

F.E.R.C. I.C.A. OIL TARIFF

F.E.R.C. No. 10.4.0
(Cancels F.E.R.C. No. 10.3.0)

ET-S PERMIAN PIPELINE COMPANY LLC

LOCAL PIPELINE TARIFF

CONTAINING

RATES, RULES AND REGULATIONS

APPLYING ON

CRUDE PETROLEUM

FROM

LEA COUNTY, NEW MEXICO; LOVING COUNTY, TEXAS &

ANDREWS COUNTY, TEXAS

TO

MIDLAND COUNTY, TEXAS

Filed in compliance with 18 C.F.R. §342.3 (Indexing).

Committed Rates filed as Settlement Rates pursuant to Commission Orders in Docket No. OR15-18-000 (151 F.E.R.C. ¶ 61,192 (2015)).

Subject to Rules and Regulations shown on Pages 3-7.

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

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GENERAL APPLICATION

Carrier will receive, transport, and deliver Crude Petroleum through its facilities only as provided in the Rules and Regulations, except that specific Rules and Regulations published in individual tariffs will take precedence over Rules and Regulations published herein or in succeeding reissues of these Rules and Regulations.

Item 5 Definitions

“Adjusted Nominations” means the valid and binding Nominations that are received by Carrier from Shippers, as may be modified by Carrier pursuant to Carrier’s Proration Policy if Shippers have been notified that a specific Pipeline segment has been prorated.

“API” means the American Petroleum Institute.

“Barrel” means a volume of forty-two (42) United States Gallons at sixty degrees (60°F) Fahrenheit and zero (“0”) gauge pressure if the vapor pressure of the Crude Petroleum is at or below atmospheric pressure, or at equilibrium vapor pressure if the vapor pressure of the Crude Petroleum is greater than atmospheric pressure.

“Carrier” means ET-S Permian Pipeline Company LLC.

“Committed Shipper” means a Shipper that has committed to tender for shipment or pay a deficiency payment for failure to tender for shipment, certain minimum volumes of Crude Petroleum pursuant to a TSA.

“Consignee” means a party, including a connecting pipeline system, to whom Shipper has ordered Delivery of Crude Petroleum.

“Crude Petroleum” means the direct product of oil wells or a mixture of the indirect products transportable like the direct products and containing not more than two percent (2%) of sediment, water, and other impurities.

“Delivery” means the transfer from Carrier at destination to Consignee.

“Destination Point” means the destination point provided for in this tariff.

“F.E.R.C.” means the Federal Energy Regulatory Commission or its successor agencies.

“Monthly Minimum Volume” means the product of the minimum daily volume commitment of Crude Petroleum set out in Schedule A to a Committed Shipper’s TSA and the number of days in the relevant month.

“Nomination” means a request by a Shipper to Carrier to transport a stated quantity of Crude Petroleum on the Pipeline for the account of such Shipper in any month.

“Origin Point” means an origin point provided for in this tariff.

“Pipeline” means the Delaware Basin Extension.

“Prepaid Transportation Credits” means credits generated by deficiency payments made by a Committed Shipper under a TSA that may be applied as prepayment for transportation by such Committed Shipper.

“Receipt” means the transfer from Shipper at an Origin Point(s) to Carrier for transportation.

“Required Inventory” means the volume of Crude Petroleum, by grade, required by Carrier for line fill, working stock and storage receptacle bottoms.

“Shipper” means the party who contracts with Carrier for the transportation of Crude Petroleum under the terms of this tariff.

“Shipper’s Inventory” means total Receipts of Crude Petroleum, by grade, from a single Shipper less Deliveries to that Shipper’s Consignees.

“Specified Grade” means Crude Petroleum meeting certain specifications designated by Carrier for such grade of Crude Petroleum.

“Tender” or “Tendering” means to physically deliver, or cause to be delivered, Crude Petroleum (which may include Delivery of such Crude Petroleum from a connecting pipeline or other facility), by or on behalf of a Shipper to Carrier for transportation from an Origin Point to the Destination Point in accordance with this tariff.

“TSA” means a Transportation Service Agreement executed pursuant to pursuant to the open season for the Pipeline that commenced on October 15, 2014.

