

Filed on:

Jun 25 2026

Gas Services Department
Railroad Commission of Texas

Texas Intrastate No. 185.15.0
(Cancel TRRC No. 185.14.0)

ENTERPRISE CRUDE PIPELINE LLC

LOCAL PROPORTIONAL TARIFF

Containing

RATES, RULES AND REGULATIONS

For

THE ECHO TERMINAL

Governing

THE TRANSPORTATION

of

CRUDE PETROLEUM AND PROCESSED CONDENSATE

by

PIPELINE

WITHIN THE STATE OF TEXAS

Operated by Enterprise Crude Pipeline LLC (P-5 #2531360) Under T-4 Permit No. 04568.

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

EFFECTIVE JULY 1, 2026

Issued and Compiled by:

Steve Miao
Enterprise Crude Pipeline LLC
1100 Louisiana Street, Suite 1000
Houston, Texas 77002-5227
(713) 381- 4778

SECTION 1
RULES AND REGULATIONS OF RAILROAD COMMISSION OF TEXAS
OIL AND GAS RULE §3.71, PIPELINE TARIFFS
(The provisions of this §3.71 adopted to be effective August 25, 2003, 28 TexReg 6816)

TITLE 16 OF THE TEXAS ADMINISTRATIVE CODE (TAC) Rule § 3.71, PARAGRAPHS (1) – (19)

Every person owning, operating, or managing any pipeline, or any part of any pipeline, for the gathering, receiving, loading, transporting, storing, or delivering of crude petroleum as a common carrier shall be subject to and governed by the following provisions. Common carriers specified in this section shall be referred to as "pipelines," and the owners or shippers of crude petroleum by pipelines shall be referred to as "shippers."

(1) **All marketable oil to be received for transportation.** By the term "marketable oil" is meant any crude petroleum adapted for refining or fuel purposes, properly settled and containing not more than 1.0% of basic sediment, water, or other impurities above a point six inches below the pipeline connection with the tank.* Pipelines shall receive for transportation all such "marketable oil" tendered; but no pipeline shall be required to receive for shipment from any one person an amount exceeding 3,000 barrels of petroleum in any one day; and, if the oil tendered for transportation differs materially in character from that usually produced in the field and being transported therefrom by the pipeline, then it shall be transported under such terms as the shipper and the owner of the pipeline may agree or the commission may require.

**This deviates from TAC Rule § 3.71, Paragraph (1) in that the limit for basic sediment, water, and other impurities is 1.0 % rather than 2.0% as provided in the rule.*

(2) **Basic sediment, how determined--temperature.** In determining the amount of sediment, water, or other impurities, a pipeline is authorized to make a test of the oil offered for transportation from an average sample from each such tank, by the use of centrifugal machine, or by the use of any other appliance agreed upon by the pipeline and the shipper. The same method of ascertaining the amount of the sediment, water, or other impurities shall be used in the delivery as in the receipt of oil. A pipeline shall not be required to receive for transportation, nor shall consignee be required to accept as a delivery, any oil of a higher temperature than 90 degrees Fahrenheit, except that during the summer oil shall be received at any atmospheric temperature, and may be delivered at like temperature. Consignee shall have the same right to test the oil upon delivery at destination that the pipeline has to test before receiving from the shipper.

(3) **"Barrel" defined.** For the purpose of these sections, a "barrel" of crude petroleum is declared to be 42 gallons of 231 cubic inches per gallon at 60 degrees Fahrenheit.

(4) **Oil involved in litigation, etc.--indemnity against loss.** When any oil offered for transportation is involved in litigation, or the ownership is in dispute, or when the oil appears to be encumbered by lien or charge of any kind, the pipeline may require of shippers an indemnity bond to protect it against all loss.

(5) **Storage.** Each pipeline shall provide, without additional charge, sufficient storage, such as is incident and necessary to the transportation of oil, including storage at destination or so near thereto as to be available for prompt delivery to destination point, for five days from the date of order of delivery at destination.

(6) **Identity of oil, maintenance of oil.** A pipeline may deliver to consignee either the identical oil received for transportation, subject to such consequences of mixing with other oil as are incident to the usual pipeline transportation, or it may make delivery from its common stock at destination; provided, if this last be done, the delivery shall be of substantially like kind and market value.

(7) **Minimum quantity to be received.** A pipeline shall not be required to receive less than one tank car-load of oil when oil is offered for loading into tank cars at destination of the pipeline. When oil is offered for transportation for other than tank car delivery, a pipeline shall not be required to receive less than 500 barrels.

(8) **Gathering charges.** Tariffs to be filed by a pipeline shall specify separately the charges for gathering of the oil, for transportation, and for delivery.

