

**TARGA NGL PIPELINE COMPANY LLC
LOCAL TARIFF**

Containing Rules and Regulations Applying on the Interstate Transportation of

PRODUCTS (AS DEFINED HEREIN)

From:

POINTS IN TEXAS

To:

POINTS IN TEXAS

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

ISSUED: July 24, 2018

EFFECTIVE: August 24, 2018

Issued by:

Elizabeth B. Hawkins

Vice President & Assistant General Counsel

Julie C. Pabon

Senior Counsel

811 Louisiana Street

Suite 2100

Houston, Texas 77002

713-584-1000

ehawkins@targaresources.com

jpabon@targaresources.com

Compiled by:

Elizabeth B. Hawkins

Vice President & Assistant General Counsel

Julie C. Pabon

Senior Counsel

811 Louisiana Street

Suite 2100

Houston, Texas 77002

713-584-1000

ehawkins@targaresources.com

jpabon@targaresources.com

RULES OF GENERAL APPLICATION

Carrier will receive, transport, and deliver Products through its facilities only as provided in these 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.

5. Definitions

“Barrel” shall mean a volume of forty-two (42) United States gallons. One U.S. gallon shall be equal to two-hundred-thirty-one (231) cubic inches of liquid at sixty degrees Fahrenheit (60°F) and at the equilibrium vapor pressure of the liquid.

“Base Period” means the twelve (12) consecutive Month period ending with the second Month prior to the Proration Month for which Nominations are being apportioned in accordance with Item 85.

“Carrier” shall mean Targa NGL Pipeline Company LLC.

“Consignee” shall mean the person or entity to whom the Shipper has ordered delivery of Product.

“Day” shall mean the period of twenty-four (24) hours between 12:00 AM Central Standard Time of a calendar day and 12:00 AM Central Standard Time of the following calendar day.

“Destination Point” means the point at destination where physical custody of Product is transferred from Carrier to the Consignee, such point being the point of interconnection between Carrier’s facilities and the Product receiving facilities to which Carrier’s facilities are connected now and in the future.

“Force Majeure” means an event or occurrence beyond the reasonable control of Carrier that interferes with or prevents Carrier’s performance of any obligation or condition under this tariff, under a transportation service agreement, interconnect agreement, or other agreement affecting Carrier or Carrier’s facilities, including but not limited to (i) actions, orders, regulations, or requests of any governmental authority having jurisdiction over the pipeline system, Carrier, or this tariff; (ii) insurrections, wars, rebellion, riots, disturbances, sabotage, acts of public enemies, blockades, embargoes, expropriation, condemnation, epidemics, strikes, lockouts or labor disturbances or difficulties (the settlement of strikes, lockouts or labor difficulties being entirely within Carrier’s discretion); (iii) weather conditions or anticipated weather conditions and actions of the elements, including, without limitation, fires, explosions, earthquakes, storms, floods, freezing conditions, washouts, lightning, hurricanes, tornadoes, or landslides; (iv) disruptions to, breakages of, or destruction of all or any portion of Carrier-owned or third party-owned machinery, lines of pipe, or facilities relied upon or contributing to provision of transportation service under this tariff, including the inability to obtain electric power, water, fuel, equipment, parts, repairs or other items or services; (v) scheduled maintenance or (vi) fires; explosions; freezing conditions, breakdowns or failure of pipe, plant, machinery or equipment. An event similar to the foregoing that interferes

with or prevents Carrier's performance of its obligations shall be deemed an event of Force Majeure.

"Historic Shipment Volume" means the Monthly average of a Regular Shipper's volumes of Product actually shipped over the Base Period.

"Month" means a period of time commencing on the first Day of a calendar Month and ending on the first Day of the next calendar Month.

"Nomination" means a written communication (in form and context specified by Carrier) made by a Shipper to Carrier of a quantity of a specific Product for transportation on the pipeline system in accordance with the terms of this tariff.

"New Shipper" means any Shipper that is not a Regular Shipper.

"Origin Point" means the point where physical custody of Products are transferred from Shipper to Carrier, such point being the inlet delivery connection to Carrier's facilities where Products from an originating facility or an interconnected pipeline are injected into Carrier's facilities.

