

FERC ICA Oil Tariff

F.E.R.C. No.1.2.0
In lieu of F.E.R.C No. 1.1.0 which was withdrawn
Cancels F.E.R.C. No. 1.0.0

MEDALLION PIPELINE COMPANY, LLC

MEDALLION PIPELINE CRUDE PETROLEUM SYSTEM

LOCAL AND PROPORTIONAL PIPELINE TARIFF

CONTAINING

RULES AND REGULATIONS

GOVERNING THE TRANSPORTATION AND HANDLING

OF

CRUDE PETROLEUM

TRANSPORTED BY PIPELINE

FROM AND TO POINTS NAMED HEREIN

This Tariff shall apply to those Tariffs which specifically incorporate this Tariff by reference; such reference includes supplements to this Tariff and successive reissues thereof.

The rates named in the Tariff are expressed in cents per Barrel of 42 U.S. Gallons and are subject to change as provided by law.

The matter published herein will have no adverse effect on the quality of the human environment.

[N] Issued in compliance with 18 CFR 341.4.

Issued on [W] 6 thirty (30) days' notice under authority of 18 CFR 341.14. ~~This tariff publication is conditionally accepted subject to refund pending a 30-day review period.~~

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GENERAL RULES AND REGULATIONS

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GENERAL RULES AND REGULATIONS

TARIFF REISSUE AND SUPPLEMENTATION

[N] GENERAL APPLICATION

[N] Carrier provides transportation of Crude Petroleum between the origin and destination points provided under this Tariff's terms and conditions. Certain portions of Carrier's pipeline system operate on a bi-directional basis. In addition, Carrier offers destination points with interconnecting downstream carriers at various points on the northern, southern, and western portions of Carrier's pipeline system. Given the pipeline system's configuration and bi-directional operations, transportation services nominated by individual shippers may be effectuated by Carrier through forwardhaul transportation, backhaul transportation, displacement and/or exchange.

DEFINITIONS

RULE 1 – DEFINITIONS

“**Actual Shipment**” means the volumes of Crude Petroleum physically tendered at a Origin Point by an individual Shipper during a month under the Tariffs.

“**API**” means American Petroleum Institute.

“**ASTM**” means American Society for Testing Materials.

“**Barrel**” means 42 gallons at 60 degrees Fahrenheit and zero (0) gauge pressure if the vapor pressure is at or below atmospheric pressure, or at equilibrium pressure if the vapor pressure is above atmospheric pressure.

“**Base Period**” means the previous 12 months beginning with the 13th month prior to the current Proration Month, except that, during the initial 12 months of this Tariff's operation, the Base Period shall be as provided in Rule 12(g). Previous Proration Months, as well as months in which no apportionment was in effect, will be included in the rolling 12-month Base Period.

“**Batch,**” “**Batched,**” or “**Batched Shipments**” means transportation of Crude Petroleum that is tendered at the Origin Point pursuant to a TSA in which Shipper has provided or arranged for adequate storage at a location(s) and capacity(ies) which, in Carrier's sole discretion, are sufficient to permit Carrier to physically segregate Shipper's volumes for Delivery.

“**Carrier**” means Medallion Pipeline Company, LLC.

“**Carrier's Pipeline**” means Carrier's Crude Petroleum pipeline facilities originating at the Origin Point(s) and terminating at the Destination Point(s) as reflected in the Rates Tariff, as may be amended from time to time.

“Committed Firm Shipper” means a Shipper that has committed to transporting, or paying for the transportation of, certain minimum volumes of Crude Petroleum for a minimum term of years at the rates set forth in the Rates Tariff, each pursuant to the terms of a TSA. A Committed Firm Shipper is not subject to the prorationing provisions in Rule 12.

“Committed Firm Shipper’s Excess Volumes” shall have the meaning set forth in Rule 12(a).

“Committed Non-Firm Shipper” means a Shipper that has committed to transporting, or paying for the transportation of, certain minimum volumes of Crude Petroleum for a minimum term of years at the rates set forth in the Rates Tariff, each pursuant to the terms of a TSA. A Committed Non-Firm Shipper is subject to the prorationing provisions in Rule 12.

“Committed Volume” means the barrel per day (“bpd”) volume committed to by a Committed Firm Shipper or a Committed Non-Firm Shipper, in accordance with a TSA, multiplied by the number of days in the relevant month.

“Common Stream” or **“Common Stream Shipment”** means Crude Petroleum, tendered or received at Carrier’s Pipeline and associated facilities as designated in the related tariffs and moved through Carrier’s Pipeline, which is commingled or intermixed with other Crude Petroleum of like characteristics and quality. A Common Stream may be made up of one or more tenders of Crude Petroleum provided that each tender of Crude Petroleum meets the quality specifications, as set out in Rule 3. Common Streams and characteristics of each shall be determined by the Carrier in its sole discretion.

“Consignee” means the party that Shipper has authorized to accept the Delivery from Carrier of Crude Petroleum at the Destination.