(9) **Measuring, testing, and deductions (reference Special Order Number 20-63,098 effective June 18, 1973).**

(A) Except as provided in subparagraph (B) of this paragraph, all crude oil tendered to a pipeline shall be gauged and tested by a representative of the pipeline prior to its receipt by the pipeline. The shipper may be present or represented at the gauging or testing. Quantities shall be computed from correctly compiled tank tables showing 100% of the full capacity of the tanks.

- (B) As an alternative to the method of measurement provided in subparagraph (A) of this paragraph, crude oil and condensate may be measured and tested, before transfer of custody to the initial transporter, by:
- (i) lease automatic custody transfer (LACT) equipment, provided such equipment is installed and operated in accordance with the latest revision of American Petroleum Institute (API) Manual of Petroleum Measurement Standards, Chapter 6.1, or;
 - (ii) any device or method, approved by the commission or its delegate, which yields accurate measurements of crude oil or condensate.
- (C) Adjustments to the quantities determined by the methods described in subparagraphs (A) or (B) of this paragraph shall be made for temperature from the nearest whole number degree to the basis of 60 degrees Fahrenheit and to the nearest 5/10 API degree gravity in accordance with the volume correction Tables 5A and 6A contained in API Standard 2540, American Society for Testing Materials 01250, Institute of Petroleum 200, first edition, August 1980. A pipeline may deduct the basic sediment, water, and other impurities as shown by the centrifugal or other test agreed upon by the shipper and pipeline; and 1.0% for evaporation and loss during transportation. The net balance shall be the quantity deliverable by the pipeline. In allowing the deductions, it is not the intention of the commission to affect any tax or royalty obligations imposed by the laws of Texas on any producer or shipper of crude oil.
- (D) A transfer of custody of crude between transporters is subject to measurement as agreed upon by the transporters.

(10) **Delivery and demurrage.** Each pipeline shall transport oil with reasonable diligence, considering the quality of the oil, the distance of transportation, and other material elements, but at any time after receipt of a consignment of oil, upon 24 hours' notice to the consignee, may offer oil for delivery from its common stock at the point of destination, conformable to paragraph (6) of this section, at a rate not exceeding 10,000 barrels per day of 24 hours. Computation of time of storage (as provided for in paragraph (5) of this section) shall begin at the expiration of such notice. At the expiration of the time allowed in paragraph (5) of this section for storage at destination, a pipeline may assess a demurrage charge on oil offered for delivery and remaining undelivered, at a rate for the first 10 days of \$.001 per barrel; and thereafter at a rate of \$.0075 per barrel, for each day of 24 hours or fractional part thereof.

(11) **Unpaid charges, lien for and sale to cover.** A pipeline shall have a lien on all oil to cover charges for transportation, including demurrage, and it may withhold delivery of oil until the charges are paid. If the charges shall remain unpaid for more than five days after notice of readiness to deliver, the pipeline may sell the oil at public auction at the general office of the pipeline on any day not a legal holiday. The date for the sale shall be not less than 48 hours after publication of notice in a daily newspaper of general circulation published in the city where the general office of the pipeline is located. The notice shall give the time and place of the sale, and the quantity of the oil to be sold. From the proceeds of the sale, the pipeline may deduct all charges lawfully accruing, including demurrage, and all expenses of the sale. The net balance shall be paid to the person lawfully entitled thereto.

(12) **Notice of claim.** Notice of claims for loss, damage, or delay in connection with the shipment of oil must be made in writing to the pipeline within 91 days after the damage, loss, or delay occurred. If the claim is for failure to make delivery, the claim must be made within 91 days after a reasonable time for delivery has elapsed.

(13) **Telephone-telegraph line--shipper to use.** If a pipeline maintains a private telegraph or telephone line, a shipper may use it without extra charge, for messages incident to shipments. However, a pipeline shall not be held liable for failure to deliver any messages away from its office or for delay in transmission or for interruption of service.

(14) **Contracts of transportation.** When a consignment of oil is accepted, the pipeline shall give the shipper a run ticket, and shall give the shipper a statement that shows the amount of oil received for transportation, the points of origin and destination, corrections made for temperature, deductions made for impurities, and the rate for such transportation.

(15) **Shipper's tanks, etc.--inspection.** When a shipment of oil has been offered for transportation the pipeline shall have the right to go upon the premises where the oil is produced or stored, and have access to any and all tanks or storage receptacles for the purpose of making any examination, inspection, or test authorized by this section.

(16) **Offers in excess of facilities.** If oil is offered to any pipeline for transportation in excess of the amount that can be immediately transported, the transportation furnished by the pipeline shall be apportioned among all shippers in proportion to the amounts offered by each; but no offer for transportation shall be considered beyond the amount which the person requesting the shipment then has ready for shipment by the pipeline. The pipeline shall be considered as a shipper of oil produced or purchased by itself and held for shipment through its line, and its oil shall be entitled to participate in such apportionate.

