

# 3 Bear Delaware Operating–NM, LLC

LOCAL TARIFF

CONTAINING

## **RULES, REGULATIONS AND RATES**

GOVERNING THE GATHERING AND TRANSPORTATION

OF

**CRUDE OIL**

BY PIPELINE

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Rules and regulations published herein apply only under tariffs making specific reference by number to this tariff; such references will include subsequent reissues hereof.

Filed in compliance with 18 C.F.R. [W] §§ 342.3 (Indexing), 342.2(c) (Settlement Rates)

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

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**SECTION I  
RULES AND REGULATIONS****1. DEFINITIONS**

“Accounting Period” means the period commencing at 8:00 a.m., Mountain Standard Time, on the first day of a calendar month and ending at 8:00 a.m., Mountain Standard Time, on the first day of the next succeeding calendar month.

“Acreage Dedication Shipper” means a Committed Shipper that makes an Acreage Dedication Option election in Exhibit A pursuant to a GSA.

“Affiliate” means any other Person directly or indirectly controlling, controlled by, or under common control. As used in this definition, “control” and variations thereof will mean the power to direct the management and policies of such other person, whether through ownership, by contract, or otherwise.

“Applicable Law” means all applicable local, state and federal constitutions, laws (including common law), treaties, statutes, orders, decrees, rules, regulations, codes, and ordinances issued by any Governmental Authority, and including judicial or administrative orders, consents, decrees, and judgements, and determinations by, or interpretation of any of the foregoing by any Governmental Authority having jurisdiction over the matter in question and binding on a Party.

“API” means American Petroleum Institute.

“ASTM” means the American Society for Testing Materials.

“Barrel” means a liquids measure equal to forty-two (42) United States gallons.

“Carrier” means 3 Bear Energy Delaware Operating–NM, LLC.

“Committed Rates” means the rates identified as the “Committed Rates” in Section II of this tariff.

“Committed Shipper” means any Shipper with which Carrier has executed a GSA, and shall include both VC Shippers and Acreage Dedication Shippers.

“Consignee” means the Person to whom a Shipper has ordered the delivery of Crude Oil.

“Consignor” means the Person from whom a Shipper has ordered the receipt of Crude Oil.

“Crude Oil” means the mixture of liquid hydrocarbons that meet the Quality Specifications set forth in Item 3(A).

“Deemed Volume Commitment” means, for purposes of administering Carrier’s proration policy under this tariff, the amount of Priority capacity (expressed in Barrels per day) that an Acreage

Dedication Shipper shall be entitled to receive on the System during the term of such Acreage Dedication Shipper's GSA.

"Deficiency Payment" means the payment due by a VC Shipper to Carrier, in accordance with the VC Shipper's GSA, for such Committed Shipper's Monthly Deficient Barrels.

"Delivery Point" means the delivery points(s) on Carrier's System where Crude Oil is delivered to Shipper, as such points are specified in Section II of this tariff.

"Encumbered Crude Oil" has the meaning set forth in Item 14(B).

"Excess Line Fill" has the meaning set forth in Item 13(B).

"Force Majeure" means, in each case to the extent not within the control of the Party claiming suspension and which, by the exercise of reasonable diligence and reasonable costs, such Party is unable to prevent or overcome (a) strikes, lockouts or other industrial disputes or disturbances; (b) acts of the public enemy, hostilities or other disorders, wars (declared or undeclared), blockades, insurrections, riots, civil disturbances, sabotage; (c) acts of nature, landslides, lightning, earthquakes, fires, tornadoes, hurricanes, storms and warnings for any of the foregoing which may necessitate the precautionary shut-down of wells, plants, pipelines, gathering systems, loading facilities, or other facilities, floods, washouts, freezing of machinery, equipment, wells or lines of pipe, and inclement weather that necessitates extraordinary measures and expense to construct facilities or maintain operations; (d) arrests and restraints of or other interference or restrictions imposed by a Governmental Authority, necessity for compliance with any Applicable Law (whether or not valid, including the denial, delay, revocation, non-renewal or termination of a permit or license), expropriation, requisition, confiscation or nationalization; (e) epidemics or quarantine; (f) explosions, breakage or accidents to equipment, machinery, plants, facilities or lines of pipe, inability to secure labor or materials required for the making of repairs or alterations to lines of pipe or plants, partial or entire failure of wells, or electric power shortages; (g) in those instances where a Party is required to acquire and retain servitudes, rights-of-way, grants, permits or licenses, the inability of such Party to acquire and retain, or delays on the part of such Party in acquiring or retaining, at reasonable cost and after the exercise of reasonable diligence, such servitudes, rights-of-way, grants, permits or licenses; (h) in those instances where a Party is required to furnish materials and supplies for the purpose of constructing or maintaining facilities to enable such Party to fulfill its obligations under this tariff, the inability of such Party to acquire, or delays on the part of such Party in acquiring, at reasonable cost and after the exercise of reasonable diligence, such materials and supplies; or (i) any other causes, whether of the kind enumerated above or otherwise, which are not within the control of the Party claiming suspension and which by the exercise of reasonable diligence and reasonable costs such Party is unable to prevent or overcome. Force Majeure shall also include any event of force majeure occurring with respect to the facilities or services of any Crude Oil terminals, transmission pipelines, transporters, purchasers or markets downstream of the Delivery Point. Notwithstanding the above, none of the following shall, under any circumstance, constitute a Force Majeure event: (a) the lack of financial resources, or the inability of a Party to secure funds or make payments as required by this tariff or a GSA, as applicable, absent the other Party's breach of the GSA or tariff that has a material effect on such Party, (b) adverse market, financial or other economic conditions including changes in market conditions that either directly or indirectly affect the demand for or price of a Crude Oil, or

(c) the availability of more attractive markets or pipeline transportation services for transporting Crude Oil.

“Governmental Authority” or “Governmental Authorities” means any governmental, administrative or regulatory entity, authority, commission, board, agency, instrumentality, bureau or political subdivision, and any court, tribunal or judicial or arbitral body (whether national, federal, state or local or, in the case of an arbitral body, whether governmental, public or private), having jurisdiction over Carrier or Shipper.

“GSA” means a gathering services agreement for transportation of Crude Oil on Carrier’s System entered into between a Committed Shipper and Carrier pursuant to the Open Season or from time to time thereafter pursuant to the terms of the Open Season.