“Crude Petroleum” means West Texas Intermediate Light Sweet Crude Oil from oil and gas wells which has not been blended or mixed with other grades of crude oil or “indirect products” (as defined below) and which meet the required specifications established pursuant to Rule 3 of this tariff. For the avoidance of doubt, Crude Petroleum shall exclude, and Carrier shall not be required to transport, “indirect liquid products of oil or gas wells” sometimes referred to as “indirect products”, meaning the liquid products resulting from the operation of gasoline recovery plants, gas recycling plants, condensate or distillate recovery equipment in gas or oil fields, or a mixture of such products.

“Deficiency Payment” means a payment to be made by a Committed Firm Shipper or Committed Non-Firm Shipper, as determined in accordance with a TSA.

“Delivery,” “Deliver,” “Deliveries,” or **“Delivered”** means the transfer of physical and legal custody of Crude Petroleum from Carrier at the Destination Point to Shipper or its Consignee.

“Destination Point” means the point(s) of Delivery, as specified in the Rates Tariff .

“Exempt Volumes” shall have the meaning set forth in Rule 12(a).

“Gravity” means gravity determined in accordance with ASTM Designation D-287.

“**Make-Up Volumes**” means barrels for which a Deficiency Payment has been paid and that are nominated by a Committed Firm Shipper or Committed Non-Firm Shipper for transportation in a subsequent month in accordance with a TSA.

“**New Shipper**” means, for purposes of prorationing in Rule 12, any Shipper who does not qualify as a Committed Firm Shipper or Regular Shipper (including a Committed Non-Firm Shipper).

“**Nomination**” or “**Tender**” means any offer by a Shipper to Carrier of a stated quantity of Crude Petroleum for transportation from the Origin Point to the Destination Point in accordance with this Tariff.

“**Origin Point**” means the points of Receipt, as specified in the Rates Tariff.

“**Proration Month**” shall have the meaning set forth in Rule 12(b).

“**Rates Tariff**” means Carrier’s tariff that sets forth the local and proportional rates applicable to the transportation of Crude Petroleum by Carrier and that makes specific reference by FERC number to this Tariff.

“**Receipt**,” “**Receive**,” or “**Received**” means the transfer of physical and legal custody of Crude Petroleum from Shipper to Carrier at the Origin Point for transportation.

“**Regular Shipper**” means, for purposes of prorationing in Rule 12, (i) a Committed Non-Firm Shipper, (ii) an Uncommitted Shipper meeting the eligibility requirements in Rule 15(d), and (iii) a Committed Firm Shipper, but only to the extent of any volumes in excess of its Committed Volumes.

“**Shipper**” means the party that arranges with Carrier for the gathering or transportation of Crude Petroleum pursuant to the terms of this Tariff.

“**Tender**” has the meaning set forth in the definition of Nomination.

“**Total Available Capacity**” means all of the operationally available capacity to Shippers on the Carrier’s Pipeline.

“**TSA**” means a Transportation Service Agreement executed by the Carrier and a Committed Firm Shipper or Committed Non-Firm Shipper, entered into as a result of an open season conducted by Carrier.

“**TSA Committed Capacity**” means the barrel per day capacity equal to the aggregate Committed Volumes pursuant to all Committed Firm Shippers’ TSAs in effect during the month of prorationing.

“**Uncommitted Shipper**” means a Shipper that has not executed a TSA. An Uncommitted Shipper is subject to the prorationing provisions in Rule 12.

COMMODITY DESCRIPTION AND MEASUREMENT

RULE 2 – COMMODITY

The Carrier is engaged in the transportation of Crude Petroleum and will not accept any other commodity for transportation.

RULE 3 – CRUDE PETROLEUM QUALITY SPECIFICATIONS AND RESTRICTIONS

Crude Petroleum shall be accepted for transportation only when such Crude Petroleum meets the following quality specifications. These specifications shall apply to each Barrel of a Shipper's Nomination and not be limited to the composite sample of the Nomination:

- (a) API Gravity of between thirty six degrees (36°) and forty [C] ~~two~~ [N] four degrees ([C] 42° [N] 44°);
- (b) the true vapor pressure of such volumes does not exceed 11 psia or result in Carrier's noncompliance with federal, state, or local requirements regarding hydrocarbon emissions;
- (c) has a Reid vapor pressure less than [C] 9.5 [N] 9.0 psia at a temperature of 100 degrees Fahrenheit;
- (d) basic sediment, water, and other impurities of one percent (1%) or less;
- (e) temperature of 120 degrees Fahrenheit or less;
- (f) the sulfur content does not exceed 0.45% by weight;
- (g) readily susceptible to transportation through Carrier's existing facilities; and
- (h) will not materially affect the quality of other shipments or cause disadvantage to other Shippers or the Carrier.