(17) **Interchange of tonnage.** Pipelines shall provide the necessary connections and facilities for the exchange of tonnage at every locality reached by two or more pipelines, when the commission finds that a necessity exists for connection, and under such regulations as said commission may determine in each case.

(18) **Receipt and delivery--necessary facilities for.** Each pipeline shall install and maintain facilities for the receipt and delivery of marketable crude petroleum of shippers at any point on its line if the commission finds that a necessity exists therefor, and under regulations by the commission.

(19) **Reports of loss from fires, lightning, and leakage.**

- (A) Each pipeline shall immediately notify the commission district office, electronically or by telephone, of each fire that occurs at any oil tank owned or controlled by the pipeline, or of any tank struck by lightning. Each pipeline shall in like manner report each break or leak in any of its tanks or pipelines from which more than five barrels escape. Each pipeline shall file the required information with the commission in accordance with the appropriate commission form within 30 days from the date of the spill or leak.
- (B) No risk of fire, storm, flood, or act of God, and no risk resulting from riots, insurrection, rebellion, war, or act of the public enemy, or from quarantine or authority of law or any order, requisition or necessity of the government of the United States in time of war, shall be borne by a pipeline, nor shall any liability accrue to it from any damage thereby occasioned. If loss of any crude oil from any such causes occurs after the oil has been received for transportation, and before it has been delivered to the consignee, the shipper shall bear a loss in such proportion as the amount of his shipment is to all of the oil held in transportation by the pipeline at the time of such loss, and the shipper shall be entitled to have delivered only such portion of his shipment as may remain after a deduction of his due proportion of such loss, but in such event the shipper shall be required to pay charges only on the quantity of oil delivered. This section shall not apply if the loss occurs because of negligence of the pipeline.
- (C) Common carrier pipelines shall mail (return receipt requested) or hand deliver to landowners (persons who have legal title to the property in question) and residents (persons whose mailing address is the property in question) of land upon which a spill or leak has occurred, all spill or leak reports required by the commission for that particular spill or leak within 30 days of filing the required reports with the commission. Registration with the commission by landowners and residents for the purpose of receiving spill or leak reports shall be required every five years, with renewal registration starting January 1, 1999. If a landowner or resident is not registered with the commission, the common carrier is not required to furnish such reports to the resident or landowner.

SECTION 2 RULES AND REGULATIONS

ITEM 1 – ABBREVIATIONS AND DEFINITIONS

“API” means American Petroleum Institute.

“ASTM” means American Society for Testing and Material.

“Barrel” means forty-two United States gallons.

“Carrier” means Enterprise Crude Pipeline LLC (“ECPL”) and every other common carrier of Petroleum by pipeline that has entered into a joint rate tariff with ECPL and by reference therein has applied these rules and regulations to the transportation governed by such tariff.

“Common Grade(s)” as herein used means Petroleum moved through Carrier’s pipeline and associated facilities which is commingled or intermixed with other Petroleum in said pipeline or facilities. Carrier’s Common Grades and the characteristics of each shall be determined by the Carrier.

“Consignee” means the party to whom a Shipper has ordered the delivery of Petroleum.

“Crude Petroleum” means the grade or grades of the direct liquid product of oil or gas wells which Carrier has undertaken to gather or transport.

“Nomination,” “Nominates” or “Tendered” as herein used means a written communication from a Shipper to a Carrier requesting that Carrier transport for Shipper in a given month a stated volume of a specified Petroleum from a specified origin or origins to a specified destination under the terms and conditions of this tariff.

“Petroleum” means Crude Petroleum and/or Processed Condensate.

“Processed Condensate” means a petroleum product derived from condensate that: (i) has been adequately processed through a distillation tower at a stabilizer, splitter or other distillation facility; (ii) has remained segregated; (iii) has not been blended with other hydrocarbons since its distillation; and (iv) meets any and all federal, state and local legal, administrative and regulatory requirements necessary for such product to qualify for exportation as EAR99 under the Export Administration Regulations.

“Reid Vapor Pressure” means the vapor pressure of crude oil or other volatile petroleum products at 100 degrees Fahrenheit as determined by the latest edition of ASTM D6377 (RVPE): Standard Test Method for Determination of Vapor Pressure of Crude Oil.

“Shipper(s)” means the party or parties who agrees with Carrier for transportation of Petroleum.

ITEM 2 – ACCEPTANCE OF DELIVERY

After a shipment has had time to arrive at destination and on 24 hours’ notice to Consignee, Carrier may begin delivery of such shipment to Consignee at its current rate of pumping. If all of such shipment cannot be received by Consignee, a demurrage charge of [U]500 cents per Barrel per 24 hours shall accrue, from the time said notice expires, on that part of such shipment which has not then been received by Consignee.

