

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

F.E.R.C. No. 29.2.0
(Cancels F.E.R.C. No. 29.1.0)

ETP CRUDE LLC
LOCAL PIPELINE TARIFF
CONTAINING
RATES
APPLYING ON
CRUDE PETROLEUM
FROM
POINTS IN TEXAS
TO
POINTS IN OKLAHOMA & TEXAS

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

~~[C] Effective April 1, 2025, ETP Crude LLC adopted certain assets of Centurion Pipeline L.P. This tariff adopts and brings forward the rates and routings of Centurion Pipeline L.P.'s F.E.R.C. Nos. 39.22.0, 50.20.0, and 51.28.0.~~

Governed, except as otherwise provided herein, by the Rules and Regulations published in ETP Crude LLC's F.E.R.C. No. 27.0.0, supplements thereto and successive issues thereof.

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

ISSUED: MAY 26, 2026

EFFECTIVE: JULY 1, 2026

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TABLE OF RATES

From	To		
	BridgeTex Pipeline Company, LLC, Colorado City Station, Scurry County, Texas	Colorado City Station, Scurry County, Texas	Cushing, Payne County, Oklahoma
Colorado City Station, Scurry County, Texas	[I] 18.76	--	[I] 210.66 ⁽¹⁾
Barnhart Station, Irion County, Texas (Zone 2) ⁽²⁾	--	[I] 38.91	--
Sterling City Station, Sterling County, Texas (Zone 1) ⁽²⁾	--	[I] 38.91	--

Notes

- (1) A temporary volume incentive rate of [U] fifty cents (50.00¢) per barrel shall apply to any Shipper that ships at least 2,000 barrels per day, on average, during a given month from Colorado City to Cushing. This temporary volume incentive rate will be re-evaluated on a month-to-month basis and may be cancelled by Carrier at any time upon advance notice through the submission of a tariff amendment cancelling such temporary volume incentive rate. For clarity, the temporary volume incentive rate is for trunk line transportation on the System and is applicable only to Crude Petroleum delivered to Carrier at Colorado City, Scurry County, Texas via pipeline or truck deliveries, for further transportation to Cushing, Oklahoma. Any Shipper that seeks to ship from ET CET's Colorado City Truck Station at Colorado City must have entered and have an effective agreement in place with CET that allows use of ET CET's Colorado City Truck Station.
- (2) Transportation originating from these locations are subject to the Rules and Regulations exceptions detailed in this tariff.

TABLE OF COMBINED RATES

From	To	
	BridgeTex Pipeline Company, LLC, Colorado City Station, Scurry County, Texas ⁽³⁾	Cushing, Payne County, Oklahoma ⁽⁴⁾
Barnhart Station, Irion County, Texas (Zone 2)	[I] 57.67	[I] 249.57
Sterling City Station, Sterling County, Texas (Zone 1)	[I] 57.67	[I] 249.57

- (3) Routing: Barnhart Station or Sterling City Station to Colorado City Station, connecting Colorado City Station for delivery to BridgeTex Colorado City Station.
- (4) Routing: Barnhart Station or Sterling City Station to Colorado City Station, connecting Colorado City Station for delivery to Cushing.

Truck Unloading Fee

Where trucks are unloaded into Colorado City Station, a special handling charge of [I] 29.69¢ per barrel will be added to the trunk line rate in effect. Where trucks are unloaded into Barnhart Station or Sterling City Station, a special handling charge of [I] 24.68¢ per barrel will be added to the trunk line rate in effect.

A special handling charge of [I] 26.82¢ per barrel will be added to the trunk line rate in effect for truck receipts made into the Albert, Bretch, Childress, and Lewis Truck Stations for further transportation under this tariff.

RULES AND REGULATIONS

For purposes of this F.E.R.C. Tariff, the following definitions are changed from Rule 1 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

“Crude Petroleum” as used herein, means the grade or grades of the direct liquid products of oil or gas wells, meeting the required specifications established pursuant to this tariff which Carrier has undertaken to transport. “Crude Petroleum” shall exclude, and Carrier shall not be required to transport any, Indirect Liquid Products.

“Indirect Liquid Products” as used herein, means the liquid products resulting from the operation of natural gasoline recovery plant, gas recycling plants, and condensate or distillate recovery equipment in gas or oil fields, or a mixture containing such products.

“System” as used herein, means Carrier’s Crude Petroleum pipeline system extending from the Origination Station located approximately 10 miles north of Barnhart, Texas, to Carrier’s existing Colorado City Station and all related facilities, including the Pipeline, the Origination Stations, and the associated facilities and improvements installed by Carrier to transport Crude Petroleum from the Origination Stations to the Destination.