“In-Service Date” means May 1, 2020, which is the first day of the Accounting Period following the date on which the System is fully operational and is available to accept receipt of Shipper’s Crude Oil for transportation in accordance with the terms of this tariff and GSAs.

“Line Fill” has the meaning set forth in Item 13(A).

“Losses” means any actual, alleged or asserted loss, cost, expense, interest, liability, damage, demand, suit, action, proceeding, appeal, sanction, claim, judgement, lien, fine or penalty, including but not limited to reasonable attorneys’ fees, expenses of litigation and court costs.

“Monthly Deemed Volume Commitment” means the product of (i) an Acreage Dedication Shipper’s Deemed Volume Commitment and (ii) the number of days in the applicable month.

“Monthly Deficient Barrels” means the number of Barrels by which (i) a VC Shipper’s Monthly Throughput fails to meet (ii) such VC Shipper’s Monthly Volume Commitment.

“Monthly Volume Commitment” means the product of (i) the VC Shipper’s Volume Commitment and (ii) the number of days in the applicable month.

“Monthly Throughput” means the actual number of Barrels of Crude Oil received by Carrier from Shipper at a Receipt Point and transported to a Delivery Point in a month.

“Nomination,” “Nominate,” or “Nominated” means a written communication (in form and content specified by Carrier) made by a Shipper to Carrier of a quantity of Crude Oil for transportation on the System from a specified Receipt Point to a specified Delivery Point in accordance with the terms of this tariff.

“Non-Priority Capacity” means the System Capacity available for allocation to Uncommitted Shippers each Proration Month following the allocation of System Capacity to Committed Shippers under Item 7(C), which shall equal at least ten percent (10%) of the System Capacity, assuming Carrier receives sufficient Nominations from Uncommitted Shippers.

“Off-Spec Crude Oil” has the meaning set forth in Item 3(E).

“Open Season” means that open season held by Carrier that commenced in May 2018 to obtain volume commitments and/or acreage dedication on the System, and any supplemental open season held by Carrier to obtain additional volume commitments and/or acreage dedication on the System.

“Party” shall refer to either Shipper or Carrier, individually, and “Parties” shall refer to Carrier and Shipper, collectively.

“Permitted Liens” means (a) any liens, security interests, or other encumbrances benefitting one or more lenders to Shipper as part of financing provided by such lenders to Shipper for which such lenders have not taken actions to foreclose on such liens, and (b) normal and customary liens under financing agreements, operating agreements, drilling contracts and similar agreements for upstream operators and mechanic’s and materialman’s liens, tax liens or mineral liens related to claims or obligations that are not delinquent or that are being contested in good faith and by appropriate proceedings.

“Person” means any individual, corporation, limited liability company, partnership, trust or other entity, or any Governmental Authority.

“Prime Rate” has the meaning set forth in Item 17(C).

“Priority” means, with respect to a Committed Shipper, that such Committed Shipper shall not be subject to prorationing for movements occurring on the System except during events of Force Majeure or other operational disruptions that reduce the capacity available on the System to transport Crude Oil, provided that such Committed Shipper (a) tenders Crude Oil for transport on the System that does not exceed such Committed Shipper’s Monthly Volume Commitment or Monthly Deemed Volume Commitment, as applicable, and (b) pays the then-applicable Committed Rate for the transportation of such Committed Shipper’s Monthly Volume Commitment or Dedicated Production, as applicable (or otherwise makes a Deficiency Payment if the Committed Shipper is a VC Shipper).

“Proration Month” means the month for which capacity is to be allocated under Item 7.

“Quality Specifications” has the meaning set forth in Item 3(A).

“Receipt Point” means the receipt/inception point(s) where Crude Oil is received into the System, as such points are specified in Section II of this tariff.

“Shipper” means a party that contracts with Carrier for transportation of Crude Oil in accordance with this tariff and any other applicable tariffs of Carrier.

“System” means that portion of Carrier’s pipeline system, including all appurtenances thereto, related to the provision of transportation services provided by Carrier pursuant to this tariff.

“System Capacity” means the operational capacity of the System at any applicable point in time.

“Tender” or “Tendered” means delivery by Shipper to Carrier of a stated quantity of Crude Oil for transportation from a specified Receipt Point to a specified Delivery Point on the System in

accordance with this tariff.

“Uncommitted Rates” means the rates identified as the “Uncommitted Rates” in Section II of this tariff.

“Uncommitted Shipper” means a Shipper that is not a Committed Shipper.

“Unremoved Crude Oil” means Crude Oil that Shipper fails to arrange for receipt of, or refuses to receive, upon Carrier’s delivery at the Nominated Delivery Point.

“VC Shipper” means a Committed Shipper that has committed to ship, or make a Deficiency Payment for, a certain daily volume of Barrels of Crude Oil on Carrier’s System during the term of the GSA.

“Volume Commitment” means the daily volume of Barrels of Crude Oil a VC Shipper has agreed to ship, or make a Deficiency Payment for, on Carrier’s System during the term of the GSA and as set forth in such GSA.

**2. COMMODITY**

Carrier is engaged in the transportation on the System of Crude Oil meeting the Quality Specifications set forth in Item 3 and will not accept any other commodity for transportation under this tariff.

**3. QUALITY SPECIFICATIONS**

- A. Subject to the provisions of this Item 3, the quality specifications for Crude Oil set forth below (“**Quality Specifications**”) shall apply to Shipper’s Tender. Shipper shall not deliver to Carrier and Carrier shall not be obligated to accept Crude Oil that, as determined by Carrier, has on receipt qualities which are outside of the minimum and/or maximum ranges specified in the following table:

<b>Quality</b>	<b>Units</b>	<b>Max</b>	<b>Reference Test Method</b>
Sulfur Content	Weight %	≤ 0.4	ASTM D4294
Reid Vapor Pressure	PSIA	9.5	ASTM D6377
True Vapor Pressure	PSIA	11.0	ASTM D6377
Basic Sediment and Water	% of Volume	≤ 1.0%	API MPMS CHAPTER 10.4

- B. Carrier shall have the right to change or modify the Quality Specifications provided in Item 3(A) as may be necessary from time to time in order to conform Carrier’s Quality Specifications to those of downstream receiving carriers. Any changes to the Quality Specifications, however, shall not exceed those of the most stringent downstream receiving carrier to which the System is connected.