[N] Carrier may waive the foregoing specifications on a not unduly discriminatory basis where, in Carrier's sole judgment, the Receipt of any affected Barrels at particular Origin Points would not i) adversely impact the ability of the Common Stream to remain within the foregoing quality specifications or, if not in compliance with such quality specifications, adversely impact the ability of Deliveries to the affected Destination Points to satisfy the tariff quality specifications of directly connected downstream pipeline carriers (including the requirements of the connection agreements entered into with such carriers), and ii) otherwise adversely impact Carrier's Pipeline or its operations.

A Shipper will provide to Carrier, upon request, a certificate setting forth the specifications of the Crude Petroleum to be received by Carrier from such Shipper. Shipper shall attest that all Barrels physically tendered to Carrier for transportation as Crude Petroleum have not been mixed or blended with other

direct or indirect liquid products that do not meet the above specifications. If a Shipper fails to provide the Carrier with such certificate, then the Carrier will not be obligated to accept the Shipper's Crude Petroleum.

Carrier reserves the right to reject Crude Petroleum that, in its sole discretion, does not meet the quality specifications referenced above. In addition, Carrier shall reject Crude Petroleum containing contaminants including, but not limited to, chemicals such as chlorinated and/or oxygenated hydrocarbons and/or heavy metals such as lead and/or vanadium. Carrier reserves the right to reject Crude Petroleum if, in its sole discretion, Deliveries of such volumes would not meet the tariff quality specifications of ~~[C] BridgeTex Pipeline Company, LLC, Plains Pipeline, L.P. and/or any other~~ [N] (including the requirements of the connection agreements entered with such carriers) of the directly interconnected [C] pipelines [N] downstream pipelines listed in Carrier's currently-effective FERC Rates Tariff, including Laredo Midstream Services, LLC, Magellan Pipeline Company, L.P. (commonly referred to as the Longhorn Pipeline), and those pipeline interconnections specified for Carrier's Colorado City Hub. Where the transportation service nominated by a Shipper is effectuated by Carrier through backhaul, displacement, and/or exchange, Carrier's determination of whether Receipts from such Shipper satisfy the quality specifications herein may be based upon the actual physical delivery path rather than the nominated delivery path.

[W] ~~The~~ Carrier may, at its discretion, require, approve, or reject Crude Petroleum containing, or the injection into Crude Petroleum of, corrosion inhibitors, viscosity or pour point depressants, drag reducing agent, or other such additives in the Crude Petroleum to be transported.

If Crude Petroleum is accepted from third-party owned tankage, settled bottoms in such tanks must not be above a point six inches (6") below the bottom of the pipeline connection with the tank.

Carrier reserves the right to reject Crude Petroleum, in its sole discretion, if the Shipper or Consignee has failed to comply with applicable laws, rules, and regulations made by government authorities regulating shipment of Crude Petroleum.

If, upon investigation, Carrier determines that a Shipper has delivered contaminated Crude Petroleum or Crude Petroleum which otherwise fails to comply with the specifications set forth above, the Carrier may exclude such Shipper from further entry into applicable segments of the Carrier's Pipeline until such Shipper is able to comply with the quality specifications referenced above, as determined by the Carrier in its sole discretion. Carrier reserves the right to dispose of any contaminated Crude Petroleum in its pipeline. Disposal, if necessary, may be made in any reasonable commercial manner, and any liability associated with the contamination or disposal of any Crude Petroleum shall be borne by the Shipper introducing the contaminated Crude Petroleum into Carrier's Pipeline.

Carrier may, from time to time, undertake to transport other or additional grades of crude petroleum to the extent Carrier elects, in its sole discretion, to offer such transportation by employing Batched Shipments. If, in the Carrier's sole discretion, sufficient quantities are not nominated or facilities are not available to justify continued transportation of other or additional grades, Carrier may, after giving reasonable notice to Shippers who may be affected, cease transporting particular grades of crude petroleum.

RULE 4 – TESTING AND MEASURING

Prior to or during Receipt of Crude Petroleum for transportation, and prior to or during release thereof for Delivery, such quantities shall be measured and tested by a representative of Carrier. Crude Petroleum will be measured by metering.

All shipments tendered to Carrier for transportation shall be metered by a representative of Carrier prior to, or at the time of, Receipt from the Shipper. Shipper or Consignee shall have the option of being present or represented during the testing or metering. The results of such testing or metering shall be final.

RULE 5 – DEDUCTIONS AND ADJUSTMENTS

In measuring the quantity of Crude Petroleum Received and Delivered, corrections shall be made from volumes at actual or observed temperature to volumes at 60 degrees Fahrenheit and for pressure to 14.696 psia. Quantities shall be corrected for this purpose by use of applicable API-ASTM volume correction factor tables.

For all shipments of Crude Petroleum, a deduction of two-tenths of one percent (0.2%) will be made to cover evaporation, interface losses, and other normal losses during transportation. Carrier will deduct the full amount of sediment, water, and other impurities. The net balance, after applicable deduction, will be the quantity deliverable by Carrier.

