSBAD 54-1-28 UNIT 2HL OIL CDP	420546085	A
27	CHICANE STATE OIL	420546086	A
28	SOVERIGN OIL	420546087	A
29	MERIDIAN STATE OIL	420546088	A
30	OLD PARTNER OIL	420546089	A
31	MANDARINA BAVARIA OIL	420546090	A
32	ARCHES OIL	420546091	A

Explanation of Reference Marks:

[U] Unchanged

[W] Change in wording only