- C. Shipper shall perform applicable tests to ensure that the Crude Oil it Tenders to Carrier for transportation on the System conforms to the Quality Specifications. Carrier may also require Shipper to furnish a certificate setting forth in detail the specifications of each shipment of Crude Oil offered for transportation hereunder, and Shipper shall be liable for any contamination or damage to other Crude Oil in Carrier's custody or to Carrier's System or other facilities caused by failure of the Crude Oil Tendered by Shipper to meet the specifications stated in Shipper's certification.
- D. Carrier or its representative may test all Crude Oil Tendered for transportation on Carrier's System for compliance with the Quality Specifications. All such tests shall be performed by Carrier, but Shipper, Consignor, or Consignee may be present or represented at the testing provided such witnessing does not unreasonably interfere with Carrier's operation of the System. Carrier shall provide reasonable advance notice of any such testing (other than the continuous monitoring of the System) to Shipper. Quantities shall be tested in accordance with applicable API/ASTM standards and pipeline industry practice or such other tests as may be agreed upon by Carrier and Shipper. At the time of sample collection, Carrier shall retain a "referee" sample to be retained for a minimum of thirty (30) days. In the event Carrier or Shipper disputes the initial test results, then the disputing Party can request Carrier to submit the referee sample to a third party laboratory to be tested and analyzed, the results of which will be binding on both Carrier and Shipper. All tests performed by Carrier shall be final and shall control. Carrier will also promptly notify Shipper if any Off-Spec Crude Oil is being delivered under the tariff.
- E. Carrier reserves the right to reject a Shipper's Tender of Crude Oil and refuse such Shipper transportation if Carrier determines that such Shipper has delivered Crude Oil that (i) does not conform to the Quality Specifications, (ii) is not merchantable, (iii) is not readily acceptable for transportation through Carrier's System, (iv) would otherwise adversely affect the System or other Crude Oil on the System and/or (v) would expose any Person or property (including the System) to an undue risk of harm or property damage ("**Off-Spec Crude Oil**"), all of which shall be determined by Carrier, in Carrier's reasonable discretion.
- F. In the event Shipper knowingly Tenders or seeks to Tender Off-Spec Crude Oil to the System: (i) Carrier may accept such Shipper's delivery if (1) Shipper notifies Carrier of the potential to Tender such Off-Spec Crude Oil to the System and provides information concerning the quality of such Off-Spec Crude Oil and (2) based on that notification and information, Carrier determines, in its reasonable discretion, that the quality of the Off-Spec Crude Oil, when commingled as a common stream, will nonetheless meet the Quality Specifications; or (ii) if Carrier does not accept such Off-Spec Crude Oil as provided in subpart (i) of this Item 3(F), Carrier may exclude such Shipper from further entry into Carrier's System until such time as Shipper returns the quality of its Crude Oil to a level satisfactory to Carrier in accordance with this tariff. Nothing contained in this



tariff, any other tariff filing, any pipeage contract or gathering services agreement or any other document, nor any receipt by Carrier of Off-Spec Crude Oil (either unknowingly, as a temporary accommodation, or in its sole discretion), shall be construed to affect Carrier's right, at any time and from time to time, to reject Tenders of Off-Spec Crude Oil and to refuse or suspend receipt of such Off-Spec Crude Oil until it is established to Carrier's reasonable satisfaction that subsequent deliveries of Crude Oil will conform to the applicable Quality Specifications.

- G. Carrier may monitor, but is not responsible for monitoring, receipts or deliveries for contaminants. Further, Carrier reserves the right to dispose of any Off-Spec Crude Oil. Disposal thereof may be made in any reasonable manner, including, but not limited to, commercial sales. Shipper shall be liable for and shall defend, indemnify and hold Carrier harmless from and against any and all claims, actions, suits, Losses, demands, costs and expenses (including reasonable attorney's fees and reasonable costs of repairing, inspecting, cleaning and decontaminating Carrier's System or the facilities of third parties) of every kind, nature or description to the extent caused by Off-Spec Crude Oil that Shipper has delivered into Carrier's System.
- H. In addition to any other remedies available to Carrier, if Crude Oil received by Carrier into Carrier's System does not meet the Quality Specifications (other than such Crude Oil that Carrier knowingly accepts pursuant to Item 3(F)(i)), Carrier reserves the right to charge Shipper for the actual costs and expenses incurred by Carrier to treat, handle, or otherwise dispose of all such Off-Spec Crude Oil. In the event that, based upon Carrier's own testing, it is determined that Shippers are or have been delivering Crude Oil into Carrier's System at a Receipt Point that does not meet Carrier's Quality Specifications, then Carrier may add an off-spec penalty provision to this tariff in order to discourage deliveries of Crude Oil to Carrier's System that violate Carrier's Quality Specifications. For the avoidance of doubt, and except as expressly noted herein, any Shipper who has delivered Off-Spec Crude Oil that, when commingled as a common stream, results in the common stream not meeting the Quality Specifications, shall be liable for damages caused to other Shippers' Crude Oil to the extent that such Shipper's delivery of Off-Spec Crude Oil results in other Shippers receiving Crude Oil that does not meet the Quality Specifications.

#### **4. VARIATIONS IN QUALITY AND GRAVITY**

- 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. Carrier is not obligated to deliver to Shipper the identical Crude Oil Nominated and Tendered

by Shipper; Carrier will deliver the grade of Crude Oil it is regularly transporting as a common stream.

- B. Carrier shall have no responsibility in, or for, any revaluation or settlements which may be deemed appropriate by Shippers and/or Consignees because of mixing or commingling of Crude Oil shipments between the receipt and delivery of such shipments by Carrier within the same common stream.
- C. Carrier shall not be required to transport 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 to a particular destination, at a particular time.

## 5. MINIMUM TENDER

Crude Oil must be Nominated and Tended for transportation in quantities of not less than 50 Barrels per day at the applicable Receipt Point; *provided, however*, Shipper may batch deliveries to accommodate such minimum tender. Carrier may, in its sole discretion, decide to accept Nominations below the minimum requirements set forth in this Item 5, provided that space is available and operating conditions permit such acceptance.