“WTI” means a Specified Grade of Crude Petroleum meeting the specifications described for WTI in Item No. 10.

“WTI Premium” means a Specified Grade of Crude Petroleum meeting the specifications described for WTI in Item No. 10.

“WTS” means a Specified Grade of Crude Petroleum meeting the specifications described for WTS in Item No. 10.

Item 10 Quality Specifications; Restrictions

Carrier reserves the right to reject, without limitation, any or all of the following: (1) Crude Petroleum having a Reid Vapor Pressure in excess of nine (9) pounds per square inch absolute and/or an API (American Petroleum Institute) gravity in excess of 78.9°; (2) Crude Petroleum having an API gravity less than 28°; or (3) Crude Petroleum having a sulfur content weight % greater than 2.50%.

Carrier will from time to time give notice to Shippers establishing Specified Grades of Crude Petroleum which it will regularly transport as a common stream between each Origin Point and the Destination Point. Shipper shall, at the request of Carrier, make such Specified Grade of Crude Petroleum available in such quantities and at such times as may be necessary to permit such common stream movements. Carrier may from time to time, after reasonable notice to Shippers who have shipped such Specified Grade of Crude Petroleum in the immediately preceding three (3) months, cease to transport such Specified Grade of Crude Petroleum as a common stream or change the specifications of a particular Specified Grade of Crude Petroleum transported as a common stream.

At the request of a Shipper, and subject to other provisions of this tariff, Carrier will accept for shipment the following Specified Grades of Crude Petroleum to be transported as a common stream from an Origin Point to the Destination Point:

	WTI	WTI Premium	WTS
API Gravity, °API	38-45°	38-42°	30-35°
Sulfur Content, Weight %	≤ 0.45	≤ 0.45	≤ 2.20
Max Reid Vapor Pressure, psi	9.0	9.0	9.0
Max True Vapor Pressure, psi	11.0	11.0	11.0
Basic Sediment and Water	≤ 1.0%	≤ 1.0%	≤ 1.0%

The specifications for WTI, WTI Premium, and WTS are, without limitation, subject to modification from time to time in the event upstream connecting carriers modify their specifications for similar grades of Crude Petroleum.

At the request of a Shipper, and subject to other provisions of this tariff, Carrier will accept for shipment other Specified Grades of Crude Petroleum to be transported as a common stream, subject to the operating conditions of the facilities. Such request must specify (1) a Reid Vapor Pressure and/or an API (American Petroleum Institute) gravity range; and (2) a sulfur content weight % limitation.

Crude Petroleum tendered for transportation which differs in grade and general characteristics from that usually transported by Carrier will, at Carrier’s option, be transported only under terms agreed upon, in writing, by Shipper and Carrier.

Item 15 Destination Facilities Required

Carrier will receive Crude Petroleum for transportation only (a) when such Crude Petroleum is to be received into Carrier’s facilities at an Origin Point and Shipper or Consignee has made arrangements for further transportation beyond the Destination Point or (b) when Shipper or Consignee has provided the necessary facilities for receiving such Crude Petroleum promptly on arrival at destination.

Item 20 Gauging, Metering, Testing, Volume Corrections and Deductions

All shipments tendered to Carrier for transportation shall be gauged or metered and tested by a representative of Carrier or by automatic equipment approved by Carrier prior to, or at the same time as, Receipt from the Shipper. Shipper or Consignee shall have the privilege of being present or represented during the gauging or metering and testing. Shipper will grant access to Shipper’s facility to Carrier’s representative and to any connecting carrier’s representative for witnessing meter or gauge readings or meter proving and for any other required inspection incidental to measurement and transportation of Crude Petroleum.

Quantities gauged or metered shall be corrected from observed temperatures to sixty degrees (60°F) Fahrenheit using applicable Standard Petroleum Measurement Tables adopted jointly by the API (API Standard 2540) and the American Society for Testing Materials (ASTM Standard D 1250). The full percentage of water or other impurities as ascertained by a centrifuge machine or other tests will be deducted from the correct volume.

