

MOBIL PACIFIC PIPELINE COMPANY

LOCAL TARIFF

Containing

RULES AND REGULATIONS

Governing

THE GATHERING

Of

CRUDE PETROLEUM

by

PIPELINE

WILMINGTON/THUMS AND TORRANCE SYSTEMS

The rules and regulations published herein apply only under tariffs making specific reference by CAL. P.U.C. number to this tariff; such reference will include supplements hereto or successive reissues hereof. Specific rules and regulations published in individual tariffs will take precedence over rules and regulations published herein.

GRAVITY/QUALITY BANK

Participation in the Gravity/Quality Bank is a requirement of transportation. For Gravity/Quality Bank details applicable to movements covered by this tariff, see pages 7,8, and 9 of this tariff.

ISSUED:

EFFECTIVE:

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

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ITEM NO	SUBJECT	RULES AND REGULATIONS CAL P.U.C. No. 1
1	General	<p>The Carrier will undertake the intrastate transportation of crude petroleum, only as defined herein, receiving and delivering such crude petroleum through its pipelines and pipelines of connecting companies and otherwise, subject to the following rules and regulations.</p>
2	Definitions	<p>"A.P.I." means American Petroleum Institute. "Barrel" means a barrel of forty-two (42) gallons, United States measurement at 60 degrees Fahrenheit and zero pounds per square inch gauge pressure. "Cal. P.U.C." means the California Public Utilities Commission. "Carrier" means and refers to Mobil Pacific Pipeline Company. "Common Stream" means Crude Petroleum moved through the pipeline and pipeline facilities which is commingled or intermixed with other Crude Petroleum. "Consignee" means the party to whom a Shipper has ordered the delivery of Crude Petroleum and indirect products. "Crude Petroleum", as used herein, means either the direct liquid products of oil wells, or a mixture of the direct liquid products of oil wells with the indirect liquid products of oil or gas wells, including gasoline and liquefied petroleum gasses, as provided in Rule 5. "Direct Products" means the direct liquid products of oil wells. "Indirect Liquid Products" means the liquid products resulting from the refining of Crude Petroleum, operation of gasoline recovery plants, gas recycling plants, and condensate or distillate recovery equipment in gas or oil fields. "S & W" means and refers to basic sediment and water, and other impurities. "Shipper" means the party who contracts with the Carrier for transportation of Crude Petroleum and indirect products. "Storage Tankage" means tankage used to deposit Crude Oil Production until arrangement for transportation or sale can be made. "Tender" means an offer by a Shipper to the Carrier of a stated quantity of Crude Petroleum for transportation from a specified origin or origins to a specified destination or destinations in accordance with these rules and regulations. "Working Tankage" means part of a functioning pipeline system or tankage required in the operation of that pipeline system.</p>
3	Commodity	<p>The Carrier is engaged in the transportation of Crude Petroleum exclusively under this tariff, and therefore will not accept any other commodity for transportation.</p>
4	Specifications	<p>(A) No crude petroleum will be accepted for transportation except good merchantable crude petroleum with such viscosity and other characteristics that it will be readily susceptible to transportation through Carrier's existing facilities and will not materially affect the quality of others shipments or cause disadvantage to other shippers and/or Carrier. (B) Crude petroleum accepted for shipment shall conform to the following specifications: (I) Will contain not more than three percent (3%) sediment and water and other impurities by those test methods deemed appropriate by the Carrier. (II) Vapor pressure will be at or below: 1.5 (psia); (III) Viscosity will not exceed 450 CST at 122 degrees Fahrenheit. (C) Sediment and water limitations of a connecting Carrier may be imposed upon the Carrier when limits are less than that of the Carrier in which case the limitations of the other Carrier will be applied. (D) COMMON STREAM - the Carrier shall be under no obligation to make delivery of the identical crude petroleum received, but may make delivery out of the common stream in which Shipper's crude is transported. If upon investigation, the Carrier determines that a Shipper has delivered to the Carrier's facilities crude petroleum containing excess amounts of impure substances including but not limited to, chlorinated and/or oxygenated hydrocarbons, hydrogen sulfide, arsenic, lead and/or other metals which, in the opinion of the Carrier, may contaminate or materially affect the common stream, such Shippers will be excluded from further entry into applicable segments of the pipeline system until such time as quality specifications are met to the satisfaction of the Carrier. Further, the Carrier reserves the right to dispose of any contaminated crude petroleum blocking its pipeline systems. Disposal thereof may be made, if necessary, in any reasonable commercial manner, and the liability associated with the contamination or disposal of such crude petroleum shall be borne by the Shipper(s) introducing the contaminated crude into the system.</p>
5	Maintenance Of Identity	<p>Crude Petroleum will be accepted for transportation only on condition that it shall be subject to changes in gravity, quality, or characteristics while in transit as may result from the mixture with other Crude Petroleum in the pipelines or tanks of the Carrier. Carrier shall be under no obligation to deliver the identical Crude Petroleum received, but may take delivery to Consignee out of common stock in the Carrier's pipelines and/or tanks at delivery point.</p>

