

ONEOK NGL PIPELINE, L.P.
Allocation Policy
July 15, 2007

During any period of time when the aggregate volume of Products to be received, delivered and/or transported by Carrier exceed the pipeline capacity, space in Carrier's pipeline shall be allocated among all Shippers under the following allocation policy:

1. Pipeline capacity, subject to number 2 below, shall be allocated among historic Shippers on a proportionate basis of their average use of the pipeline system during the 12 calendar months beginning 13 calendar months prior to the calendar month in which allocation occurs. A Shipper will be considered a historic Shipper if the Shipper has any pipeline shipments during the 12 calendar months beginning 13 calendar months prior to the first month in which allocation occurs.
2. In the event a new Shipper tenders volumes during a period of allocation, such new Shipper shall be allocated the lesser of:
 - a) Five percent (5%) of the available capacity on portion or portions of the pipeline system being allocated divided by the number of new Shippers who nominate volume.
 - b) One-fourth of the available five percent capacity for new Shippers (1.25%).
3. A new Shipper will be come a historic Shipper when any of the following conditions are met:
 - a) A new Shipper received capacity under the new Shipper calculation and there is at least a 30 day interval between the initial pipeline allocation where the new Shipper was apportioned capacity and the next pipeline allocation.
 - b) When pipeline allocation exist for a consecutive period longer than 30 days and if, by including the new Shipper as a historical Shipper, the new Shipper would receive equal or greater capacity if considered a historical Shipper.
4. If a Shipper fails to use the space allocated, Shipper's allocated capacity for subsequent prorated scheduling period(s), not to exceed six (6) months, will be reduced by up to the amount of the unused capacity: except that to the extent such failure is, in the sole opinion of Carrier, due to causes beyond the reasonable control of Shipper.