

BRIDGER PIPELINE, LLC
IN CONNECTION WITH
TALLGRASS PONY EXPRESS PIPELINE, LLC

JOINT TARIFF
Applying on the Transportation of
Crude Petroleum

The rates published in this tariff are for the transportation of Crude Petroleum by pipeline subject to the regulations named in Bridger Pipeline LLC's ("Bridger") F.E.R.C. No. 26.19.0 or Tallgrass Pony Express Pipeline, LLC ("Tallgrass") F.E.R.C. No. 1.26.0 or subsequent issues thereof and any further limitations specified in the local tariffs that comprise the joint movements specified herein. Rates are payable in U.S. currency.

Filed pursuant to 18 C.F.R. § 341.3

Request for Special Permission

Issued on **[W]** ~~19 days'~~ ~~one day's~~ notice under authority of 18 C.F.R. § 341.14. This tariff publication is conditionally accepted subject to refund pending a 30-day review period.

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

EXPLANATION OF REFERENCE MARKS

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

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Table of Joint Rates

List of Points from and to which rates apply and rates on petroleum in cents per barrel of 42 US gallons.

Origins	Destination	[N] <u>Committed Shipper Joint Rates (1), (2)</u>		[N] <u>Uncommitted Shipper Joint Rates (1), (3)</u>
		[N] <u>Incentive Rate</u>	[N] <u>Extra Barrel Rate</u>	
[U] Hwy 23 (Keene) Station, McKenzie County, North Dakota (5)	[U] Deeprock Terminal and Connecting Carriers, Cushing, Payne County, Oklahoma (4)	[N] <u>475.00</u>	[N] <u>410.00</u>	[U] 1195.20
[U] Interconnection Points on Four Bears Pipeline in Dunn and McKenzie Counties, North Dakota (5)		[N] <u>475.00</u>	[N] <u>410.00</u>	[U] 1195.20
[U] Hwy 200 (Killdeer) Station, Dunn County, North Dakota (5)		[N] <u>475.00</u>	[N] <u>410.00</u>	[U] 1195.20
[U] Skunk Hill Station, Billings County, North Dakota (5)	Or			
[U] Fischer Station, Richland County, Montana (6)	[U] Phillips 66, Ponca City, Key County, Oklahoma	[N] <u>475.00</u>	[N] <u>410.00</u>	N/A
[U] Richey Station, Dawson County, Montana (6)	Or			
[U] Alexander Station, McKenzie County, North Dakota (7)	[U] Augusta Destination, located near El Dorado, Kansas (10)	[N] <u>475.00</u>	[N] <u>410.00</u>	[U] 1059.99
[U] Bridger Bicentennial Pipeline in Billings, Golden Valley, Stark and McKenzie Counties, ND (7)	Or			
[U] Bridger Sandstone Station (Route 9), Fallon County, Montana (8)	[U] McPherson Destination located near McPherson, Kansas (10)	[N] <u>475.00</u>	[N] <u>410.00</u>	[U] 1195.20
[U] Bridger Guernsey Station (Route 8), Platte County, Wyoming (9)		[N] <u>475.00</u>	[N] <u>410.00</u>	N/A
		[N] <u>475.00</u>	[N] <u>410.00</u>	[U] 591.80

[C]

Origins	Destination	Committed Shipper Joint Rates (2)			Uncommitted Shipper Joint Rates (3)			
		10,000-24,999 barrels per day commitment	25,000-59,999 barrels per day commitment	60,000 barrels per day commitment	5,000- 54,999 barrels per day	55,000- 60,000 barrels per day	60,001- 79,999 barrels per day	80,000 barrels per day or greater
Hwy 23 (Keene) Station, McKenzie County, North Dakota (5)	Deeprook Terminal and Connecting	1075.68	925.08	475.00	1195.20	527.78	475.00	410.00
Interconnectio n Points on Four Bears Pipeline in Dunn and McKenzie Counties, North Dakota (5)	Carriers, Cushing, Payne County, Oklahoma (4) Or	1075.68	925.08	475.00	1195.20	527.78	475.00	410.00
Hwy 200 (Killdeer) Station, Dunn County, North Dakota (5)	Phillips 66, Ponea City, Key County, Oklahoma	1075.68	925.08	475.00	1195.20	527.78	475.00	410.00
Skunk Hill Station, Billings County, North Dakota (5)	Or Augusta Destination,	1075.68	925.08	889.23	N/A	N/A	N/A	N/A
Fischer Station, Richland County, Montana (6)	located near El Dorado, Kansas (10) Or	960.95	831.87	475.00	1070.95	527.78	475.00	410.00
Richey Station, Dawson County, Montana (6)	MePherson Destination located near MePherson, Kansas (10)	960.95	831.87	475.00	1059.99	527.78	475.00	410.00
Alexander Station, McKenzie County, North Dakota (7)		1075.68	925.08	475.00	1195.20	527.78	475.00	410.00

