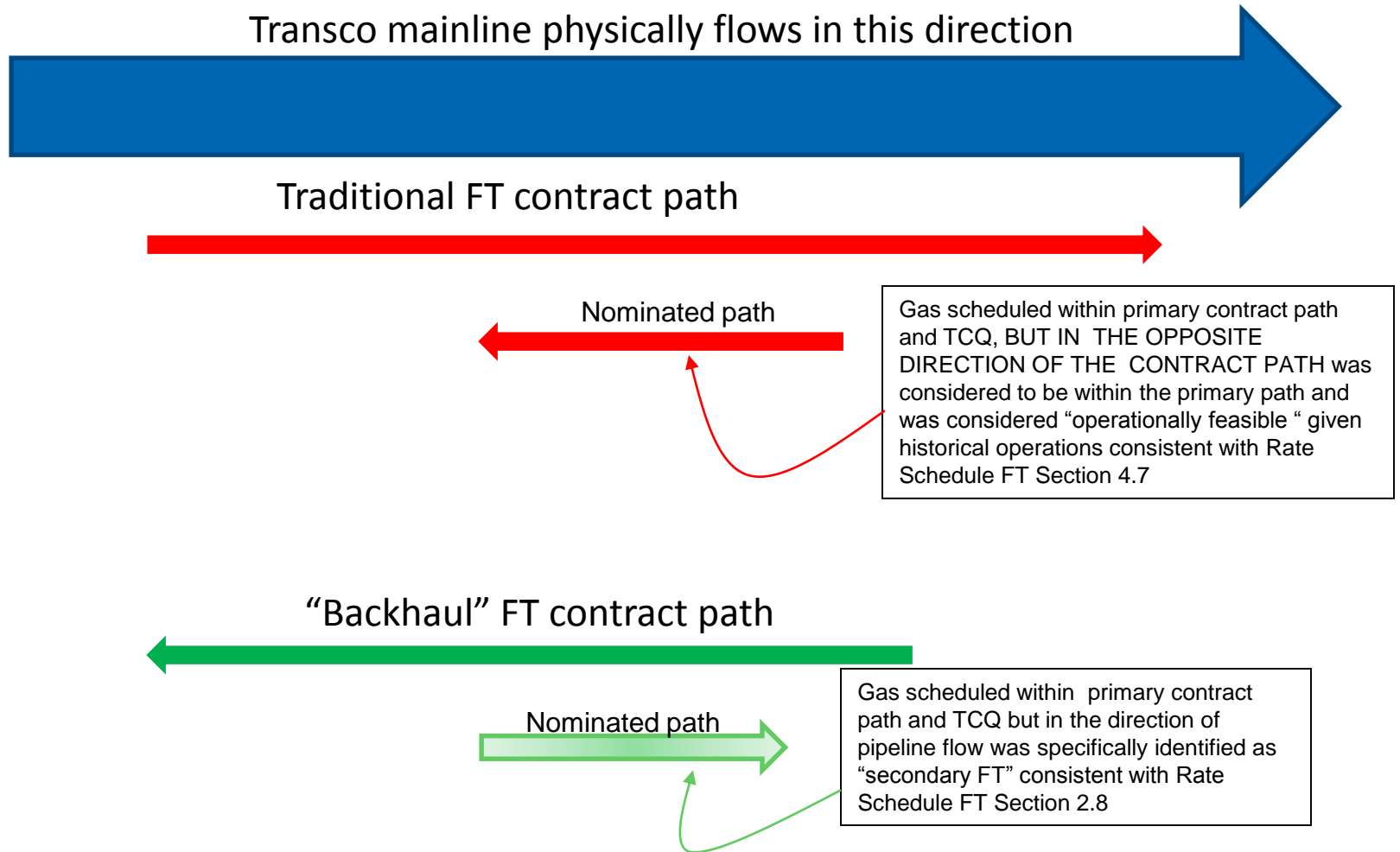# NSRP*