If a Consignee is not able to receive Petroleum from Carrier at the time when Carrier has scheduled a delivery and if Carrier has no means of withholding delivery of such Petroleum, then Carrier shall have the right to sell such Petroleum to the first available purchaser at the best price obtainable; to use the proceeds thereof to pay pipeline transportation charges which shall be due as if delivery had been made; and to hold the balance of such proceeds for whomsoever may be entitled thereto.

ITEM 3 – CARRIER’S REMEDIES

The transportation of Petroleum may be refused or terminated if Carrier determines that the Petroleum does not meet the requirements established herein. Carrier shall have the right, at its sole discretion, to any remedy available, including but not limited to the right without notice of liability to return, divert, sell or dispose of Petroleum which does not conform to its items and regulations. Shipper shall reimburse Carrier for all costs and expenses incurred by Carrier in returning or otherwise disposing of such non-conforming Petroleum.

ITEM 4 – CHARGES FOR ENVIRONMENTAL RELATED MEMBERSHIPS AND FEES

To the extent Barrels transported over Carrier's facilities are the basis of a charge by any public or private agency or organization (such as the Marine Preservation Association), which charge is related to compliance with federal, state or local environment laws or regulations (such as the Oil Pollution Act of 1990), Carrier shall have the right to assess Shipper at a cost for any such charge attributable to that Shipper's Barrels, provided Carrier has first given 30days advance written notice to Shipper of its intention to make such assessment thereafter.

ITEM 5 – CLAIMS, SUITS, TIME FOR FILING

As a condition precedent to recovery for loss, damage, injury or delay, claims must be filed in writing with the originating or delivering Carrier within 91days after a reasonable time for delivery of the Petroleum, or in case of failure to make delivery, then within 91 days after a reasonable time for delivery has elapsed; and suits shall be instituted against the Carrier only within two years and one day from the day when notice in writing is given by the Carrier to the claimant that the Carrier has disallowed the claim or any part of parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, the Carriers shall not be liable and such claims will not be paid.

This tariff is governed by, and must be interpreted and construed in accordance with, the laws of the State of Texas, without regard to any of its principles of conflicts of laws that would make applicable the laws of any other jurisdiction. Exclusive venue for any claim, suit, action, or proceeding brought in connection with this tariff is in the state and federal courts located in Harris County, Texas. Carrier and Shipper each irrevocably and unconditionally waive, to the fullest extent they may legally and effectively do so, any objection they may now or hereafter have to the laying of venue of any suit, action, or proceeding arising out of or relating to this tariff in the state and federal courts situated in Harris County, Texas. *Intending to waive and forever relinquish any right under applicable law providing for a right of trial by jury, Carrier and Shipper each knowingly, voluntarily, and intentionally waives, to the fullest extent permitted by applicable law, any and all claims or rights it or its successors and assigns may have to any trial by jury on any issue arising out of any litigation, dispute, suit, action, or proceeding related to this tariff.*

ITEM 6 – COMMON GRADE PETROLEUM-CONNECTING CARRIERS

When both receipts and deliveries of substantially the same grade of Petroleum are scheduled at the same location on Carrier's system, including, but not limited to, interconnections with connecting carriers, Carrier reserves the right to offset like volumes of such Common Grade Petroleum, in order to avoid the unnecessary use of energy that would be required to physically pump the offsetting volumes. The applicable tariff rate will be applied to such transactions. When this right is exercised, Carrier will make further deliveries for the Shipper involved from its Common Grade Petroleum.

ITEM 7 – DESTINATION FACILITIES

Carrier will deliver Petroleum to a Shipper or its Consignee at destinations on its trunk lines. Petroleum will be delivered only into pipelines, tanks or other facilities that are provided by Shipper or Shipper's designee or Consignee or a connecting carrier. Carrier will determine and advise Shippers and Consignees of the size and capacity of pipelines, tanks or other facilities to be provided at point of delivery to meet the operating conditions of Carrier's facilities at such point. Carrier will not accept Petroleum for transportation unless such facilities have been provided.

ITEM 8 – DISPATCHING

For each calendar month, Carrier will establish a sequence for pumping various grades of Petroleum through its trunk lines and will schedule the approximate time when Petroleum offered for shipment will be received by Carrier at origins and delivered by Carrier at destinations.

Carrier will inform each Shipper of the time within each calendar month when Petroleum will be received from such Shipper at origins and Carrier will inform each Consignee of the time within each calendar month when Petroleum will be delivered to such Consignee at destinations.

ITEM 9 – DIVERSION OR RECONSIGNMENT

Diversion or reconsignment may be made without charge if requested by the Shipper prior to arrival at original destination, subject to the rates, rules, and regulations applicable from point of origins to the final destination, provided the then current pipeline operations of the Carrier will permit such diversion or reconsignment. Such request must be confirmed in writing.

