

## **TALLGRASS PONY EXPRESS PIPELINE, LLC**

IN CONNECTION WITH

### **BRIDGER PIPELINE LLC,**

#### **LOCAL AND JOINT TARIFF**

THE RATES AND CHARGES NAMED IN THIS TARIFF ARE FOR THE  
TRANSPORTATION AND DELIVERY OF CRUDE PETROLEUM BY PIPELINE

Except as otherwise noted herein, movements under this Joint Tariff are subject to the rules and regulations published in Tallgrass Pony Express Pipeline, LLC ("Tallgrass") FERC No. 1.0.0 and successive issues thereof ("Pony Express Tariff"), and Bridger Pipeline LLC ("Bridger") FERC No. 112.28.0 and successive issues thereof ("Bridger Tariff"), while the crude petroleum is in the custody of each carrier.

Filed in compliance with 18 CFR § 342.2(b).

FROM POINTS IN:  
**WYOMING and COLORADO**

TO POINTS IN:  
**KANSAS and OKLAHOMA**

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

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**ISSUED: March 28, 2025**

**EFFECTIVE: May 1, 2025**

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COMMITTED SHIPPER INCENTIVE RATES

(Rates in cents per Barrel of 42 United States Gallons each)

2024 Open Season Incentive Rate<sup>1,2</sup>:

[U]All rates are unchanged.

Origin	Destination	Incentive Rate <sup>3, 4</sup>	PLA
Bridger Guernsey HUB  Pony Express Local Origins <sup>5</sup>	Various Cushing Destinations located in Payne County, OK	236.90	.20%
	P66 Ponca City located in Kay County, OK		
	McPherson located in McPherson County, KS		
	Augusta Located in Butler County, KS (El Dorado)		

2025 Open Season Incentive Rate<sup>6,7</sup>:

[W]All rates are unchanged.

Origin	Destination	Incentive Rate <sup>8</sup>	PLA
Bridger Guernsey HUB	Various Cushing Destinations located in Payne County, OK	225.00	.20%
	P66 Ponca City located in Kay County, OK		
	McPherson located in McPherson County, KS		
	Augusta Located in Butler County, KS (El Dorado)		

**[N] 2025 Joint Tariff Offering<sup>2,9</sup>:**

<b>[N] Origin</b>	<b>[N] Destination</b>	<b>[N] Incentive Rate<sup>3, 10</sup></b>	<b>[N] PLA</b>
<b>[N] Bridger Guernsey HUB</b>	<b>[N] Various Cushing Destinations located in Payne County, OK</b>		
<b>[N] Pony Express Local Origins<sup>5</sup></b>	<b>[N] P66 Ponca City located in Kay County, OK</b>	<b>[N] 234.00</b>	<b>[N] .15%</b>
	<b>[N] McPherson located in McPherson County, KS</b>		
	<b>[N] Augusta Located in Butler County, KS (El Dorado)</b>		

**Notes:**

- (1) The Committed Shipper Incentive Rates are available to those shippers that entered into a Joint Transportation Services Agreement ("TSA") with Tallgrass and Bridger during the joint open season that commenced January 24, 2024 ("Open Season") and committed therein to ship from either the Bridger Guernsey HUB Origin or from the Pony Express Local Origins, set forth in Note 5, to a Cushing, Oklahoma destination or upstream destinations on Pony Express in OK or KS (the "Destinations") ("Committed Shippers"). The Committed Shipper Incentive Rates are initial rates for Committed Shippers only and are subject to adjustment pursuant to the TSA. For Shippers that do not qualify as Committed Shippers, (i) for movements from the Bridger Guernsey HUB Origin, such Shippers shall be assessed the applicable Uncommitted Shipper Joint Rate set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, and will be subject to all applicable rules and regulations therein, including the minimum quantity requirements, and (ii) for movements from the Pony Express Local Origins set forth in Note 5, shall be assessed the applicable Non-Contract Rate set forth in Tallgrass F.E.R.C. No. 2.58.0, and successive issues thereof, and will be subject to all applicable rules and regulations therein.
- (2) In addition to the Product Loss Allowance ("PLA") shown in the above Table of Rates, Shippers shall also pay a pipeline loss allowance associated with the Deeprock terminal based on actual loss experienced at the Deeprock terminal. Shipper shall also be responsible for any Pipeline Loss Allowance applicable to any gathering service performed upstream of an origin identified herein.
- (3) In addition to the rates shown above, the following additional fees will be charged:
  - A \$0.10 cent pump-over fee will apply to all deliveries at Cushing at Seaway Crude Pipeline Company LLC, Augusta (Butler County, KS), and McPherson (McPherson County, KS); and
  - A \$0.08 cent pump-over fee will apply to all deliveries at Cushing to the NGL Terminal.
- (4) For the first 12 months after the Effective Date, a Committed Shipper may ship up to 12,000 BPD in excess of its minimum volume commitment (the "First Tier Extra Barrels") at the First Tier Extra Barrel Rate, which is the lower of the Incentive Rate or the lowest uncommitted rate that the Shipper qualifies for pursuant to the terms for such rate as set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, or the applicable Pony Express local tariff (the "First Tier Extra Barrel Rate"). For the first 12 months after the Effective Date, any barrels in excess of the First Tier Extra Barrels (the "Second Tier Extra Barrels") will be shipped at the Second Tier Extra Barrel Rate, which is the lowest uncommitted rate that Shipper qualifies for pursuant to the terms for such rate as set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, or the applicable Pony Express local tariff. After the first 12 months following the Effective Date, all Extra Barrels will be deemed to be First Tier Extra Barrels and will be shipped at the First Tier Extra Barrel Rate.
- (5) The Pony Express Local Origins shall include (i) Guernsey PXP located in Platte County, WY, (ii) Guernsey PRG

located in Platte County, WY, (iii) Guernsey Sinclair located in Platte County, WY, (iv) Guernsey HH located in Platte County, WY, and (v) Sterling located in Logan County, CO.

