Phillips 66 Pipeline LLC

LOCAL PIPELINE TARIFF

APPLYING ON

PETROLEUM PRODUCTS

FROM	TO	RATE IN CENTS PER BARREL
PHILLIPS 66 TERMINAL DENVER, COLORADO	MAGELLAN INJECTION DENVER, COLORADO	[I] 41.13
MAGELLAN INJECTION DENVER, COLORADO	PHILLIPS 66 TERMINAL [1] DENVER, COLORADO	[I] 41.13
PHILLIPS 66 TERMINAL DENVER, COLORADO	DENVER JUNCTION DENVER, COLORADO	[I] 41.13
DENVER JUNCTION DENVER, COLORADO	DENVER INT'L AIRPORT DENVER, COLORADO	[I] 79.11
DENVER JUNCTION DENVER, COLORADO	DENVER INT'L AIRPORT DENVER, COLORADO – IR[2]	[I] 55.79[2]

The rates named in this tariff are for the transportation of Petroleum Products by pipeline to the Terminal Points named herein. The rates named are expressed in Cents per Barrel and are subject to change as provided by law, also to rules and regulations named herein.

Issued in compliance with the Colorado Public Utilities Commission's Decision C96-415, adopted on April 17, 1996 pursuant to Docket No. 96A-059

1. The primary direction of flow for this pipeline is from the Phillips 66 Denver Colorado Terminal to the Magellan Injection connection point. If requested, and if capacity is available to accommodate nominations in the primary direction as well as reversed movements, Carrier will accept nominations for this reversed movement.
2. The Incentive rate is available to shippers who have executed or will execute a TSA by November 1, 2025, with a term of 3 years committing to ship a minimum of 6,000 barrels per day on this segment of the system.

[U] Unchanged Rate [I] Increase [W] Change in wording only

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

ISSUED May 18, 2026 **EFFECTIVE July 1, 2026**

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Carrier will receive Petroleum Products for transportation from the named origins to the named destinations under the following conditions:		
ITEM NO.	SUBJECT	RULES AND REGULATIONS
5	"Carrier" "Petroleum Products" "Barrel" & "Tender" Defined	"Carrier", as used in these rules and regulations, means and refers to Phillips 66 Pipeline LLC. "Petroleum Products", as used in these rules and regulations, shall mean and be limited to Jet Fuel. "Barrel", as used in these rules and regulations means forty-two (42) United States Gallons. "Tender" means an offer by a Shipper to a Carrier of a stated quantity of Petroleum Products from the specified origin to a specified destination or destinations pursuant to the terms of this tariff.
10	Specifications Required	Petroleum Products will be accepted for transportation to the Terminal Point only at such time as Petroleum Products of the same quality and specifications are currently being transported from receiving point to Terminal Point.
15	Minimum Tender, Quantity and Place of Delivery	Petroleum Products of the required specifications may be Tendered for transportation in quantities of not less than twenty-five thousand (25,000) Barrels, with a minimum of five thousand (5,000) Barrels of the same quality and specifications for any one commodity, from one consignor, consigned to one consignee.
20	Identity Of Shipment	It being impractical to maintain the identity of each inbound lot of Petroleum Products, substitution of Barrelage, but not one kind of commodity for another, will be permitted. Petroleum Products will be accepted for transportation only on the condition that same shall be subject to such changes in gravity, color, quality or characteristics while in transit as may result from normal pipeline operations.
25	Acceptance Free From Liens And Charges	Petroleum Products will be accepted for transportation only when free from all liens and charges.
30	Origin and Destination Facilities	a) Shipper will furnish facilities to deliver Petroleum Products to the Carrier's origin station. b) Shipper must provide facilities at destination for receiving such products promptly on arrival at destination. c) At origin location certain Carrier storage facilities may be used for accumulating shipments when such operations do not interfere with pipeline operating procedures. Such accumulating operations shall be wholly at the option of Carrier and no extra charge will be made for such accumulation use. d) No storage facilities are furnished by Carrier at destination point. e) Carrier will be under no obligation to accept Petroleum Products for transportation until or unless Carrier has scheduled storage space available as required in sections (a) and (b) above.
35	Pipeage Contracts Required	Separate pipeage contracts in accord with this tariff and these regulations covering further details may be required of the proposed shipper before any duty of transportation shall arise.
40	Gauging and Testing	Petroleum Products will be tested and preliminarily gauged by Carrier's representative in Shipper's tanks prior to the acceptance thereof. Volumes of products received will be determined by meter readings at point of origin.
45	Temperature Corrections	Petroleum Products will be received and delivered on the basis of volume corrections for temperature from observed temperatures to 60° Fahrenheit.
50	Payment Of Transportation And Other Charges	The transportation and all other charges accruing on Petroleum Products accepted for shipment, based on the rates applicable to the terminal point proper at which delivery is made, if required by Carrier, will be paid before release of Petroleum Products from the custody of the Carrier, or if required by Carrier, will be prepaid at point of origin. Petroleum Products accepted for such transportation shall be subject to a lien for all lawful charges.
55	Demurrage Charges At Terminal Point	The Carrier will transport and deliver at the Terminal Point, with reasonable diligence, the quantity of Petroleum Products as Tendered under Item No. 15, less deductions, or plus additions, account temperature corrections, and will facilitate the efficient operations of its line. The consignee shall receive and remove from Carrier's facilities without undue delay the Petroleum Products which have been transported to the Terminal Point for its account. Wherever any of said Petroleum Products have remained in said tankage for a period of Sixty (60) days, the Carrier shall send notice by mail or telegraph to consignee, stating the quantity of Petroleum Products so remaining. Unless such Petroleum Products are moved from Carrier's tankage facilities at the close of a ninety (90) day period, counting from the time the Petroleum Products have reached the Terminal Point, they shall be subject thereafter to a demurrage charge of [U] one cent (1¢) a Barrel per day until removed.

