

SEAHORSE PIPELINE, LLC

IN CONNECTION WITH

BRIDGER PIPELINE LLC

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 Seahorse Pipeline, LLC FERC No. 1.0.0 and successive issues thereof ("Seahorse Tariff"), and Bridger Pipeline LLC FERC No. 26.14.0 and successive issues thereof, while the crude petroleum is in the custody of each carrier.

[W]Filed in compliance with 18 CFR § 342.24(b).

~~**[C]**Issued on less than thirty (30) days' notice under authority of 18 CFR § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.~~

FROM POINTS IN:
NORTH DAKOTA, MONTANA, and WYOMING

TO POINTS IN:
KANSAS, OKLAHOMA, and WYOMING

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

ISSUED: February 28, 2025

EFFECTIVE: April 1, 2025

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Tariff available at <http://pipeline.tallgrassenergyllp.com>

COMMITTED SHIPPER RATES

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

[N] Bakken Joint Open Season (March 4, 2021)

Committed Shipper Rates for Seven-Year Term^{1,2,5}:

All rates are ~~increased~~ unchanged, unless otherwise stated.

Origin	Destination	Long-term Committed Shipper Rates 30,000 or greater BPD Minimum Volume Commitment	[N] <u>Anchor Shipper Rate¹¹</u>	PLA
Williston Origin ^{4,7,8}	Guernsey (Platte County, WY)			
	Augusta (Butler County, KS)			
	McPherson (McPherson County, KS)			
	Ponca City (Kay County, OK)			
	Cushing, OK at Deepronk South Terminal			
	Cushing, OK at Deepronk North Terminal			
	Cushing, OK at Blue Knight Terminal	[U] 496.77	[N] <u>476.77</u>	[U] .40%
	Cushing, OK at Rose Rock Terminal			
	Cushing, OK at Enterprise Terminal			
	Cushing, OK at Enbridge Terminal			
	Cushing, OK at Plains All-American Terminal			
	Cushing, OK at Seaway Crude Pipeline Company LLC system ³			
	Cushing, OK at NGL Energy Partners Terminal			

COMMITTED SHIPPER RATES

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

[N]Bakken Joint Tariff Offering¹²

All rates are new.

[N]Origin	[N]Destination	[N]Committed Shipper Rates	[N]PLA ²
[N]Eighty-Eight Oil Johnson's Corner Terminal ⁷	[N]Guernsey (Platte County, WY)		
	[N]Augusta (Butler County, KS)		
	[N]McPherson (McPherson County, KS)		
	[N]Ponca City (Kay County, OK)		
	[N]Cushing, OK at Deeprock South Terminal		
	[N]Cushing, OK at Deeprock North Terminal		
	[N]Cushing, OK at Blue Knight Terminal		
	[N]Cushing, OK at Rose Rock Terminal	[N] 476.77	[N] .40%
	[N]Cushing, OK at Enterprise Terminal		
	[N]Cushing, OK at Enbridge Terminal		
	[N]Cushing, OK at Plains All- American Terminal		
	[N]Cushing, OK at Seaway Crude Pipeline Company LLC system		
	[N]Cushing, OK at NGL Energy Partners Terminal		

UNCOMMITTED SHIPPER RATES

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

[W]All rates are ~~unchanged~~increased.

Origin	Destination ⁶	Rate	PLA ²
Williston Origin ^{4,7,8,10}	Guernsey (Platte County, WY)	[U] 961.69	[U] .40%
	Augusta (Butler County, KS)		
	McPherson (McPherson County, KS)		
	Ponca City (Kay County, OK)		
	Cushing, OK at Deeprock South Terminal		
	Cushing, OK at Deeprock North Terminal		
	Cushing, OK at Blue Knight Terminal		
	Cushing, OK at Rose Rock Terminal		
	Cushing, OK at Enterprise Terminal		
	Cushing, OK at Enbridge Terminal		
	Cushing, OK at Plains All-American Terminal		
	Cushing, OK at Seaway Crude Pipeline Company LLC system		
	Cushing, OK at NGL Energy Partners Terminal		

