

MEDALLION PIPELINE COMPANY, LLC
IN CONNECTION WITH
MEDALLION DELAWARE EXPRESS, LLC
CRUDE PETROLEUM SYSTEM
JOINT PIPELINE TARIFF
CONTAINING
RATES AND CHARGES
GOVERNING THE TRANSPORTATION AND HANDLING
OF
CRUDE PETROLEUM
TRANSPORTED BY PIPELINE
FROM AND TO POINTS NAMED HEREIN

Governed by rules and regulations published in Medallion Pipeline Company, LLC, F.E.R.C. No. 3.0.0 or successive issues thereof.

The rates named in this Rates Tariff are expressed in dollars per Barrel of 42 U.S. Gallons and are subject to change as provided by law.

The matter published herein will have no adverse effect on the quality of the human environment.

[N] Issued in compliance with 18 C.F.R. § 342.2(a) Initial Rates.

ISSUED: November 3, 2020

EFFECTIVE: December 4, 2020

Issued By:

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RATES AND CHARGES

The Origin Points for the Joint Tariff Service are the following points of Receipt on the Delaware Express system, all within the state of Texas:¹

- Various field origin points to attach Crude Petroleum production within Pecos County, Reeves County, and Ward County; and,
- The Independence Station in Pecos County.
- The Eagle Eye Station in Ward County.

The Destination Points for the Joint Tariff Service are the following points of Delivery on Medallion Pipeline's system, all within the state of Texas:

- On the Crane Extension: the Crane Hub in Crane County;²
- On the Howard Lateral: the interconnection with Alon USA Big Spring Refinery in Howard County;
- On the Midland Lateral: the Midland Hub in Midland County;³ and,
- On the Wolfcamp Connector Mainline: the Colorado City Hub in Scurry County.⁴

¹ Delaware Express is obligated to provide additional Origin Points, under specified conditions, pursuant to the terms of Acreage Dedication TSAs. In addition, Delaware Express is willing to provide additional Origin Points available for the Joint Tariff Service to attach Crude Petroleum production (including additional gathering pipelines) on its pipeline system, where operationally practicable, at mutually agreed upon locations; provided, however, that the requesting Shipper(s) is able to satisfy the terms and conditions of the Joint Tariff and executes a long-term TSA or other agreement that, in Delaware Express's sole judgment, sufficiently provides for the reimbursement of all costs associated with the construction and operation of such facilities (including income tax gross up). *See* Part III of this Rates Tariff. To the extent additional Origin Points are constructed and placed in service, Carrier will make appropriate tariff filings with the FERC.

² The Crane Hub is currently limited to the interconnection with EPIC Crude Pipeline, LP, Gray Oak Pipeline, LLC, Magellan Pipeline Company, L.P. (commonly referred to as the Longhorn Pipeline), Plains All American Pipeline L.P.'s terminal which provides direct access to its Cactus Pipeline, and Medallion Delaware Express, LLC. Medallion Pipeline is willing to consider, pursuant to the terms of its TSAs, additional interconnections available for the Joint Tariff Service at the Crane Hub with other carriers and service providers, where operationally practicable, at mutually agreed upon terms and conditions; provided, however, that Carrier reserves the right to file for and charge an incremental fee for such additional interconnections. *See* Part III of this Rates Tariff. To the extent additional interconnections are constructed and placed in service, Carrier will make appropriate tariff filings with the FERC.

³ The Midland Hub Destination Point is currently limited to the interconnections with the terminals of Enterprise Products Partners L.P., Oryx Delaware Oil Transport LLC, and Permian Express Terminal LLC. Medallion Pipeline is willing to consider, pursuant to the terms of its TSAs, additional interconnections available for the Joint Tariff Service at the Midland Hub with other carriers and service providers, where operationally practicable, at mutually agreed upon terms and conditions; provided, however, that Carrier reserves the right to file for and charge an incremental fee for such additional interconnections. *See* Part III of this Rates Tariff. To the extent additional interconnections are constructed and placed in service, Carrier will make appropriate tariff filings with the FERC.