RULE 6 – VOLUMETRIC ADJUSTMENT

Any volumetric difference between Receipts from Shipper and Delivery to Shipper or Consignee during a current month as a result of scheduling will be adjusted in the following month without any further liability to Carrier, taking into consideration all prior deductions allowed pursuant to the rules and regulations contained herein.

RULE 7 – VARIATIONS IN QUALITY AND GRAVITY

(a) **Delivery of Types of Crude Petroleum.** Carrier is not obligated to Deliver the identical Crude Petroleum received by Carrier. Carrier shall not be liable for any consequence related to the mixing of Crude Petroleum tendered into the Common Stream,; provided, however Carrier shall endeavor to Deliver from its common stock Crude Petroleum that is in conformance with the specifications set forth in Rule 3. For Batched Shipments, Carrier shall not be liable for any change in quality and/or Gravity that may occur to Crude Petroleum during transportation of Batches.

(b) **Conditions Applicable to Crude Petroleum**

(i) 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 Petroleum in the Carrier's Pipeline and tanks; and

(ii) Carrier is not liable for any loss or damage resulting from an alteration in Gravity or quality of Crude Petroleum transported by Carrier, unless the loss or damage occurs because of the gross negligence of Carrier.

(c) CARRIER MAKES NO WARRANTY AS TO MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR ANY OTHER WARRANTY OR REPRESENTATION WITH RESPECT TO THE GRADE OR QUALITY OF CRUDE PETROLEUM TRANSPORTED UNDER THIS TARIFF.

PRE-SHIPMENT REQUIREMENTS AND PROCEDURES

RULE 8 – TENDER

Shippers desiring to offer Crude Petroleum for transportation shall make a Nomination to Carrier by submitting, on Carrier's prescribed Notice of Shipment form, a separate Nomination for each calendar month on or before the 25th day of the preceding month. The prescribed Notice of Shipment form, in addition, must provide a verification that the Shipper intends, after Delivery to the Destination, its volumes will be transported by other carriers (including by pipeline, rail, and/or water) across state lines to its ultimate destination and, therefore, the transportation on Carrier's Pipeline is interstate in nature and subject to this Tariff. In addition, as provided in Rule 3, Shipper shall attest that all Barrels physically tendered to Carrier for transportation as Crude Petroleum have not been mixed or blended with other direct or indirect liquid products that do not meet the above specifications. If transportation capacity is available and operating conditions permit, the Carrier, on an equitable and non-discriminatory basis, may accept Nominations for Crude Petroleum for transportation after the 25th day of the month preceding the month during which the transportation under the Nomination is to begin.

Carrier shall not be obligated to accept Nominations from any Shipper unless such Shipper provides written third-party verification in support of the Shipper's Nominations that establishes that such Nominations are in good faith. A Shipper shall, upon notice from the Carrier, provide written third-party verification as required by the Carrier in support of such Shipper's Nomination including, but not limited to, confirmation that Shipper has provided, or arranged for access to, equipment and facilities capable of satisfactorily delivering to the Origin Point and receiving at the Destination Point the quantities tendered for transportation. The Carrier shall not be obligated to accept a Shipper's Crude Petroleum where such verification is unacceptable to the Carrier ~~[W]- [N]~~, including where a directly interconnected downstream pipeline (or other facility operator) nominated by Shipper (i) does not confirm Shipper's Nomination, in whole or in part, and/or (ii) subsequently during the month in question, reduces Shipper's previously confirmed nomination on the downstream facilities.

If, during a month in which Nominations have not been prorated pursuant to Rule 12, Carrier determines that an Uncommitted Shipper is not tendering the volumes that it has nominated for that month, then Carrier reserves the right to reduce such Shipper's Nomination accordingly for the balance of such month.

RULE 9 – CREDITWORTHINESS OF SHIPPER

Upon the request of Carrier, all prospective and existing Shippers must submit sufficient financial information to establish creditworthiness. The creditworthiness requirements for Committed Firm Shippers and Committed Non-Firm Shippers shall be as set forth in the TSA. For Uncommitted Shippers, if in Carrier's sole discretion, a prospective Shipper is not creditworthy, or if a current Shipper's credit deteriorates, Carrier may require such Shippers to provide financial assurances, including, but not limited to: (a) prepayment of transportation charges; (b) a guaranty in an amount sufficient to ensure payment to Carrier of all such costs and charges that could reasonably accrue, in a form and from a third party acceptable to Carrier; (c) a letter of credit from an appropriate financial institution in a form acceptable to Carrier and in an amount sufficient to ensure payment to Carrier of all costs and charges that could reasonably accrue; or (d) such other enforceable collateral security, including but not limited to, security agreements over assets of Shipper, in a form acceptable to Carrier.

Carrier shall not be obligated to accept Crude Petroleum, or a Nomination, for transportation from an existing or prospective Shipper if the Shipper or prospective Shipper fails to provide financial assurances within two (2) days of Shipper's receipt of Carrier's written request for such assurances.