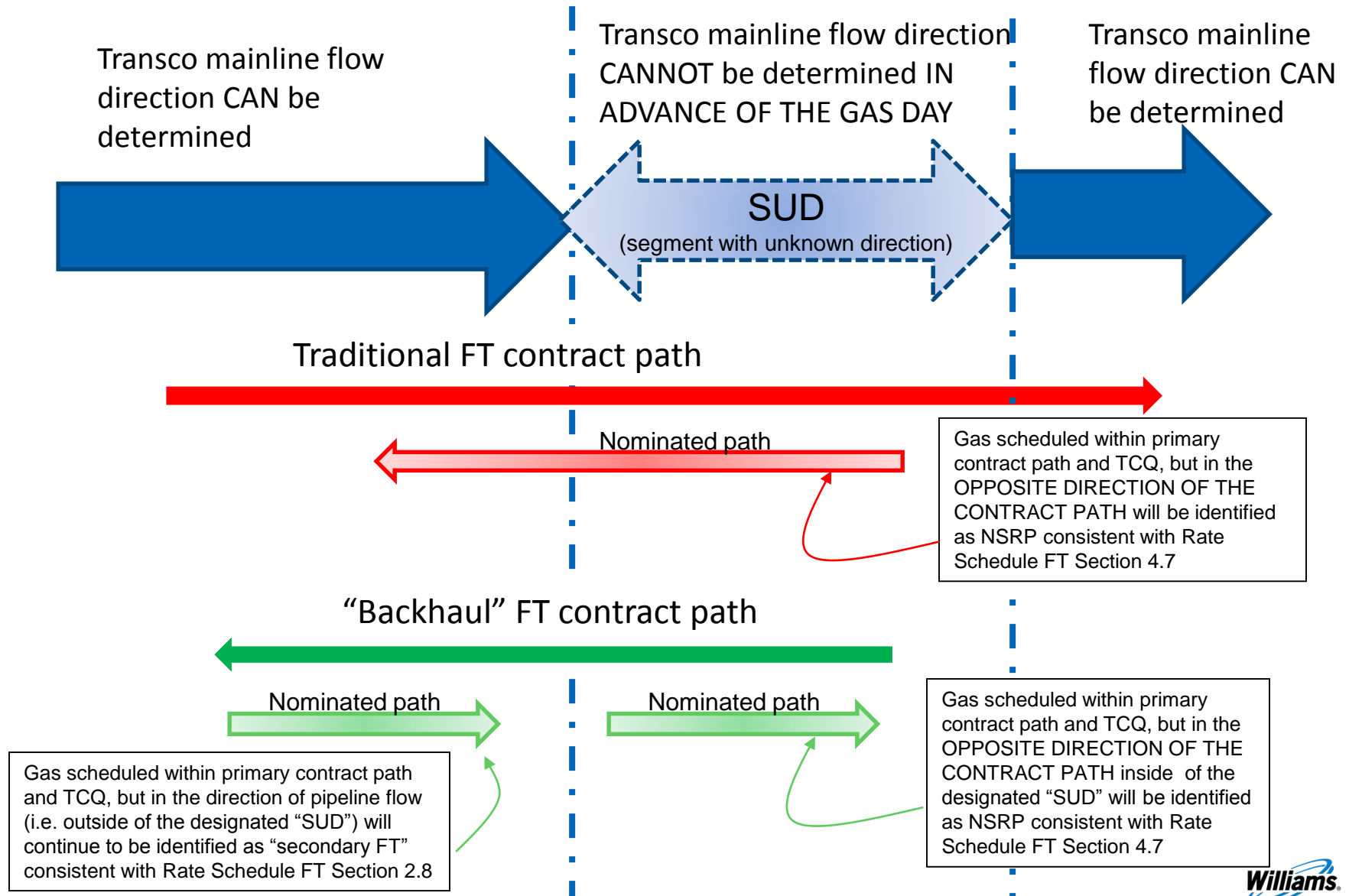# … and how does it affect my business?

