

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

MARKWEST LIBERTY NGL PIPELINE, L.L.C.

Local Pipeline Tariff

Containing

RULES AND REGULATIONS

Applying on the Interstate Transportation of

NATURAL GAS LIQUIDS
Transported by Pipeline

From and To Points Named Herein

Filed under the authority of 18 C.F.R. § [W] 341.3 (Form of Tariff) 342.3 (Indexing)

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

[C] ~~REQUEST FOR SPECIAL PERMISSION~~

[C] ~~Issued on sixteen (16) days' notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted pending a thirty (30) day review period.~~

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RULES AND REGULATIONS

NO. 5: DEFINITIONS

For the purposes of these Rules and Regulations, the following definitions shall apply:

“Barrel” means forty-two (42) United States gallons at sixty degrees Fahrenheit (60° F) and equilibrium vapor pressure.

“Carrier” means MarkWest Liberty NGL Pipeline, L.L.C.

“Committed Shipper” means a shipper that has a currently effective TSA.

“Day” means the twenty-four (24) hours between 7:00 a.m. Central Time and 7:00 a.m. Central Time the following day.

“Force Majeure” means an event that is unforeseen and beyond the reasonable control of Carrier that prevents Carrier from providing the transportation service hereunder and which, by the exercise of due diligence, Carrier unable to reasonably prevent or overcome, including: (a) acts of God or other unanticipated adverse weather conditions and actions of the elements not reasonably preventable by Carrier, including epidemics, landslides, lightning, earthquakes, fires, extreme temperatures, storms, washouts, hurricanes, floods; (b) acts of federal, state or local government or any agencies thereof, compliance with rules, regulations or orders of any governmental authority or any office, department, agency or instrumentality thereof, requisitions, directives, diversions, embargoes, priorities or expropriations of government or governmental authorities, legal or de facto, whether purporting to act under some constitution, decree, law or otherwise; (c) strikes, lockouts or other industrial disturbances; (d) acts of the public enemy, acts of terrorism, wars, blockades, insurrections, riots, arrests and restraint of rulers and people, civil disturbances; (e) explosions, accidental disruption or breakdown of Carrier’s transportation facilities, machinery, pipe or other facilities that is not reasonably preventable, including the inability to obtain electric power, water, or fuel; and (f) inability to obtain or unavoidable delay in obtaining material, equipment, government approvals, licenses or permits.

“Incremental Barrels” means the Barrels of Product that a Committed Shipper nominates and tenders for shipment on the Pipeline in a Month that exceed the Committed Shipper’s Monthly Volume Commitment.

“Incremental Capacity” means the difference between (1) ninety percent (90%) of the available capacity on Carrier’s system (or the allocated portion thereof) in a Proration Month, less (2) the aggregate amount of capacity allocated to all Committed Shippers under Item No. 80(2).

“Month” means 7:00 a.m. Central Time of the first day of a calendar month to 7:00 a.m. Central Time on the first day of the following calendar month.

“Monthly Volume Commitment” means the volume of Product a Committed Shipper agreed to ship on the Pipeline each month, or otherwise pay for the shipment of, in its TSA.

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

“Nomination” or “Nominate” means an offer by a Shipper to a Carrier of a stated quantity of Product for transportation from a specified origin(s) to a specified destination or destinations pursuant to the terms of this tariff.

“Non-Priority Capacity” means the capacity of Carrier’s system that is available for allocation [W] to ~~Uncommitted Shippers~~ each month under Item No. 80(3).

“Non-Priority Incremental Barrels” means any portion of a Committed Shipper’s Nomination for which the Committed Shipper is not allocated priority capacity for under Item No. 80(2) of this Tariff.

“Product” means the deethanized and demethanized mix transported by Carrier that contains primarily propane, normal butane, isobutane, and natural gasoline, which conforms to the specifications of this Tariff, including the quality specifications set forth in Item No. 75.

“Proration Month” means the Month for which capacity is to be allocated under Item No. 80.

“Shipper” means any party that gives notice to have Product transported by Carrier under the provisions outlined in this tariff.

“System” means Carrier’s pipeline system and all related facilities.

“TSA” means a Transportation Service Agreement executed with Carrier during the open season Carrier commended in September, 2018.