<p>Bridger Bicentennial Pipeline in Billings, Golden Valley, Stark and Mckenzie Counties, ND (7)</p>	<p>Deeproek Terminal and Connecting Carriers, Cushing, Payne County, Oklahoma (4) Or</p>	<p>1075.68</p>	<p>925.08</p>	<p>475.00</p>	<p>1195.20</p>	<p>527.78</p>	<p>475.00</p>	<p>410.00</p>
<p>Bridger Sandstone Station (Route 9), Fallon County, Montana (8)</p>	<p>Phillips 66, Ponca City, Key County, Oklahoma Or Augusta Destination, located near El Dorado, Kansas (10)</p>	<p>860.56</p>	<p>860.56</p>	<p>475.00</p>	<p>N/A</p>	<p>527.78</p>	<p>475.00</p>	<p>410.00</p>
<p>Bridger Guernsey Station (Route 8), Platte County, Wyoming (9)</p>	<p>Or McPherson Destination located near McPherson, Kansas (10)</p>	<p>557.93</p>	<p>493.38</p>	<p>391.44</p>	<p>591.80</p>	<p>434.93</p>	<p>391.49</p>	<p>391.49</p>

Notes:

(1) Bridger and Tallgrass will not be required to accept a nomination for transportation under this Joint Tariff for a quantity of Crude Petroleum that is less than 5,000 Barrels per day, on average, for a month (“Minimum Quantity”). [C] ~~Moreover, a Shipper must specify in its submitted nomination the portion, if any, of such nomination that concerns Barrels being tendered pursuant to its TDA, as such term is defined in Note (2) below (“Committed Barrels”), which will be subject to the applicable Committed Shipper Joint Rate, and/or the portion, if any, of such nomination that concerns Barrels that are not subject to its TDA (“Uncommitted Barrels”), which will be subject to the applicable Uncommitted Shipper Joint Rate.~~

(2) The “Committed Shipper Joint Rates” are available to those shippers that entered [N] into a Transportation Services Agreement (“TSA”) during the joint open season held in March 2024 (“Open Season”), and committed therein to (1) ship, or otherwise pay for not shipping, a specified amount of Crude Petroleum per day, including an initial commitment of 80,000 Barrels per day and at least 41,000 Barrels per day throughout the term of the TSA, from any combination of the above-stated Origins to any combination of the above-stated Destinations and (2) dedicate certain Crude Petroleum production for transportation under this joint tariff (“Committed Shippers”). The “Incentive Rate” shall be assessed for each barrel of Crude Petroleum tendered by a Committed Shipper, up to the minimum volume commitment specified in its TSA. The “Excess Barrel Rate” shall be assessed for each barrel of Dedicated Production (as defined in the TSA) that a Committed Shipper tenders that is in excess of its minimum volume commitment. [C] ~~into a Throughput and Deficiency Agreement during the joint Open Season held in May, 2012 (“Open Season”), and committed therein to ship the specified amount of Crude Petroleum per day either from or through Bridger’s terminal at Guernsey, Wyoming, to any of the Destinations specified above (“Committed Shippers”).~~ Shippers that are not Committed Shippers and who do not meet the Minimum Quantity set forth in Note (1) above may ship volumes from the above-stated Origins to the above-stated Destinations via the local tariffs of Bridger and Tallgrass referenced in the notes below under “Joint Routing.”

(3) The “Uncommitted Shipper Joint Rates” are available to any shipper that ships under this tariff and that meets the Minimum Quantity set forth in Note (1) above. [C] ~~For purposes of determining eligibility for the Uncommitted Shipper Joint Rates and to determine which tier of Uncommitted Shipper Joint Rate applies, all Barrels of Crude Petroleum shipped or for which a Deficiency Payment (as defined below) is made, whether Committed Barrels or Uncommitted Barrels, shall be considered. For the avoidance of doubt, Uncommitted Barrels that are not being shipped pursuant to the Shipper’s TDA, and therefore are not subject to the TDA, shall not be considered to be Incremental Barrels, as such term is defined below.~~

(4) Includes confirmed nominated deliveries to terminals at Blue Knight, Rose Rock, Enterprise, Enbridge, Plains All-American, Deeprock South, Deeprock North, NGL Energy Partners, and Seaway Crude Pipeline Company LLC.

Joint Routing:

(5) Bridger – Origin Stations on the Four Bears Pipeline, in Dunn, McKenzie and Billings County, North Dakota, for delivery to Sandstone Station, Fallon County, Montana (Bridger F.E.R.C. No. 36.31.0) connecting to:

Bridger at Sandstone Station, Fallon County, Montana for delivery to Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 119.18.0) connecting to:

Tallgrass at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 129.11.0), for further delivery to the Destinations (Tallgrass F.E.R.C. No. 2.49.0). Gathering performed in association with the movements subject to this note will be assessed charges and loss allowance therefore as set forth in the individual tariffs for such gathering service.