- (6) The Incentive Rates are available to those shippers that entered into a Joint Volume Commitment and Rate Incentive Agreement (“RIA”) with Tallgrass and Bridger during the joint open season that commenced February 14, 2025 (“Open Season”) and committed therein to ship from the Bridger Guernsey HUB Origin to a Cushing, Oklahoma destination or upstream destinations on Pony Express in OK or KS (the “Destinations”) (“Rate Incentive Shippers”). The Incentive Rates are initial rates for Rate Incentive Shippers only and are subject to adjustment pursuant to the RIA. For Shippers that do not qualify as Rate Incentive Shippers, such Shippers shall be assessed the applicable Uncommitted Shipper Joint Rate set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, and will be subject to all applicable rules and regulations therein, including the minimum quantity requirements.
- (7) In addition to the Product Loss Allowance (“PLA”) shown in the above Table of Rates, Shippers shall also pay a pipeline loss allowance associated with the Deeprock terminal based on actual loss experienced at the Deeprock terminal. Shipper shall also be responsible for any Pipeline Loss Allowance applicable to any gathering service performed upstream of an origin identified herein. In connection with an assignment of a Rate Incentive Shipper’s contractual obligation under this program, the assigning Rate Incentive Shipper may transfer shipping history in the applicable pipeline segments to the assignee in an amount not to exceed the minimum volume commitment being assigned.
- (8) In addition to the rates shown above, the following additional fees will be charged:
- A \$0.10 cent pump-over fee will apply to all deliveries at Cushing at Seaway Crude Pipeline Company LLC, Augusta (Butler County, KS), and McPherson (McPherson County, KS); and
  - A \$0.08 cent pump-over fee will apply to all deliveries at Cushing to the NGL Terminal.
- (9) [N]In exchange for a 3-year, 13,000 BPD minimum ship-or-pay contractual commitment from either the Bridger Guernsey HUB Origin or the Pony Express Local Origins, set forth in Note 5, to the Destinations, a Shipper shall be entitled to the Incentive Rate set forth herein and the First Tier Extra Barrel Rate and Second Tier Extra Barrel Rate as set forth in Note 10. A Shipper interested in participating in this program must have executed a Volume Commitment and Rate Incentive Agreement (“VCRIA”) with Tallgrass and Bridger by April 30, 2025. The Rate Incentive Shipper’s commitment shall begin on the first day of the month following the date of execution (the “In-Service Date”). The Incentive Rates are initial rates for Rate Incentive Shippers only and are subject to adjustment pursuant to the VCRIA. For Shippers that do not qualify as Rate Incentive Shippers, such Shippers shall be assessed the applicable Uncommitted Shipper Joint Rate set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, and will be subject to all applicable rules and regulations therein, including the minimum quantity requirements.
- (10) [N]For the first 13 months after the In-Service Date, a Rate Incentive Shipper may ship up to 12,000 BPD in excess of its minimum volume commitment (the “First Tier Extra Barrels”) at the First Tier Extra Barrel Rate, which is the lower of the Incentive Rate or the lowest uncommitted rate that the Rate Incentive Shipper qualifies for pursuant to the terms for such rate as set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, or the applicable Pony Express local tariff (the “First Tier Extra Barrel Rate”). For the first 13 months after the In-Service Date, any barrels in excess of the First Tier Extra Barrels (the “Second Tier Extra Barrels”) will be shipped at the Second Tier Extra Barrel Rate, which is the lowest uncommitted rate that the Rate Incentive Shipper qualifies for pursuant to the terms for such rate as set forth in F.E.R.C. No. 123.24.0, and successive issues thereof, or the applicable Pony Express local tariff. After the first 13 months following the In-Service Date, all Extra Barrels will be deemed to be First Tier Extra Barrels and will be shipped at the First Tier Extra Barrel Rate.

Joint Routing:

Bridger Guernsey HUB, Platte County, Wyoming, for delivery to Tallgrass at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 129.14.0, and successive issues thereof), for further delivery to the Destinations (Tallgrass F.E.R.C. No. 2.69.0, and successive issues thereof).

General Exceptions:

- (A) Exception to FERC No. 112.28.0, Item No. 15 (Specifications as to Quality Received). FERC No. 1.0.0, Item No. 15 (Specifications as to Quality Received), of the Pony Express Tariff shall govern the product specification requirements for movements under this Joint Tariff.
- (B) Exception to FERC No. 112.28.0, Item No. 50 (Payment of Charges). FERC No. 1.0.0, Item No. 50 (Payment of Charges), of the Pony Express Tariff shall govern invoicing and payment for any movements under this Joint Tariff. For the avoidance of doubt, each Carrier will retain a lien on petroleum in its possession.

EXPLANATION OF REFERENCE MARKS	
[N]	New.
[U]	Unchanged.
[W]	Change in wording only.