"Product(s)" shall mean natural gasoline, normal butane, isobutane, and HD-5 propane.

"Proration Month" means the Month for which capacity is to be allocated in accordance with Item 85.

"Regular Shipper" means a Shipper that has actual shipments on a given segment of Carrier's pipeline system during each Month of the Base Period.

"Shipper" shall mean the owner of Product, or the party authorized to transport on behalf of such owner of Product, that is accepted by Carrier for transportation under the terms of this tariff.

"System" shall mean that system of pipelines and appurtenant facilities utilized for the receipt and delivery of Products at the Origin Points and Destination Points identified in any of Carrier's tariff(s) in effect from time to time that are subject by its terms to these rules and regulations.

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

10. Certificate

Carrier reserves the right to require Shipper to furnish a certificate by a licensed petroleum inspector confirming the quality and specifications of the Product tendered for transportation hereunder.

15. Scheduled Shipments

Shippers desiring to transport Products shall furnish a Nomination to the Carrier on a form supplied by Carrier specifying the Products, Origin Point, Destination Point, and quantity. Forms may be obtained from Carrier at the address shown on the first page of this tariff. All such forms shall be submitted on or before the fifteenth (15th) day of the month preceding the Month during which the transportation service is to begin. If Shipper does not furnish such notice, Carrier shall be under no obligation to accept Product for transportation. For each Month, Carrier will establish a sequence for pumping Products and will schedule the approximate time when Products offered for shipment will be received by Carrier at Origin Point and delivered by Carrier at Destination Point.

20. Minimum Tender and Ratable Delivery

Product shall be accepted for transportation in quantities of not less than five thousand (5,000) Barrels of similar quantity and color from one Shipper.

25. Facilities at Origins and Destinations

Carrier will provide only such facilities at the Origin Points or Destination Points that Carrier considers necessary for operation of the System. Other than as explicitly agreed by Carrier and Shipper, Carrier provides no storage facilities. Product will be accepted for transportation only when Shipper has provided facilities, including storage, at the applicable Origin Points and Destination Points that are satisfactory to Carrier and are capable of delivering or receiving Product at pressures and pumping rates required by the Carrier. See additional requirements regarding new connections in Item 90.

Pumping service to move Product from Origin Point to Destination Point shall be furnished by Shipper at a rate not to exceed 1,032 pounds per square inch.

30. Assurance of Delivery at Destination

Upon arrival of Product at the specified Destination Point, such Product will be delivered through metering facilities provided by Carrier or the operator of the receiving facility into receiving lines and storage facilities specified by Shipper. In the event Shipper or its Consignee does not have adequate facilities available to receive Product at the Destination Point in accordance with Carrier's schedule, Carrier may store, sell at public auction, or otherwise dispose of Product in accordance with Item 60.

35. Product Specifications

Carrier is engaged in the transportation of Products as herein defined, and will not accept any other commodity for transportation under this tariff.

F.E.R.C. No. 13.0.0

Carrier reserves the right to refuse to accept any Products for transportation service which does not conform to Carrier’s Product specifications (“Specifications”) (described below), or which are not good and merchantable Products readily acceptable for transportation service through Carrier’s existing facilities and/or which would otherwise adversely affect Carrier’s facilities or other Products. Carrier reserves the right to modify its Specifications from time to time. In the event Carrier makes modifications to its Specifications, Carrier will provide Shippers with notice of such modifications and provide a copy of, or access to, the modified Specifications. As a prerequisite to transportation service, Shipper’s Products must also conform to its nominated destination point specifications.

Shipper may be required to furnish Carrier with a certificate of analysis setting forth the composition of each shipment of Product to be transported in Carrier’s facilities. Carrier reserves the right to sample and/or test any Product tendered to Carrier prior to acceptance or during receipt, and if there is a variance between Shipper’s certificate of analysis and Carrier’s test, the latter shall prevail.

If Carrier determines that Shipper has delivered Product that does not meet the Specifications or contaminates the common fungible stream, Carrier may treat or otherwise dispose of all contaminated Product in any reasonable commercial manner at Shipper’s sole expense.