“Uncommitted Rate(s)” means the rate or rates applicable to Uncommitted Shippers, as set forth in Carrier’s rates tariff(s).

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

ITEM NO. 10: ACCEPTANCE FREE FROM LIENS AND CHARGES

Carrier may refuse any shipment for transportation which may be encumbered by a lien or charge of any kind, or which may be involved in litigation or the ownership thereof may be in dispute, except for the line provided for in Item No. 65, unless Shipper provides satisfactory evidence of his perfect and unencumbered title or satisfactory indemnity bond to protect such Carrier against any or all loss. By Nominating Product, Shipper warrants and guarantees that Shipper has good title thereto and agrees to hold Carrier harmless for any and all loss, cost, liability, damage and/or expense resulting from failure of title thereto; provided that acceptance for transportation shall not be deemed a representation by Carrier as to title.

ITEM NO. 15: APPLICATION OF RATES

Carrier shall assess transportation and all other lawful charges accruing on Product accepted for transportation at the rate in effect at the date Product is received for transportation, irrespective of the date of the Nomination or delivery to a destination point.

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

ITEM NO. 20: APPLICATION OF RATES FROM INTERMEDIATE POINTS

For Product accepted for transportation from any point on Carrier's pipeline not named in its tariff(s), which is an intermediate point from which rates are published therein, through such unnamed point, the Carrier will apply, from such unnamed point, the rate published therein from the next more distant point specified in the tariff. Within five (5) business days of Shipper nominating to ship Product from any such point, Shipper shall notify Carrier if service is to be used on a continuous basis for more than thirty (30) Days, and Carrier will subsequently file a tariff applicable to the transportation movement.

ITEM NO. 25: APPLICATION OF RATES TO INTERMEDIATE POINTS

For Product accepted for transportation to any point on Carrier's pipeline not named in its tariff(s), which is intermediate to a point to which rates are published therein through such unnamed point, the Carrier will apply to such unnamed point the rate published therein to the next more distant point specified in the tariff. Within five (5) business days of Shipper nominating to ship Product from any such point, Shipper shall notify Carrier if service is to be used on a continuous basis for more than thirty (30) Days, and Carrier will subsequently file a tariff applicable to the transportation movement.

ITEM NO. 30: CLAIMS AND TIME FOR FILING

Notice of claims for loss or damage must be made in writing to Carrier within nine (9) Months after delivery of the Product, or in the case of a failure to make delivery, then within nine (9) Months after a reasonable time for delivery has elapsed. Suit against Carrier shall be instituted only within two (2) years and one (1) Day from the Day when notice in writing is given by the Carrier to the claimant 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 thereon in accordance with the foregoing provisions, such claims will not be paid and the Carrier shall not be liable.

ITEM NO. 35: DEMURRAGE

After any shipment has arrived at its destination, Carrier may begin delivery at its current rate of pumping. Since Carrier does not own or operate storage or tankage facilities, it is essential that Shipper promptly accept any shipment offered for delivery. A demurrage charge equal to the **[I]** \$1.3066 shall accrue for each Day and for each Barrel of Product offered for delivery but not promptly taken by a Shipper. In the event that Shipper fails to promptly accept any shipment offered for delivery or any portion thereof, and/or threatens or causes congestion at Carrier's terminals, Carrier shall have the right, without liability to Shipper, to divert, reassign, or make whatever arrangements for disposition of the subject Product that it deems appropriate to clear its System, including the right to sell the subject Product at private or public sale, and Shipper shall pay Carrier all charges associated with such disposition the same as if Shipper had authorized such, together with any associated additional costs and damages borne or incurred by Carrier, unless Shipper's failure to remove Product is caused by Carrier negligence, gross negligence or willful misconduct. Carrier may be a purchaser at any such sale. From the proceeds of any such sale, Carrier may pay itself all transportation and other charges and expenses in caring for and maintaining the subject Product and the costs of sale, and the balance shall be held for whomsoever may be lawfully entitled thereto.

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

ITEM NO. 40: IDENTITY OF SHIPMENTS & COMPONENT BALANCING

Carrier may commingle Products received from the origins shown in corresponding rate tariffs. Carrier reserves the right at any time to substitute and deliver Product of the same specification as the Product shipped.

