

ExxonMobil Pipeline Company LLC

LOCAL TARIFF

CONTAINING SERVICE CHARGES

APPLYING ON

PETROLEUM PRODUCTS

FROM AND TO

POINTS IN TEXAS

The rates named in this tariff are for the transportation of petroleum products by pipe line, subject to the rules and regulations published herein.

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FROM	TO	RATE IN CENTS PER BARREL OF 42 U.S. GALLONS	
Baytown (Harris County)	Pasadena ^(a) (Harris County)	[I] 64.32 56.76	
	Battleground Rd Oil Specialty Terminal Co. (BOSTCO) (Harris County)	[I] 64.32 56.76	
	NuStar Baytown Junction (Harris County)	[I] 24.64 21.74	
	Houston Intercontinental Airport ^(b) (Harris County)	RATE A	RATE B
		[U] 92.77	[I] 39.25 34.64
	North Houston (Harris County)	[I] 73.02 64.44	
Duncanville Jct. (Dallas County)	Irving (Dallas County)	[I] 25.13 22.18	
Hearne (Robertson County)	Irving (Dallas County)	[I] 129.35 114.15	
Koch Pipeline Junction (Bexar County)	San Antonio (Bexar County)	[I] 68.90 60.80	
NuStar South Houston Junction (Harris County)	ExxonMobil South Houston Terminal (Harris County)	[I] 24.64 21.74	

(a) SERVICE CHARGES

1. A charge of [I] ~~seventeen and twenty-two hundredths cents (17.22¢)~~ ~~fifteen and twenty hundredths cents (15.20¢)~~ per barrel will be applied on deliveries of interface material from terminal utility tankage into truck transports provided by shipper. Such charges will be in addition to transportation charge.
2. A pumping charge of [I] ~~nine and nine hundredths cents (9.09¢)~~ ~~eight and two hundredths cents (8.02¢)~~ per barrel will be applied on deliveries to truck transportation loading facilities at Shell Oil Products US, Kinder Morgan Liquids Terminal LLC, Magellan Terminals Holding LP, and Phillips Pipeline Company at Pasadena (Harris County), Texas. The pumping charge will be in addition to transportation rate noted above.

(b) Baytown to Houston Intercontinental Airport TERMS:

1. Rate "A" will be applied to the first 19,000 barrels per day of all barrels shipped from Baytown to Houston Intercontinental Airport in any calendar month by any one shipper.
2. Rate "B" will be applied to all barrels shipped from Baytown to Houston Intercontinental Airport in excess of 19,000 per day in any calendar month by any one shipper.

RATES TO INTERMEDIATE POINTS: For shipments accepted for transportation to any point not named in this tariff which is intermediate to a point to which rates are published herein, through such unnamed point, this Carrier will apply to such unnamed point the rate published herein to the next more distant point specified in the tariff.



RULES AND REGULATIONS

1. DEFINITIONS:

"Petroleum Products," as used herein and hereafter referred to as "Product" or "Products," means motor fuels, kerosenes, distillate fuels, and aviation fuels.

"Carrier," as used herein, means ExxonMobil Pipeline Company LLC (EMPCo).

"Barrel," as used herein, means forty-two (42) gallons, United States measurement, at sixty (60) degrees Fahrenheit.

2. TANKAGE FACILITIES. Carrier will not undertake to provide tankage for the receipt of Product at receiving points or for delivery of Product at destination. Shipments will be accepted for transportation only from tankage provided by shipper at established receiving points for delivery to tankage provided in advance by consignor or consignee at established delivery points or to connecting Carriers.

3. MINIMUM TENDERS. Minimum tender quantity for each grade of Product accepted for shipment will be 10,000 barrels each, or such larger quantity as may be required by any connecting Carrier into which EMPCo delivers at Pasadena for further movement.

4. APPORTIONMENT WHEN TENDERS ARE IN EXCESS OF FACILITIES. When there shall be tendered to Carrier for transportation greater quantities than can be immediately transported, the transportation shall be apportioned among all shippers in proportion to the amounts tendered by each; provided that no tender for transportation 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 lines, and its shipment shall be entitled to participate ratably in such apportionment.

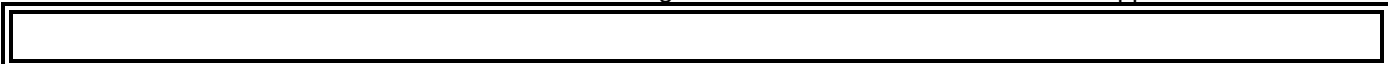
5. PRODUCT INVOLVED IN LITIGATION. When any product tendered for transportation hereunder are involved in litigation, or when the ownership thereof may be in dispute, or may be encumbered by a lien or charge of any kind, Carrier may require of shippers an indemnity bond to protect it against all loss.