ITEM NO.	SUBJECT	RULES AND REGULATIONS (Continued)
65	Claims, Time For Filing	Except where property is lost or damaged in transit by carelessness or negligence of the Carrier, claims for loss or damage must be made in writing to the Carrier within nine (9) months after delivery of the property, or in case of a failure to make delivery, then within nine (9) months after a reasonable time for delivery has elapsed. Suit for loss or damage shall be instituted only within two (2) years and (1) day after delivery of the property, or in case of a failure to make delivery, then within two (2) years and (1) day after a reasonable time for delivery has elapsed; provided, however, that where claims have been duly filed with the Carrier, suit must be brought within two (2) years and one (1) day after notice in writing is given by the Carrier to the claimant that the Carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims for loss or damage are not filed or suits are not instituted thereon in accordance with the foregoing provisions, such claims will not be paid and the Carrier will not be liable.
70	Proration Policy	This Proration Policy will be used by the Carrier to allocate Available Capacity among all Shippers for any Proration Month for which Carrier determines, in its sole discretion, that the aggregate volume of Products Nominated by all Shippers for receipt into Carrier's System exceeds Available Capacity. Carrier may elect to allocate its Available Capacity on any equitable basis, in a manner different from this policy, during a generally recognized emergency period in order to help alleviate the emergency conditions. All capacity calculations shall be based on a gasoline equivalent basis. See connecting Carriers proration policies for information on prorationing on their systems. **I. Definitions** "**Available Capacity**" means, with respect to any segment of System, total projected available capacity for the Proration Month on such segment, under then-current operating conditions as determined by Carrier, net of any capacity leased to others. "**Average Monthly Historical Flow**" shall have the meaning as set forth in Item II.B. "**Base Period**" is the 12 calendar month period just preceding the Calculation Month. "**Calculation Month**" is the calendar month just preceding the Proration Month for which space is being allocated. "**Carrier**" means Phillips 66 Pipeline LLC. "**New Shipper**" is any Shipper who is not a Regular Shipper. "**Nominated**" or "**Nomination**" means Products validly nominated for movement in Carrier's System in accordance with Carrier's "Nominations" procedures set forth in its published tariffs. "**Products**" means any products allowed within the specific tariff. "**Products Allocated Capacity**" is the Available Capacity and such Products Allocated Capacity will be allocated to Regular Shippers and New Shippers in a Proration Month, as determined in accordance with Item II. "**Proration Month**" is the calendar month for which Carrier has determined that Nominated volumes exceed Available Capacity. "**Regular Shipper**" is any Shipper who had a record of movements of Petroleum Product(s) in any ten (10) of the twelve (12) months in the Base Period. "**Shipment History**" means the volume of Products moved through an applicable segment of Carrier's System by a Shipper during the applicable Base Period. "**Shipper Monthly Historical Flow**" has the meaning as set forth in Item II.C. "**Shipper(s)**" means the party or parties who have shipper status to Nominate Products for movement under Carrier's published tariff for Products movements. "**System**" means the pipeline(s) connecting the origin points and destination points described in the specific tariff **II. Allocation of Products Allocated Capacity among New and Regular Shippers** A. New Shippers shall be included in the allocation of Products Allocated Capacity. Total Products Allocated Capacity available for New Shippers will not exceed ten percent (10%) of the Products Allocated Capacity. Each New Shipper will be granted the lesser of (i) an equal initial allocated capacity of Products Allocated for Capacity for the Proration Month, provided that such initial allocation of capacity shall not be made to more than one of any affiliated New Shipper(s) or (ii) five percent (5%) of the initial Products Allocated Capacity (one half of the 10% for New Shippers) for the Proration Month, provided that such initial allocation of capacity shall not be made to more than one of any affiliated New Shipper(s). Any unused capacity shall become available for allocation among Regular Shippers as set forth in Item II.D.