RULE 10 – TITLE

A Tender for shipment shall constitute a warranty by Shipper that it has unencumbered title thereto, or the unencumbered right to ship such Crude Petroleum, but acceptance shall not be deemed a representation by Carrier as to title or right. Carrier reserves the right to reject on a non-discriminatory basis any Crude Petroleum tendered for shipment that may be involved in litigation, the title or right to which may be in dispute, or that may be encumbered by lien or charge of any kind, except to the extent that Shipper submits either satisfactory proof of unencumbered title or right or a satisfactory indemnity bond.

RULE 11 – QUANTITIES

Carrier may take Receipt or make Delivery of Crude Petroleum in volumes of not less than 500 bpd aggregate from one or more Shippers. The Carrier reserves the right to take Receipt or make Delivery of less than 500 bpd of Crude Petroleum, if such quantity can be consolidated with other Crude Petroleum such that Carrier can make a single delivery of not less than 500 bpd.

If a Committed Firm Shipper or Committed Non-Firm Shipper fails to tender a volume of Crude Petroleum equal to its Committed Volume, it shall pay to the Carrier the Deficiency Payment, which payment shall be equal to the shortfall in the volume tendered multiplied by the applicable rate in its TSA.

RULE 12 – PRORATIONING OF PIPELINE CAPACITY

(a) **Exempt Volumes.** Each Committed Firm Shipper's Committed Volumes are exempt from the prorationing procedures set forth below ("Exempt Volumes"). If a Committed Firm Shipper's Nominations during a Proration Month are less than its Committed Volumes, the Committed Firm Shipper's Exempt Volumes for that month will be limited to the amount of its Nominations. If the total

of all Committed Firm Shippers' aggregate Nominations is less than the TSA Committed Capacity, then a Committed Firm Shipper's Make-Up Volumes will be accepted up to the remaining TSA Committed Capacity during the term of such Committed Firm Shipper's TSA; provided that, in the event the total Nominations by Committed Firm Shippers of Make-Up Volumes exceeds the remaining TSA Committed Capacity, Carrier will adjust the Nominations of Make-Up Volumes on a pro rata basis. Otherwise, any Make-Up Volumes above the TSA Committed Capacity as well as Committed Firm Shipper volumes in excess of Committed Volumes (other than the Make-Up Volumes) (collectively, "Committed Firm Shipper's Excess Volumes"), shall be treated as volumes nominated by a Regular Shipper, as described in Rule 12(c) below.

(b) **When capacity will be prorated.** When, based upon all valid Nominations submitted by Shippers in compliance with this Tariff, the Carrier determines that the total volumes nominated by all Shippers for shipment on Carrier's Pipeline during that month exceeds the capacity of the pipeline or a particular segment thereof ("Proration Month"), then available capacity remaining after the satisfaction of all Exempt Volumes nominated will be apportioned among all valid Shipper Nominations on the basis set forth below.

(c) **Division of capacity between Shipper classes.** The remaining available capacity shall be divided between Regular Shippers and New Shippers. Generally, as described in this section, capacity shall be allocated first to New Shippers (up to ten percent of the Total Available Capacity), and any remaining capacity shall be allocated to Regular Shippers in proportion to their usage during the Base Period.

(1) **New Shippers**

- a) **Availability of capacity.** Not more than ten percent (10%) of the Total Available Capacity shall be made available to New Shippers as a class.
- b) **Allocation.** Each New Shipper will be allocated, subject to Rule 14, a share of the capacity available to all New Shippers equal to the least of: (i) Nominations; (ii) ten percent (10%) of the total available capacity of the Carrier's Pipeline, divided by the number of New Shippers who nominated volumes for shipment during the Proration Month, or (iii) one-fifth of 10% (2.0%) of the available capacity of the Carrier's Pipeline for the Proration Month. Any unused allocated capacity will become available for allocation among the Regular Shippers.

(2) **Regular Shippers**

- a) **Availability of capacity.** After capacity is apportioned to New Shippers, the remaining available capacity will be available to any Regular Shipper that submitted valid Nominations for the Proration Month.
- b) **Allocation.**

- (i) Any remaining available capacity will be apportioned among all remaining Regular Shippers. Each Regular Shipper's share of such capacity will be allocated based on its respective proportions of Deliveries during the Base Period (for example, if a Regular Shipper had 5% of Deliveries during the Base Period, that Regular Shipper shall receive 5% of the available capacity) . Any unused allocated capacity by a Regular Shipper shall be reallocated among other Regular Shippers.
 - (1) For purposes of this apportionment, for any Proration Month included within the Base Period, a Committed Non-Firm Shipper's Deliveries during such Proration Month shall be limited to its Actual Shipments when calculating such Shipper's share of capacity. For all other months, a Committed Non-Firm Shipper's Deliveries during the Base Period shall be deemed to be the higher of its Committed Volumes or its Actual Shipments.
 - (2) A Committed Firm Shipper's Excess Volumes shall be deemed to qualify for Regular Shipper status.