For purposes of this F.E.R.C. Tariff, the following definitions are added to Rule 1 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

“BridgeTex Pipeline” means that certain approximately 440-mile crude oil pipeline transporting crude oil from Colorado City, Texas to the Houston Gulf Coast area, being developed by BridgeTex Pipeline Company, LLC pursuant to that certain open season conducted in June 2012.

“Origin” means the inlet flange to the Pipeline or to Carrier’s storage facilities located at the Origination Station located approximately 10 miles north of Barnhart, Texas.

“Origination Station(s)” mean the stations at which Carrier will accept delivery of Crude Petroleum into the Pipeline which Origination Stations are located approximately 10 miles north of Barnhart, Texas (“Barnhart”) and approximately 8.7 miles northeast of Sterling City, Texas (“Sterling City”), respectively.

“Pipeline” means the pipeline and related facilities extending from the Origin to the Destination.

“Uncommitted Shipper(s)” mean Shipper(s) that do not elect to enter into a TSA with Carrier in connection with the open season held by Carrier commencing on May 31, 2013.

For purposes of this F.E.R.C. Tariff, the following language shall replace Rule 5 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 5 Shipments of Indirect Liquids

Indirect Liquid Products will not be accepted for gathering and/or transportation, regardless of whether such Indirect Liquid Products have been mixed with Crude Petroleum.

For purposes of this F.E.R.C. Tariff, the following language shall replace Rule 6 of ETP Crude LLC's F.E.R.C. No. 27.0.0

Rule 6 Specifications as to Quality and Legality of Shipments

No Crude Petroleum will be accepted unless its gravity, viscosity, and other properties are such that it will be readily susceptible to transportation through Carrier’s System, and it will not adversely affect the quality of Crude Petroleum from other Shippers or damage the Common Stream or Carrier’s System. Carrier will not accept nor transport Crude Petroleum that does not meet the specifications set forth in the table below:

Specification	WTI
API Gravity, API	36 – 44 ⁽¹⁾
Sulfur Content, weight %	≤ 0.40

⁽¹⁾ For further deliveries on Carrier’s pipeline system beyond Colorado City Station, Scurry County, Texas, Shippers must comply with the connecting carrier’s API Gravity specifications as required under Rule 13(B) of Carrier’s Rules and Regulations Tariff, F.E.R.C. No. 27.0.0, including the specifications of BridgeTex Pipeline and the connecting carriers at Cushing, Oklahoma.

These specifications shall apply to each Barrel of the Nomination and not be limited to the composite sample of the Nomination. Carrier reserves the right to reject all Nominations or any part thereof, if Carrier determines, in its discretion, reasonably exercised, that Shipper has delivered:

- A. Crude Petroleum having a (a) Reid Vapor Pressure (RVP) in excess of nine and one half (9.5) pounds absolute vapor pressure exerted by a liquid at a temperature of 100 degrees Fahrenheit in accordance to ASTM D-323 or Maximum True Vapor Pressure in excess of eleven (11) pounds absolute vapor pressure exerted by a liquid at a temperature of 100 degrees Fahrenheit, (b) and/or an oil temperature in excess of 120 degrees Fahrenheit, and/or (c) a Maximum True Vapor Pressure which will result in Carrier's noncompliance with applicable Federal, State and local requirements regarding hydrocarbon emissions.
- B. Crude Petroleum received from tanks containing basic sediment, water, or other impurities in excess of one percent (1%) average in suspension above a point four (4) inches below the pipeline connection with the tank. Where Crude Petroleum is delivered to System through automatic custody transfer measurement facilities, Carrier may require use of a monitor which rejects Crude Petroleum containing in excess of one percent (1%) basic sediment and water.
- C. Crude 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 which results in harm to other Shippers, carriers, users of the contaminated Crude Petroleum or Carrier, such Shipper will be excluded from further entry into applicable segments of Carrier's System until such time as the quality of the Crude Petroleum is to the satisfaction of Carrier. Carrier is not responsible for monitoring receipts or deliveries for contaminants. Further, Carrier reserves the right to dispose of any contaminated Crude Petroleum blocking Carrier's System. Disposal thereof may be made in any reasonable manner including but not limited to commercial sales, and any liability associated with the contamination or disposal of any Crude Petroleum shall be borne by Shipper introducing the contaminated Crude Petroleum into Carrier's System. Shipper liability includes, but is not limited to, claims from other Shippers, carriers, or users of the contaminated Crude Petroleum and the costs of any regulatory or judicial proceeding.
- D. Crude Petroleum where Shipper or Consignee has failed to comply with all applicable laws, rules and regulations made by any governmental authorities regulating shipments of Crude Petroleum.
- E. Mixtures will be transported and delivered as Crude Petroleum. Carrier will not receive, transport and deliver Indirect Liquid Products.