*NSRP = Non Secondary Reverse Path on a Firm Transportation contract

Traditional Operations on the Transco Mainline

Transco mainline physically flows in this direction

Traditional FT contract path

Nominated path

Gas scheduled within primary contract path and TCQ, BUT IN THE OPPOSITE DIRECTION OF THE CONTRACT PATH was considered to be within the primary path and was considered "operationally feasible " given historical operations consistent with Rate Schedule FT Section 4.7

"Backhaul" FT contract path

Nominated path

Gas scheduled within primary contract path and TCQ but in the direction of pipeline flow was specifically identified as "secondary FT" consistent with Rate Schedule FT Section 2.8

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Operations on the Transco Mainline

Transco mainline flow direction CAN be determined

Transco mainline flow direction CANNOT be determined IN ADVANCE OF THE GAS DAY

Transco mainline flow direction CAN be determined

SUD
(segment with unknown direction)

Traditional FT contract path

Nominated path

Gas scheduled within primary contract path and TCQ, but in the OPPOSITE DIRECTION OF THE CONTRACT PATH will be identified as NSRP consistent with Rate Schedule FT Section 4.7

"Backhaul" FT contract path

Nominated path

Nominated path

Gas scheduled within primary contract path and TCQ, but in the OPPOSITE DIRECTION OF THE CONTRACT PATH inside of the designated "SUD" will be identified as NSRP consistent with Rate Schedule FT Section 4.7

Gas scheduled within primary contract path and TCQ, but in the direction of pipeline flow (i.e. outside of the designated "SUD") will continue to be identified as "secondary FT" consistent with Rate Schedule FT Section 2.8

The MDQ Validation Process

> With Transco's MDQ checks (to ensure all requests are within firm transportation entitlements within each segment), the priorities are as follows:

- First Priority (note 1):
  - Primary Firm Transportation and NSRP nominations
- Second Priority (note 1):
  - High limit values on Primary Firm and NSRP transactions
- Third Priority (note 2):
  - Nominations that are using Secondary capacity (i.e. outside of primary path, over the primary capacity in a segment, traditional "forward haul on a backhaul contract", nominations as a release of secondary rights only, etc.)
- Fourth Priority (note 2):
  - High limit values on secondary transactions

The MDQ Validation Process (continued)

> Note 1:
- Priority 1 and 2 (Primary/NSRP Noms & Primary/NSRP Limit Values) will have the available capacity allocated proportionate to each Buyer's total affected firm transportation entitlements.

> Note 2:
- All priority classes below Priority 2 (Secondary) will have the available capacity allocated on the basis of nominations or limit values in that category.

> For allocation of capacity within a contract (within a priority), Transco will use the Delivery Schedule Ranks (DSR).

Capacity Constraints

> For evaluations at a throughput constraint, receipt point constraints or delivery point constraints, Transco will distinguish between Primary transactions and NSRP transactions. The priorities are as follows:

- First Priority (note 1):
  - Primary Firm Transportation nominations and high limit values
- Second Priority (note 1):
  - NSRP nominations and high limit values
- Third Priority (note 2):
  - Nominations that are using Secondary capacity (i.e. outside of primary path, over the primary capacity in a segment, traditional "forward haul on a backhaul contract", nominations as a release of secondary rights only)
- Fourth Priority (note 2):
  - High limit values on secondary transactions
- Then interruptible services …

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Capacity Constraints (continued)

> Note 1:

– Priority 1 and 2 (Primary & NSRP) will have the available capacity allocated proportionate to each Buyer's total affected firm transportation entitlements. Each Buyer's proportionate share will be allocated to nominations first and then to high limit values.

> Note 2:

– All priority classes below Priority 2 (Secondary) will have the available capacity allocated on the basis of nominations or limit values in that category.

> For allocation of capacity within a contract (within a priority), Transco will use the Schedule Ranks.

How is NRSP evaluated?

> When are my transactions considered NSRP?

– "back haul" transactions on traditional forward haul contracts are classified as NSRP

– "forward haul" transactions on "back haul" contracts MAY be secondary <u>or</u> NSRP along different segments of the mainline

– Primary firm limit values will have a higher priority than NSRP nominations

> On Transco's areas within a SUD (where NSRP has been evaluated)

– NSRP is limited based on a pro-rata share of the affected firm transportation <u>entitlements</u>

Notices

> Transco will continue to evaluate throughput constraints as specified on 1Line

> As Transco identifies additional segments where flow direction is unknown (i.e. additional SUDs), they will be posted in a notice on 1Line

> Transco will determine what level of non-primary transportation is operationally feasible and will post the amount available in a notice on 1Line

> Evaluation of NSRP, if required, will follow the rules described herein

How will NSRP be cut?