## 6. NOMINATIONS REQUIRED

- A. Crude Oil for shipment through the System will be received only on a properly executed Nomination from Shipper identifying the month for which transportation is desired, the Receipt Point at which the Crude Oil is to be received by Carrier, the Delivery Point of the shipment, the Consignee (if any), and the amount of Crude Oil to be transported. Carrier may refuse to accept Crude Oil for transportation unless satisfactory evidence is furnished that Shipper or Consignor has made adequate provisions for prompt receipt of all volumes at the Delivery Point.
- B. Any Shipper desiring to Nominate Crude Oil for transportation shall make such Nomination to Carrier in writing on or before 12:00 noon Local Time on the 15<sup>th</sup> day of the calendar month preceding the month during which the transportation of Crude Oil under the Nomination is to begin. When the 15<sup>th</sup> day of the calendar month falls on a weekend, nominations will be required prior to 12:00 noon Local Time on the immediately preceding business day. If operating conditions permit, Carrier, in its sole discretion, may consider and accept Nominations submitted after the date specified above.
- C. Carrier may refuse to accept Crude Oil for transportation under this tariff (i) where Shipper, Consignor, or Consignee is (1) not in compliance with this tariff or (2) in material breach of a GSA, as applicable, or (ii) where Shipper, Consignor, and/or Consignee is not in material compliance with all Applicable Law regulating shipments of Crude Oil.

- D. All Crude Oil accepted for transportation will be transported at such time and in such quantity as scheduled by Carrier.

## 7. PRORATIONING PROCEDURES

- A. ***When System Capacity will be prorated.*** When Carrier receives more Nominations in a month for transportation of Crude Oil on Carrier's System than Carrier is able to transport, Carrier shall allocate the System Capacity under the provisions of this Item 7.

- B. ***Division of System Capacity between Shipper classes.*** System Capacity will be allocated among Committed Shippers as a class and Uncommitted Shippers as a class; any remaining System Capacity will be allocated in accordance with the provisions of Item 7(E).

- C. ***Allocation to Committed Shippers.***

- (1) Except as provided in Item 7(C)(2), Carrier shall allocate each Committed Shipper an amount of System Capacity equal to the lesser of the Committed Shipper's Nomination for the Proration Month or its Monthly Volume Commitment or Monthly Deemed Volume Commitment, as applicable. If a Committed Shipper Nominates volumes in excess of its Monthly Volume Commitment or Monthly Deemed Volume Commitment, as applicable, then the excess incremental volumes shall be subject to prorationing under Item 7(E) below.

- (2) If an event of Force Majeure or other operational issue causes System Capacity to be reduced for the Proration Month, the allocation of System Capacity to each Committed Shipper under this Item 7(C) shall be reduced by the same percentage as the reduction in System Capacity that is caused by the Force Majeure event or operational issue. If an event of Force Majeure or other operational issue causes a service disruption on only a portion of Carrier's System or at a particular Receipt Point or Delivery Point, Carrier shall continue to provide full operational service with respect to the unaffected portions of Carrier's System and to the unaffected Receipt Points and Delivery Points. Carrier will reduce the allocations of System Capacity to each Committed Shipper affected by such Force Majeure event by the same percentage as the reduction in capacity of the affected portion of the System or the reduction in receipt or delivery capability of the affected Receipt Point or Delivery Point, respectively and as applicable.

- D. ***Allocation to Uncommitted Shippers.*** Following the allocation of System Capacity set forth in Item 7(C) above, Carrier shall next allocate the Non-Priority Capacity on Carrier's System among all Uncommitted Shippers in the following manner:

- (1) Each Uncommitted Shipper shall be allocated an amount of System Capacity in the Proration Month that is equal to:
  - i. its Nomination, if the total volume Nominated by all Uncommitted Shippers is less than or equal to ten percent (10%) of System Capacity on Carrier's System; or
  - ii. its pro rata share, in accordance with its Nomination, of ten percent (10%) of the System Capacity on Carrier's System, if the total volume Nominated by all Uncommitted Shippers is greater than ten percent (10%) of such System Capacity.
- E. **Remaining System Capacity.** Any remaining System Capacity not allocated through the application of Items 7(C) or 7(D) shall be allocated first, pro rata, among all Committed Shippers having remaining unmet Nominations according to the level of each Committed Shipper's Monthly Volume Commitment or Monthly Deemed Volume Commitment, as applicable. If allocation to any Shipper pursuant to this Item 7(E) exceeds such Shipper's remaining Nomination or there remains unallocated System Capacity following this additional allocation to Committed Shippers, then the excess volume will be allocated among all other Shippers having unmet Nominations until the remaining System Capacity is fully allocated or all of the remaining Nominations have been fulfilled.
- F. **Basis for Allocation; Notification.** When prorationing of System Capacity is in effect:
  - (1) Carrier shall allocate System Capacity on a monthly basis; and
  - (2) Carrier will use reasonable efforts to notify each Shipper of its allocation not later than the first working day of the Proration Month.
- G. **Reallocation of Unused Allocated System Capacity.** If a Shipper does not use the portion of System Capacity allocated to it under this Item 7 at the times and in the amounts designated by Carrier, Carrier shall have the right to use Shipper's unused portion of System Capacity to fulfill the unmet Nominations of other Shippers.

**H. *Failure of Uncommitted Shipper to Use Allocated System Capacity.***

- (1) Except as provided in Item 7(H)(2) below, an Uncommitted a Shipper that fails to use all of its allocated System Capacity during a Proration Month shall have its allocation of System Capacity reduced in each subsequent Proration Month until the total reductions equal the amount of the deficiency. The amount of any such reduction shall be treated as unused allocated System Capacity and shall be reallocated among other Shippers in accordance with Item 7(G).
- (2) Reduction of an Uncommitted Shipper's allocation for failure to use its allocated System Capacity during a Proration Month may be waived, in whole or in part, if Carrier determines that Shipper's failure to use all or some of its allocated System Capacity was due to a Force Majeure.

**I. *Transfer of Allocated System Capacity.*** Shipper's allocation of System Capacity 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.

**J. *Committed Shipper Ramp-Up Rights.*** Pursuant to the Open Season and the GSA, Committed Shippers have the ability to increase their Priority capacity rights on the System during the term of their GSAs. These rights will not result in Committed Shippers collectively receiving more than ninety percent (90%) of the System Capacity at any given time, but could reduce the amount of System Capacity once available to Uncommitted Shippers when such rights are exercised.