If Product received by Carrier does not conform to the Specifications, Carrier reserves the right to bill and Shipper shall pay (i) the costs and expenses incurred to treat or otherwise dispose of all contaminated Product including without limitation any penalties or charges incurred by Carrier as a result of such contamination, and (ii) a \$1.00 per Barrel additional payment assessable on all Product delivered by Shipper for transportation service under this tariff that fails to meet the Specifications.

Shipper shall be liable for and shall defend, indemnify and hold Carrier harmless from and against any and all claims, actions, suits, losses, demands, costs and expenses (including attorney’s fees and costs of repairing, inspecting, cleaning, and decontaminating the facilities of Carrier or third parties) of every kind, nature or description resulting from any Product that Shipper has delivered into Carrier’s facilities that fails to meet the Specifications.

NATURAL GASOLINE SPECIFICATION

PRODUCT CHARACTERISTICS	MINIMUM	MAXIMUM	TEST METHODS LATEST REVISION
1. Composition			ASTM E-260
Percent by Liquid Volume			
Butanes and Lighter	–	3.0	GPA 2177
Pentanes & Heavier	97.0	100.0	

2. Vapor Pressure (see note below)			
Psig @ 100°F, Reid	–	Nominally 13.5 to 14 (see note below)	ASTM D-323
3. Corrosion			
Copper Strip @ 100°F (Invalid if additive or inhibitor is used)	–	1-b	ASTM D-130
Corrosion Additive or Inhibitor, PPM by Weight	–	1	Applicable Industry Practices
4. Doctor Test for Sulfur			
	–	Negative	GPA Publication 1138
5. Dryness			
	–	No Free Water	Visual
6. Color			
Saybolt No.	+25	No color	Field White Cup Method Lab – ASTM D-156
7. Distillation			
End Point, °F	–	375	ASTM D-216

NOTE: The test methods for Items 2 and 7 are not necessary if an adequate compositional analysis is available which indicates compliance with these requirements.

NOTE: Maximum Vapor Pressure for Natural Gasoline shall vary, nominally, from 13.5 psi to 14 psi due to ongoing changes in the United States regulations applicable to gasoline and current market conditions.

NORMAL BUTANE SPECIFICATION

PRODUCT CHARACTERISTICS	MINIMUM	MAXIMUM	TEST METHODS LATEST REVISION
1. Composition			
Percent by Liquid Volume			ASTM E-260
Propane	–	0.35	
Isobutane and Lighter	–	5.0	
Butylene (Percent of N. Butane)	–	0.35	ASTM D-2163
N. Butane & Butylene	95.0	100.0	
Butadiene	–	0.01	
Pentanes & Heavier	–	1.5	
Hexanes & Heavier	–	0.05	
2. Vapor Pressure			
Psig @ 100°F	–	50	ASTM D-1267
3. Corrosion			

Copper Strip @ 100°F (Invalid if additive or inhibitor is used)	–	1-b	ASTM D-1838
Corrosion Additive or Inhibitor, PPM by Weight	–	1	Applicable Industry Practices
4. Total Sulfur			
PPM by Weight in Liquid	–	140	ASTM D-3246
5. Volatile Residue			
95% Evaporated – Temperature °F	–	+36	ASTM D-1837
6. Dryness			
	–	No Free Water	Visual
7. Fluorides			
PPM by Weight in Liquid	–	0.5	Applicable Industry Practices
8. Total Oxygenates –			
PPM by Weight in Liquid (alcohols, glycols, ether, etc.)	–	50.0	Applicable Industry Practices
Methanol PPM by Weight in Liquid	–	50.0	Applicable Industry Practices
IPA & Heavier Alcohols PPM by Weight in Liquid	–	5.0	Applicable Industry Practices
MTBE & Other Ethers PPM by Weight in Liquid	–	2.0	Applicable Industry Practices
Other Oxygenates PPM by Weight in Liquid	–	5.0	Applicable Industry Practices

NOTE: The test methods for Items 2 and 5 are not necessary if a compositional analysis indicates compliance with these requirements. The above cited specifications are for ambient normal butane.