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6	Mixtures	<p>Unless specific rules and regulations published in tariffs making reference to this item indicate otherwise, the indirect liquid product of oil or gas wells will be accepted and transported only under the following conditions:</p> <p>(A) Nothing in this rule shall be construed to affect the provisions of Item No. 15 of this tariff or shall require the Carrier to receive, transport and deliver unmixed indirect liquid products. However, indirect liquid products will be accepted and transported only under the following conditions:</p> <p>(I) Shipper must mix such indirect products with crude petroleum in its facilities prior to entering the Carriers' system.</p> <p>(II) The True Vapor Pressure of the resulting mixture shall not exceed 1.5 pounds psia at the receiving temperature independent of gravity.</p> <p>(III) Blends will be analyzed using an ASTM D-86 Distillation. Blends will be accepted if they meet or exceed the temperatures established by Carrier at the 10%, 30% and 50% volume in the D -86 Distillation for the applicable API gravity</p> <p>(IV) Carrier will not accept blends or crude containing any of the following: Waste oil, Lube oils, Crankcase oils, PCB's or Dioxin.</p> <p>(B) Shipments shall be subject to the other applicable rules and regulations provided for in this tariff and any specific tariff covering such shipment.</p>
7	Storage, Origin and Destination Facilities	<p>The Carrier has NO working tankage incident to transportation of the crude petroleum and, unless otherwise specifically provided in a published tariff, Carrier does not have Working Tankage for tendering, nor does it offer a storage service.</p> <p>Shippers or Consignees shall be responsible for providing tankage to meet tender requirements as provided for in Item No.9 hereof at a point where the Carrier facilities are available for receipt and transportation of such petroleum tender. Shipper or Consignee provided tankage shall conform to/ comply with environmental regulations.</p> <p>(A) The Carrier may refuse to accept crude petroleum for transportation unless satisfactory evidence is furnished that the Shipper(s) or Consignee(s), has provided the necessary facilities for the prompt receiving of said crude petroleum at its destination.</p> <p>(B) If the Shipper(s) or Consignee(s), is unable or refuses to receive said crude petroleum as it arrives at destination, the Carrier reserves the right to make those arrangements for disposition of the crude petroleum it deems appropriate to clear its pipeline. Any additional expenses incurred by the Carrier in making such arrangements shall be borne by the Shipper or Consignee. The Carrier may deem it appropriate to enforce DEMURRAGE charges defined in Item No. 12.</p>
8	Legality of Shipments	<p>The Carrier reserves the right to reject any and all Crude Petroleum tendered where the Shipper or Consignee has failed to comply with all applicable laws, rules and regulations made by any governmental authorities regulating shipments of Crude Petroleum.</p>
9	Tender Nomination Requirements	<p>Any Shipper desiring to tender crude petroleum for transportation shall make such tender to the Carrier on or before 3:00 P.m. PST of the twenty-fifth day of the month preceding the month during which the transportation under the tender is to begin (FINAL NOMINATION DAY); a Shipper may tender crude petroleum for transportation after the FND if space is available for current movement and the additional nomination does not impair the movement of crude nominated on or before the FND. All tenders will be confirmed in writing prior to the end of the month during which transportation of the crude petroleum tendered is begun.</p>
10	Apportionment	<p>When there shall be tendered to Carrier for transportation greater quantities than can be immediately transported, the transportation shall be apportioned among Shippers in proportion to the amounts tendered by each, provided that no tender shall be considered beyond the amount which the Shipper requesting the shipment has on hand available and ready for shipment. Carrier shall be considered as a Shipper of quantities tendered by itself and held for shipment through its pipelines, and its shipments shall be entitled to participate ratably in such apportionment.</p>
11	Title	<p>The act of delivering crude petroleum into Carrier's pipeline for transportation shall constitute a warranty by Shipper that Shipper has unencumbered title thereto and that unencumbered title shall remain with Shipper until such crude petroleum is delivered out of Carrier's pipeline. Shipper agrees to hold the Carrier harmless from 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 the Company as to title.</p> <p>Carrier shall have the right to reject any Crude Petroleum, when tendered for transportation which may be involved in litigation, or the title of which may be in dispute, or which may be encumbered by lien or charge of any kind, and it may require of Shipper satisfactory evidence of his perfect title or satisfactory Indemnity</p>