> Determine the total affected capacity:

>> Transco determines the firm transportation entitlements of all the affected Buyers that are using NSRP capacity at that point or segment

> Calculation of the pro-rata share:

>> Each contract is allocated its pro-rata share of the available NSRP capacity

>> Schedule ranks are used to determine cuts when there are multiple transactions within a contract

> Allocation of additional capacity:

>> If a contract has not requested its pro-rata share of the available NSRP capacity, then contracts that have requested more than their pro-rata share may get allocated the unused quantity.

> Results:

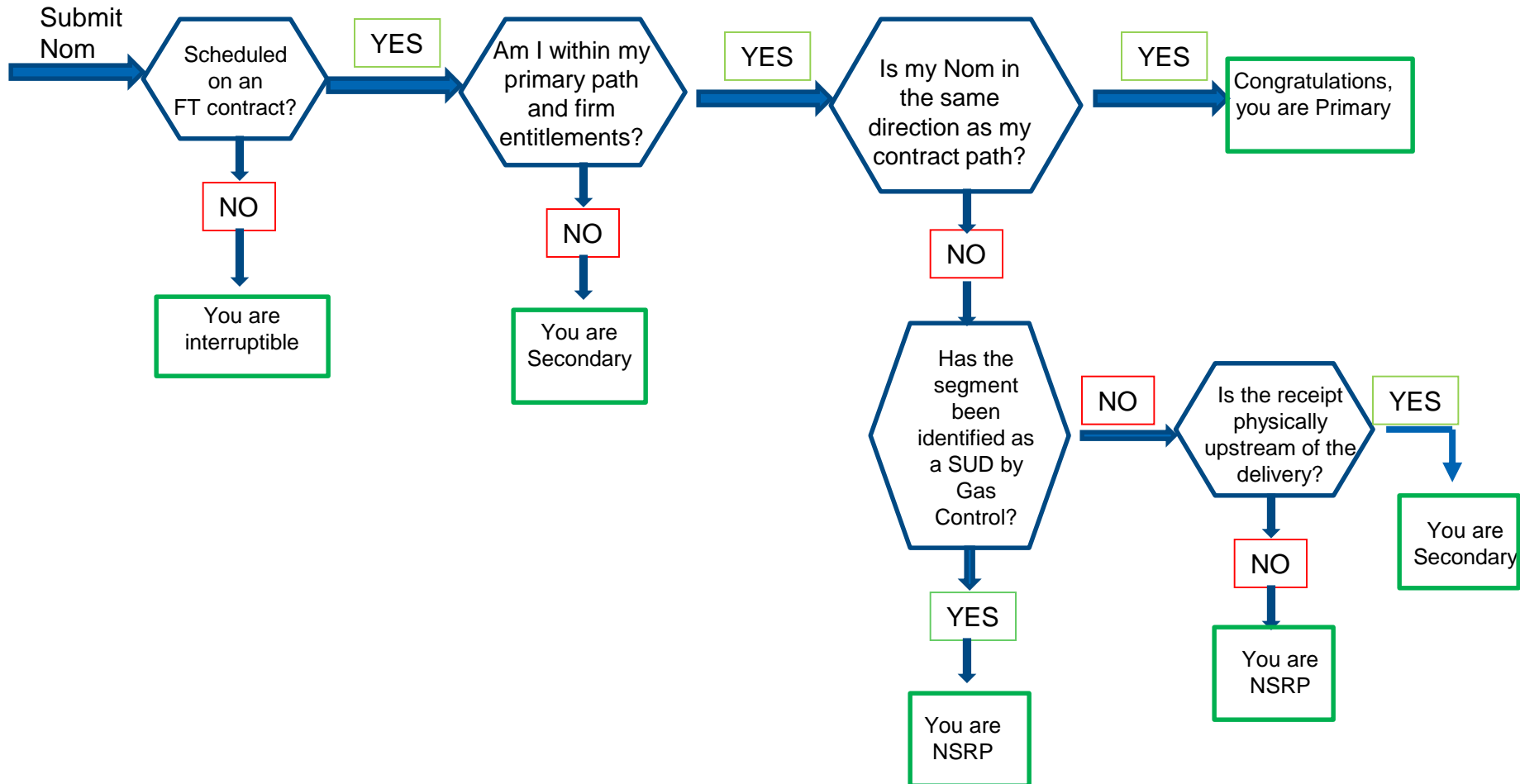>> An iterative process results in complete allocation of available capacity