(d) **Base Period Eligibility.** For an Uncommitted Shipper to receive Regular Shipper status for purposes of prorating, the Uncommitted Shipper must have Actual Shipments of Crude Petroleum in at least 8 of the 12 months of the Base Period (or, during the transition period described in Rule 12(g), two-thirds (2/3) of the months of the transition Base Period). To the extent an Uncommitted Shipper does not meet the foregoing eligibility requirements, it shall be treated as a New Shipper for prorating purposes.

(e) **Transfer of prorated capacity.** Except as provided in Rule 12, prorated volumes allocated to a Shipper may not be assigned, conveyed, loaned, transferred to, or used in any manner by another Shipper. A Shipper's allocation may be transferred as an incident of the bona fide sale of the Shipper's business or to a successor to the Shipper's business by the operation of law, such as an executor or trustee in bankruptcy.

(f) **Nomination Integrity.** During a Proration Month, if a Shipper fails to deliver to Carrier at least 95% of its final confirmed Nomination, the Carrier will charge the Shipper an amount equal to the tariff rate multiplied by the nominated volume not received by Carrier.

(g) **Transition rule for determining Base Period.** During the initial 12 months of this Tariff's implementation, as measured from the effective date hereof ("Tariff Effective Date"), the Base Period shall consist of each full calendar month since the Tariff Effective Date, but prior to the Proration Month. For example, if the Proration Month were to occur in the 7th month from the Tariff Effective Date, the Base Period would consist of the first 6 months from the Tariff Effective Date. In all other respects, Rule 12(a)-(d) remains in effect during the initial 12 months of this Tariff's implementation. This transition rule shall have no effect on and after the 13th full calendar month from the Tariff Effective Date.

TRANSPORTATION SERVICES AND RELATED REQUIREMENTS

RULE 13 – ORIGIN AND DESTINATION POINT FACILITIES REQUIRED

Carrier only provides working tankage that is incidental and necessary to the transportation of Crude Petroleum, but does not provide or offer storage service, whether in transit or/at points of Origin or the Destination Point. Nominations for the transportation of Crude Petroleum will be accepted only when Shipper has provided, or arranged for access to, equipment and facilities capable of satisfactorily delivering to the Origin Point and receiving at the Destination Point the quantities tendered for transportation. Shipper will deliver to the Origin Point nominated volumes on a ratable basis over the course of a month. Carrier, where operations permit, may waive such ratable delivery requirement in its sole discretion.

No duty to transport shall arise until Shipper furnishes to Carrier documentation sufficient to demonstrate that Shipper has provided, or arranged for access to, the necessary equipment and facilities immediately upstream of the Origin Point and downstream of the Destination Point.

RULE 14 – PIPEAGE OR OTHER CONTRACTS

Separate pipeage and other contracts may be required of a Shipper, in accordance with the applicable Tariff and these rules, before any duty of transportation by the Carrier shall arise. A pipeage contract may include additional charges for reimbursement for facilities necessary to receive/or deliver Shipper's shipments.

RULE 15 – LINE FILL AND WORKING STOCK REQUIREMENT

Carrier will require each Shipper to supply a pro rata share of Crude Petroleum necessary for pipeline line fill and working stock (including tank bottoms) for efficient operation of the Carrier's Pipeline prior to Delivery. For the first three months of this Tariff's initial operation, each Shipper's initial line fill obligation will be based on the higher of (i) the Shipper's Nominations or (ii) the Shipper's Committed Volume, in proportion to the aggregate Nominations and aggregate Committed Volumes. Thereafter, line fill requirements will be adjusted every three (3) months based on Actual Shipments, and new Shippers shall be assigned line fill requirements based on their Nominations. After any such adjustments, if the pro rata share of Crude Petroleum to be provided by a Shipper changes as a result of such reallocation, Shipper shall be required to provide within thirty (30) days at the Shipper's Origin Point any increase in its line fill obligation or Carrier shall be required to redeliver any reduction in the Shipper's line fill obligation within thirty (30) days to the Shipper's Destination Point.

Except for the periodic adjustments in line fill requirements provided for above, Crude Petroleum provided by a Shipper for this purpose may be withdrawn from the pipeline only after shipments have ceased and if written notice to discontinue shipments in Carrier's Pipeline is received on or before the 25th day of the month preceding the last calendar month in which the Shipper intends to ship. Such withdrawal shall be made by Carrier over a reasonable period, not to exceed twelve (12) months after such notice to discontinue shipments is received.

RULE 16 – DELIVERY AND DEMURRAGE

After any shipment has arrived at the Destination Point, Carrier may begin Delivery at its current rate of pumping. Since Carrier does not own or operate storage or tankage facilities for Shipper storage purposes, it is essential that Shipper or its Consignee promptly accept any shipment offered for Delivery. A demurrage charge of \$0.01 per barrel shall accrue for each day on which any part of said shipment offered for Delivery is not promptly taken by Shipper or its Consignee.