ITEM 10 – ESTABLISHMENT OF GRADES

Carrier will from time to time determine which grades of Petroleum it will regularly gather from certain areas and which grades of Petroleum it will regularly transport as a Common Grade between particular origins and destinations on its trunk pipelines.

Carrier will inform all interested persons of such determination upon request by them and this will constitute the sole holding out of the Carrier in regard to the grades of Petroleum transported.

A Shipper may request a different grade to be shipped than those grades determined by Carrier. Carrier shall determine what additional storage or pumping infrastructure, if any, will be required to be supplied by Shipper to accommodate the shipment of that different grade.

Carrier may from time to time undertake to gather or transport other or additional grades of Petroleum and Carrier may from time to time, after giving reasonable notice to persons who may be affected, cease to gather or transport particular grades of Petroleum.

ITEM 11 – GAUGING, TESTING AND VOLUME CORRECTIONS

All Petroleum accepted at custody transfer points or otherwise gathered into Carrier's facilities shall be tested for basic or foreign sediment and water and other impurities and gauged or metered by Carrier's representative before or after acceptance into Carrier's facilities. In addition to the provision under Paragraph 15 of Section 1, Carrier shall have access to any and all vehicles used for shipment of oil to Carrier's facilities for the purpose of making any examination, inspection, or test. Shipper shall have the right to witness all proving of meters used in such measurement. Carrier reserves the right to test and measure and/or witness the testing and measurement of all deliveries from its facilities.

Where the measurement is determined by tank gauge, such measurement shall be based upon tanks strapped and tables compiled in accordance with Chapter 2, "Tank Calibration", API Manual of Petroleum Measurement Standards, Latest Edition, indicating 100% full capacity. Volume measurements by temperature compensated meters shall be further corrected for meter factor and pressure in accordance with the latest edition of API Manual of Petroleum Liquid Hydrocarbons by Pipeline Displacement Meters.

Where the tank or meter of the Shipper is used for volume determination for deliveries into or from Carrier's facilities, Carrier reserves the right to require restrapping or check-straping of any such tank, the recalculation of any tank table utilized by Shipper in relation to any such tank, and the proving or check-proving of any such meter.

Carrier shall deduct from the volume of Petroleum received into Carrier's facilities the actual amount of suspended basic or foreign sediment, water and other impurities as ascertained by centrifuge or other tests agreed upon.

Unless otherwise specified under Section 3, Carrier shall retain 2/10 of 1% of the volumes of Petroleum received into Carrier's facilities to cover loss due to shrinkage and evaporation incident to transportation on Carrier's facilities, and the volumes delivered to Shipper from Carrier's facilities shall be net of such deduction ("Pipeline Loss Allowance").

The net calculated quantity at 60 degrees Fahrenheit less sediment and water and other impurities volume percentage shall be the quantity received or delivered by Carrier.

Except for arithmetic errors, all measurement and testing by Carrier shall be conclusive if a representative of the Shipper or its Consignee was not present during such measuring and testing.

ITEM 12 – INVENTORY REQUIREMENTS

Carrier shall require Shipper to supply a pro rata share of Petroleum and inventory necessary for pipeline and tankage fill to assure efficient operation of Carrier's pipeline system.

Petroleum furnished by a Shipper may be withdrawn from Carrier's pipeline system only after:

- (1) Shipper has ceased shipments and Shipper has notified Carrier in writing to discontinue shipments in Carrier's pipeline system, and;
- (2) Shipper inventory balances have been reconciled between Shipper and Carrier.

Carrier may require advance payment of transportation charges on the volumes to be delivered from Carrier's pipeline system, and any unpaid accounts receivable, before final delivery will be made. Carrier shall have a reasonable period of time after the receipt of said notice to complete administrative and operational requirements incident to Shipper's withdrawal of the Petroleum.

ITEM 13 – LIABILITY OF CARRIER

Carrier will not be liable for any loss of Petroleum while in the possession of Carrier, or for any delay in receiving or delivering Petroleum if caused by an Act of God, the public enemy, quarantine, the authority of law, strikes, riots, the act or default of Shipper or Consignee, requisition by an agency of Government or any other cause not due to the negligence of Carrier.

If such loss occurs to Petroleum in a segregated shipment, then the Shipper and Consignee thereof shall bear the entire loss, damage or delay which occurs.

However, if such loss occurs to Petroleum which is not in a segregated shipment, then each Shipper of the grade of Petroleum so lost via the system in which the loss occurs shall share such loss in the proportion that the amount of such grade of Petroleum then in the custody of Carrier for the account of such Shipper in such system bears to the total amount of such grade of Petroleum then in the custody of Carrier in such system.

Carrier will be obligated to deliver only that portion of a Petroleum shipment remaining after deducting such loss. Transportation charges will be made only on quantities of Petroleum delivered.