NSRP Example

Firm Contract Number (1)	Total Primary * Capacity at a given point or segment (Contract MDQ) (2)	Pro-rata share of firm entitlement (%) (3)	Pro-rata entitlements based on available NSRP quantity of 100,000 (4)	NSRP Quantities nominated (5)	Final allocation of capacity (6)	Percentage of original nomination (7)
1	35,000	8.75%	8,750	25,000	21,000	84%
2	200,000	50.00%	50,000	20,000	20,000	100%
3	15,000	3.75%	3,750	15,000	9,000	60%
4	100,000	25.00%	25,000	25,000	25,000	100%
5	50,000	12.50%	12,500	25,000	25,000	100%
	400,000	100.00%	100,000	110,000	100,000	

* Primary includes previously scheduled NSRP and Secondary

How to determine if NSRP applies in a segment

Submit Nom → **Scheduled on an FT contract?**

— YES → **Am I within my primary path and firm entitlements?** — YES → **Is my Nom in the same direction as my contract path?** — YES → **Congratulations, you are Primary**

- Scheduled on an FT contract? — NO → **You are interruptible**
- Am I within my primary path and firm entitlements? — NO → **You are Secondary**
- Is my Nom in the same direction as my contract path? — NO → **Has the segment been identified as a SUD by Gas Control?**
  - Has the segment been identified as a SUD by Gas Control? — NO → **Is the receipt physically upstream of the delivery?**
    - Is the receipt physically upstream of the delivery? — YES → **You are Secondary**
    - Is the receipt physically upstream of the delivery? — NO → **You are NSRP**
  - Has the segment been identified as a SUD by Gas Control? — YES → **You are NSRP**

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Operator Aggregate Confirmations

> Confirmations at an aggregate level (i.e. by BAID or UP/DOWN contract) are applied to contracts using the priority of service identified in the MDQ Process (slide 4)

  – NSRP and Primary FT will be grouped together

How will I know when NSRP will affect my business?

> Transco will identify constraints where NSRP will be included in the quantity that may be affected by operating conditions.

> Transco will identify "segments of unknown directions" (SUDs) where all reverse path transactions within the primary path and within firm transportation entitlements will have a NSRP priority.

> 1Line pages and reports will identify where an FT transaction is using primary, NSRP or secondary capacity rights.

> A single transaction can have a different priority at different capacity constraint locations.

Where do I see NSRP in 1Line?

MDQ Calculate

Navigation → Nominations → Retrieve Nominations → (Actions Menu) MDQ Calculate

Segment Begin			Segment End			Flow Direction	Line	Zo...	...imary	Secondary	NSRP	Total	Nominat...	...hed High PDA	MDQ Avail
Loc Prop	Loc Name	MP	Loc Prop	Loc Name	MP										
1000107	LC 10 MB M/L 784.66	0.0	1005320	CITRONELLE FGT	71.59	Decr	MOBILE BAY LATL TO/FROM M/L 784.66	4A	20,000	0	Y	20,000			62
1000107	LC 10 MB M/L 784.66	0.0	1005320	CITRONELLE FGT	71.59	Incr	MOBILE BAY LATL TO/FROM M/L 784.66	4A							
1005320	CITRONELLE FGT	71.59	9003000	CODEN-GS M4596	122.57	Decr	MOBILE BAY LATL TO/FROM M/L 784.66	4A	20,000	0	N	20,000	19,938		20,000
1005320	CITRONELLE FGT	71.59	9003000	CODEN-GS M4596	122.57	Incr	MOBILE BAY LATL TO/FROM M/L 784.66	4A							
9003000	CODEN-GS M4596	122.57	1006960	ZONE BOUNDARY 4A/4B	123.001	Both	MOBILE BAY LATL TO/FROM M/L 784.66	4A	20,000	0	Y	20,000			20,000
9006144	LC PASCAGOULA-MB 109.25	0.0	9006143	PASCAGOULA END TSB	15.541	Both	PASCAGOULA-MBAY 109.25	4							20,000
										0	N	20,000			