- (1) The [W]referenced Committed Shipper Rates are available to those shippers that entered into a Joint Transportation Services Agreement ("TSA") with carriers during the joint open season the carriers held commencing March 4, 2021 ("Open Season") and committed therein to ship from the Williston Origin to a Cushing, Oklahoma destination (the "Destination") ("Committed Shippers"). The rates shown above are initial rates for Committed Shippers only and are subject to adjustment pursuant to the TSA.
- (2) In addition to the Product Loss Allowance ("PLA") shown in the table, Committed 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:
- Committed Shippers with a Cushing at Seaway Crude Pipeline Company LLC system Destination shall pay a **[U]** \$0.02 per barrel pump-over fee.
- (4) The Williston Origin which shall include (a) the Interconnection Points on Bridger's Four Bears Pipeline in Dunn and McKenzie Counties, North Dakota, (b) Hwy 23 (Keene) Station, McKenzie County, North Dakota, (c) Hwy 200 (Killdeer) Station, Dunn County, North Dakota, (d) Eighty Eight Oil Johnson's Corner Terminal (JCT) including the interconnection with Arrow Field Services' Johnson Corner Station, McKenzie County, North Dakota, (e) South Poplar Station (Fisher), Richland County, Montana, (f) Richey Station, Dawson County, Montana, (g) Glendive Station, Dawson County, Montana, (h) Cabin Creek Station, Fallon County, Montana, (i) any additional receipt point(s) on Bridger's system that Bridger may elect to add to the Project from time to time, (j) the receipt points connected to Bridger's Bicentennial pipeline in Billings, Dunn, Golden Valley, Stark, and McKenzie Counties, North Dakota, (k) Alexander Station, McKenzie County, North Dakota, (l) Wilson Station, McKenzie County, North Dakota, (m) Fryburg Station, Billings County, North Dakota, and (n) Skunk Hill Station, Billings County, North Dakota; provided, however, that such points of origin identified in subparts (a), (e), (f), (g), (h), and (j) above shall only be considered to be a "Williston Origin" for purposes of the TSA for Petroleum produced at the wellhead by Shipper or a Shipper Affiliate.
- (5) A Committed Shipper may, on a space available basis, deliver to a different Destination in Cushing or the Ponca City Destination at no extra charge; provided however, a Committed Shipper using the Seaway Crude Pipeline Company LLC system destination, on a space available basis, shall incur a **[U]** \$0.02 per barrel pump-over fee. A Committed Shipper may, on a space available basis, deliver to the Augusta or McPherson Destinations, subject to a **[U]** \$0.10 per barrel pump-over fee.
- (6) In addition to the rates shown above, the following additional fees will be charged:
- A **[U]** \$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).
 - An **[U]** \$0.08 cent pump-over fee will apply to all deliveries at Cushing, OK at Deeprock South Terminal, Cushing, OK at Deeprock North Terminal, Cushing, OK at Blue Knight Terminal, Cushing, OK at Rose Rock Terminal, Cushing, OK at Enterprise Terminal, Cushing, OK at Enbridge Terminal, Cushing, OK at Plains All-American Terminal, Cushing, OK at NGL Energy Partners Terminal.
- (10) For joint movements that originate at Cabin Creek Station, the Joint Rate specified in the Uncommitted Shipper Rates table, will be reduced by **[U]**10.51 cents per barrel, such that shippers from Cabin Creek Station shall be charged a Joint Rate of **[U]**951.18 cents per barrel.

[N](11) The TSA contains a clause that entitles Committed Shippers with a forty thousand (40,000) BPD or greater Minimum Volume Commitment and a seven (7) year term ("Anchor Shippers") rate protection if a lower rate for the same path is offered to shippers who make a commitment for a term of seven (7) years or less with a lower minimum volume commitment. The Bakken Joint Tariff Offering described in footnote 12 triggers the rate protection clause. Accordingly, Anchor Shippers under the TSA shall be charged the Anchor Shipper Rate.