		Bond to protect Carrier against any and all loss resulting from transporting Crude Petroleum involved in litigation.
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ITEM NO.	SUBJECT	RULES AND REGULATIONS CAL. P.U.C. No. 1
12	Delivery at Destination	The Carrier shall not be required to transport crude petroleum except with reasonable diligence, considering the quality of the crude petroleum, the distance of the transportation and other material elements; but the Carrier may at any time after receipt of a consignment of the crude petroleum upon 24 hours notice to the Shipper or Consignee tender crude petroleum from its common stock at the point of destination at a designated daily rate consistent with the system capacity and at the expiration of such notice a DEMURRAGE charge shall accrue on the crude petroleum of such consignment so tendered but remaining undelivered at a rate of (5/10) five-tenths of one cent per barrel for each day of 24 hours or fraction thereof.
13	Payment of Transportation and Other Charges	The Shipper or Consignee shall pay the transportation and all other charges applicable to the shipment and if required, shall prepay or guarantee the same before acceptance by the Carrier, or pay the same before delivery. The Carrier shall have a Lien on all crude petroleum in its possession belonging to the Shipper to secure the payments of all unpaid transportation charges as well as Demurrage charges due by the Shipper, pursuant to Item 12 hereof, and may withhold such crude petroleum from delivery until all such unpaid charges shall have been paid. In the absence of unpaid charges, and when there shall be failure on the part of the Shipper to make payment in a reasonable time period, the Carrier may dispose of such crude petroleum in any commercially reasonable manner, including but not limited to public or private proceeding in one or more contracts. Sale or other disposition may be as a unit or in parcels and at any time and place and on any terms which are commercially reasonable. The Carrier may be a bidder and purchaser at such sales. The proceeds of disposition shall be applied in the following order: (a) to the reasonable expense of holding, preparing for sale and to the extent allowed by law, reasonable attorney's fees and legal expense incurred by the Carrier, and (b) to the satisfaction of indebtedness secured hereby. The Carrier will account to the Shipper or Consignee for any surplus, and the Shipper or Consignee is liable to the Carrier for any deficiency.
14	Application of Rates for Intermediate Points	For Crude Petroleum shipments accepted for transportation from any point not named in tariffs making reference hereto which is intermediate to a point from which rates are published in said tariffs, through such unnamed point, the rate published therein from the next more distant point specified in the tariffs will apply from such unnamed point, and the gathering charge at the next more distant point shall apply when gathering service is performed. For Crude Petroleum shipments accepted for transportation to any point not named in tariffs making reference hereto which is intermediate to a point to which rates are published in said tariffs, through such unnamed point, the rate published therein to the next more distant point specified in the tariffs will apply.
15	Measuring, Testing, Corrections and Deductions	Crude petroleum tendered to the Carrier for transportation must be measured and tested by representatives of the Carrier or by automatic equipment approved by the Carrier. The Shipper shall have the privilege of being present or represented at metering and testing. Quantities will be determined from correctly complied tank tables or by Carrier approved automatic equipment and adjusted to the temperature of sixty degrees Fahrenheit at atmospheric pressures. The Carrier will deduct the percentage of sediment and water as the centrifuge test or other tests as agreed upon may show. Transportation charges will be assessed on quantities adjusted to sixty degrees Fahrenheit before deductions for sediment and water are made.
16	Liability for Charges	The Shipper and Consignee shall be jointly and severally liable for the payment of gathering and transportation charges, fees, and other lawful charges accruing to or due Carrier by Shipper or Consignee, including but not limited to, penalties, interest and late payment charges on Crude Petroleum delivered by Carrier to Consignee. All accrued charges are due on delivery of Crude Petroleum by Carrier to Consignee.
17	Liability 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 Carrier, Shipper, Consignee and/or 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 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.