6. PAYMENT OF TRANSPORTATION AND OTHER CHARGES. The Shipper or Consignee shall pay, as provided below, all applicable gathering, transportation, and all other charges accruing on Petroleum Products handled by Carrier.

All payments are due within 10 days of receipt of the invoice, unless the Carrier determines in a manner not unreasonably discriminatory that the financial condition of Shipper or Shipper's guarantor (if any) is or has become impaired or unsatisfactory or Carrier determines in a manner not unreasonably discriminatory it necessary to do so, in which case the payment due date shall be that specified in a written notice to the Shipper.

If any charge remains unpaid after the due date specified in Carrier's invoice, 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 (1) 125% of the prime rate of interest, as of the date of Carrier's invoice, charged by the Citibank N.A. of New York, New York, for ninety (90) day loans made to substantial and responsible commercial borrowers or (2) the maximum rate allowed by law. In addition Shipper shall pay all documented costs incurred by Carrier to collect any unpaid amounts, including but not limited to reasonable attorney fees.

In the event Shipper fails to pay any such charges when due, Carrier shall not be obligated to provide Shipper access to Carrier's facilities or provide services pursuant to Carrier's tariff until such time as payment is received by Carrier and Shipper meets the requirements of the following paragraph. In addition, in the event Shipper fails to pay any such charges when due, Carrier shall have the right to setoff such amounts owed and future amounts owed against those amounts Carrier owes Shipper.



In the event Carrier determines in a manner not unreasonably discriminatory that the financial condition of Shipper or Shipper's guarantor (if any) is or has become impaired or unsatisfactory or Carrier determines in a manner not unreasonably discriminatory it is necessary to obtain security from Shipper, Carrier, upon notice to Shipper, may require any of the following prior to Carrier's delivery of Shipper's Petroleum Products in Carrier's possession or prior to Carrier's acceptance of Shipper's Petroleum Products: (1) prepayment of all charges, (2) a letter of credit at Shipper's expense in favor of Carrier in an amount sufficient to ensure payment of all such charges and, in a form, and from an institution acceptable to Carrier, or (3) a guaranty in an amount sufficient to ensure payment of all such charges and in a form and from a third party acceptable to Carrier. In the event, 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 services pursuant to this tariff until such requirement is fully met.

Carrier shall have a lien on all Petroleum Products delivered to Carrier to secure the payment of any and all gathering, transportation, or any other charges that are owed Carrier. Such lien shall survive delivery of Petroleum Products to Shipper. Such lien shall extend to all Petroleum Products in Carrier's possession beginning with Shipper's first receipt of transportation or other services from Carrier. The lien provided herein shall be in addition to any lien or security interest provided by statute or applicable law. Carrier may withhold delivery to Shipper of any of Shipper's Petroleum Products in its possession and exercise any other rights and remedies granted under this tariff or existing under applicable law until all such charges have been paid as provided above.

If Shipper fails to pay an invoice by the due date, in addition to any other remedies under this tariff or under applicable law, Carrier shall have the right, either directly or through an agent, to sell at a private sale any and all Petroleum Products of such Shipper in its custody at fair market value at the time of sale. The proceeds of any sale shall be applied to the following order: (A) To the reasonable expenses of holding, preparing for sale, selling, and to the extent allowed by law, reasonable attorney's fees and legal expenses incurred by Carrier; and (B) To the satisfaction of the Shipper's indebtedness including interest herein provided from the date of payment is due. The balance of the proceeds of the sale remaining, if any, shall be paid to Shipper or, if there is a dispute or claim as to entitlement, held for whoever may be lawfully entitled thereto.