[N] (12) The referenced Committed Shipper Rates are available to any Shipper that executes a joint transportation services agreement with Bridger Pipeline LLC and Seahorse Pipeline, LLC on or before March 31, 2025 ("Joint TSA"), pursuant to which the Shipper agrees to a minimum 10,000 BPD ship-or-pay contractual commitment for transportation from the Eighty-Eight Oil Johnson's Corner Terminal on the Bridger Pipeline ("Primary Origin") to the Various Cushing Destinations on the Seahorse Pipeline ("Primary Destination") for a term of five (5) years (the "Program"). The Shipper's commitment shall begin on April 1, 2025. The grades of petroleum that may be transported under the Committed Shipper Rates are set forth in the Joint TSA. The rates shown above are initial rates for such Shippers only and are subject to adjustment pursuant to the Joint TSA. In addition to the Committed Shipper Rates published above, the following additional fees will be charged: Shippers shall pay a \$0.02 per barrel pump-over fee to Seaway Crude Pipeline Company LLC point and (ii) \$0.10 per barrel pump-over

fee to the Secondary Destinations at Augusta, KS and McPherson, KS.

Program Shippers may utilize certain Secondary Origins to fulfill their minimum volume commitment; provided however, they shall pay the rate from the Primary Origin to the Primary Destination on all minimum volume commitment movements regardless of the origin or destination. Secondary Origins shall mean Seahorse's Platteville origin located in Weld County, Colorado, Seahorse's Buckingham origin located in Weld County, Colorado, and Seahorse's Guernsey origin located in Platte County, Wyoming. Shippers may also ship barrels in excess of their minimum volume commitment at the then-current committed shipper rates set forth herein.

Joint Routing:

- (7) Bridger – Origins on the Four Bears Pipeline in Dunn, McKenzie and Billings County, North Dakota for delivery to Baker Station, Fallon County, Montana ([W]Bridger F.E.R.C. No. 36.34.021-0) or Origins in Richland, Dawson County, and Fallon County, Montana for delivery to Baker Station, Fallon County, Montana ([W]Bridger F.E.R.C. No. 28.21.015-0) connecting to:
Bridger at Baker Station, Fallon County, Montana for delivery to Bridger Tankage at Guernsey Station, Platte County, Wyoming ([W]Bridger F.E.R.C. No. 569.26.020-0) or Sandston Station, Fallon County, Montana for delivery to the Bridger Guernsey HUB, Wyoming ([W]Bridger F.E.R.C. No. 119.20.015-0) connecting to:
Seahorse at Guernsey Station, Platte County, Wyoming ([W]Bridger F.E.R.C. No. 129.14.08-0), for further delivery to the Destinations ([W]Seahorse F.E.R.C. No. 2.9.00-0)
- (8) Bridger – Origin Stations on the Bicentennial Pipeline in Billings, Dunn, Golden Valley, Stark and McKenzie Counties, North Dakota for delivery to Sandstone Station, Fallon County, Montana ([W]Bridger F.E.R.C. No. 121.22.016-0) connecting to:
Bridger at Baker Station, Fallon County, Montana for delivery to Bridger Tankage at Guernsey Station, Platte County, Wyoming ([W]Bridger F.E.R.C. No. 569.26.020-0) or Sandston Station, Fallon County, Montana for delivery to the Bridger Guernsey HUB, Wyoming ([W]Bridger F.E.R.C. No. 119.20.015-0) connecting to:
Seahorse at Guernsey Station, Platte County, Wyoming ([W]Bridger F.E.R.C. No. 129.14.08-0), for further delivery to the Destinations ([W]Seahorse F.E.R.C. No. 2.9.00-0)
- (9) Bridger – Origin Station, at Guernsey Station, Platte County, Wyoming for delivery to Seahorse at Guernsey Station, Platte County, Wyoming ([W]Bridger F.E.R.C. No. 129.14.08-0), for further delivery to the Destinations ([W]Seahorse F.E.R.C. No. 2.9.00-0)

General Exceptions:

- (A) Exception to [W]FERC No. 26.21.0014-00, Item No. 25 (Specifications as to Quality Received). [W]FERC No. 1.2.00-0, Item No. 15 (Specifications as to Quality Received), of the Seahorse Tariff shall govern the product specification requirements for movements under this Joint Tariff. [N]Shipments from the Williston and Eighty-Eight Oil Johnson's Corner Terminal origins must meet the Bakken Light Sweet specification.
- (B) Exception to [W]FERC No. 26.21.0014-00, Item No. 100 (Payment of Transportation and Other Charges). [W]FERC No. 1.2.00-0, Item No. 50 (Payment of Charges), of the Seahorse 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:

- [C] Canceled.
 [N] New.
 [U] Unchanged rate.
 [W] Change in wording only.