(6) Bridger – Origin Stations, in Richland and Dawson Counties, Montana for delivery to Sandstone Station, Fallon County, Montana (Bridger F.E.R.C. No. 28.19.0) connecting to:

Bridger at Sandstone Station, Fallon County, Montana for delivery to Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 119.18.0) connecting to:

Tallgrass at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 129.11.0), for further delivery to the Destinations (Tallgrass F.E.R.C. 2.49.0). Truck unloading or gathering performed in association with the movements subject to this note will be assessed the charges and loss allowance therefore as set forth in the individual tariffs for such truck unloading or gathering service.

(7) Bridger– Origin Stations on the Bicentennial Pipeline, in Billings, Golden Valley, Stark and McKenzie Counties, North Dakota for delivery to Sandstone Station, Fallon County, Wyoming (Bridger F.E.R.C. No. 121.20.0) for delivery to Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. 119.18.0) connecting to:

Tallgrass at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 129.11.0), for further delivery to the Destinations (Tallgrass F.E.R.C. No. 2.49.0). Gathering performed in association with the movements subject to this note will be assessed charges and loss allowance therefore as set forth in the individual tariffs for such gathering service.

(8) Bridger– Origin Station in Fallon County, Montana for delivery to Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 119.18.0) connecting to:

Tallgrass at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 129.11.0), for further delivery to the Destinations (Tallgrass F.E.R.C. No. 2.49.0).

(9) Bridger– Origin Station, at Guernsey Station, Platte County, Wyoming for delivery to Tallgrass at Guernsey Station, Platte County, Wyoming (Bridger F.E.R.C. No. 129.11.0), for further delivery to the Destinations (Tallgrass F.E.R.C. No. 2.28.0).

(10) All movements to the Augusta Destination or the McPherson Destination shall be subject to an additional charge (*i.e.*, in addition to all other applicable tariff rates, fees and charges) of [U] \$0.10 per barrel.

Pump Over/Storage Charges

At Origins

The pumpover charge from Bridger's Guernsey Station into Tallgrass' pipeline system at Guernsey Station is included in the rates provided in the Table of Joint Rates above.

At Destinations

There will be no pump-over charges for deliveries made to the Ponca City Refinery, Rose Rock, Blue Knight, Plains All American Pipeline, Enterprise, Enbridge, Deeprock North, and Deeprock South terminal(s) from the Deeprock Terminal. For deliveries made to the NGL Energy Partners terminal, an additional pump-over charge of [U] \$0.08 per barrel will be assessed, and for deliveries made to Seaway Crude Pipeline Company LLC, an additional pump-over charge of [U] \$0.10 per barrel will be assessed.

Pipeline Loss Allowance

~~Each shipper moving under this Joint Tariff shall pay [W] a the pipeline loss allowance [N] of 0.40%, which shall be deducted from net quantities received. [C] applicable in each line segment comprising shipper's combined movement upstream of Sandstone Station, as such pipeline loss allowance shall be specified in the local Bridger tariff governing local service applicable to each such line segment plus 0.25% for movements on Routes 8 and 9.~~

Shippers shall also pay a pipeline loss allowance associated with the Deeprock Terminal based on actual loss experienced at the Deeprock Terminal.

Deficiency Charges [C] and Incremental Movements

~~[N] If a Committed Shipper ships fewer Barrels of Crude Petroleum in a month than such Committed Shipper committed to ship in its TSA ("Monthly Minimum Commitment"), then the Committed Shipper shall make a payment to the Carriers for the difference ("Deficiency Payment"), with the Deficiency Payment being calculated by multiplying the Incentive Rate applicable to the Committed Shipper's Monthly Minimum Commitment times the difference between (i) the actual number of barrels that the Committed Shipper shipped in the month and (ii) the Committed Shipper's Monthly Minimum Commitment ("Monthly Deficient Barrels").~~

~~The applicable Deficiency Payment that a Committed Shipper makes to Bridger and Tallgrass shall be available as a credit, on a barrel-for-barrel basis, against any transportation charges the Committed Shipper may owe to such carriers for the transportation of Extra Barrels, as such term is defined in the TSA.~~

~~[C] If a Committed Shipper ships fewer Committed Barrels of Crude Petroleum in a month than such Committed Shipper committed to ship therein ("Monthly Minimum Commitment"), then the Committed Shipper shall make a payment to such carriers for the difference ("Deficiency Payment"), with the Deficiency Payment being calculated by multiplying the Committed Shipper Rate applicable to the Committed Shipper's Monthly Minimum Commitment times the difference between (i) the actual number of barrels that the Committed Shipper shipped in the month and (ii) the Committed Shipper's Monthly Minimum Commitment ("Monthly Deficient Barrels").~~

~~Any payment that a Committed Shipper makes pursuant to its TDA for the transportation of Incremental Barrels shall be used as a credit, on a dollar-for-dollar basis, against any future Deficiency Payment that the Committed Shipper may owe; provided, however, that any transportation charge for Incremental Barrels that a Committed Shipper pays for by application of a Deficiency Payment credit cannot subsequently be used as credit against future Deficiency Payments owed by the Committed Shipper.~~