HD-5 PROPANE FUEL SPECIFICATION

PRODUCT CHARACTERISTICS	MINIMUM	MAXIMUM	TEST METHODS LATEST REVISION
1. Composition			
Percent by Liquid Volume			ASTM E-260
Ethane		As limited by other components & vapor pressure	
Propane	90.0	100.0	–
Propylene	–	5.0	ASTM D-2163
Butanes & Heavier	–	2.5	
2. Vapor Pressure			

Psig @ 100°F	–	208	ASTM D-1267
3. Corrosion			
Copper Strip @ 100°F (Invalid if additive or inhibitor is used)	–	1-b	ASTM D-1838
Corrosion Additive or Inhibitor, PPM by Weight	–	1	Applicable Industry Practices
4. Total Sulfur			
PPM by Weight in Liquid	–	120	ASTM D-3246
5. Hydrogen Sulfide			
PPM by Weight in Liquid (Lab test required if field test is positive)	–	1	Field – Length of Stain Tube Lab Chromatography with Flame Photometric Detector
6. Carbonyl Sulfide PPM by Weight in Liquid (Field test invalid if C4+ exceeds 1.0LV%) (Lab test required if field test is positive)	–	2	Field – Length of Stain Tube Lab – UOP 212 or UOP 791 Lab-Gas Chromatography with Flame Photometric Detector
7. Non-Volatile Residue			
(a) Milliliters @ 100°F	–	0.05	ASTM D-2158
(b) Oil Stain	–	Pass	
The following tests are optional, depending upon product source:			
8. Dryness			
Freeze Valve, Seconds	–	60 (Note 2)	ASTM D-2713
9. Volatile Residue			
95% Evaporated-Temperature, °F	–	-37	ASTM D-1837
10. Ammonia			
PPM by Weight in Liquid	–	1	Field-Length of Stain Tube Lab – UOP 430
11. Fluorides			
PPM by Weight in Liquid as Monatomic Fluorine		1	Field-Length of Stain Tube Lab-UOP-619-83
12. Other Deleterious Substances (PPM by Weight in Liquid)			
Includes but is not limited to (isoprene, butadiene, vinyl chloride, glycol, amine, caustic)	–	1	Gas chromatography with flame ionization or electron capture

			detection or other industry accepted methods
--	--	--	--

NOTES: (1) The test methods for items 2 and 7 are not necessary if a compositional analysis is available which indicates compliance with these requirements.; (2) The addition of methanol in the distribution system should be on a spot basis and must not exceed a rate of 5 gallons per 10,000 gallons of product.

ISOBUTANE SPECIFICATION

PRODUCT CHARACTERISTICS	MINIMUM	MAXIMUM	TEST METHODS LATEST REVISION
1. Composition Percent by Liquid Volume			ASTM E-260
Propane, Propylene and Lighter	–	3.0	ASTM D-2163
Isobutane	96.0	100.0	
Butylene, Normal Butane & Heavier	–	4.0	
2. Vapor Pressure			
Psig @ 100°F	–	62	ASTM D-1267
3. Corrosion			
Copper Strip @ 100°F (Invalid if additive or inhibitor is used)	–	1-b	ASTM D-1838
Corrosion Additive or Inhibitor, PPM by Weight	–	1	Applicable Industry Practices
4. Total Sulfur			
PPM by Weight in Liquid	–	140	ASTM D-3246
5. Volatile Residue			
95% Evaporated – Temperature °F	–	+16	ASTM D-1837
6. Dryness	–	No Free Water	Visual

NOTE: The test methods for Items 2 and 5 are not necessary if an adequate compositional analysis is available which indicates compliance with these requirements.