The Carrier, while in possession of Crude Petroleum herein described, shall not be liable for any loss thereof; damage hereto; or delay caused by act of God, war, act of Public enemy, quarantine, the authority of law, strikes, riots, civil disorder, requisition or necessity of the Government of the United States in time of war, default of Shipper or owner, or from any cause not due to the sole negligence of the Carrier.

ITEM NO.	SUBJECT	RULES AND REGULATIONS CAL. P.U.C No. 1
17	Liability of Parties (Continued)	<p>(a) In Case of loss of any Crude Petroleum, from any such causes, after it has been received for transportation and before the same has been delivered to Shipper or Consignee, such loss will be charged proportionately to each Shipper in the ratio that his Crude Petroleum, or portion thereof, received and undelivered at the time the loss occurs, bears to the total of all Crude Petroleum then in the custody of the Carrier for transportation via the lines of other facilities in which the loss occurs.</p> <p>(b) Carrier will be obligated to deliver only that portion of such Crude Petroleum remaining after deducting Shipper's proportion of such loss determined as aforesaid. Transportation charges will be assessed only on the quantity delivered.</p> <p>(c) Carrier will compensate Shippers for Crude Petroleum losses for which Carrier is liable by paying the value of such Crude Petroleum at the point where transportation originated. The dollar value of such loss will be determined by the average posted price of all postings of Crude Petroleum of like gravity produced. The average posted Price shall be determined by the postings of Crude Petroleum in effect on the date the Crude Petroleum was lost. If there are no posted prices for the Crude Petroleum lost, the dollar value of such loss shall be its average price based upon the average of the two highest and two lowest prices posted in California for crude oil of similar gravity and quality on the date the Crude Petroleum was lost.</p>
18	Claims, Suits, Time for Filing	<p>As a condition precedent to recovery, claims must be filed in writing with Carrier within nine (9) months after delivery of the property, 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 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, Carrier shall not be liable, and such claims will not be paid.</p>
19	Reconsignment	<p>If no out of line or back haul movement or interference with shipping sequence is required, diversion or reconsignment may be made prior to arrival at original destination without charge, subject to the rates, rules, and regulations applicable from point of origin to point of final destination.</p>
20	Terminal and Privilege Rule	<p>Shipments transported under this Tariff are entitled to such privileges and subject to such charges as are or shall be published by Carrier and as are lawfully in effect on date of shipment and lawfully on file with the Cal. P.U.C. as to intrastate traffic, providing for reconsignment, storage, transit privilege, or any other privileges, charges or rules which in any way increase or decrease the amounts to be paid on any shipment transported under this Tariff, or which increase or decrease the value of the service to the Shipper.</p>
21	Transit Privilege	<p>At the request of the Shipper or Consignee, Crude Petroleum may be stopped in-transit at established destination points on the Carrier's pipeline for storage, provided:</p> <ol style="list-style-type: none"> (1) No backhaul by Carrier is involved. (2) Shipper or Consignee has provided storage facilities for receiving deliveries at the in-transit point at pressures and volumetric flow levels required by Carrier. (3) Shipper or Consignee has provided adequate pumping and other equipment to re-deliver the Crude Petroleum to Carrier's line at in-transit point at pressures and flow rates established by Carrier. (4) Transportation charges based on Carrier's effective tariff rate from point of origin to the in-transit point shall be collected on all Crude Petroleum moving under this transit privilege after delivery at the in-transit point. (5) When the Crude Petroleum is reshipped from the in-transit point, transportation charges for such additional movement shall be the through rates from point of origin to final destination in effect on the date of the original shipment contained in effective tariffs issued or concurred in by Carrier, less amount paid to Carrier under (4) above. (6) Shipments placed in in-transit storage will be subject to a charge for stop-over services of one (1) cent per barrel in addition to all other transportation charges. Such charge shall be payable when shipment is reshipped from the in-transit point. (7) Upon delivery of the Crude Petroleum into storage tanks at in-transit point, the custody and possession of the Crude Petroleum shall be that of the Shipper or Consignee and not that of the Carrier, and Carrier shall not be liable for loss and/or damage to such Crude Petroleum while in storage. (8) A complete record shall be kept by Shipper at the in-transit point of all shipments to be accorded transit privilege under this Tariff, and such records shall be kept open to inspection by representatives of the Carrier. Shippers requesting the in-transit privileges shall submit to Carrier copies of inbound delivery receipts within thirty (30) days of the date of such deliveries. (9) Shipments forwarded from in-transit point will be checked against the Carrier's inbound records, and when all the volume covered by any one delivery receipt is

