

NOTICE OF CANCELLATION

FRONTIER PIPELINE COMPANY

TARIFF NO. 6

In connection with
Anschutz Ranch East Pipeline, Inc.
And
Chevron Pipe Line Company

JOINT TARIFF
Applying on
CRUDE PETROLEUM

Governed by rules and regulations contained herein, supplements thereto and successive reissues thereof.

TABLE OF RATES FOR LOW VISCOSITY CRUDE

FROM	TO	Rates in cents per barrel of 42 United States Gallons
[C] Casper.....Wyoming (Natrona County)	[C] Salt Lake City.....Utah (Davis County)	[C]

Route:
Frontier Pipeline - Casper, Wyoming (Natrona County) to Anschutz Station, Utah (Summit County)
Anschutz Ranch East Pipeline, Inc. - Anschutz Station, Utah (Summit County) to Kimball Junction, Utah (Summit County)
Chevron Pipe Line Company - Kimball Junction, Utah (Summit County) to Salt Lake City, Utah (Davis County)

NOTICE
Issued Pursuant to 18 CFR 341.5.

The above tariff is hereby cancelled effective January 2, 2011. No future rates or routing will be provided.

ISSUED November 30, 2010

EFFECTIVE January 2, 2011

The provisions published herein will, if effective, not result in an effect on the quality of the human environment.

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RULES AND REGULATIONS		
ITEM NO	SUBJECT	RULES AND REGULATIONS
5	ABBREVIATIONS AND DEFINITIONS	<p>As used in these rules and regulations, the following terms have the following meanings:</p> <p>"a.m." means a time of day after midnight and before noon.</p> <p>"Barrel" means forty-two United States gallons.</p> <p>"F.E.R.C." means Federal Energy Regulatory Commission.</p> <p>"No." means number.</p> <p>"Line Fill" means Crude Petroleum in transit in the pipeline system between origin and destination including the Crude Petroleum in tankage at origin and en route to destination.</p> <p>"p.m." means a time of day after noon and before midnight.</p> <p>"Tender" means an offer by a Shipper to the Carrier of a stated quantity of Crude Petroleum for transportation from a specified origin or origins to a specified destination or destinations in accordance with these rules and regulations.</p> <p>"API" means American Petroleum Institute.</p> <p>"Carrier" means Frontier Pipeline Company and other pipeline companies which, by proper concurrence, are parties to joint tariffs incorporating these rules and regulations.</p> <p>"Shipper" means the party who contracts the Carrier for transportation of Crude Petroleum, as defined herein and under the terms and conditions acceptable to the Carrier and this tariff.</p> <p>"Consignee" means the party to whom a Shipper has ordered the delivery of Crude Petroleum.</p> <p>"Common Stream" means Crude Petroleum moved through the Carrier's pipeline and pipeline facilities which is commingled or intermixed with other Crude Petroleum of like quality and characteristics. Carrier's Common Streams and the characteristics are determined in accordance with Item No. 25 below.</p> <p>"Crude Petroleum" means direct liquid products of oil and gas wells which are (i) a mixture of hydrocarbons that exist in liquid phase in underground reservoirs and remains liquid at atmospheric pressure after passing through surface separating facilities; or (ii) a liquid hydrocarbon recovered from natural gas wells (either associated or not associated with crude oil production) in lease separator or natural gas field facilities, without the use of refrigeration or expansion processes.</p> <p>"ASTM" means American Society for Testing and Materials</p> <p>"Low Viscosity Crude" means Crude Petroleum with a viscosity up to but not including 20.0 centistokes at a temperature of 50 degrees Fahrenheit.</p>
10	COMMODITY	The Carrier is engaged in the transportation of Crude Petroleum by pipeline and will not accept any other commodity for transportation.
15	TENDERS	<p>a) — Crude Petroleum will be transported only under a Tender accepted by the Carrier, from origin to destination when a tariff covering the movement is lawfully in effect and on file with the Federal Energy Regulatory Commission.</p> <p>b) — Any Shipper desiring to Tender Crude Petroleum for transportation shall make such Tender to the Carrier in writing on or before the twenty-fifth day of the month preceding the month during which the transportation under the Tender is to begin. Unless such notification is made, the Carrier will be under no obligation to accept Crude Petroleum for transportation. However, operating conditions permit and at the sole discretion of the Carrier. Tenders for Crude Petroleum may be accepted for transportation after the 25th day of the month preceding the month during which the transportation under the Tender is to begin.</p>
20	QUANTITIES	<p>a) — Tender will be accepted only when the total quantity covered by such Tender will be made available for transportation within the month when the Tender is to begin.</p> <p>b) — Any quantity of Crude Petroleum will be accepted from facilities to which the carrier is connected if such quantity can be so consolidated with other Crude Petroleum that such receipts will be in 25 thousand barrels batches. Carrier will not be obligated to make any single delivery of Crude Petroleum less than 10 thousand barrels. The term "single delivery" as used herein means a delivery of Crude Petroleum in one continuous operation to one or more Consignees into a single facility, furnished by such Consignee or Consignees, to which Carrier is connected.</p>