Crude Petroleum quantities transported may be adjusted to allow for inherent losses, including but not limited to shrinkage, evaporation, interface losses and normal “over and short” losses. Adjustments will be made on the basis of total quantities transported for each crude segregation and shall be based on actual historical experience. All Receipts of Crude Petroleum and indirect liquid products having an API gravity of fifty-five degrees (55°) or above shall also be subject to a deduction to cover shrinkage and evaporation. Such deduction shall be determined in accordance with the following table:

API Gravity, Degrees	Deduction for Incremental Evaporation & Loss
55° through 59.9°	1%
60° through 74.9°	3%
Greater than 75°	5%

Item 25 Required Inventory

Each Shipper shall supply its share of Required Inventory by types and volumes as determined from time to time by Carrier. During the term of their TSAs, Committed Shippers shall be required to maintain a share of Required Inventory based on their Monthly Minimum Volumes whether or not such Committed Shippers submit Nominations for shipments on the Pipeline. Subject to the immediately preceding sentence, such Required Inventory may be withdrawn from Carrier’s system at any time within ninety (90) days subsequent to: (1) Shipper having ceased Tendering shipments and notified Carrier in writing that it will no longer Tender shipments to Carrier; (2) Shipper balances having been reconciled between Shipper and Carrier; and (3) Shipper having paid Carrier for all services.

Item 30 Mixing in Transit

Crude Petroleum will be accepted for transportation only on condition that it shall be subject to normal changes in general characteristics while in transit as may result from the mixture of such Crude Petroleum with other Crude Petroleum in the Pipeline and/or tanks of Carrier or connecting carrier.

Carrier will not be liable for variations of gravity or quality of Crude Petroleum occurring while in its custody and is under no obligation to deliver the identical Crude Petroleum as received or Crude Petroleum of the same quality specifications; provided that if Crude Petroleum is designated by a Shipper as a Specified Grade to be shipped in a common stream and is received by Carrier as Crude Petroleum meeting such Specified Grade specifications, Carrier shall endeavor to deliver substantially the same grade specifications of such Specified Grade of Crude Petroleum as that received from the Shipper.

Carrier will receive Crude Petroleum only through its facilities at an Origin Point.

Item 35 Clear Title Required

Carrier shall have the right to reject any Crude Petroleum on a non-discriminatory basis when tendered for transportation, which is involved in litigation, or the title of which is in dispute, or which is encumbered by lien or charge of any kind, and it may require of Shipper satisfactory evidence of its perfect and unencumbered title or a satisfactory indemnity bond to protect Carrier.

Item 40 Common Stream Petroleum Connecting Carriers

When both Receipts from and/or Deliveries to a connecting carrier of substantially the same Specified Grade of Crude Petroleum are scheduled at the same interconnection, Carrier reserves the right, with cooperation of the connecting carrier, to offset like volumes of such common stream Crude Petroleum. When this right is exercised, Carrier will make deliveries for the Shipper involved from its substantially similar common stream Crude Petroleum.

Item 45 Deliveries and Demurrage

Carrier will transport Crude Petroleum with reasonable diligence, considering the quality of the Crude Petroleum, the distance of transportation, and other material elements, but may at any time after Receipt of a consignment of Crude Petroleum, upon twenty-four (24) hours' notice to the Consignee, Tender Crude Petroleum conformable to specifications herein, for Delivery from its common stock at the Destination Point. At the expiration of such notice, Carrier may assess a demurrage charge on all Crude Petroleum tendered for Delivery and remaining undelivered, at the rate for each day of twenty-four (24) hours, or fractional part thereof, as follows; Fifty-Three hundredths cents (\$0.0530) per Barrel per day.