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21	Transit Privilege (Continued)	<p>re-shipped, such delivery receipt will be cancelled for the purpose of this rule, and further shipments against it will not be permitted.</p> <p>(10) Shipments must be tendered for reforwarding from the in-transit point within twelve (12) months from the date of inbound movement to in-transit point as indicated on the delivery records. If all or any part of a shipment covered by an inbound delivery receipt is not reshipped from the in-transit point within twelve (12) months, such volume will be cancelled for the purpose of this rule.</p>	
22	Transfers Within System	<p>Inline transfers will be allowed at point of entry in the system for a fee of \$200.00 or five (5) cents per barrel whichever is greater to the party directing such transfers. The last party accepting volumes on an inline transfer shall be Shipper of record. The Carrier shall not be obligated to recognize any inline transfer and shall incur no liability with respect thereto or for any losses or damage accruing to any party involved in an inline transfer. A transfer request, if recognized shall be confirmed in writing, by both the transferor and transferee within seventy-two (72) hours after the transfer request. Such transfer request shall indicate the party to which the transfer is to be made, the amount of crude petroleum to be transferred, its location and grade, and a warranty statement of unencumbered title. In addition, the transferor, upon request of the Carrier and at the Carrier's option, shall provide an irrevocable letter of credit in terms satisfactory to the Carrier and in an amount necessary to cover all charges and fees.</p>	
23	Liability Fund	<p>In addition to the transportation charges and all other charges accruing on crude petroleum accepted for transportation, a per Barrel charge will be assessed and collected in the amount of any tax, fee, or other charged/levied against the Carrier in connection with such commodity, pursuant to any Federal, State, or Local act of regulation which levies a tax, fee, or other charge, on the receipt, delivery, transfer or transportation of such commodities within their jurisdiction for the purpose of creating a fund for the prevention, containment, cleanup and/or removal of spills and/or the reimbursement of persons sustaining loss therefrom.</p>	
24 shall	Communication Facilities	<p>When Carrier maintains a private communication system, Shipper may use the same without extra charge for messages incident to shipment. However, Carrier shall not be liable for delivery of messages away from its office, delays in transmission, interruption of service, or the accuracy thereof.</p>	
25	Pipage Contracts	<p>Separate pipage contracts in accord with this Tariff and these rules and regulations covering further details may be required by this Carrier before any duty for transportation shall arise.</p>	
condition	Gravity/Quality Bank	<p>To assure that no Shipper will be materially damaged by changes in gravity due to intermixing of crude petroleum in the System, Shippers will be required, as a condition of tendering, to participate in a Gravity/Quality Bank.</p> <p>In order to facilitate equitable adjustments among the Shippers for gravity differentials arising out of the common stream operation, Carrier shall calculate indicated adjustments for the value of crudes of different gravities in the manner specified below:</p> <p>(1) The gravity differential values set forth in the "Gravity Value Table" (Table 1) attached hereto are applicable to the gravities and barrels of crude as determined in accordance with Paragraph 15 of the Rules and Regulations. The attached "Gravity Value Table" is based on a cents per barrel per degree API value differential for crude oil and is typical of some of the crude postings in the coastal crude area. The "Gravity Value Table" shall be reviewed once quarterly on January 1, April 1, July 1, and October 1, at 7:00 A.M. After such review, if a revision is required, the revised table would apply to production occurring after any such revision and shall not be retroactive. The "Gravity Value Table" will be reviewed by extracting similar tables of gravity differentials from each Shipper's posting. These separate gravity differential tables are then to be multiplied line by line by the proportion that the barrels received into the System for each Shipper during the preceding calendar quarter bears to the total barrels received into the System for all Shippers during such quarter. The values so obtained will be added together to form a composited "Gravity Value Table."</p> <p>(2) At the end of each month, the weighted average gravity differential value per barrel of the barrels received by Carrier from each Shipper during the month shall be determined by dividing the sum total of the extended gravity differential value (barrels X gravity differential value per barrel) of the crude received from each Shipper by the sum total of the barrels of such crudes. The weighted average gravity differential value per barrel of the common stream composite of all the crude received into the System shall be determined by dividing the sum total of the extended gravity differential values of all the Shippers by the sum total of the barrels of such crudes.</p>	