Available Scheduled Quantity by Segment

Navigation → Contracts → Contract Rights → Avail Sch Qty by Segment

Start Date	End Date	SN Start		SN End		Segment Begin			Segment End			Line	Zone	...or Scheduling Qua... (dt)			
		M M	D D	M M	D D	Loc Prop	Loc Name	MP	Loc Prop	Loc Name	MP			Prim	Sec/Sec in Path	Total	NSRP
05/01/2013	12/31/2999	1	1	12	31	1000107	LC 10 MB M/L 784.66	0.0	9006144	LC PASCAGOULA-MB 109.25	109.25	MOBILE BAY LATL TO/FROM M/L 784.66	4A	20,000	0	20,000	Yes
05/01/2013	12/31/2999	1	1	12	31	1000107	LC 10 MB M/L 784.66	0.0	9006144	LC PASCAGOULA-MB 109.25	109.25	MOBILE BAY LATL TO/FROM M/L 784.66	4A	20,000	0	20,000	No
05/01/2013	12/31/2999	1	1	12	31	9006144	LC PASCAGOULA-MB 109.25	109.25	9003000	CODEN-GS M4596	122.57	MOBILE BAY LATL TO/FROM M/L 784.66	4A	...000	0	20,000	Yes
05/01/2013	12/31/2999	1	1	12	31	9006144	LC PASCAGOULA-MB 109.25	109.25	9003000	CODEN-GS M4596	122.57	MOBILE BAY LATL TO/FROM M/L 784.66	4A		0	20,000	

Where do I see NSRP in 1Line?

Segment Audit Report

Reports → Functional Area: Nominations → Report Name: Segment Audit – Scheduled Quantities – Complete Report

Williams Gas Pipeline - Transco
Segment Audit - Scheduled Quantities - Complete Report

Scheduled Date:	7/1/2013
Cycle :	TIMELY

Service Requester:		Contract:	
Segment MPE:	0.0000 M to 71.5900 M	Zone No:	4A
Start Segment Name:	POOLING-ST 85-ZN 4A / 9005542	End Segment Name:	CITRONELLE FGT / 1005320

Base Primary Capacity:	20,000	Base Secondary Capacity:	0	Base Total Capacity:	20,000
ASQ Primary Capacity:	20,000	ASQ Secondary Capacity:	0	ASQ Total Capacity:	20,000
Released Capacity:	0	Flow Direction:	Ascending	NSRP:	Yes

Pipeline and Location Delivery Point Constraints

Navigation → Informational Postings → Swing Service Delivery Points Map

Williams Gas Pipeline - Transco
Pipeline and Location Delivery Point Constraints
Gas day: 07/24/2013 Cycle: Evening
Quantities reported as Mdt/day
date/time:07/23/2013 09:02 PM

Location Number	Location Name	Location Type	Available Package Capacity	Related Footnote	NSRP Firm Scheduled	NSRP Firm PDAs	Secondary Firm Scheduled	Secondary Firm PDAs	IT Scheduled	IT PDAs	Total Scheduled	Remaining Package Available
1000091	MAINLINE STATION 80 - TSB 11/12	Segment	OPEN	2	0	N/A	0	9,201	355,285	205,000	1,731,798	OPEN
1001297	MAINLINE STATION 90 - TSB 13/14	Segment	OPEN		0	N/A	0	0	0	248,500	3,542,758	OPEN
1001324	MAINLINE STATION 130 - TSB 18/19	Segment	OPEN		0	N/A	10,000	0	0	239,000	2,512,793	OPEN
9005782	MAINLINE STATION 135 -TSB 890/891	Segment	OPEN		10,000	N/A	571	0	0	239,000	2,162,589	OPEN
1000123	MAINLINE STATION 140 - TSB 20/21	Segment	OPEN		571	N/A	19,997	1,000	0	239,000	2,125,562	OPEN
1000146	MAINLINE STATION 170 - TSB 26/27	Segment	OPEN		19,997	N/A	18,404	0	111,308	0	1,021,778	OPEN
1001299	MAINLINE STATION 180 - TSB 28/29	Segment	OPEN		18,404	N/A	15,904	0	7,650	0	786,945	OPEN
1000166	MAINLINE STATION 190 - TSB 31/32	Segment	OPEN		15,904	N/A	0	0	0	0	624,626	OPEN
					0							