If Petroleum is lost in transit while in the custody of Carrier due to causes other than those described in the first paragraph of this item, Carrier may obtain and deliver to Consignee thereof other Petroleum of the same quantity and grades as that which was lost, but Carrier shall not be obligated to do so; in the alternative, Carrier may compensate Shipper for such loss in money.

ITEM 14 – ORIGINATION FACILITIES

Carrier will receive Petroleum from Shippers at stations on its gathering lines; at leases or plants to which its gathering lines connect; and at origins on its trunk lines. Petroleum will be received only from pipelines, tanks or other facilities that are provided by Shipper or Shipper's designee, or a connecting carrier, or a marketer of Petroleum. Carrier will determine and advise Shippers of the size and capacity of pipelines and tanks to be provided at the point of a receipt to meet the operating conditions of Carrier's facilities at such point. Carrier will not accept Petroleum for transportation, unless such facilities have been provided.

ITEM 15 – PAYMENT OF TRANSPORTATION AND OTHER CHARGES

Shipper or Consignee shall pay the transportation, demurrage charges, off-spec charges, and all other charges accruing on Petroleum Nominated for shipment, adjusted to 60 degrees Fahrenheit and with all deductions herein provided for. Carrier shall have a lien on all Petroleum accepted for transportation to secure the payment of all charges, and may withhold said Petroleum from delivery until all of the said charges shall have been paid. If any such charges remain unpaid for more than 15 days after the date of the invoice, Carrier may sell the Petroleum. From the proceeds of the sale, Carrier may deduct all charges lawfully accruing and all expenses of the sale. The net balance will be paid to the person lawfully entitled thereto.

Shipper and Consignee shall be jointly and severally liable for the payment of gathering, transportation and demurrage charges upon Petroleum delivered by Carrier to Consignee or to a point on Carrier's lines by mutual agreement of Carrier, Shipper and Consignee.

Carrier will bill Shipper each month for gathering charges on Petroleum gathered for Shipper during the previous month. Carrier will bill Shipper each month for transportation and demurrage charges on Petroleum delivered to Consignee during the previous month. If such a bill is not paid within 10 days after date of invoice, Carrier shall have the right to assess a late charge at an annual interest rate equivalent to 125% of the prime rate of interest charged by Citibank N.A. of New York, New York on 90 day loans to substantial and responsible commercial borrowers as of the due date. In the event the late charge, as described in the preceding sentence, is greater than the maximum rate allowed by law, then the maximum rate allowed by law will be used. Such late charge shall accrue from 10 days after date of invoice until payment is made.

Carrier may require that all payments to Carrier for services pertaining to the transportation of Petroleum be wire transferred in accordance with the instructions on the Carrier's invoice to Shipper.

In the event Carrier determines that the financial condition of a Shipper or Shipper's guarantor (if any) is or has become impaired or unsatisfactory or Carrier determines it is necessary to obtain security from a Shipper, Carrier, upon notice to Shipper, will require any of the following prior to Carrier's delivery of Shipper's Products in Carrier's possession or prior to Carrier's acceptance of Shipper's Petroleum: (1) prepayment of all charges by wire transfer and shall be held by the Carrier without interest accruing thereon until credited to the Shipper, (2) a letter of credit at Shipper's expense in favor of Carrier in an amount sufficient to ensure payment of all such charges and, in a form, and from an institution acceptable to Carrier, or (3) a guaranty in an amount sufficient to ensure payment of all such charges, and in a form, and from a third party acceptable

to Carrier. In the event Shipper fails to comply with any such requirement on or before the date supplied in Carrier's notice to Shipper, Carrier shall not be obligated to provide Shipper access to Carrier's facilities or provide services pursuant to this tariff until such requirement is fully met.

ITEM 16 – QUALITY AND QUANTITY OF RECEIPTS AND DELIVERIES

Carrier will not make a delivery of less than 10,000 Barrels of Petroleum at any destinations on its trunk lines, except when necessitated by dispatching contingencies and except where a smaller delivery is authorized by an individual tariff, however, Carrier will deliver smaller quantities of Petroleum to destinations on its gathering lines.

Carrier will also accept for transportation a grade of Petroleum which does not meet the conditions of the first paragraph of this item, provided that:

- (a) Carrier has available facilities to segregate such grade of Petroleum while it is in transit from all other grades of Petroleum; and
- (b) Carrier shall not be liable to Shipper or Consignee for changes in the gravity or quality of such grade of Petroleum while it is in transit; and
- (c) The Petroleum offered for transportation is made available at the origins of a shipment in a quantity which equals or exceeds the following minimum:

Outside diameter Largest pipeline through which shipment will move	Minimum quantity of Petroleum which may be segregated
12 ¾ inches or less	10,000 barrels
14 - 18 inches	20,000 barrels
20 - 24 inches	35,000 barrels

Carrier reserves the right to require an assay on Petroleum nominated, prior to accepting Barrels for transportation.