**8. MEASUREMENT**

- A. Carrier shall furnish, install, operate and maintain suitable measurement equipment for the accurate measurement of the volume of Crude Oil received by Shipper at a Receipt Point for transportation on the System. All such measurements shall be available to Shipper upon request. Quantities, quality and gravities of Shipper's Crude Oil shall be determined in accordance with generally accepted industry practices in effect at the time, using the latest ASTM/API test methods and the latest edition of API volume correction tables. Corrections shall be made for temperature to correct from actual observed temperatures to 60 degrees Fahrenheit and to correct actual pressures to 14.696 pounds per square inch absolute.
- B. Carrier shall verify the calibration of its meters and make adjustments as necessary as follows: (i) for any meter with an average volume of less than or equal to 400 Barrels of Crude Oil per day, once every three (3) months; (ii) for any meter with an average volume of greater than 400 Barrels of Crude Oil per day, once every month; or (iii) for any meter, more frequently if required by a Governmental Authority.

- C. With respect to any test made pursuant to this Item 8, a registration within 0.25 percent of the previous meter calibration shall be considered correct. However, the meter shall be adjusted to read as accurately as practicable. Shipper may request a special test of any meter, with the expense of any special test to be borne by Shipper if the meter registration is found to be correct, or borne by Carrier if the meter registration is found to be incorrect. Carrier shall notify Shipper at least three (3) days in advance of any testing, and each Shipper shall have the right to have a representative witness all tests and measurements. Settlement for any period during which the meter registration deviates by more than 0.25 percent shall be corrected at the rate of inaccuracy for any period of inaccuracy that is definitely known or agreed upon; but in case the period is not definitely known or agreed upon, then for a period of one-half of the time since the date of the last test.
- D. Shipper, at its sole risk and liability, shall have the right to be present for any installing, reading, cleaning, changing, repairing, testing, calibrating and/or adjusting of Carrier's measuring equipment. Under no circumstances shall Shipper modify, adjust or tamper with the facilities or equipment of Carrier.

## **9. ORINATION FACILITIES**

Carrier will receive Crude Oil from Shippers at the designated Receipt Points on Carrier's System. Crude Oil will be received only from pipelines, tanks, tank batteries, or other facilities that are provided by Shipper or Consignor, or a connecting carrier. Carrier will not accept a Nomination unless such facilities have been provided and conform to the operating requirements of Carrier, in Carrier's sole discretion.

## **10. STORAGE OF CRUDE OIL**

Carrier does not provide storage for Crude Oil, except storage incidental to transportation on Carrier's System. Carrier has the right to coordinate with downstream connecting facilities to ensure that Shipper has arranged for receipt of its Crude Oil at the Nominated Delivery Point; by Nominating Crude Oil for transportation on the System, Shipper agrees to permit such coordination.

## **11. DESTINATION FACILITIES**

Carrier will accept Crude Oil for transportation only when Shipper or Consignee has provided the necessary facilities for taking delivery of the shipment as it arrives at the Delivery Point. Carrier will not accept a Nomination unless such facilities have been provided and conform to the operating requirements of Carrier, in Carrier's reasonable discretion. The cost of such facilities shall be provided at the sole cost of Shipper or Consignee seeking access to Carrier's System.

## **12. NOTICE OF ARRIVAL, DELIVERY AT DESTINATION**

- A. After a shipment of Crude Oil has had time to arrive at Shipper's Nominated Delivery Point and on twenty-four (24) hours' notice to Shipper or Consignee, Carrier may begin delivery of such Crude Oil to Shipper or Consignee at Carrier's current rate of pumping. Shipper shall timely remove its Crude Oil, or cause such Crude Oil to be removed, from the System following transportation to a Nominated Delivery Point. If Shipper or Consignee is unable or refuses to receive said shipment, Carrier will assess a demurrage charge of [U] \$0.0125 per Barrel for each day (or fractional part thereof) commencing twenty-four (24) hours following Carrier's notification described above and Shipper's failure to promptly accept such Crude Oil. In addition to such demurrage charge, Carrier shall also have the right to curtail the amount of Crude Oil it will accept from Shipper until such Unremoved Crude Oil is removed.
- B. In addition to the demurrage charge specified in Item 12(A), Carrier also reserves the right if deemed necessary to clear Carrier's System to make whatever arrangements for disposition of the Unremoved Crude Oil that are appropriate, which includes either directly or through an agent, selling such Unremoved Crude Oil 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 and the quantity and location of the Crude Oil to be sold. At such sale, Carrier may be a purchaser at such sale. The proceeds of any sale shall be applied in the following order: (i) to the reasonable expenses of holding, preparing for sale, selling, and transporting the Crude Oil, and to the extent allowed by Applicable Law, reasonable attorneys' fees and legal expenses incurred by Carrier; and (ii) to the satisfaction of undisputed amounts due by Shipper to Carrier pursuant to Shipper's GSA, if any, or hereunder, 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, Carrier shall have the right to institute a bill of interpleader in any court of competent jurisdiction to determine the rights of the parties with respect to such withheld funds. 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. Shipper shall indemnify Carrier for all reasonable 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 Unremoved Crude Oil except as set forth herein.

### 13. LINE FILL REQUIREMENTS

- A. Carrier shall require Shipper to supply, and Shipper shall supply, Crude Oil constituting its proportionate share of Crude Oil for line fill necessary for operation of Carrier's System ("**Line Fill**"). For purposes of clarity, a Committed

Shipper's proportionate share of Line Fill shall be the percentage equal to Committed Shipper's Volume Commitment or Deemed Volume Commitment, as applicable, divided by ninety percent (90%) of the total System Capacity at such time.

