

MARATHON PIPE LINE LLC**LOCAL TARIFF**

The rates named in this tariff for the transportation of CRUDE PETROLEUM by pipelines are governed, except as otherwise provided herein, by the rules and regulations published in Marathon Pipe Line LLC's F.E.R.C. No. 316.11.0, and successive issues thereof.

UNCOMMITTED RATES

FROM	TO	RATE IN CENTS PER BBL. OF 42 U.S. GALLONS
PATOKA , ILLINOIS (Marion County)	LIMA, OHIO (Allen County)	[U] 61.49
	ROBINSON, ILLINOIS (Crawford County)	[U] 44.93

EXPANSION CAPACITY CONTRACT RATE *

FROM	TO	RATE IN CENTS PER BBL.OF 42 U.S. GALLONS
PATOKA , ILLINOIS (Marion County)	LIMA, OHIO (Allen County)	[I] 164.84

*Expansion Capacity Contract Rate is only available to Shippers on the Expansion Capacity of the Patoka, Illinois to Lima, Ohio pipeline system who have executed a Transportation Service Agreement with Carrier in response of the December 2014 Binding Open Season to commit to transporting, or paying a deficiency fee in lieu thereof, a certain specified volume of product on the Expansion Capacity.

[N] Expansion Capacity Contract Rate filed in compliance with 18 CFR § 342.4 (c)(settlement).

[C] ~~Uncommitted Rates filed in compliance with 18 CFR § 342.3 (indexing).~~

ISSUED NOVEMBER 25, 2019

EFFECTIVE JANUARY 1, 2020

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

ISSUED BY
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APPLICATION OF RATES

Rates named in this tariff are applicable only on interstate shipments of crude petroleum delivered to this carrier by pipeline at point of origin.

VISCOSITY SURCHARGE

In addition to all other charges for transportation hereunder, all crude petroleum having a viscosity in excess of 55 Saybolt Universal Seconds (SUS) at 60 degrees Fahrenheit (60°F) shall be subject to a surcharge of [U] 4.56 cents per barrel for 100 SUS units or portion thereof in excess of 55 SUS for uncommitted movements from Patoka, Illinois, to Lima, Ohio, and [U] 2.94 cents per barrel for 100 SUS units or portion thereof in excess of 55 SUS for movements from Patoka, Illinois, to Robinson, Illinois.

EXCEPTIONS FOR THE EXPANSION CAPACITY FROM PATOKA, ILLINOIS TO LIMA, OHIO:

An Exception to governing Rules and Regulations F.E.R.C. Tariff No. 316.11.0, and successive issues thereof, on Item No. 11, Apportionment when Nominations are in Excess of Facilities:

When there shall be nominated to Carrier for Transportation more Crude Petroleum than can be immediately transported, based on the capacity of the system, the following two prorating policies will apply:

- Existing Capacity Prorating Procedures (See Paragraph II of Item No. 11 of governing Rules and Regulations F.E.R.C. Tariff No. 316.11.0, and successive issues thereof.)
- Expansion Capacity Prorating Procedures (See Exception on this Tariff.)

Carrier will allocate the Existing Capacity and Expansion Capacity independently of one another.

1. Definitions

“Committed Volume” with respect to an Expansion Capacity Contract Shipper, is the minimum quarterly volume of Crude Petroleum set forth in their TSA.

“Existing Capacity” means the original capacity on Carrier’s system that existed prior to the addition of any Expansion Capacity through an expansion project.

“Expansion Capacity” means the capacity added to Carrier’s system during an expansion project. The expansion project extended between Patoka, Illinois and Lima, Ohio that Carrier held an open season seeking commitment for in December 2014

“Expansion Capacity Contract Shipper” means any shipper that has executed a TSA to commit to transporting, or paying for the transportation of a specific minimum volume of crude petroleum on an Expansion Capacity. Expansion Capacity Contract Shippers will have priority service on the Expansion Capacity in exchange for a premium rate. Expansion Capacity Contract Shippers will be treated as a Regular Shipper for any nominations in excess of its Committed Volume. Expansion Capacity Contract Shippers will also be treated as a Regular Shipper for any portion of its Committed Volume that is tendered to a receipt point other than the receipt point determined in the TSA.

“Transportation Services Agreement (TSA)” means an agreement, executed between the Carrier and an Expansion Capacity Contract Shipper, which includes a quarterly deficiency obligation, as a result on the open season held in December 2014.

Expansion Capacity Prorating Procedures

- (1) Nominations from Expansion Capacity Contract Shippers up to the level of their Committed Volume in the Expansion Capacity will not be subject to prorating under normal operating circumstances.
- (2) If Nominations from Expansion Capacity Contract Shippers for the month is less than their Committed Volume, the Expansion Capacity Contract Shipper will be allocated only the amount of its Nomination, still subject to the quarterly deficiency obligation as determined with their TSA.

- (3) In the event that the Expansion Capacity is not fully utilized by the Expansion Capacity Contract Shippers, the available capacity will be made available to accommodate nominations made by Regular Shippers and New Shippers subject to F.E.R.C. No. 316.11.0.

An Addition to governing Rules and Regulations F.E.R.C. Tariff No. 316.11.0, and successive issues thereof, on Item No. 10, Time for Submitting Nominations

If all or a portion of the Expansion Capacity is not nominated by Expansion Capacity Contract Shippers during any month in accordance with the Tariff, Expansion Capacity Contract Shippers shall be permitted on the 1st business day of the Proration Month, and every 7 days thereafter, to nominate additional volumes for transportation during that month, which will be counted toward that Expansion Capacity Contract Shipper's Quarterly Volume Commitment. Expansion Capacity Contract Shipper's additional nominations shall be for the time period beginning 7 days after the additional nomination date through the end of the Proration Month.

[U] Unchanged Rate

[I] Increase

[N] New

[C] Cancel