- 7. **MEASURING, TESTING, AND DEDUCTIONS.** All shipments tendered to Carrier for transportation shall be measured and tested by a representative of Carrier prior to, or at the time of receipt from the shipper; but the shipper shall at all times have the privilege of being present or represented at the measuring and testing. Quantities shall be corrected as to temperature from observed temperature to 60° Fahrenheit. Full deduction will be made for all water and other impurities in Product received or delivered.
- 8. **IDENTITY OF SHIPMENTS TENDERED.** While Carrier will use due diligence to transport Product received hereunder to destination with a minimum of contamination and mixing and will endeavor to maintain the identity of each shipment so far as is practicable, some contamination and mix of Products of the several specifications received is unavoidable. Carrier shall, therefore, be under no obligation to make delivery of the identical Product received, but may make delivery of Product of approximately the same specifications as that received. Carrier will not be liable for discoloration, commingling, contamination, or deterioration of Products resulting from the normal operation of batching various kinds of products.
- 9. **LIABILITY OF CARRIER.** No risk of fire, storm, flood or act of God, and no risk resulting from explosion, strikes, sabotage, riots, insurrection, rebellion, war or act of the public enemy, or from quarantine or authority of law or any order, requisition or necessity of the government of the United States in time of war, or act or default of the Shipper or owner from any other cause not due to negligence of Carrier shall be borne by the Carrier, nor shall any liability accrue to it for any damage or delay thereby occasioned. Losses not due to the negligence of Carrier will be allocated to the Shippers as provided in Item 10 of this tariff.

Statements of losses, ascertained and computed by Carrier's standard accounting procedure, are to be



accepted by Shipper as prima facie correct in the distribution of such losses under this rule.

The Carrier will be obligated to deliver only that portion of such Products remaining after deducting Shipper's proportion of such losses determined as aforesaid. Transportation charges will be assessed only on the quantity delivered.

10. DELIVERY ADJUSTMENT. The Carrier shall account to each Shipper for 100 percent (100%) of Products received. Any overages or shortages not due to the negligence of the Carrier, including losses for shrinkage and evaporation, and interface of commingled Products, in any calendar month, will be allocated on a monthly accrual basis among the Shippers in the proportion that the total number of barrels delivered from the entire system for each Shipper bears to the total number of barrels delivered from the entire system for all Shippers.

It is inherent in the operation of a Products pipeline that an interface of commingled Products will occur between shipments of different Products. Carrier will make reasonable effort to hold such commingled interfaces to a minimum.

Carrier will dispose of such commingled Product in the following manner:

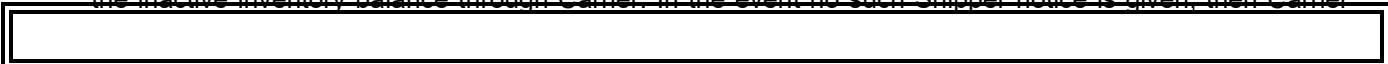
- A. The interface of commingled Products occurring between Products having similar basic physical characteristics (compatible interface) will be completely disposed of in the shipment either preceding or following the interface or will be divided between the shipments preceding and following the interface.
- B. The interface of commingled Products occurring between Products having dissimilar basic physical characteristics, which commingled Product cannot be readily absorbed into the shipments immediately preceding and following the interface (noncompatible interface) shall be retained in the system and delivered into utility tankage at Carrier's Irving, Pasadena, and San Antonio Terminals. The total of such noncompatible interface material accrued at Irving, Pasadena, and San Antonio Terminals will be delivered back to the Shippers direct by (1) blending during future deliveries of each Shipper's Products, (2) loading into transports provided by each Shipper, or (3) will be sold on a bid or contractual basis for the account of the Shippers, each Shipper to be credited with its proportionate share of the net proceeds of the sale, less transportation and any other applicable charges, and Carrier will settle with Shipper as provided in this item.

11. NOTICE OF CLAIMS. Notice of claims for loss, damage, or delay in connection with shipments must be made in writing to Carrier within ninety-one (91) days after such shall be accrued; or in case of failure to make delivery, within ninety-one (91) days after a reasonable time shall have elapsed.

12. LINE FILL AND TANK BOTTOM INVENTORY. Either prior to or after the acceptance of Product for transportation, Carrier may, upon reasonable notice, require each Shipper to provide a pro rata part of the volume of Product necessary for pipeline fill, unavailable stocks below tank connections, and reasonable additional minimum quantities required for efficient operation or to safeguard Carrier's tankage during the passage of a tropical storm or hurricane. Product provided by a Shipper for this purpose may be withdrawn after reasonable written notice of Shipper's intention to discontinue shipment in the system pursuant to Carrier's applicable tariff or tariffs. Carrier may require advance payment of final transportation charges and settlement of any unpaid accounts receivable, before final delivery will be made.

In the event a Shipper's inventory balance drops below its pro rata part of the volume of Petroleum Products necessary for pipeline fill, unavailable stocks below tank connections, and reasonable additional minimum quantities required for the efficient operation of the system, then Carrier will require such Shipper to provide the necessary volume to meet its pro rata part of such volume of Petroleum Products.