Product will be accepted for transportation only on condition that it shall be subject to such changes in characteristics, while in transit as may result from the mixture with other Product, and Carrier shall be under no obligation to make delivery of the identical Product, but may make delivery out of common stock. Carrier shall have the right to make such deliveries out of common stock and the Shippers will be required to accept delivery of common stream Product, the characteristics of which may have changed due to mixing with other Product.

Shipper shall be responsible for bringing into balance on a monthly basis any accumulate component volume differences resulting from the receipt, transportation, and delivery of commingled Product.

ITEM NO. 45 LIABILITY OF CARRIER

Carrier shall not be liable to Shipper for any delay in delivery or for any loss of Product caused by Force Majeure. In no event shall Carrier be liable for any consequential or special damages sustained by Shipper. Any losses of Product shall be charged proportionately to each Shipper in the ratio that its Product or portion thereof, received and undelivered at the time the loss occurs, bears to the total of all Product then in Carrier's possession for transportation via the lines or other facilities in which the loss occurs, and Carrier shall be obligated to deliver only that portion of such Product remaining after deducting Shipper's proportion of such loss determined as aforesaid. Carrier shall prepare and submit a statement to Shipper and consignee, if any, showing the apportionment of any such loss.

Carrier operates under any TSA(s) and these Rules and Regulations solely as a common carrier and not as an owner, manufacturer, or seller of the Products transported or stored hereunder, and Carrier expressly disclaims any liability for any expressed or implied warranty for Product transported or stored hereunder including any warranties of merchantability or fitness for intended use.

ITEM NO. 50: MEASUREMENT

Except as otherwise provided, Carrier shall not charge for metering Product upon receipt and delivery. Observed volumes of Product shall be corrected to net component volumes at 60° F and equilibrium vapor pressure by the use of flowing mass, a component analysis of a sample taken from the flowing stream, and component densities from the latest applicable GPA Standard. All measurements and tests performed by Carrier shall be determinative unless they are contested within 90 days of receipt of appropriate documentation by Shipper.

ITEM NO. 55: MINIMUM SHIPMENT

Product of the required specifications shall be tendered for transportation in quantities of not less than 50,000 Barrels, except that Carrier may, in its sole discretion, accept any quantity of Product if such quantity can be consolidated with other Product such that Carrier can make a single delivery

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

of not less than 50,000 Barrels. The term “single delivery” as used herein means a delivery of Product in one continuous operation to one or more consignees into a single facility, furnished by such consignee or consignees, to which Carrier is connected.

ITEM NO. 60: ORIGIN AND DESTINATION FACILITIES

Carrier shall accept Product only when Shipper has provided necessary facilities for receipt of Product into Carrier’s System and delivery of Product from Carrier’s System at pressures and pumping rates required by Carrier. The cost of such facilities shall be provided at the sole cost of Shipper seeking access to Carrier’s System.

ITEM NO. 65: PAYMENT OF CARRIER CHARGES

1. Shipper or its consignee shall pay all transportation and other lawful charges accruing on Product delivered to and accepted by Carrier for shipment, and/or Shortfall Payment, if applicable, on Product not tendered for transportation, by the date specified on the invoice sent to Shipper by Carrier. If any charge remains unpaid after the due date, then such amount due may bear interest from the day after the due date until paid, calculated at an annual rate equivalent to the lesser of (a) 125% of the prime rate of interest, as of the date of Carrier’s invoice, charged by Citibank, N.A. of New York, New York, for ninety (90) day loans made to substantial and responsible commercial borrowers or (b) the maximum rate allowed by law. In addition, Shipper shall pay all documented costs incurred by Carrier to collect any unpaid amounts, including reasonable attorney fees and costs incurred by Carrier.

2. In the event Shipper fails to pay any such charges when due, Carrier shall not be obligated to provide Shipper access to Carrier’s System or provide services pursuant to this tariff until such time as payment is received by Carrier and Shipper meets the requirements of Item No. 105 of this tariff. In addition, in the event that Shipper fails to pay any such charges when due, Carrier shall have the right to set off such amounts owed and future amounts owed against those amounts Carriers owes to Shipper.