(3) If the weighted average gravity differential value per barrel received from a particular Shipper is less than the weighted average gravity differential value per

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26	Gravity/Quality Bank (Continued)	<p>barrel of the common stream, then that Shipper's account shall be debited in an amount equal to the difference multiplied by the number of barrels received from that particular Shipper during the month less any losses accounted for by Carrier under Paragraph 15 of the Rules and Regulations.</p> <p>(4) If the weighted average gravity differential value per barrel received from a particular Shipper is more than the weighted average gravity differential value per barrel of the common stream, then that particular Shipper's account shall be credited in an amount equal to the difference multiplied by the number of barrels received from a particular Shipper during the month less any losses accounted for by Carrier under Paragraph 15 of the Rules and Regulations.</p> <p>(5) Similar calculations shall be made on all common stream deliveries out of the System each month.</p> <p>(6) If the weighted average gravity differential value per barrel delivered to a particular Shipper is less than the weighted average gravity differential value per barrel of the common stream delivered, then the particular Shipper's account shall be credited in an amount equal to the difference multiplied by the number of barrels delivered to that Shipper during the month.</p> <p>(7) If the weighted average gravity differential value per barrel delivered to a particular Shipper is more than the weighted average gravity differential value per barrel of the common stream delivered, then that particular Shipper's account shall be debited in an amount equal to the difference multiplied by the number of barrels delivered to that Shipper during the month.</p> <p>(8) A statement shall be rendered to all Shippers at the end of each calendar quarter setting forth the net credit or debit balance of each individual Shipper's gravity differential account and specifying the amounts required to be paid and received among the Shippers in order to settle such credit and debit balances. Carrier shall have no liability or obligation to any Shipper with respect to gravity differentials, and settlement of such gravity differentials among the Shippers shall be solely the responsibility of the Shippers.</p> <p>(9) The terms and provisions regarding adjustments for gravity differentials as set forth in this paragraph may be amended from time to time.</p> <p>Non or late payment of balances due the gravity/quality bank shall be deemed just cause for the Carrier to refuse further shipments, secure a lien on crude petroleum in the system and withhold deliveries until all amounts owed have been paid.</p>
27	Additives	Carrier reserves the right to require, approve or reject the injection of corrosion inhibitors, viscosity depressants, pour point depressants, drag reducing additives, or other such additives in the Crude Petroleum to be transported.
28	Liability for Non-compliance With Tariff	Any shipper or Consignee who does or permits to be done any act, matter or thing which violates the terms of this tariff shall be liable to Carrier for all loss, damages, or injury caused thereby or resulting therefrom.
Crude Crude 29	Line Fill and Tank Bottom Inventory	<p>Carrier may require each Shipper to provide a pro rata part of Carrier's share of Petroleum necessary for pipeline fill, unavailable stocks below tank connections, and reasonable minimum quantities required for the efficient operation of the System.</p> <p>Petroleum provided by Shipper for this purpose may be withdrawn from Carrier's System only with the prior approval of Carrier or after reasonable notice of Shipper's intention to discontinue shipment in Carrier's System pursuant to Carrier's applicable tariffs.</p>
EXPLANATION OF ABBREVIATIONS AND REFERENCE MARKS		