70	Proration Policy (Continued)	B. Average Monthly Historical Flow shall be a calculation of the total barrels of all Products delivered for each segment of the System during the Base Period and divide this value by the lesser of (i) number of months in which the segment of the System has been in operation, or (ii) twelve (12). C. Shipper Monthly Historical Flow shall be a calculation of the total barrels of all Products delivered for a particular Shipper for each segment of the System during the Base Period and divide this value by the lesser of (i) number of months in which the segment of the System has been in operation, or (ii) twelve (12). D. The total available barrels of capacity for each segment of the System which will be allocated to that Shipper will be calculated by taking the Shipper Monthly Historical Flow divided by the Average Monthly Historical Flow, and multiplying this quotient by the total barrels of capacity allocated to Regular Shippers. The final Products capacity allocated to a particular Shipper will be the lower of (i) the Shipper's Nomination or (ii) the allocation as determined in this Item II.D. E. Any remaining capacity not Nominated by Regular Shippers would be re-allocated among all New Shippers according to Item II.A. **III. Notification** Carrier shall notify each Shipper of its allocated capacity in accordance with the notification timelines set forth in the Nominations provisions of Carrier's published tariff(s). Shippers shall have, following Carrier's notification of each Shipper's allocated capacity, three days to submit revisions to their initial Nominations so as to distribute their allocated capacity among the Products, origins and destinations then served by Carrier. Carrier will follow Item II.D to allocate any capacity that might become available. **IV. Good Faith Tenders** Carrier will accept only good faith Nominations from Shippers, and Carrier shall use whatever reasonable means necessary to determine whether Nominations are made in good faith. Good faith means the non-contingent ability of Shipper to deliver to Carrier at the origin(s), or to receive from Carrier at the destination(s) specified in the Nomination, all of the volume Nominated during the time period for which the Nomination is made. Carrier may request any additional documentation from Shipper indicating Shipper's ability to deliver and/or receive the Products Nominated. **V. Failure to Use Allocated Capacity** If a Shipper fails to deliver at the origin(s) or fails to remove at the destination(s), specified by it in its Nomination, Products sufficient to fill its allocated capacity and such failure has not been caused by force majeure, as substantiated in a manner satisfactory to the Carrier, Carrier may require Shipper to pay the transportation charges under Carrier's published tariff for the applicable Product movement for such unused allocated Capacity, and Carrier shall also have the right, in a non-discriminatory manner, to reduce Shipper's allocated capacity for the next Proration Month in which such Shipper Nominates Product by an amount equal to such unused allocated capacity. **VI. Multiple Shipper Accounts** Unless otherwise instructed by Shipper, Carrier will consolidate the movement history and Nominations of all the Shipper's Products accounts for Shippers who have multiple Shipper accounts. Total allocated capacity will automatically be distributed among such Shipper's various accounts with any excess capacity allotment on one of its accounts being transferred to any account for which Nominated volume exceeds allotted capacity for that account. Nothing in this Item VI will allow such Shipper to receive a capacity allocation greater than the total allocated capacity that such Shipper would be entitled to if all of its movement history were consolidated in one Shipper account. **VII. No Enhancement of Allocation** In no event will a capacity allocation to Shipper be used in such a manner that will enhance the allocated capacity of another Shipper beyond the allocated capacity that such Shipper would be entitled to under this Proration Policy. Carrier may require written assurances from a responsible officer of Shipper regarding its use of its allocated capacity stating that Shipper has not violated this Policy. **VIII. Transfer of Allocated Capacity and Shipment History** Space allocated to a Shipper may not be assigned to another Shipper. Upon request of Carrier, a responsible official of a Shipper's company may be required to give assurances to Carrier that this provision has not been violated. In the event such provision is violated, the allocated space for all Shippers involved in the violation shall be reduced by the amount of the unauthorized space obtained; the reduction being effective for the remainder of the current month as well as for the next month of proration for which pipeline capacity has not yet been allocated. Carrier may reallocate the space so withdrawn.

75	Nominations	Petroleum products will be accepted for transportation only on properly executed Tenders, as defined in Item 5. (a) Shippers desiring to Tender Petroleum Products for transportation shall make in writing a separate Tender for each calendar month on or before the 15th day of the preceding month. Carrier is under no obligation to accept Petroleum Products for transportation in any month unless Shipper submits a nomination on or before the fifteenth (15th) day of the calendar month preceding the desired shipment date. If the fifteenth (15th) day of the month falls on a weekend or holiday, nominations are due on the last workday before the fifteenth (15th). A nomination must specify, for each shipment, the quantity, product grade, Origin, Destination and Shipper. (b) Petroleum Products shall be accepted for transportation at such time as Petroleum Products of the same specifications are currently being transported from point of Origin to a Destination or Destinations in accordance with schedules of shipments to be issued from time to time to each Shipper by the Carrier. Such schedules may be modified from time to time in the manner and to the extent reasonably desirable to facilitate the efficient and economical use and operation of the Carrier's facilities and to reasonably accommodate Shipper's needs for transportation. Any changes or modification to Shipper's monthly nominations should be completed at least fourteen (14) days before the scheduled entry date of product into the Carrier's facilities. If a change in nomination is not timely submitted, Carrier will handle in a manner to facilitate the efficient, economic use and operation of the Carrier's facilities and to reasonably accommodate Shipper's needs for transportation of product. Carrier will provide a pump date for a completed nomination a minimum of seven (7) days prior to the release date.