Item 50 Payment of Transportation and Other Charges

Transportation charges will be computed and collected at the applicable tariff rate (in effect on the date of Receipt of Crude Petroleum by Carrier) on the Delivery quantities of Crude Petroleum determined pursuant to the terms of the applicable invoice and this tariff. Shipper shall be responsible for transportation and all other charges applicable to the particular shipment, and, if required, shall prepay all charges or furnish guaranty of payment satisfactory to Carrier. Payment of all charges is due within ten (10) days from receipt of the applicable invoice. Carrier shall have a security interest in all Crude Petroleum accepted from Shipper under this tariff. This security interest shall secure: (1) all transportation and any other charges due or to become due from Shipper under the terms of this tariff; (2) all deficiency payments or other obligations due from a Committed Shipper; and (3) all costs and expenses of Carrier in exercising any of its rights detailed below, including, but not limited to, reasonable attorney fees, storage charges, and settlement of conflicting liens. At Carrier's request, Shipper shall execute all such agreements and do all such things as Carrier shall reasonably request in connection with the creation or perfection of such security interest. The security interest provided herein shall be in addition to any lien provided by statute or common law. In the event Shipper fails to satisfy when due any obligation to Carrier, Carrier shall have all of the rights and remedies accorded to a secured party under applicable state law and in addition may take any or all of the following actions: (1) refuse to deliver Crude Petroleum in its custody until all such obligations have been paid; (2) proceed to sell such Crude Petroleum, in accordance with the applicable provisions of state law, and apply the proceeds to such obligations, (3) store such Crude Petroleum or contract for storage of such products pending sale or other disposition; or (4) take any other action it deems necessary for the proper protection and sale of such Crude Petroleum. Carrier may agree, at its sole discretion, to waive its security interest in the Crude Petroleum if Shipper or Consignee provides sufficient security satisfactory to Carrier.

Item 55 Proration of Pipeline Capacity

If, during any period, the total volume of Crude Petroleum nominated over any segment of the Pipeline is in excess of the normal operational capacity of said segment, Carrier shall allocate transportation capacity in accordance with the *ET-S Permian Pipeline Company LLC Proration Policy – Delaware Basin Extension Crude Petroleum Pipeline* effective July 1, 2024. The proration policy will be provided upon request by the person listed as compiler on the title page of this tariff.

Item 60 Liabilities of Parties

As a condition to Carrier's acceptance of Crude Petroleum under this tariff, 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, Consignee and/or any third party resulting from or arising out of 1) any breach of or failure to adhere to any provision of this tariff by Shipper, Consignee, their agents, employees or representatives and/or 2) the negligent act(s) or failure(s) to act of Shipper, Consignee, their agents, employees or representatives in connection with Delivery or Receipt of Crude Petroleum.

Carrier, while in possession of Crude Petroleum herein described, shall not be liable for any loss of Crude Petroleum, damage thereto, or delay because of any act of God, the public enemy, civil disorder, quarantine, the authority of laws, strikes, riots, fire, floods or the acts of default of Shipper or Consignee, or from any other causes not due to the negligence of Carrier. In case of loss or damage from causes other than the negligence of Carrier, such loss or damage shall be charged proportionately to each shipment in the ratio that such shipment, or portion thereof, received and undelivered at the time the loss or damage occurs, bears to the total of all shipments or portions thereof, then in custody of Carrier for shipment via the lines or other facilities in which the loss or damage occur. Consignee shall be entitled to receive only that portion of a Shipper's shipment remaining after deducting its proportion of such loss or damage, determined as aforesaid, and shall be required to pay transportation charges only on the quantity delivered. NEITHER SHIPPER NOR CARRIER WILL BE LIABLE FOR SPECIAL, CONSEQUENTIAL OR INCIDENTAL DAMAGES, EXCEPT AS OTHERWISE PROVIDED HEREIN. FOR THE AVOIDANCE OF DOUBT, DEFICIENCY PAYMENTS UNDER A TSA SHALL BE DEEMED DIRECT DAMAGES AND NOT EXCLUDED BY THIS ITEM NO. 60.

Item 65 Notice of Claims

As a condition precedent to recovery, claims must be filed in writing with Carrier within nine (9) months after Delivery of Crude Petroleum, or, in case of failure to make Delivery, 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 the claimant that Carrier has disallowed the claim or any part or parts thereof.

Item 70 Intrasystem Transfers

Intrasystem transfers will not be recognized by Carrier for Crude Petroleum in Carrier's custody, except for transfers resulting from application of Item No. 50 herein.