Table I
Gravity Value Table
Table of Gravity Differentials

API Grav.	Value \$/BBL	API Grav.	Value \$/BBL	API Grav.	Value \$/BBL	API Grav.	Value \$/BBL
20.0	0.000	24.0	0.600	28.0	1.200	32.0	1.800
20.1	0.015	24.1	0.615	28.1	1.215	32.1	1.815
20.2	0.030	24.2	0.630	28.2	1.230	32.2	1.830
20.3	0.045	24.3	0.645	28.3	1.245	32.3	1.845
20.4	0.060	24.4	0.660	28.4	1.280	32.4	1.860
20.5	0.075	24.5	0.675	28.5	1.275	32.5	1.875
20.6	0.090	24.6	0.690	28.6	1.290	32.6	1.890
20.7	0.105	24.7	0.705	28.7	1.305	32.7	1.905
20.8	0.120	24.8	0.720	28.8	1.320	32.8	1.920
20.9	0.135	24.9	0.735	28.9	1.335	32.9	1.935
21.0	0.150	25.0	0.750	29.0	1.350	33.0	1.950
21.1	0.165	25.1	0.765	29.1	1.355	33.1	1.965
21.2	0.180	25.2	0.780	29.2	1.380	33.2	1.980
21.3	0.195	25.3	0.795	29.3	1.396	33.3	1.995
21.4	0.210	25.4	0.810	29.4	1.410	33.4	2.010
21.5	0.225	25.5	0.825	29.5	1.425	33.5	2.025
21.6	0.240	25.6	0.840	29.6	1.440	33.6	2.040
21.7	0.255	25.7	0.855	29.7	1.455	33.7	2.055
21.8	0.270	25.8	0.870	29.8	1.470	33.8	2.070
21.9	0.285	25.9	0.885	29.9	1.485	33.9	2.085
22.0	0.300	26.0	0.900	30.0	1.500	34.0	2.100
22.1	0.315	26.1	0.915	30.1	1.515	34.1	2.115
22.2	0.330	26.2	0.930	30.2	1.530	34.2	2.130
22.3	0.345	26.3	0.945	30.3	1.545	34.3	2.145
22.4	0.360	26.4	0.960	30.4	1.560	34.4	2.160
22.5	0.375	26.5	0.975	30.5	1.575	34.5	2.175
22.6	0.390	26.6	0.990	30.6	1.590	34.6	2.190
22.7	0.405	26.7	1.005	30.7	1.605	34.7	2.205
22.8	0.420	26.8	1.020	30.8	1.620	34.8	2.220
22.9	0.435	26.9	1.035	30.9	1.635	34.9	2.235
23.0	0.450	27.0	1.050	31.0	1.650	35.0	2.250
23.1	0.465	27.1	1.065	31.1	1.665	35.1	2.265
23.2	0.480	27.2	1.080	31.2	1.680	35.2	2.280
23.3	0.495	27.3	1.095	31.3	1.695	35.3	2.295
23.4	0.510	27.4	1.110	31.4	1.710	35.4	2.310
23.5	0.525	27.5	1.125	31.5	1.725	35.5	2.325
23.6	0.540	27.6	1.140	31.6	1.740	35.6	2.340
23.7	0.555	27.7	1.156	31.7	1.755	35.7	2.355
23.8	0.570	27.8	1.170	31.8	1.770	35.8	2.370
23.9	0.585	27.9	1.185	31.9	1.785	35.9	2.385