In the event that Shipper or its Consignee fail to promptly accept any shipment offered for Delivery or any portion thereof, then Carrier shall also have the right to divert, reassign, or make whatever arrangements for disposition of the subject Crude Petroleum that it deems appropriate to clear its pipeline facilities, including the right to sell the subject Crude Petroleum at private or public sale. Carrier may be a purchaser at any such sale. From the proceeds of any such sale, Carrier may pay itself all transportation and other charges and expenses in caring for and maintaining the subject Crude Petroleum and the costs of sale, and the balance shall be held for whomsoever may be lawfully entitled thereto.

RULE 17 – EVIDENCE OF RECEIPTS AND DELIVERIES

The Receipt and Delivery shall be evidenced, in each instance, by a statement showing the quantities Received or Delivered as the case may be, temperature, basic sediment and water, and any other data essential to the determination of quantity.

RULE 18 – RATES APPLICABLE

Crude Petroleum accepted for transportation shall be subject to the rates in effect on the date of Receipt by Carrier, irrespective of the date of Tender.

RULE 19 – PAYMENT OF TRANSPORTATION AND OTHER CHARGES

Transportation and all other lawful charges will be collected on the basis of net volume of Crude Petroleum Received at the Origin Point. Shipper shall be responsible for payment of transportation and all other charges applicable to the shipment, and at the discretion of Carrier, may be required to prepay such charges or furnish guaranty of payment to Carrier. Shipper shall be responsible for the payment of all royalties, overriding royalties, production payments, and other similar amounts due in respect of such Crude Petroleum. Carrier shall have a lien on all Crude Petroleum in its possession belonging to the Shipper to secure the payment of all unpaid charges due by such Shipper, and may withhold such Crude Petroleum from Delivery until all of such unpaid charges shall have been paid. If any charge remains unpaid after the due date specified in Carrier's invoice, then such amount shall bear interest from the day after the date of the invoice until paid, calculated at an annual rate equivalent to 125% of the prime rate of interest, as of the date of Carrier's invoice, charged by the Citibank N.A. of New York, New York, for ninety (90) day loans made to substantial and responsible commercial borrowers or the maximum rate allowed by law, whichever is the lesser.

If said charges shall remain unpaid five (5) days after the time that may be fixed for Delivery as provided for below or, in the absence of unpaid charges, when there shall be failure to take the Crude

Petroleum at the Destination Point as provided in these rules and regulations, the Carrier may, by an agent, sell said Crude Petroleum at public auction for cash on any day not a Sunday or legal holiday, and not less than 48 hours after publication of notice, in a daily newspaper, of the time and place of such sale and the quantity of Crude Petroleum to be sold. The Carrier may be a bidder and purchaser at such sale. Out of the proceeds of said sale the Carrier may pay itself all transportation and any other lawful charges, expense of notice, advertisement, sale, and other necessary expense, and of caring for and maintaining the Crude Petroleum, and the net balance shall be held without interest for whomsoever may be lawfully entitled thereto; if the proceeds of said sale do not cover all expenses incurred by Carrier, the Shipper and/or Consignee are liable to Carrier for any deficiency.

In addition to all other liens, statutory or otherwise, to which Carrier is entitled and unless the following grant is expressly prohibited by the terms of one or more security agreements or credit agreements creating prior, perfected security interests in the hereinafter-defined Collateral, Shipper hereby grants to Carrier a first priority, continuous and continuing security interest in all of the following, whether now or hereafter existing or acquired, as collateral for the prompt and complete payment and performance of Shipper's Obligations (as defined below): (a) All Crude Petroleum accepted by Carrier for transportation, terminalling, or otherwise while in the possession of Carrier; (b) all other property of Shipper now in the possession of and at any time and from time to time hereafter delivered to Carrier or its agents but only while in the possession of Carrier; and (c) all of Shipper's pre-payments, deposits, balances, and credits with, and any of its claims against, Carrier, at any time existing. The property described or referred to in subsections (a) through (c) above is collectively referred to as the "Collateral". This grant secures the following (collectively, the "Obligations"): (a) all antecedent, current and future transportation, terminalling, special, ancillary and other lawful charges arising under or related to this tariff or the contracts entered into in connection with this tariff; (b) the repayment of any amounts that Carrier may advance or spend for the maintenance, storage or preservation of the Collateral; (c) all amounts owed under any modifications, renewals or extensions of any of the foregoing obligations; and (d) all other amounts now or in the future owed by Shipper to Carrier, whether or not of the same kind or class as the other obligations owed by Shipper to Carrier. Shipper authorizes Carrier to file such financing statements or other documents necessary to perfect and maintain the security interest herein granted.