ITEM 17 – RATES APPLICABLE

The rate which shall apply to the transportation of Petroleum shall be the rate in effect on the date Petroleum is received by Carrier for transportation. Likewise, the rules and regulations which shall govern the transportation of Petroleum shall be the rules and regulations in effect on the date Petroleum is received by Carrier for transportation.

ITEM 18 – RATES APPLICABLE FROM AND TO INTERMEDIATE POINTS

Petroleum received from a point on Carrier's lines which is not named in tariffs making reference to this tariff, but which point is intermediate to a point from which rates are published in tariffs making reference to this tariff, will be assessed the rate in effect to the next more distant point published in the tariff making reference to this tariff.

Petroleum delivered to a point on Carrier's lines which is not named in tariffs making reference to this tariff, but which point is intermediate to a point to which rates are published in tariffs making reference to this tariff, will be assessed the rate in effect to the next more distant point published in the tariff making reference to this tariff.

ITEM 19 – SCHEDULING OF SHIPMENTS/ALLOCATION

All Shippers desiring to ship Petroleum through the lines of Carrier shall promptly provide Carrier in the form of a Nomination with all information needed by Carrier to schedule and dispatch each shipment of Petroleum which Shipper offers to make; to satisfy Carrier that offers to ship are in good faith; and to satisfy Carrier that shipments can be transported in conformance with Carrier's tariffs. Carrier may refuse to receive Petroleum for transportation until Shipper has provided Carrier with such information.

Except as set forth in the immediately following paragraph, Carrier shall not be obligated to accept Petroleum for transportation during any calendar month unless the Shipper shall, on or before the 15th day of the preceding calendar month, notify the Carrier in writing of the kind and quantity of such Petroleum which it desires to ship. If 15th day of the preceding calendar month is a non-business day, then such notification shall be due on the last business day immediately prior to the 15th day of the preceding month.

In the event Shippers offer to ship more Petroleum via a particular pipeline or segment of line during any period of time than can be pumped through such line or segment of line during such period, Carrier shall allocate available transportation capacity on a fair and equitable basis to all Shippers pursuant to Carrier’s current proration policy. Carrier may, at the request of any upstream pipeline, conduct verification to determine whether or not allocation is necessary based on upstream nominations, pursuant to Carrier’s then current policy and procedures. A copy of such document is available upon request.

ITEM 20 – SEPARATE PIPELINE AGREEMENTS

Separate agreements, if applicable, in association with pipeline connections or other facilities ancillary to the Carrier’s pipeline system and in accordance with this tariff shall be required of any Shipper or consignee before any obligation to provide transportation shall arise.

ITEM 21 – SPECIFICATIONS REQUIRED AS TO QUALITY

Carrier will determine the quality of Processed Condensate in accordance with the following test methods: API gravity, density and relative density by ASTM Standards D1298, D5002 and D287 at API 60 degrees Fahrenheit; vapor pressure by ASTM Standard D6377; and sediment and water by API MPMS Chapter 10.4.

Carrier will only accept Petroleum that does not contain any other excessive metals, chemicals, salts, or any other material which would adversely affect downstream markets or pipelines. No Petroleum will be accepted for transportation except merchantable Petroleum which is properly settled and contains not more than 1% of basic sediment, water, and other impurities, and has a temperature not in excess of 120 degrees Fahrenheit and its gravity, viscosity, pour point, and other characteristics are such that it will be readily susceptible to transportation through the Carrier’s existing facilities, and will not materially affect the quality of other shipments or cause disadvantage to other Shippers and/or the Carrier. In addition, Carrier reserves the right to reject (any and all of, but not limited to) the following shipments:

- (a) Petroleum having a Reid Vapor Pressure in excess of nine pounds per square inch absolute and/or an API gravity in excess of 80.0°; and
- (b) Petroleum where the Shipper or Consignee has failed to comply with applicable laws, rules, and regulations made by government authorities regulating shipment of Petroleum. If Petroleum is accepted from tankage, settled bottoms in such tanks must not be above a point four inches below the bottom of the pipeline connection with the tank from which it enters Carrier’s facilities.

Notwithstanding any provisions to contrary in this Item 21, the following quality specifications apply to the following Petroleum grades Nominated by Shippers:

Grade	API Gravity (at 60°F or above)	Maximum Sulfur (%)	Maximum Mercaptans (ppm)	Maximum Iron (ppm)	Maximum Vanadium (ppm)*	Maximum Nickel (ppm)*
West Texas Intermediate	≤ 44	0.2	75	10	2	2
West Texas Light	44.1 – 49.9	0.2	75	10	2	2

*Combined nickel and vanadium must not exceed three parts per million.

Carrier will use the following test methods to determine the applicable concentrations: (1) sulfur (ASTM D4294); (ii) mercaptans (UOP 163); (iii) iron (ASTM D8252); (iv) vanadium (ASTM D8252); and (v) nickel (ASTM D8252).