3. Carrier shall have a self-executing lien on all Product in its possession belonging to Shipper to secure the payment of any and all charges owed by Shipper to Carrier under this Tariff (including Shortfall Payments) that are due Carrier and that are unpaid by Shipper, and Carrier may withhold Shipper’s Product from delivery to Shipper until all unpaid charges have been paid. Such lien shall extend to all Product in Carrier’s possession beginning with Shipper’s first receipt of Services from Carrier and shall survive delivery of Product to Shipper. Shipper agrees to execute such additional documents as may be reasonably necessary to perfect or evidence such lien; provided, however, that Carrier shall not make such a request from Shipper to do so unless and until Shipper is at least sixty (60) days in arrears of any payment due to Carrier under this Agreement. If a bill of lading is required under applicable law for such a lien to arise, acceptance of the nomination submitted by Shipper will be deemed to be the bill of lading for all Product subject to such nomination. The lien provided herein shall be in addition to any lien or security interest provided by the Tariff, statute or applicable law.

4. If Shipper fails to pay an invoice by the due date, and if Shipper has not remedied the failure 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, directly or through an agent,

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

to sell such Product, on any day not a legal holiday, on such terms and conditions as Carrier may determine in its sole good faith discretion and in accordance with applicable law. From the proceeds of said sale, Carrier will pay itself the transportation and all other lawful charges, including expenses incident to said sale, and the balance remaining, if any, shall be held for whomsoever may be lawfully entitled thereto.

ITEM NO. 70: PIPEAGE CONTRACTS

Separate agreements in accord with this tariff, and these regulations covering further details, may be required by Carrier before any duty for transportation shall arise.

ITEM NO. 75: QUALITY SPECIFICATIONS

1. Carrier is engaged in the transportation of Product as herein defined and will not accept any other commodity for transportation under this tariff. Carrier reserves the right to refuse to accept any Product for transportation which does not conform to Carrier's Product Specifications dated October 2018, (available upon request from Andrew Morrison at 303-925-9207) or which is not good merchantable Product readily acceptable for transportation through Carrier's existing facilities and/or would otherwise adversely affect Carrier's pipeline or another Product. As a prerequisite to transportation, Shipper's Product must also conform to its nominated delivery point specifications.
2. Shipper may be required to furnish Carrier with a certificate setting forth the specifications of each shipment of Product to be transported through Carrier's System. Carrier reserves the right to sample and/or test any such shipment prior to acceptance or during receipt, and in the event of variance between Shipper's certificate and Carrier's test, the latter shall prevail.
3. If, upon investigation, Carrier determines that Shipper has delivered to Carrier's System Product that has contaminated the common fungible stream, rendering all or a portion of the fungible Product stream undeliverable or degraded, such Carrier reserves the right to treat or otherwise dispose of all contaminated or degraded Product in any reasonable commercial manner at Shipper's sole expense. On Product received by Carrier that does not meet Product deliverability requirements, Carrier reserves the right to collect its actual treating and handling charges plus an additional [U] \$1.00 per Barrel.
4. In addition to Shipper's obligation to deliver Product meeting Carrier's specifications, and Carrier's right to dispose of off-specification Product as provided for herein, Shipper shall pay any fees set forth by Carrier for the incident and shall indemnify, defend, reimburse, and hold Carrier harmless from and against all claims, penalties, losses, costs, expenses, liabilities or damages of any kind or nature whatsoever (including reasonable attorney's fees and court costs associated therewith) (collectively, "Losses"), whether the Losses be suffered by Carrier or any third party, arising out of or related to Shipper's delivery to Carrier of off-specification Product, including, without limitation, Losses to Carrier's property, the property of others (including other Shippers), or treating or blending fees.

ITEM NO. 80: PRORATION OF PIPELINE CAPACITY

~~[C] After the conclusion of the Interim Service Period, Carrier will, to the extent necessary, allocate the available capacity on Carrier's system in the following manner. For the avoidance of all doubt, no shipper history accrued during the Interim Service Period shall carry over, or otherwise affect allocations of capacity, once the Interim Service Period has ended.~~

1. When Carrier receives more Nominations in a Month for transportation of Product on Carrier's system (or a portion thereof) than Carrier is able to transport, Carrier shall apportion the available capacity of Carrier's system (or the affected portion thereof) in the following manner:

2. Allocation to Committed Shippers

(i) Except as provided in Item No. 80(2)(iv), Carrier shall first allocate each Committed Shipper an amount of capacity equal to the lesser of its Nomination for the Proration Month or its Monthly Volume Commitment.