For purposes of this F.E.R.C. Tariff, the following language shall replace Rule 9C of ETP Crude LLC's F.E.R.C. No. 27.0.0

Rule 9 Line Fill and Tank Bottom Inventory

- C. A company that has issued a formal notification to Carrier that it will no longer be a Shipper on Carrier's System or a company that is considered "no longer shipping" based on a lack of nominations in the name of the Shipper over a continuous 6 month time period (provided that the Shipper's Transportation Services Agreement, if any, shall have first expired in accordance with its terms) shall be deemed to be "no longer shipping."

For purposes of this F.E.R.C. Tariff, the following language shall replace Rule 11 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 11 Deductions and Quantities Deliverable

- A. As set forth in Rule 20(A), the quantity deliverable shall be reduced by deduction for sediment, water, other impurities, loss of evaporation and loss during transportation.
- B. 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 re-strapping or check-strapping 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.

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

For purposes of this F.E.R.C. Tariff, the following language shall replace Rule 16 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 16 Offers in Excess of Facilities

If Crude Petroleum is nominated to Carrier for transportation in excess of the amount that can be immediately transported, Carrier shall apportion capacity among all Shippers in accordance with Carrier's Proration Policy titled *ETP Crude LLC Cline Shale Pipeline System Pipeline Proration Policy* effective April 1, 2025. A copy of the policy will be provided upon request by the person listed as "Compiler" on the title page of this tariff.

No nomination shall be considered beyond the amount which the person requesting the shipment then has ready for shipment. Carrier will not recognize for apportionment purposes any Nomination by a Shipper which exceeds Carrier's System capacity.

For purposes of this F.E.R.C. Tariff, the following language shall replace Section B of Rule 22 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 22 Payment of Transportation and Other Charges

- B. All payments are due within 10 days of receipt of the invoice. For the avoidance of doubt, deficiency payments due under a Shipper's TSA, if any, shall be due as provided in such TSA.

For purposes of this F.E.R.C. Tariff, the following language shall replace Section D of Rule 22 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 22 Payment of Transportation and Other Charges

- D. In the event Shipper fails to pay any such undisputed charges that are past due in excess of thirty (30) days, Carrier shall not be obligated to provide Shipper access to Carrier's facilities or provide services pursuant to Carrier's tariff until such time as such undisputed charges are received by Carrier and Shipper meets the requirements of Section E, if applicable. In addition, Carrier may withhold delivery to Shipper of any of Shipper's Crude Petroleum in its possession and exercise any other rights and remedies granted under the applicable tariffs or existing under applicable law until all such undisputed charges have been paid as provided above. In the event Shipper fails to pay any such undisputed charges that are past due in excess of thirty (30) days, Carrier shall have the right to set off such amounts owed and future amounts owed against those amounts Carrier owes Shipper.

For purposes of this F.E.R.C. Tariff, the following language shall replace Section F of Rule 22 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 22 Payment of Transportation and Other Charges

- F. Carrier shall have a self-executing lien on all Crude Petroleum delivered to Carrier to secure the payment of any and all gathering, transportation, or any other charges that are owed Carrier. Such lien shall survive delivery of Crude Petroleum to Shipper. Such lien shall extend to all Crude Petroleum in Carrier's possession beginning with Shipper's first receipt of transportation or other services from Carrier. The lien provided herein shall be in addition to any lien or security interest provided by this tariff, statute or applicable law.

For purposes of this F.E.R.C. Tariff, the following language shall replace Section G of Rule 22 of ETP Crude LLC's F.E.R.C. No. 27.0.0:

Rule 22 Payment of Transportation and Other Charges

- G. In the event Shipper fails to pay any such undisputed charges that are past due in excess of thirty (30) days, 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 Petroleum of such Shipper in Carrier's custody at public auction, on any day not a legal holiday, not less than 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 Petroleum to be sold. At said sale, Carrier shall have the right to bid, and, if it is the highest bidder, to become the purchaser. The proceeds of any sale shall be applied in the following order: 1) To the reasonable expenses of holding, preparing for sale, selling, and to the extent allowed by law, reasonable attorneys' fees and legal expenses incurred by Carrier; and 2) To the satisfaction of Shipper's indebtedness 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, held for whoever may be lawfully entitled thereto. 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.

Explanation of Reference Marks

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