In the event that Shipper maintains an inventory balance after Shipper ceases movements on the system or Shipper gives written notice of its intent to cease movements over the system and such Shipper is unable to schedule appropriate shipments to clear the inactive inventory balance, Shipper will be required to settle the inactive inventory balance through Carrier. In the event no such Shipper notice is given, then Carrier



may require either an adjustment in Shipper's inventory balance in accordance with the preceding Line Fill and Tank Bottom Inventory provision or settlement of the Shipper's inventory balance at any time after Shipper has ceased making movements over the system for a period of six months. Such settlement will be based upon the fair market value of the appropriate grade assessment, as published by Platt's, Argus or another industry recognized publication, at the time Shipper informs Carrier in writing to its intention to discontinue shipments on the system pursuant to Carrier's applicable tariff or tariffs or if no such written notice is given, then at such time as Carrier calls for settlement of the Shipper's inventory balance. In the event the grade being settled is not assessed by Platt's, Argus or another industry publication, the assessment for the most similar grade will be used with an appropriate adjustment to determine the fair market value of the grade being settled.

13. TENDERS.

- A. Applications for transportation of Product shall be submitted in writing on Carriers prescribed tender of shipment form.
- B. Any Shipper desiring to tender Products for transportation shall make such tender to Carrier in writing on or before the twenty-fifth (25) day of the month preceding the month during which the transportation under the tender is to begin; except that, if space is available for current movement, a Shipper may tender Products for transportation after the twenty-fifth (25) day of the month preceding the month during which the transportation under the tender is to begin.

14. QUALITY SPECIFICATIONS. The quality specifications applicable to Products tendered for transportation from the Baytown origination point to the NuStar Baytown Junction destination point or from NuStar South Houston Junction origination point to ExxonMobil South Houston Terminal destination point, are set forth in the tables below (the "Quality Specifications"), which shall apply to each Shipper tender.



**SPECIFICATIONS FOR PREMIUM REFORMULATED GASOLINE BLENDSTOCK (PBOB)
GRADE 22**

For blending with 10% denatured fuel ethanol (92% purity) as defined by ASTM D4806.

All Grade 22 Requirements (Texas)

ASTM Test	Origin Shipments	Deliveries	Maximum	(At Terminals)	Note
Specification Points	Method	Minimum	Maximum		
Benzene, vol %	D5769-	20	Report		<u>2/3/</u>
Research Octane {R}	D2699		Report		
Motor Octane {M}	D2700		Report		
(R+M)/2	D4814		93.0		
Oxygen Content, wt %	D5599-18				<u>1/2/6/</u>
Ethanol Content, vol.%	D5599-18	9	10		<u>2/7/</u>
Sulfur, ppm	D2622-16		80		<u>8/</u>
DVPE	D5191-20 EPA EQN		Maximum		<u>8/9/</u>
212, 221 (Winter)			11.0	10.0 (without 10% Ethanol)	
213, 321 (Winter)			12.5	11.5 (without 10% Ethanol)	
214, 421 (Winter)			14.5	13.5 (without 10% Ethanol)	
211, 121 (Summer)			7.4	6.4 (without 10% Ethanol)	
Color			Undyed		
Doctor test	D4952		Negative (sweet)		<u>4/10/</u>
or					
Mercaptan Sulfur, wt %	D3227		0.002		<u>10/</u>
Copper Corrosion	D130		1		<u>10/</u>
Silver Corrosion	D7671		1		<u>10/</u>
Gum, Existent, mg/100ml	D381		4	5	<u>10/</u>
Gravity API @ 60F	D287,D1298,D4052	Report			<u>6/</u>
Oxidation Stability, min.	D525	240		180	
Phosphorous, g/gal	D3231		0.004	0.005	<u>10/</u>
Lead, g/gal	D3237		0.05	0.05	<u>10/</u>
NACE Corrosion	TM0172	B+			
<u>Volatility:</u>					
Driveability Index	D4814		See chart		
Distillation, F @ % Evap.	D86		See chart		
Vapor/Liquid Ratio (V/L), F @20	D5188		See chart		<u>5/</u>

Grades	Driveability	10 vol%	50 vol%	90vol%	EndPt	V/L	
	Index	Max	Min	Max	Max	Min	
221	1250	158	150	250	374	430	122
222	1240	149	150	245	374	430	122
223	1230	140	150	240	365	430	116
224	1220	131	150	235	365	430	107

This is a base gasoline, not for sale to the ultimate consumer.