- B. In the event a Shipper's Line Fill balance drops below its proportionate share of the volume of Crude Oil necessary for operation of Carrier's System, Carrier will notify Shipper of the amount of Line Fill that Shipper owes and Shipper shall supply such Line Fill to Carrier before Carrier is obligated to accept Shipper's Nominations or Tenders or make deliveries or shipments on behalf of Shipper. Any notice to Shipper of additional Line Fill requirements under this Item 13(B) shall provide adequate time for Shipper to make the required Nominations under Item 6. Subject to the provisions of Item 17, in the event Shipper's Line Fill balance is above its proportionate share of the volume of Crude Oil necessary for Line Fill ("**Excess Line Fill**"), then Carrier shall notify Shipper of such Excess Line Fill amount and will return such Excess Line Fill to Shipper upon written request by Shipper to Carrier and following a reasonable period of time to allow for administrative and operational requirements associated with the withdrawal of such Excess Line Fill. Carrier shall determine any Line Fill adjustments required by this Item 13(B) on a monthly basis.
- C. Subject to the provisions of this tariff, including Item 17, Shipper shall not be entitled to withdraw its Line Fill from the System until (i) Shipper has ceased tendering shipments to Carrier's System for at least a three (3) month period, (ii) Shipper has notified Carrier in writing that it no longer intends to Tender shipments for transportation on the System, and (iii) Shipper's inventory balances and all outstanding amounts due under this tariff, a GSA, or any other agreements having been reconciled between Shipper and Carrier and Shipper having paid in full any amounts owed to Carrier following such reconciliation. After the foregoing conditions have been met, Shipper shall be permitted to withdraw its Line Fill, provided that Carrier shall have a reasonable period of time to complete administrative and operational requirements incident to Shipper's withdrawal of Line Fill. For clarity, this subpart (C) shall not apply to a Committed Shipper during the term of such Committed Shipper's GSA. However, following the expiration of a Committed Shipper's GSA, such Committed Shipper's Line Fill shall be returned to Committed Shipper within sixty (60) days after the end of the Term, pursuant to the provisions set forth in subpart (C) of this Item 13.

#### 14. TITLE

- A. Carrier may require of Shipper satisfactory evidence of its perfected and unencumbered title (other than Permitted Liens) of any Crude Oil Tendered for shipment on the System. Carrier shall have the right to reject any Crude Oil, when Tendered for transportation, that constitutes Encumbered Crude Oil (as defined below).



- B. At the time of Nomination, Shipper shall inform Carrier if any Crude Oil Nominated and/or to be Tendered to Carrier for transportation (i) may be involved in litigation, (ii) may be subject to a title dispute, or (iii) may be encumbered by a lien or charge of any kind at the time of delivery of such Crude Oil to Carrier at an Receipt Point (other than the lien created hereunder in favor of Carrier or any Permitted Liens ) (“**Encumbered Crude Oil**”). In the event Carrier receives such Shipper notice of Encumbered Crude Oil or otherwise learns that Shipper has or will Nominate or Tender Encumbered Crude Oil, Carrier, in its reasonable discretion, 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 charges, or (iv) subordination agreement from the applicable lienholder. Carrier also has the right to refuse any shipment of Encumbered Crude Oil.
- C. By Nominating Crude Oil, Shipper warrants and guarantees that Shipper has good title (or right to ship or control) thereto and agrees to hold Carrier harmless for any and all loss, cost, liability, damage and/or expense resulting from failure of title (or right to ship or control) thereto; provided that acceptance for transportation shall not be deemed a representation by Carrier as to title (or right to ship or control). Shipper shall not cause or permit any lien, security interest or other form of burden to be filed or created with respect to Crude Oil in Carrier’s possession, except for any lien created hereunder in favor of Carrier or any Permitted Liens.

## 15. RATES APPLICABLE AND DEFICIENCY PAYMENTS

- A. **Rates.** Crude Oil accepted for transportation shall be subject to the rates and charges in effect on the date of receipt by Carrier that are applicable to Shipper’s shipments, irrespective of the date of the Nomination. The applicable rates are set forth in Section II herein. Transportation and all other lawful charges shall be collected on the basis of the gross Barrels of Crude Oil received at a Receipt Point, and said quantities will be determined in the manner provided in Item 8.
- B. **Deficiency Payments.** The terms of a GSA shall govern the rights of a Committed Shipper and Carrier with respect to the payment or nonpayment of Deficiency Payments and any other charges set forth in a GSA. In the event Carrier refuses to accept Barrels of Crude Oil Nominated or Tendered by a VC Shipper for transportation under this tariff or a GSA because such Shipper has been (i) in violation of this tariff, or (ii) in material breach of a GSA at the time the Barrels are Nominated or Tendered to Carrier, then no reduction shall be made to a Deficiency Payment if, as a result of such refusal, such VC Shipper fails to ship its Monthly Volume Commitment for such month.

**16. RATES APPLICABLE FROM INTERMEDIATE POINTS**

Shipments accepted for transportation from or to any point on Carrier's System not named in this tariff, but which is intermediate to a point where rates are published, will be assessed the rate in effect from or to the next more distant point published in this tariff. Continuous use of intermediate point rate application under this Item 16 for more than thirty (30) days requires establishment of a rate for the transportation service.

**17. PAYMENT OF CHARGES**

- A. Carrier will invoice Shipper for the transportation rates, fees, and charges, and any other amounts accruing on Crude Oil transported by Carrier in accordance with Carrier's then-current invoicing and payment policies and procedures. Carrier shall calculate and assess any payments Shipper owes to Carrier under a GSA, including but not limited to Deficiency Payments, if applicable, in accordance with the provisions of the GSA.
- B. All payments are due by the date specified in Shipper's invoice. If Shipper, in good faith, disputes the amount of any such invoice or any part thereof, Shipper shall pay such amount as it concedes to be correct. If Shipper disputes the amount due, it must provide supporting documentation to support the amount disputed within ten (10) days of the payment due date of such invoice.
- C. If any charge remains unpaid after the due date, then interest shall accrue at a per annum rate of interest equal to the lower of (i) the Prime Rate plus five percent (5%) or (ii) the maximum legal rate. "**Prime Rate**" means the prime rate on corporate loans at large U.S. money center commercial banks as set forth in the Wall Street Journal "Money Rates" table under the heading "Prime Rate," or any successor thereto, on the first date of publication for the month in which payment is due.
- D. In the event Shipper fails to pay any undisputed charges owed to Carrier, whether under this tariff, a GSA, or any other agreement, when due, Carrier shall have the right, until such payments, including interest thereon, are paid in full, to: (i) refuse to provide Shipper access to the System or provide services pursuant to this tariff, including delivery of any of Shipper's Crude Oil in Carrier's possession to Shipper, (ii) offset the current and future amounts owed by Shipper under this tariff or a GSA against any amounts Carrier owes to Shipper or against any of Shipper's Crude Oil in the System, and (iii) exercise any other rights and remedies granted under this tariff or existing under Applicable Law.
- E. Carrier shall have a lien on all Crude Oil delivered to and in the possession of Carrier to secure the payment of any and all charges and fees owed to Carrier by Shipper, whether under this tariff or any other agreement, including but not limited to, transportation fees, Deficiency Payments, penalties, interest and late

payment charges. Such lien shall extend to all Crude Oil 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 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 any undisputed charges owed to Carrier by the due date, Carrier will notify Shipper of the failure, and if Shipper has not remedied the failure within ten (10) days following receipt of notice from Carrier, 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, including Shipper's Line Fill, 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 at such sale. The proceeds of any sale shall be applied in the following order: (i) to the reasonable expenses of holding, preparing for sale, selling, and transporting the Crude Oil, and to the extent allowed by Applicable Law, reasonable attorneys' fees and legal expenses incurred by Carrier; and (ii) to the satisfaction of undisputed amounts due by Shipper to Carrier pursuant to Shipper's GSA, if any, or hereunder 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, Carrier shall have the right to institute a bill of interpleader in any court of competent jurisdiction to determine the rights of the parties with respect to such withheld funds. 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.