(ii) Carrier shall then allocate each Committed Shipper an amount of capacity equal to its Nomination for Incremental Barrels, provided that the allocation of Incremental Barrels to all Committed Shippers does not cause the Non-Priority Capacity on Carrier's system (or the allocated portion thereof) to be reduced below ten percent (10%). If Carrier determines, in its sole discretion, that would occur as a result of such an allocation, Carrier shall instead allocate the Incremental Capacity available on the affected line segment for the month among all Committed Shippers that submitted a Nomination for Incremental Barrels in the month, with such allocation being done on a pro rata basis according to the level of each Committed Shipper's Monthly Volume Commitment.

(iii) Any portion of a Committed Shipper's Nomination that the Committed Shipper is not allocated capacity for under this Item No. 80(2) shall be subject to allocation under the remaining provisions of this Item No. 80. These barrels shall be known as "Non-Priority Incremental Barrels."

(iv) If an event of Force Majeure or other operational issue causes the capacity of a line segment to be reduced for the month, the allocation of capacity to each Committed Shipper under this Item No. 80(2) shall be reduced by the same percentage as the reduction in capacity to the line segment that is caused by the Force Majeure event or operational issue.

3. Allocation [W] of Non-Priority Capacity to Uncommitted Shippers

Following the allocation of capacity to Committed Shippers set forth in Item No. 80(2), Carrier shall next allocate the Non-Priority Capacity on Carrier's system (or the allocated portion thereof) **[W]** on a historical basis among all Uncommitted Shippers, as well as any Committed Shippers with respect to any portion of their Nomination that is not eligible to be considered for allocation under Item No. 80(2) who submitted Nominations for the Proration Month on a pro rata basis, according to the level of each such shipper's shipments over the past 12 months compared to the total shipments of all such shippers over the past 12 months, provided that any shipments a Committed Shipper makes using capacity allocated under Item No. 80.2 above will not be used

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

~~for this calculation, which shall be calculated according to each Uncommitted Shipper's Nomination for such month.~~

4. Remaining Capacity

Any remaining available capacity that is not allocated through the application of Item No. 80(2) or 80(3) shall be allocated pro rata first among all Committed Shippers having unmet Nominations according to the level of each Committed Shipper's Monthly Volume Commitment and then among Uncommitted Shippers having unmet Nominations, according to the level of their initial allocations under Item No. 80(3).

5. During instances of allocation, a Shipper will be deemed to have submitted a revised Nomination volume equal to its allocation as determined by Carrier in accordance with the procedures set forth above.

5. Allocation of capacity will be calculated as a daily or monthly volume, at Carrier's discretion, and will be calculated for the Month.

6. If an Uncommitted Shipper tenders a volume greater or equal to eighty-five percent (85%) of its allocated capacity under this Item No. 80, then such Uncommitted Shipper shall be invoiced based on its delivered volumes. If an Uncommitted Shipper tenders less than eighty-five percent (85%) of its allocated capacity under this Item No. 80, then such Uncommitted Shipper shall be invoiced for the amount of its allocated capacity.

ITEM NO. 85: SCHEDULING OF RECEIPT

1. Product for shipment through Carrier's System will be received only on a properly executed Nomination showing the point at which the Product is to be received, point or points of delivery, consignee, the amount of Product to be gathered and transported. Any Shipper desiring to tender Product for transportation shall submit a Nomination to Carrier in writing on or before the 15th day of the Month preceding the Month during which the transportation is to begin. If the 15th day falls on a non-business day, Nominations shall be due on the preceding business day.

2. No Shipper, including any Committed Shipper, may Nominate and tender for transportation more than ninety percent (90%) of the System capacity available at any point at which the Product is to be received or point at which the Product is to be delivered.

Carrier may refuse to accept Product for transportation unless satisfactory evidence has been furnished that the Shipper or consignee has made provisions for prompt receipt thereof at destination.

3. Product will be accepted for transportation at such time and in such quantity as scheduled by Carrier. Carrier will transport and deliver Product with reasonable diligence and dispatch considering the quantity, distance of transportation, safety of operations, and other material factors, but will not be liable if it does not deliver Product by the time specified by Shipper.