On Petroleum received by Carrier that does not meet Carrier’s deliverability requirements, in addition to any applicable Gravity Shrinkage Deduction, Carrier reserves the right to charge up to an additional 100 cents per Barrel treating and handling charge on all Barrels impacted, as determined by Carrier.

Quality specifications of a connecting carrier may be imposed upon Carrier when such limits are less than that of Carrier, in which case the limitations of the connecting carrier will be applied.

Carrier may, from time to time, undertake to transport other or additional grades of Petroleum and if, in the opinion of Carrier, 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 Petroleum.

If, upon investigation, Carrier determines that a Shipper has delivered to Carrier's facilities Petroleum that has been contaminated by the existence of and/or excess amounts of impure substances, including but not limited to, chlorinated and/or oxygenated hydrocarbons, arsenic, lead and/or other metals, such Shipper will be excluded from further entry into applicable segments of the system until such time as quality specifications are met to the satisfaction of Carrier. Further, Carrier reserves the right to dispose of any contaminated Petroleum locking its system. Disposal thereof, if necessary, may be made in any reasonable commercial manner, and any liability associated with the contamination or disposal of any Petroleum shall be borne by the Shipper introducing the contaminated Petroleum into Carrier's system.

Carrier will from time to time determine which grades of Petroleum it will regularly transport as a Common Grade between particular receipt points and destination points on its pipeline systems. Carrier will inform all subscribers to tariffs for the system affected by such determination and this will constitute the sole holding out of the Carrier in regard to the grades of Petroleum transported.

Unless stated otherwise in written notice provided by Carrier to all subscribers to tariffs for the system affected, Carrier will not segregate Petroleum of a kind and/or quality not currently transported through Carrier's facilities.

ITEM 22 – SPECIFICATIONS AS TO QUALITY AND LEGALITY OF SHIPMENTS

Carrier reserves the right to reject any and all Petroleum nominated where the Shipper or Consignee has failed to comply with all applicable laws, items and regulations made by any governmental authorities regulating shipments of Petroleum.

ITEM 23 – STORAGE IN TRANSIT

The Carrier has working tanks that are needed by Carrier to transport Petroleum but has no other tanks and, therefore, does not have facilities for rendering, nor does it offer, a storage service. Provisions for storage during transit in facilities furnished by Shipper at points on Carrier's system will be permitted to the extent authorized under individual tariffs.

ITEM 24 – TITLES

The act of delivering Petroleum to Carrier for transportation shall constitute a warranty by Shipper that Shipper or Consignee has unencumbered title thereto and that the same was produced in accordance with law.

**SECTION 3
LOCAL PROPORTIONAL RATES IN CENTS PER BARREL**

FROM	TO			
	ECHO Terminal (Harris Co.)	Genoa Junction (Harris Co.)	Enterprise Houston Ship Channel, L.P. (Harris Co.)	Seaway Crude Pipeline Company LLC (Harris Co.)
ECHO Terminal (Harris Co.)	[I]12.04*	[I] 22.98*	[I]12.04*	[I]12.04*
Genoa Junction (Harris Co.)	[I] 12.04	--	--	--
Wink to Webster Pipeline LLC at ECHO Terminal (Harris Co.)	[I] 12.04	--	--	--

*Pipeline Loss Allowance does not apply for this movement.

VISCOSITY SURCHARGE: In addition to all other charges for transportation hereunder, all Crude Petroleum (i) having a viscosity greater than 500 Saybolt Universal Seconds (SUS) at 100 degrees Fahrenheit, or (ii) designated as “High Viscosity” in Carrier’s most recent table of Crude Petroleum viscosities by type, will be subject to an additional charge of \$0.02 per barrel.

SHRINKAGE DEDUCTION: All Petroleum received at Carrier’s facilities will be subject to a further deduction of 0.3% starting at: (1) 38.1° API at 60 degrees Fahrenheit for West Texas Sour, (ii) 44.1° API at 60 degrees Fahrenheit for West Texas Intermediate, and (iii) 50° API at 60 degrees Fahrenheit for West Texas Light, with additional deductions of 0.03% made for every 0.1 degree API thereafter (the “Gravity Shrinkage Deduction”). For example, West Texas Intermediate Crude Petroleum accepted with a 47.2° API will result in a 1.23% Gravity Shrinkage Deduction. For the avoidance of doubt, Carrier reserves the right to refuse to accept any Petroleum with an API gravity greater than the applicable API numbers listed above for the applicable grades at any time.

EXPLANATION OF REFERENCE MARKS

[I] Increase [U] Unchanged rate

PLEASE NOTE: IN THE EVENT OF ANY CONFLICT BETWEEN SECTION 1 AND SECTION 2 OF THIS TARIFF, SECTION 2 WILL GOVERN.