Abbreviations:

- ASTM = American Society for Testing and Materials
- GPA = GPA Midstream Association
- PPM = parts per million
- °F = degrees Fahrenheit

40. Measurement, Testing and Deductions

Product tendered for transportation shall be metered at each Origin Point and Destination Point by Carrier or the operator of the facility to which Carrier's facilities are connected, consistent with the provisions of the applicable agreement governing the interconnection of Carrier's facilities with those of the operator of the applicable facility, prior to or at the time of receipt or delivery. Shipper shall at all times have the privilege of being present or represented during all metering and testing. The volume of Product to be transported shall be determined in accordance with applicable API Manual of Petroleum Measurement Standards and applicable GPA Midstream Association procedures. The net balance after corrections or adjustments for pressure and temperature will be the quantity deliverable by Carrier and the transportation charges will be assessed in accordance therewith.

45. System Losses and Loss Adjustments

Quantities of Product will be adjusted at the Destination Point to allow for inherent losses or gains, including but not limited to shrinkage, evaporation, measurement, interface losses and other physical losses not due to the negligence of Carrier. Losses shall be charged proportionately to each Shipper in the ratio that such shipment, or portion thereof, received and undelivered at the time of the loss or damage occurs, bears to the total of all shipments, or portions thereof, then in the custody of Carrier for shipment via the lines or other facilities in which the loss or damage occurs. Shipper shall be entitled to receive only that portion of its shipment remaining after deducting its proportion of such loss or damage determined as aforesaid.

50. Integrity of Product

Carrier may commingle a specific Product received for transportation and reserves the right at any time to substitute and deliver a Product of the same specification as the specific Product tendered by Shipper. Product will be accepted for transportation service only on the condition that it shall be subject to such changes in characteristics (including component changes), while in transit, as may result from the mixture with other Product. Carrier shall be under no obligation to make delivery of the identical Product, but may make delivery out of the common stream and Shippers will be required to accept such delivery. For pipeline protection, Carrier may inject corrosion inhibitor in the Product to be transported, and Shipper will accept delivery of Product at the specified Destination Point containing the corrosion inhibitor.

55. Title to or Control of Product, Possession and Control.

(a) The Carrier will refuse any Product for transportation which may be encumbered by a lien or charge of any kind, or which may be involved in litigation, or the ownership of which may be in dispute unless Shipper provides satisfactory evidence of its, or the party on whose behalf it ships Product, perfect and unencumbered title or satisfactory indemnity bond to protect Carrier against any and all loss. By nominating Product, the Shipper warrants and guarantees that the Shipper has good title to or the right to ship on behalf of the title holder all Product tendered and delivered

hereunder and agrees to hold Carrier harmless for any and all loss, cost, liability, damage and/or expense resulting from failure of title or right to ship thereto. Carrier's acceptance of Shipper's Product for transportation service is not an admission by Carrier that Shipper or the party on whose behalf it ships Product holds good title or right to ship thereto and is not a waiver of Shipper's obligation to have good title or right to ship thereto.

(b) Shipper shall be deemed to be in exclusive possession and control of all Product for which services are provided hereunder upstream of the Origin Point and at and downstream of the Destination Point. Carrier shall be deemed to be in exclusive possession and control of all Product at and downstream of the Origin Point and upstream of the Destination Point.

60. Payment for Transportation and Lien

(a) Carrier shall bill Shipper monthly for all transportation charges and other charges due hereunder based upon volumes received by Carrier from Shipper. Shipper shall pay for transportation charges and all other lawful charges accruing on Products accepted in accordance with Carrier's then current payment policies and procedures at the rates published in Carrier's applicable rates tariff as may be in effect from time to time. Carrier may require that all payments to Carrier for services pertaining to the transportation of Product be wire transferred in accordance with the instructions on the Carrier's invoice to Shipper.

(b) If Carrier, in its sole judgment, has reasonable grounds for insecurity regarding the ability of Shipper or Shipper's guarantor (if any) to perform its obligations hereunder or make payment of charges and fees when due (including without limitation, the occurrence of a material change in the creditworthiness of Shipper or its guarantor (if any)), Carrier, upon notice to Shipper, may require any of the following prior to Carrier's delivery of Shipper's Product in Carrier's possession or prior to Carrier's acceptance of Shipper's Product: (i) prepayment of all charges, (ii) a standby irrevocable letter of credit (in a form, amount, and term, and issued by a financial institution reasonably acceptable to Carrier) at Shipper's expense in favor of Carrier, or (iii) a guaranty issued on behalf of Shipper in a format, amount and tenor acceptable to Carrier, if the credit of Shipper's guarantor is deemed to be acceptable to Carrier in Carrier's sole judgment. If 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 transportation service pursuant to this tariff until such requirement is fully met.