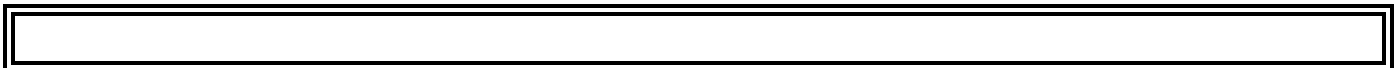
Heavy metals are not allowed.

Any gasoline exhibiting an offensive odor and/or poses a personal health hazard will not be accepted for shipment.

Any gasoline exhibiting an offensive odor and/or containing more than 0.50 wt % dicyclopentadiene will not be accepted for shipment.

The referee method will be based on a gas chromatograph test.

Delivery test results may vary by the smaller of ASTM reproducibility for a given test tolerance as allowed by state or EPA regulations at the point of delivery.



NOTES

- 1/ All 22 grades may not contain oxygenates, such as ethers and alcohols. The use of non-hydrocarbon blending components in these grades is prohibited. Origin maximum MTBE 0.25 vol.%. Delivery maximum 0.50 vol.%.
- 2/ Refer to test methods published in 40 CFR 1090. Alternative test methods may be used if qualified using the PBMS process in 40 CFR 1090.1360 and meet the qualification criteria in 40 CFR 1090.1365.
- 3/ Alternate methods: D3606-20e1 Procedure B or EPA PBMS 1090.1365.
- 4/ Mercaptan sulfur waived if fuel is negative by Doctor test.
- 5/ Computer and Linear methods may be used to determine V/L value. D5188 will be the referee method.
- 6/ Specifications must be met before blending of denatured fuel ethanol.
- 7/ Oxygen content must meet a minimum of 1.7 wt.% and a maximum of 4.0 wt.% after blending of denatured fuel ethanol.
- 8/ To use alternate methods you must follow the PBMS process in 40 CFR 1090.1360 and meet the qualification criteria in 40 CFR 1090.1365.
- 9/ DVPE requirements must be met on both the base gasoline before blending with ethanol and on the ethanol blended gasoline.
- 10/ Requirement may be met on either the base gasoline before blending with ethanol or on the ethanol blended gasoline.



**SPECIFICATIONS FOR 87 OCTANE INDEX REFORMULATED GASOLINE BLENDSTOCK (RBOB)
GRADE 21**

For Blending With 10% Denatured Fuel Ethanol (92% Purity) As Defined In ASTM D4806

All Grade 21 Requirements (Texas)

<u>Specification Points</u>	<u>ASTM Test Method</u>	<u>Minimum</u>	<u>Origin Shipments Maximum</u>	<u>Deliveries (At Terminals)</u>	<u>Note</u>
Benzene, vol %	D5769-20		Report		<u>2/3/</u>
Research Octane {R}	D2699		Report		
Motor Octane {M}	D2700	82.0			
(R+M)/2	D4814	87.0			
Oxygen Content, wt %	D5599-18				<u>1/2/6/</u>
Ethanol Content, vol %	D5599-18	9	10		<u>2/7/</u>
Sulfur, ppm	D2622-16		80		<u>8/</u>
DVPE	D5191-20 EPA EQN			<u>Maximum</u>	
<u>8/9/</u>					
212, 221 (Winter)			11.0	10.0(without 10% Ethanol)	
213, 321 (Winter)			12.5	11.5(without 10% Ethanol)	
214, 421 (Winter)			14.5	13.5(without 10% Ethanol)	
211, 121 (Summer)			7.4	6.4 (without 10% Ethanol)	
Color			Undyed		
Doctor test	D4952			Negative(sweet)	<u>4/10/</u>
or					
Mercaptan Sulfur, wt %	D3227		0.002		<u>10/</u>
Copper Corrosion	D130		1		<u>10/</u>
Silver Corrosion	D7671		1		<u>10/</u>
Gum, Existent, mg/100ml	D381		4	5	<u>10/</u>
Gravity API @ 60F	D287,D1298,D4052		Report		<u>6/</u>
Oxidation Stability, min.	D525	240		180	
Phosphorous, g/gal	D3231		0.004	0.005	<u>10/</u>
Lead, g/gal	D3237		0.05	0.05	<u>10/</u>
NACE Corrosion	TM0172	B+			<u>6/</u>
<u>Volatility:</u>					
Driveability Index	D4814			See chart	
Distillation, F @ % Evap.	D86			See chart	
Vapor/Liquid Ratio (V/L), F @20	D5188			See chart	<u>5/</u>

<u>Grades</u>	<u>Driveability Index</u>	<u>10 vol% Max</u>	<u>50 vol% Min</u>	<u>50 vol% Max</u>	<u>90vol% Max</u>	<u>EndPt Max</u>	<u>V/L Min</u>
211	1250	158	150	250	374	430	122
212	1240	149	150	245	374	430	122
213	1230	140	150	240	365	430	116
214	1220	131	150	235	365	430	107

This is a base gasoline, not for sale to the ultimate consumer.