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

ITEM NO. 90: STORAGE

Carrier does not have available, and does not hold itself out to provide, storage of Shipper's Product at origin, destination, or intermediate points.

ITEM NO. 95: LINEFILL

Each Shipper will supply a share of Product for linefill as Carrier determines is necessary to maintain effective operations of Carrier's System. In the event a Shipper's inventory balance drops below its share of the volume of Product necessary for linefill and reasonable additional minimum quantities required for the efficient operation of Carrier's System, then Carrier will require such Shipper to provide the necessary volume to meet its pro-rata part of such volume of Product before Carrier is obligated to make deliveries or shipments on behalf of Shipper.

Subject to the provisions of Item No. 65, Product furnished to Carrier pursuant to this Item No. 95 shall be returned to Shipper and charged applicable tariff rates after such Shipper has provided written notice to Carrier of Shipper's intent to cease shipping and after a reasonable period of time to allow for administrative and operational requirements associated with the withdrawal of such Product.

ITEM NO. 100: SHORTFALL PAYMENTS

If a Committed Shipper fails to ship its Monthly Volume Commitment in any Month, then the Committed Shipper shall make a payment to Carrier for the difference ("Shortfall Payment"), in accordance with the provisions of the TSA. If Carrier has experienced a Force Majeure during a month that affects a Committed Shipper's shipments, then the Committed Shipper's Shortfall Payment (if any) shall be adjusted for the month in accordance with the provisions of the TSA.

ITEM NO. 105: FINANCIAL ASSURANCES

1. All prospective shippers shall, thirty (30) days prior to making their first Nomination, provide information to Carrier that will allow Carrier to determine the prospective shipper's capacity to perform any financial obligations that could arise from the transportation of that prospective shipper's Product under the terms of this tariff or under the terms of Committed Shipper's TSA with Carrier, including the payment of transportation charges and/or Shortfall Payments. At any time, upon the request of Carrier, a Shipper shall, within ten (10) days of such request, provide information to Carrier that will allow Carrier to determine Shipper's capacity to perform any financial obligations that could arise from the transportation of that Shipper's Product under the terms of this tariff and/or under the terms of Committed Shipper's TSA with Carrier, including the payment of transportation charges and/or Shortfall Payments.

2. At any time, Carrier upon written notice to Shipper or prospective shipper, may require one or more of the following financial assurances for the payment of all charges and costs as provided for in this tariff or in a TSA Committed Shipper has entered into with Carrier, or otherwise lawfully due to Carrier to be provided at the expense of such Shipper or prospective shipper:

FERC No. 1.9.0
(Cancels FERC No. 1.8.0)

- (a) payment security by wire transfer in an amount equal to six (6) Months of transportation charges based on Shipper's or prospective shipper's likely actual shipments on such line segment during the six (6) Month period; and/or
- (b) a letter of credit in favor of Carrier in an amount equal to six (6) Months of transportation charges based on Shipper's or prospective shipper's likely actual shipments on such line segment during the six (6) Month period, in a form and from an institution acceptable to Carrier; and/or
- (c) a guarantee in an amount equivalent to at least six (6) Months ("Guarantee Period") of transportation charges based on Shipper's or prospective shipper's likely actual shipments on such line segment during the Guarantee Period, in a form and from a third party acceptable to Carrier.

For purposes of this subpart (2), the likely actual shipments during the Guarantee Period for a Committed Shipper shall be equal to the Committed Shipper's Daily Volume Commitment multiplied by the number of days in the Guarantee Period multiplied by the Committed Shipper's Committed Rate.

3. Carrier shall not be obligated to accept Product for transportation from any Shipper or prospective shipper if such Shipper or prospective shipper fails to provide the requested information or financial assurances to Carrier within the time periods set forth herein, or if Carrier's review of the requested information reveals that such Shipper or prospective shipper does not have the capacity to perform any financial obligations that could arise from the transportation of its Product under the terms of this tariff and/or under the terms of Committed Shipper's TSA with Carrier, including the payment of transportation charges and/or Shortfall Payments.

Explanatory Reference Marks:

- [C] Cancel
- [U] Unchanged Rate
- [W] Change in wording only