(c) If any amounts owed by Shipper are not paid by the due date stated on the invoice, Carrier shall have the right to assess a finance charge on the entire past due balance until paid in full at the rate equal to the lesser of (i) the prime rate per annum plus three percent (3%), with the prime rate being the then effective prime rate of interest published under "Money Rates" by The Wall Street Journal or (ii) the maximum interest rate allowed by law.

(d) Carrier shall have a lien on all Product in its possession belonging to Shipper, and may withhold such Product from delivery until all of such unpaid charges shall have been paid. Such lien shall take effect at the point of origin as the Product is received into Carrier's pipeline. Such

lien shall secure the payment of any and all charges and fees owed to Carrier by Shipper, including but not limited to penalties, interest and late payment charges, whether or not incurred on the Product in Carrier's pipeline and whether or not invoiced. Such lien shall be in addition to any and all other rights and remedies Carrier has at law or in equity.

(e) If any such charges or fees owed to Carrier by Shipper shall remain unpaid for ten (10) days after the date set for payment in Carrier's invoice to Shipper, or, in the absence of unpaid charges, when there shall be a failure to take redelivery of the Product at the point of destination, Carrier shall have the following options, in its sole discretion:

i. Carrier may sell Shipper's Product in its possession for cash at public auction at its office in Houston, Texas, on any day not a legal holiday, not less than forty-eight (48) hours after publication of a notice in a daily newspaper in Houston, Texas, of the time and place of sale and the specifications and quantity of Product to be sold. Carrier may be a bidder and a purchaser at such sale. From the sale proceeds, Carrier may pay itself all charges, expense of notice and sale, and storage and maintenance costs, and the balance shall be held for whosoever may be entitled thereto; or

ii. In circumstances in which Carrier has no storage facilities or other means of holding and maintaining Shipper's Product and inability to deliver (whether caused by Shipper's failure to take redelivery or caused by exercise of Carrier's lien) will cause a shutdown of a line, Carrier may, without notice but in the most commercially reasonable manner as is possible under the circumstances, dispose of Shipper's Product. If such disposal shall result in proceeds after payment of Carrier's charges and expenses, proceeds shall be held for whoever may be entitled thereto. If such disposal does not result in proceeds, Shipper and Consignee shall remain liable for all charges due to Carrier and for all expenses incurred by Carrier.

(f) Carrier reserves the right to set off any amounts owing to Carrier against any monies owed by Carrier to Shipper or any of its affiliates under this tariff, a transportation services agreement, or against any Product of Shipper in Carrier's custody. In addition, Shipper shall pay all documented costs incurred by Carrier to collect any unpaid amounts, including reasonable attorney's fees and costs incurred by Carrier.

65. Application of Rates

Product transported shall be subject to the rates in effect on the date such Product is accepted for transportation by the Carrier as identified in Carrier's applicable rates tariff as the same may be in effect from time to time.

For Product accepted for transportation from any point on Carrier's line not named in a particular tariff which is intermediate to a point from which rates are published therein, through such unnamed point, Carrier will apply the rate published therein from the next more distant point specified in such tariff. For Product accepted for transportation to any point on Carrier's line not named in a particular tariff which is intermediate to a point to which rates are published therein, through such

unnamed point, Carrier will apply the rate published therein to the next more distant point specified in such tariff pending establishment of new rates.

70. Liability of Carrier

(a) Carrier shall not be liable for any loss of Product as described herein or damage thereto, or delay caused by an event of Force Majeure or any act or default of Shipper or from any other cause not due directly to the negligence of Carrier. Carrier will not be liable for discoloration, contamination, or deterioration of Product transported hereunder unless directly resulting from the negligence of Carrier.