⁴ The Colorado City Hub is currently limited to the interconnections with (i) BridgeTex Pipeline Company, LLC, (ii) the Sunoco Pipeline L.P. manifold that interconnects with West Texas Gulf Pipeline Company and Permian Express 2 Pipeline, and (iii) a separate connection with Sunoco Pipeline L.P., as more precisely described in the Connection Agreement between Carrier and Sunoco Pipeline L.P. Medallion Pipeline is willing to consider, pursuant to the terms of its TSAs, additional

I. Base Committed Rates: Rates for Committed Shippers⁵

| Rates for Committed Shippers (Dollars Per Barrel) | | | |
|--|-------------------|------------------------------|------------------|
| From | To | Volume Incentive Rate | Firm Rate |
| All Joint Tariff Origin Points | Midland Hub | [U] \$1.0500 | [U] \$1.4000 |
| All Joint Tariff Origin Points | Alon Interconnect | [U] \$1.3000 | [U] \$1.8000 |
| All Joint Tariff Origin Points | Colorado City Hub | [U] \$1.3000 | [U] \$1.8000 |
| Joint Tariff Field Production Origin Points | Crane Hub | [U] \$0.8000 | [U] \$1.0000 |
| Independence Station | Crane Hub | [U] \$0.6500 | [U] \$0.8500 |
| Eagle Eye Station | Crane Hub | [U] \$0.6500 | [U] \$0.8500 |

The Base Committed Rates applicable to the Firm Rates above may be increased annually by the greater of 1% or the positive adjustment, if any, in the FERC Index; provided, however, such increase shall not exceed 3% annually.

interconnections available for the Joint Tariff Service at the Colorado City Hub with other carriers, where operationally practicable, at mutually agreed upon terms and conditions; provided, however, that Carrier reserves the right to file for and charge an incremental transportation fee to recover the costs associated with the construction and operation of the facilities necessary to provide such additional interconnections. See Part III of this Rates Tariff. To the extent additional interconnections are constructed and placed in service, Carrier will make appropriate tariff filings with the FERC.

⁵ Such Committed Rates are available only to those Shippers [C] which [N] that executed a TSA for the Joint Tariff Service [N] (i) in accordance with the terms set forth in the Open Season Notice dated October 18, 2017 and described in the Petition for Declaratory Order submitted in Docket No. OR18-13-000 and/or (ii) in accordance with the terms set forth in the Open Season Notice dated April 12, 2019 and described in the Petition for Declaratory Order submitted in Docket No. OR19-28-000.

II. Uncommitted Rates

| Uncommitted Rates (Dollars per Barrel) | | |
|---|-------------------|--------------|
| From | To | Rate |
| All Joint Tariff Origin Points | Midland Hub | [U] \$1.3900 |
| All Joint Tariff Origin Points | Alon Interconnect | [U] \$1.7900 |
| All Joint Tariff Origin Points | Colorado City Hub | [U] \$1.7900 |
| Joint Tariff Field Production Origin Points | Crane Hub | [U] \$0.9900 |
| Independence Station | Crane Hub | [U] \$0.8400 |
| Eagle Eye Station | Crane Hub | [U] \$0.8400 |

III. Charges

As discussed in Fn. 1 above, Carrier may require reimbursement of the costs associated with the construction and operation of any new Origin Points, including any new gathering pipelines thereon, that Carrier agrees to provide pursuant to the terms and conditions discussed in such footnote. As discussed in Fn. 2, 3, and 4 above, Carrier reserves the right to file for and charge an incremental fee to the extent Carrier provides additional interconnections at the Colorado City Hub, the Crane Hub, and/or the Midland Hub, pursuant to the terms and conditions discussed in such footnotes.

Explanation of Letter Designations

- [C] Cancel
- [N] New
- [U] Unchanged rate