25	SEGREGATION AND VARIATIONS IN QUALITY AND GRAVITY	<p>a) Only Crude Petroleum, as defined in Item 5 above, will be accepted for transportation.</p> <p>b) Carrier is not liable for variations in gravity or quality of Crude Petroleum occurring while in its custody, and is under no obligation to deliver the identical Crude Petroleum received, but may make delivery out of a Common Stream.</p> <p>c) No Crude Petroleum will be accepted for transportation as part of a Common Stream except good merchantable Crude Petroleum of acceptable character readily susceptible of transportation through Carriers existing facilities, and which will not materially affect the quality of Crude Petroleum being transported, or cause a disadvantage to any other Shipper.</p> <p>d) Where it is not feasible to segregate particular Crude Petroleums or particular mixtures of Crude Petroleums through the Carrier's pipeline system without increasing investment or operating costs, the Carrier will handle only one Common Stream of traffic through such sections.</p> <p>e) Where it is feasible to segregate particular Crude Petroleums or particular mixtures of Crude Petroleums through the Carrier's pipeline system without increasing investment or operating costs, the Carrier will endeavor to handle, segregated streams of mixed Crude Petroleums or of individual Crude Petroleums, but the number of such segregated streams will not be increased if an added stream would require an increase in investment or in operating costs.</p> <p>t) The acceptance of Crude Petroleum for transportation shall be on the condition that such Crude Petroleum shall be subject to such changes in gravity, in quality, and in value as may result from its mixture in transit with other crude petroleums in the Carrier's pipeline and tanks.</p> <p>g) The Carrier shall have no responsibility in, nor for, any revaluations nor settlements deemed appropriate by Shippers and Consignees because of mixing of component parts of Crude Petroleum streams between the receipt and delivery of such streams by the Carrier, other than to furnish volume and gravity data on the Crude Petroleums received into and delivered out of the respective streams.</p>
30	DESTINATION FACILITIES	<p>No duty to transport will arise until evidence satisfactory to the Carrier has been furnished that Consignee has provided necessary facilities to which Carrier is connected and has made necessary arrangements for accepting delivery of shipments promptly on arrival at destination, as provided in these rules and regulations.</p>
35	DETERMINATION OF VOLUME AND DEDUCTIONS	<p>a) Quantities for receiving, delivering, assessing charges and all other purposes will be corrected to a temperature of sixty degrees Fahrenheit by the use of factors derived from the American Petroleum Institute Manual of Petroleum Measurement, after deduction of impurities shown by tests made by the carrier prior to receipt and upon delivery. A representative of the Carrier shall have the right to enter upon the premises where Crude Petroleum is received and delivered and have access to all tanks, storage receptacles or meters for the purpose of metering and testing and to make any examination, inspection, measurement or test reasonably necessary to insure the accuracy of all volume and quality measurements and adjustments. Quantities may be computed from tank tables compiled or accepted by the Carrier, if metering fails.</p> <p>b) Three-tenths of one percent (0.30%) will be deducted from all Crude Petroleum received for transportation at point of origin and retained by Carrier to cover losses due to shrinkage and evaporation incident to pipeline transportation. This loss allowance adjustment will be made from Shipper's inventory.</p> <p>c) After consideration of all factors set forth in this Item in paragraphs (a) and (b), a net balance will be determined as the quantity deliverable by Carrier and transportation charges will be assessed on this net balance upon delivery at destination.</p>
40	STORAGE IN TRANSIT	<p>a) The Carrier has working tanks required in the process of transporting Crude Petroleum, but has no other tankage and, therefore, does not have facilities for rendering, nor does it offer, a storage service.</p> <p>b) Each Shipper will be required to furnish Crude Petroleum into inventory for their Proportionate share of the line fill in such amount as deemed necessary by Carrier.</p>
45	DELIVERY AND DEMURRAGE	<p>a) Subject to Item 60, Carrier will transport and deliver Crude Petroleum with reasonable diligence and dispatch, but will accept no Crude Petroleum to be transported in time for any particular market.</p> <p>b) After any shipment has had time to arrive at destination and on twenty-four hour notice to Consignee, Carrier may begin delivery at its current rate of pumping.</p> <p>c) Commencing after the first seven o'clock a.m. after expiration of said notice, a demurrage charge of 1 per barrel per day of twenty-four hours shall accrue on any part of said shipment offered for delivery and not taken as prescribed in paragraph (b) of this item. If Shipper or Consignee is unable or refuses to receive said Crude Petroleum as it arrives at destination, the Carrier reserves the right to make whatever arrangements for disposition of the Crude Petroleum it deems appropriate to clear its pipeline. Any additional expense, cost or loss, incurred by Carrier in making such arrangements shall be borne by the Shipper.</p>