## 18. FINANCIAL ASSURANCES

- A. Each prospective Uncommitted Shipper shall provide information to Carrier that will allow Carrier to determine the prospective Uncommitted Shipper's ability to pay any financial obligations that could arise from the transportation of the prospective Shipper's Crude Oil under the terms of this tariff. The type of information Carrier may request from a prospective Uncommitted Shipper includes, but is not limited to, most recent year-end financials, Form 10-K reports or other filings with regulatory agencies, and bank references. If, in the reasonable opinion of Carrier, such prospective Uncommitted Shipper is not creditworthy, Carrier shall require such Uncommitted Shipper to prepay all transportation and other fees and lawful charges accruing on Crude Oil delivered

and accepted by Carrier or supply an irrevocable letter of credit from a bank acceptable to Carrier, with terms in a form acceptable to Carrier and such prepayment must be received within five (5) days of Uncommitted Shipper's first Nomination.

- B. If Carrier determines that any Shipper's creditworthiness is at any time unsatisfactory, Carrier may require Shipper to provide adequate assurance of performance. As adequate assurance, Carrier may require Shipper to provide one of the following (at Carrier's election): (i) cash (in U.S. dollars), as collateral held for security, (ii) a guaranty from a creditworthy person reasonably acceptable to Carrier and otherwise in form and substance reasonably acceptable to Carrier, (iii) a prepayment, and/or (iv) an irrevocable standby letter of credit issued by a banking institution reasonably acceptable to Carrier, in an amount equal to the amount estimated by Carrier in good faith to be owed by Shipper to Carrier hereunder for the following three months, and otherwise in form and substance reasonably acceptable to Carrier. In the event Carrier requests Shipper to provide adequate assurance of performance pursuant to this Item 18(B), Shipper shall provide such assurance within ten (10) business days following Carrier's written demand.
- C. In the event a prospective Uncommitted Shipper fails to comply with any obligation in this Item 18 (A) or a Shipper fails to comply with any obligation under Item 18(B), Carrier shall not be obligated to provide such prospective Uncommitted Shipper or Shipper, as applicable, with access to Carrier's System or to provide transportation services pursuant to this tariff or a GSA, as applicable, until such requirement is fully met.

## **19. CHARGE FOR FUND COMPENSATION**

In addition to all other charges to Shipper accruing on Crude Oil accepted for transportation, a per Barrel charge will be assessed and collected by Carrier in the amount of any tax, fee, or other charge levied against Carrier in connection with such Crude Oil by any Governmental Authority for the purpose of creating a fund for the prevention, containment, clean up, and/or removal of spills and/or the reimbursement of Persons sustaining a loss therefrom or any program where Carrier is acting as a collecting agent. Such charge will be included in the appropriate tariff filed with the Federal Energy Regulatory Commission.

## **20. LIABILITY OF SHIPPER**

Shipper shall be solely responsible for any loss or damage to Crude Oil that occurs prior to the delivery of Shipper's Crude Oil to Carrier at a Receipt Point and after delivery of such Crude Oil to Shipper at a Delivery Point. As a condition to Carrier's acceptance of Crude Oil for transportation on Carrier's System, each Shipper agrees to protect and indemnify Carrier against claims or actions for injury and/or death of any and all Persons whomever and for damage to property of or any other loss sustained by Carrier, Shipper, Consignor, Consignee and/or any

third party, resulting from or arising out of (A) any breach of or failure to adhere to any provision of Carrier's tariff(s) by such Shipper or any of its Consignors, Consignees, or any of their agents, employees or representatives and (B) the negligent act(s) or failure(s) to act of such Shipper or any of its Consignors, Consignees, or any of their agents, employees or representatives in connection with delivery or receipt of Crude Oil.

## 21. LIABILITY OF CARRIER

- A. Carrier, while in possession of Crude Oil herein described, shall not be liable for, and Shipper hereby waives any claims against Carrier for, any loss thereof, damage thereto, or delay caused by Force Majeure, the act of Shipper itself, a Governmental Authority, the nature of the goods, or resulting from any other causes, unless such loss, damage, or delay is due to the negligence or willful misconduct of Carrier. Carrier shall not be liable for, and Shipper hereby waives any claims against Carrier for, any loss or damage to Crude Oil prior to the delivery of Crude Oil to Carrier at the Receipt Points and after delivery of Crude Oil at the Delivery Points.
- B. In case of loss or damage of any Crude Oil from any such causes that are not due to the negligence or willful misconduct of Carrier, after it has been received for transportation at the Receipt Point and before the same has been delivered to Shipper at the Delivery Point, such loss will be charged proportionately to each Shipper in the ratio that its Crude Oil, or portion thereof, received and undelivered at the time the loss occurs, bears to the total of all Crude Oil then in the custody of Carrier for transportation via the lines or other facilities in which the loss occurs. Carrier will be obligated to deliver only that portion of such Crude Oil remaining after deducting Shipper's portion of such loss determined as aforesaid. In the aforementioned instance, transportation charges will be assessed only on the quantity delivered.
- C. Carrier will not be liable for discoloration, contamination, or deterioration of the Crude Oil transported hereunder unless and to the extent such discoloration, contamination, or deterioration of Crude Oil transported results from the negligence or willful misconduct of Carrier. Carrier's liability to Shipper, Consignor, or Consignee for any claim of negligence, willful misconduct or other loss shall be limited to the value of the Crude Oil transported and related transportation charges.
- D. Carrier operates under this tariff solely as a common carrier and not as an owner, manufacturer, or seller of the Crude Oil transported or stored hereunder, and Carrier expressly disclaims any liability for any express or implied warranty for Crude Oil transported hereunder including any warranties of merchantability or fitness for intended use.