RULE 20 – CHARGES FOR SPILL COMPENSATION ACTS AND REGULATIONS

In addition to the transportation charges and all other charges accruing on Crude Petroleum accepted for transportation, a per barrel charge will be assessed and collected in the amount of any tax, fee, or other charge levied against Carrier in connection with such a commodity, pursuant to any Federal, State or local act or regulation which levies a tax, fee or other charge on the Receipt, Delivery, transfer or transportation of such commodities within their jurisdiction for the purpose of creating a fund for the prevention, containment, cleanup and/or removal of spills and/or the reimbursement of persons sustaining loss therefrom. If such a tax, fee, or other charge is levied against Carrier, Carrier shall file with the Federal Energy Regulatory Commission to place into effect a per barrel rate to recover such tax, fee, or other charge. Carrier shall be under no obligation to contest or protest on behalf of Shipper or its Consignee the legality of such tax, fee, levy or other charges.

LIABILITY AND CLAIMS

RULE 21 – DUTY OF CARRIER

Carrier shall transport and Deliver the quantity of Crude Petroleum accepted for transportation (less the appropriate deductions), with reasonable diligence, considering the quantity of Crude Petroleum, the distance of transportation, the safety of operation, and other material factors.

RULE 22 – LIABILITY OF CARRIER

(a) Except where caused by the gross negligence of Carrier, Carrier shall not be liable or responsible to any party for any delay, damage or loss, whether to property or person, including fines or penalties, resulting from any cause while Carrier is in possession or control of such Shipper's Crude Petroleum, including the breakdown of the facilities of Carrier's Pipeline.

(b) If damage or loss to Crude Petroleum results from any cause other than the gross negligence of Carrier while Carrier is in possession or control of such Crude Petroleum, then Carrier may apportion the cost of such damage or loss on a pro rata basis among all Shippers. Each Shipper's share of such cost shall be determined by Carrier based on the proportion of the volume of Shipper's Crude Petroleum in the possession of Carrier on the date of such loss to the total volume of Crude Petroleum in the possession of Carrier on the date of such loss. Carrier shall be obligated to deliver only that portion of the Crude Petroleum remaining after such deduction.

(c) NOTWITHSTANDING ANYTHING TO THE CONTRARY IN THIS TARIFF AND EXCEPT AS OTHERWISE PROVIDED IN A TSA BETWEEN CARRIER AND SHIPPER, IN NO EVENT SHALL CARRIER BE LIABLE OR RESPONSIBLE TO ANY SHIPPER, ITS AFFILIATES, SUCCESSORS IN INTEREST, BENEFICIARIES OR ASSIGNEES, FOR ANY CONSEQUENTIAL, INCIDENTAL, INDIRECT, SPECIAL, OR PUNITIVE DAMAGES, OR FOR LOSS OF PROFITS OR REVENUES, THAT ARISE IN RELATION TO THE TRANSPORTATION OF CRUDE PETROLEUM UNDER THIS TARIFF, REGARDLESS OF WHETHER SUCH CLAIM ARISES UNDER OR RESULTS FROM CONTRACT, TORT, OR STRICT LIABILITY.

RULE 23 – LIABILITY OF SHIPPER

Except as otherwise provided in a TSA between Carrier and Shipper, to the fullest extent permitted by applicable law, Shipper shall indemnify, defend, and hold Carrier harmless from any and all personal injuries, property damage (including full or partial loss of use of property), damages, claims, suits, costs and recoveries, fines, penalties and expenses (including reasonable attorneys' fees and expenses) of any kind or character arising from, or related to, negligent or willful acts, breaches of warranties and representations, or omissions on the part of Shipper or its Consignee, its officers, employees, agents, or contractors with respect to any Crude Petroleum tendered by Shipper and transported by Carrier pursuant to this Tariff. In the event of any suit or action brought against Carrier for any of the foregoing, Shipper shall appear and defend against any such suit or action and pay any judgment that may be obtained against Carrier. Where personal injury, death, or physical loss of or physical damage to property is the result of the joint negligence or misconduct of both the Carrier and Shipper, both parties shall indemnify each other in proportion to their respective share of such joint negligence or misconduct.

RULE 24 – CLAIMS, TIME FOR FILING

Claims for any delay, damage to, or loss of Crude Petroleum (“Claims”) must be made in writing to Carrier within nine (9) months after Delivery or, in the case of failure to make Delivery, then within nine (9) months after a reasonable time for Delivery has elapsed. Suits shall be instituted against Carrier only within two (2) years and one (1) day from the date when notice in writing is given by Carrier to the claimant that Carrier has disallowed the Claim or any part or parts thereof specified in the notice. The exclusive venue for any suit, action, or proceeding brought in connection with a Claim or arising out of the transportation service provided by Carrier shall be in Dallas County, Texas. The foregoing provisions shall be conditions precedent to any suit. Where Claims are not filed or suits are not instituted in accordance with the foregoing provisions, Carrier shall not be liable and such Claims shall not be paid.

Explanation of Letter Designations

[C] Cancel

[N] New

[W] Change in wording