50	RATES APPLICABLE	Crude petroleum transported shall be subject to the rates in effect on date such Crude Petroleum is received by the Carrier irrespective of date of Tender.
55	PAYMENT OF CHARGES	The Shipper shall be responsible for payment of transportation and all other charges applicable to the shipment, and if required, shall prepay such charges or furnish guaranty of payment satisfactory to the Carrier. The Carrier will have a lien on all Crude Petroleum accepted for transportation to secure the payment of all charges, including demurrage charges, and may refuse to deliver Crude Petroleum until all charges have been paid. If said charges or any part thereof shall remain unpaid five days, computed from the first seven o'clock a.m. after written notice is mailed to shipper of intention to enforce Carrier's lien as herein provided, or when there shall be failure to take the Crude Petroleum at the point of destination as provided in Item 45 within five days, computed from the first seven o'clock a.m. after expiration of the notice therein provided, the carrier shall have the right through an agent to sell said Crude Petroleum at public auction for cash between the hours of ten o'clock a.m. and four o'clock p.m. on any day not a legal holiday and not less than twenty-four hours after notice of the time and place of such sale and the quantity, general description and location of the Crude Petroleum to be sold has been published in a daily newspaper of general circulation published in the town or city where the sale is to be held, and sent by telegraph to Shipper. The Carrier may be a bidder and purchaser at such sale. Out of the proceeds of said sale Carrier may pay itself all transportation, demurrage, and other lawful charges, expense of notice, advertisement, sale, and other necessary expense, and of caring for and maintaining the Crude Petroleum, and the balance shall be held for whomsoever may be lawfully entitled thereto.
60	LIABILITY OF CARRIER	<p>a) — The Carrier, while in the possession of any Crude Petroleum will not be liable for any loss thereof or damage thereto, or delay in delivery, caused by an act of God, the public enemy, quarantine, the authority of law, or of public authority, strikes, riots, insurrection, inherent nature of the goods, or the act or default of the Shipper or Consignee, or resulting from any other cause not due to the negligence of Carrier whether similar or dissimilar to the causes herein enumerated.</p> <p>b) — Any losses of crude petroleum (other than inherent losses covered by Item 35) will be charged proportionately to each Shipper in the ratio that his Crude Petroleum, or portion thereof, received and undelivered at the time the loss occurs, bears to the total of all Crude Petroleum then in the custody of the Carrier for transportation via the lines or other facilities in which the loss occurs; and the Carrier will be obligated to deliver only that portion of such Crude Petroleum remaining after deducting Shippers proportion of such loss determined as aforesaid. Transportation charges will be assessed only on the quantity delivered.</p>
65	TITLE	A Tender of Crude Petroleum shall be deemed a warranty of title by the party tendering, but acceptance shall not be deemed a representation by the Carrier as to title. The Carrier may, in the absence of adequate security, decline to receive any Crude Petroleum which is in litigation, or as to which a dispute over title may exist, or which is encumbered by any lien of which the Carrier has notice.
70	TIME LIMITATION ON CLAIMS	As a condition precedent to recovery for loss, damage, or delay to shipments, claims must be filed in writing with the Carrier within nine months and one day after delivery of the property, or in case of failure to make delivery then within nine months and one day after reasonable time for delivery, based on Carrier's normal operations, has elapsed; and suits shall be instituted against the Carrier only within two years and one day from the day when notice in writing is given by the Carrier to the claimant that the 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 thereon in accordance with the foregoing provisions, no Carrier hereunder will be liable, and such claims will not be paid.
75	RECONSIGNMENT	Crude Petroleum in transport may be reconsigned without an additional charge to another Shipper at point of destination only, provided such reconsignment is made in writing by the tendering Shipper prior to delivery at original destination. This will be allowed subject to the rates, rules and regulations applicable from point of origin to points of final destination. Reconsignment shall not affect the liability of the tendering Shipper for all charges under Item No. 55.
80	APPLICATION OF RATES FROM AND TO INTERMEDIATE POINTS	For Crude Petroleum accepted for transportation from any point on Carrier lines not named in a particular tariff which is intermediate to a point from which rates are published therein, through such unnamed point, Carrier will apply from such unnamed point the rate published therein from the next more distant point specified in such tariff. For Crude Petroleum accepted for transportation to any point not named in a particular tariff which is intermediate to a point to which rates are published in said tariffs, through such unnamed point, the rate published therein to the next more distant point specified in the tariff will apply.

Explanation of reference mark:

[C] Canceled