Item 75 Nominations and Tenders

Shippers desiring to nominate Crude Petroleum for transportation by Carrier shall provide Carrier with written notice of the type and quantity of its Nomination ("Notice of Intent to Ship"). Shippers also shall promptly provide Carrier with other information requested by Carrier to confirm that the Nominations and the proposed shipment will comply in all respects with this tariff. Notices of Intent to Ship must be received by Carrier via Carrier's online T4 system on or before 4:15 P.M. central time, the last working day prior to the 16th day of the month preceding the month during which shipment is requested. A "working day" shall be a Monday, Tuesday, Wednesday, Thursday or Friday of a calendar week, except when a Federal holiday falls on such day of the week.

Crude Petroleum will be accepted for transportation under this tariff in shipments of not less than fifty thousand (50,000) Barrels of the same kind and quality of Crude Petroleum in any Month from one Shipper. Carrier shall have the option to move smaller batches. No Tender shall be considered beyond the amount which the party requesting shipment has readily accessible for shipment.

TABLE OF RATES

[I] ALL RATES INCREASED EXCEPT WHERE NOTED.

The following table of per Barrel tariff rates is based on a Selected Origin Point of Lea County, New Mexico:

Rates in Cents per Barrel of 42 U.S. Gallons			
Term	Minimum Volume Commitment (bpd)		
	5,000 – 9,999	10,000 – 19,999	≥ 20,000
Five (5) Year	184.60	177.22	169.84
Seven (7) Year	177.22	169.84	162.46
Ten (10) Year	169.84	162.46	147.68

The following table of per Barrel tariff rates is based on a Selected Origin Point of Loving County, Texas:

Rates in Cents per Barrel of 42 U.S. Gallons			
Term	Minimum Volume Commitment (bpd)		
	5,000 – 9,999	10,000 – 19,999	≥ 20,000
Five (5) Year	199.37	191.98	184.60
Seven (7) Year	191.98	184.60	177.22
Ten (10) Year	184.60	177.22	162.46

The following table of per Barrel tariff rates is based on a Selected Origin Point of Andrews County, Texas:

Rates in Cents per Barrel of 42 U.S. Gallons	
Term	Minimum Volume Commitment (bpd)
	≥ 5,000
Five (5) Year	103.39
Seven (7) Year	95.98
Ten (10) Year	88.61

Uncommitted Rates:

Rates in Cents per Barrel of 42 U.S. Gallons		
From	To	Rate
Lea County, New Mexico	Midland County, Texas	330.34
Loving County, Texas	Midland County, Texas	345.02
Andrews County, Texas	Midland County, Texas	146.82

Gathering Rates:

Rates in Cents per Barrel of 42 U.S. Gallons		
From	To	Rate
Emma Facility, Andrews County, Texas	Andrews Injection, Andrews County, Texas	102.85

TRUCK UNLOADING CHARGE

All shipments unloaded from tank trucks into Carrier's trunk line facilities at Lea County, New Mexico and Andrews and Loving Counties, Texas will be subject to a charge of [U] ten cents (10.00¢) per barrel. Such charges will be in addition to trunk transportation rates published in applicable tariffs.

MESA PUMPOVER FEE

All shipments delivered from the Pipeline into the terminal that serves as the origin point for the Mesa Pipeline in Midland, Midland County, Texas ("Mesa Terminal") will be subject to a charge of [U] six cents (6.00¢) per barrel ("Mesa Pumpover Fee"). Such charge will be in addition to the applicable transportation rates set forth above. The Mesa Pumpover Fee is being collected by Carrier on behalf of Plains Pipeline, L.P ("PPLP"), an undivided joint interest owner in the Mesa Terminal, and Carrier will remit the Mesa Pumpover Fee to PPLP.

NOTES**Pipeline Loss Allowance:**

- (a) An assessment of two tenths of one percent (0.2%) on net quantities so determined for acceptance by Carrier will be deducted to cover losses inherent in the transportation of Crude Petroleum delivered by tanker truck.
- (b) An assessment of one tenth of one percent (0.1%) on net quantities so determined for acceptance by Carrier will be deducted to cover losses inherent in the transportation of Crude Petroleum delivered from pipeline gathering systems.

Explanation of Reference Marks

- [I] **Increased**
- [U] **Unchanged**