(b) In addition, the Carrier shall not be liable for any injury, disease or death of any person or damage to or loss of any property, fine or penalty, any of which is caused by the negligence, gross negligence or willful misconduct of Shipper, its affiliates or any of their respective employees, representatives, agents or contractors in shipment of Product under this tariff or the handling, storage, transportation or disposal of any of the Product herein described.

(c) In no event shall Carrier be liable to Shipper for consequential, punitive, special, incidental or exemplary damages, or for loss of profits or revenues incurred by Shipper or its affiliates that arise out of or relate to shipments of Product under this tariff, regardless of whether any such claim arises under or results from contract, tort, or strict liability.

75. Liability of Shipper

As a condition precedent to Carrier's acceptance of Product for transportation under this tariff each Shipper agrees to indemnify and save Carrier harmless from any loss, claims, or damages (including but not limited to consequential damages and attorneys' fees and costs) for injury or death of any person and for damage to property of carriers, Shipper, Consignee and/or third party resulting from or arising out of (1) any breach of any provision of this tariff by Shipper, his Consignee, his agents, employees or representatives; (2) the negligence of Shipper, his Consignee, his agents, employees or representatives; (3) the injection of contaminants of any kind by Shipper, his Consignee(s) or consignors, his agents, employees or representatives into the Carrier's pipeline, and/or (4) failure of Shipper's Product delivered or accepted for transportation to meet Carrier's Specifications.

80. Claims Against Carrier; Time Limitation

As a condition precedent to recovery for loss, damage, delay or mis-delivery, claims must be filed in writing with Carrier within nine (9) Months after delivery of Product, or in case of failure to make delivery, within ten (10) Months after receipt of the Product from Shipper by Carrier, and suits must be instituted against the Carrier within two (2) years from the day when Carrier gives notice to the claimant that Carrier has disallowed the claim or any part thereof specified in the notice of claim. If claims are not filed or suits are not instituted thereon in accordance with these provisions, Carrier will not be liable and claimant may not recover from Carrier.

85. Prorationing of Pipeline Capacity

When Carrier receives Nominations in a Month for transportation of Product on Carrier's pipeline system that exceed the then-available System Capacity, Carrier shall allocate the System Capacity under the provisions of this Item 85. Such allocation may be based on Nominations exceeding System Capacity at a given Origin Point or Destination Point, and/or on a given segment of Carrier's pipeline system.

A. In the aggregate, New Shippers will be allocated up to 10% of the System Capacity in any Proration Month, on a pro rata basis but not to exceed the lesser of a New Shipper's Nomination or 2% of System Capacity in any Proration Month.

B. In any Proration Month, 90% of System Capacity will be allocated to Regular Shippers proportionately based on the lesser of each Regular Shipper's Historic Shipment Volume or its Nomination in the Proration Month.

C. Any remaining System Capacity not allocated pro rata among all Shippers having unmet Nominations until the remaining System Capacity is fully allocated or all of the remaining Nominations have been fulfilled.

D. When prorationing of System Capacity is in effect, (1) Carrier shall allocate System Capacity on a Monthly basis, and (2) Carrier will use reasonable efforts to notify each Shipper of its allocation no later than the first working day of the Proration Month.

E. If a Shipper does not use the portion of System Capacity allocated to it under this Item 85 at the times and in the amounts designated by Carrier, Carrier shall have the right to use Shipper's unused portion of System Capacity to fulfill the unmet Nominations of other Shippers.

F. Except as provided in Item 85(G) below, a Shipper that fails to use all of its allocated System Capacity during a Proration Month shall have its allocation of System Capacity reduced in each subsequent Proration Month until the total reductions equal the amount of the deficiency. The amount of any such reduction shall be treated as unused allocated System Capacity and shall be reallocated among other Shippers in accordance with Item 85(E).

G. Reduction of a Shipper's allocation for failure to use its allocated System Capacity during a Proration Month may be waived, in whole or in part, if Carrier determines that Shipper's failure to use all or some of its allocated System Capacity was due to a Force Majeure.

90. Connections

Connections to Carrier's system will only be considered if made by formal written application to Carrier in the form required by Carrier. Acceptance of any request for connection will be subject to compliance with governmental regulations and approval of Carrier.