Heavy metals are not allowed to be present.

Any gasoline exhibiting an offensive odor and/or poses a personal health hazard will not be accepted for shipment.

Any gasoline containing more than 0.50 wt.% of dicyclopentadiene will not be accepted for shipment.

The referee method will be based on a gas chromatograph test.

Delivery test results may vary by the smaller of ASTM reproducibility for a given test or any test tolerance as allowed by state or EPA regulations at the point of delivery.

1/ All 21 grades may not contain oxygenates, such as ethers and alcohols. The use of non-hydrocarbon blending components is prohibited. Origin maximum MTBE 0.25 vol.%. Delivery maximum 0.50 vol.%.



- 2/ Refer to test methods published in 40 CFR 1090. Alternate test methods may be used if qualified using the PBMS process in 40 CFR 1090.1360 and meet the qualification criteria in 40 CFR 1090.1365.
- 3/ Alternate methods: D3606-20e1 Procedure B or EPA PBMS 1090.1365.
- 4/ Mercaptan Sulfur waived if fuel is negative by Doctor test.
- 5/ Computer and Linear methods may be used to determine V/L value. D5188 will be the referee method.
- 6/ Specifications must be met before blending of denatured fuel ethanol.
- 7/ Oxygen content must meet a minimum of 1.7 wt % and a maximum of 4.0 wt % after blending of denatured fuel ethanol.
- 8/ To use alternate methods you must follow the PBMS process in 40 CFR 1090.1360 and meet qualification criteria in 40 CFR 1090.1365.
- 9/ DVPE requirements must be met on both the base gasoline before blending with ethanol and on the ethanol blended gasoline.
- 10/ Requirement may be met on either the base gasoline before blending with ethanol or on the ethanol blended gasoline.

Carrier shall have the right, in its sole discretion, to change or modify the Quality Specifications and/or change, modify, inject, and/or require additives and inhibitors, including drag reducing agents, to conform to Law, operating procedures and/or those specifications of upstream or downstream connecting facilities, as applicable. Subject to applicable Law, Carrier has complete discretion on the grade and types of Product for transportation on the System. Carrier shall not be required to accept Product at an Origin Point that does not conform to the quality specifications of a connecting facility.

Unless otherwise agreed to by Carrier, Products tendered at the Origin Point shall be free of any additives, inhibitors, and/or drag reducing agents. Carrier may add additives, inhibitors, and/or drag reducing agents to Products, and Shipper shall accept delivery of Products containing such additives, inhibitors, and/or drag reducing agents at the Destination Point.

In the event Shipper tenders Off-Spec Product: (a) Carrier may accept such Shipper's delivery of Off-Spec Product if Carrier determines, in its sole discretion, that the quality of the Off-Spec Product does not materially interfere with the Quality Specifications of other Products in the System or otherwise adversely impact the operation of the System; or (b) Carrier may reject Shipper's delivery of Off-Spec Product.

If Carrier accepts Shippers' delivery of Off-Spec Product, Shipper shall be liable for all contamination or damage to other Off-Spec Product. In the event Carrier does not accept Shipper's Off-Spec Product, Carrier may exclude such Shipper from further entry into Carrier's System until such time as Shipper returns the quality of its Products to a level satisfactory to Carrier in accordance with this tariff. In addition, Carrier reserves the right to dispose of any Off-Spec Product in the System at Shipper's risk and expense, which such disposal may be made in any reasonable manner, including but not limited to, commercial sales. From the proceeds of said sale, Carrier will pay itself the transportation charges and other fees and lawful charges, including expenses incident to storage at said sale, and the balance remaining, if any, shall be held for Shipper or whoever may be lawfully entitled thereto. Carrier shall have no liability to Shipper associated with Carrier's disposition of Off-Spec Product in accordance with this Item 14, except as set forth here.

EXPLANATION OF REFERENCE MARKS

[I] Increase

A. P. I. American Petroleum Institute