- E. Subject to the provisions of this Tariff, Carrier agrees to protect and indemnify Shipper against claims or actions for injury and/or death of any and all Persons whomever and for damage to property of Shipper resulting from or arising out of the negligent act(s) or failure(s) to act of Carrier, or any of its agents, employees or representatives in connection with delivery or receipt of Crude Oil.

## **22. 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; and suits shall be instituted against Carrier 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 will not be liable.

## **23. CONNECTIONS**

Subject to any connections contemplated under a GSA, connections to Carrier's System will only be considered if made by formal written application to Carrier in accordance with Carrier's connection policy and requirements. All connections will be subject to design requirements necessary to protect the safety, security, integrity and efficient operation of Carrier's System in accordance with generally accepted industry standards and Carrier's connection requirements and policies. Acceptance of any application for connection will be within the sole discretion of Carrier and will be subject to compliance with Governmental Authorities and industry regulations.

## **24. CARRIER DISCRETION**

Carrier will operate its System and implement the rules and regulations contained in this tariff, including those provisions providing for Carrier's discretion, in a manner that is not unduly discriminatory or unduly preferential.

## **25. LOSS ALLOWANCE**

Each Shipper shall bear its proportionate share of any actual losses of Crude Oil due to evaporation, interface losses, and other normal losses that are inherent in the transportation of Crude Oil on Carrier's System. Each Shipper's proportionate share shall be the difference between (A) the sum of (i) the volume of Shipper's Crude Oil delivered to the Pipeline, as measured at the applicable Receipt Point(s) and (ii) the change in the amount of Crude Oil in Carrier's operational storage inventory, and (B) the total volume of Crude Oil delivered at the Delivery Points for all Shippers, excluding any loss on the System that results from Carrier's negligent operation of the System. Shipper's proportionate share of actual losses shall not

exceed one and one-half tenths of one percent (0.15%) of the total volume of Crude Oil that Shipper delivered to the System in a month at the Receipt Point(s).

**SECTION II  
RATES**

**TABLE 1<sup>1,2</sup>  
COMMITTED RATES APPLICABLE TO VC SHIPPERS  
AND UNCOMMITTED RATES**

Receipt Point	Delivery Point	Volume (Barrels/day)	5 Year Term Committed Rate <sup>3</sup>	7 Year Term Committed Rate <sup>4</sup>	10 Year Term Committed Rate <sup>5</sup>	Volume Uncommitted Rate <sup>6</sup>
Tank Battery Receipt Points in Lea County, New Mexico	Lynch Tank Battery located in Section 26, T20S R34E, Lea County, New Mexico	1-5,000	N/A	N/A	N/A	[D] <u>\$0.6166</u>
		5,001-15,000	[U] \$0.6304	[U] \$0.5784	[U] \$0.5254	[D] <u>\$0.5122</u>
		15,000-20,000	[U] \$0.5784	[U] \$0.5672	[U] \$0.4733	[D] <u>\$0.4594</u>
		>20,000	[U] \$0.5254	[U] \$0.4203	[U] \$0.3570	[D] <u>\$0.3448</u>

**TABLE 2<sup>1,2</sup>  
COMMITTED RATES APPLICABLE TO ACREAGE DEDICATION SHIPERS AND  
UNCOMMITTED RATES**

Receipt Point	Delivery Point	Acreage Dedication (# Acres)	7 Year Term Committed Rate <sup>7</sup>	10 Year Term Committed Rate <sup>8</sup>	Acreage Uncommitted Rate <sup>9</sup>
Tank Battery Receipt Points in Lea County, New Mexico	Lynch Tank Battery located in Section 26, T20S R34E, Lea County, New Mexico	1-100	N/A	N/A	[D] <u>\$0.6166</u>
		100-20,000	[U] \$0.6835	[U] \$0.6304	[D] <u>\$0.6166</u>
		20,001-40,000	[U] \$0.6304	[U] \$0.5784	[D] <u>\$0.5639</u>
		> 40,000	[U] \$0.5784	[U] \$0.5254	[D] <u>\$0.5122</u>



**Notes:**

1. An additional pumpover fee of [D] \$0.0626 per Barrel will be assessed on any deliveries from Carrier's System at the Delivery Point at Lynch Tank Battery to Plains Pipeline, L.P. Injection Station at Lynch or Oryx Delaware Oil Transport, LLC's Lynch Station in Lea County, New Mexico.
2. Carrier shall assess a charge of [U] \$0.10 per Barrel for any Receipt Point that delivers less than 2,000 Barrels in a given month.
3. In order to qualify for the 5 Year Term Committed Rate, a VC Shipper must have entered into a GSA with Carrier, with such GSA having a minimum term of 5 years following the In-Service Date.
4. In order to qualify for the 7 Year Term Committed Rate, a VC Shipper must have entered into a GSA with Carrier, with such GSA having a minimum term of 7 years following the In-Service Date.
5. In order to qualify for the 10 Year Term Committed Rate, a VC Shipper must have entered into a GSA with Carrier, with such GSA having a minimum term of 10 years following the In-Service Date.
6. The Volume Uncommitted Rate set forth in Table 1 shall be based on the volumes of Crude Oil an Uncommitted Shipper ships each month the System, which shall then determine the volume tier applicable to such Uncommitted Shipper.
7. In order to qualify for the 7 Year Term Committed Rate, an Acreage Dedication Shipper must have entered into a GSA with Carrier, with such GSA having a minimum term of 7 years following the In-Service Date.
8. In order to qualify for the 10 Year Term Committed Rate, an Acreage Dedication Shipper must have entered into a GSA with Carrier, with such GSA having a minimum term of 10 years following the In-Service Date.
9. In order to qualify for the Acreage Uncommitted Rate, an Uncommitted Shipper must have an effective connection agreement with Carrier that governs the connection and receipt of Crude Oil from the Uncommitted Shipper's tank battery Receipt Point. The Acreage Uncommitted Rate set forth in Table 2 shall be based on the number of acres from which Crude Oil is source from the Uncommitted Shipper's tank battery Receipt Point, which shall then determine the acreage tier applicable to such Uncommitted Shipper.
10. The Uncommitted Rate shall apply to any Shipper shipping from the indicated Receipt Point to the indicated Delivery Point that does not qualify for the 10 Year Term Committed Rate.

**Explanation of Reference Marks:**

- [D] Decreased rate.
- [U] Unchanged rate.
- [W] Change in wording only.