

3. QUALITY ASSURANCE PROGRAM

Buckeye has established a comprehensive Quality Assurance Program for the pipelines it operates:

Buckeye Pipe Line Company, L.P.
Buckeye Pipe Line Transportation LLC
Laurel Pipe Line Company, L.P.
Everglades Pipe Line Company, L.P.
Norco Pipe Line Company, LLC
Wood River Pipe Lines LLC

The purpose of the Quality Assurance Program is to assure that petroleum products are moved through these pipelines with care and control, minimizing changes in the properties of the batches. Our Fungible Quality Assurance Program goes one step further. Receipts into the fungible pool are controlled to provide maximum practical assurance that fungible specifications are met for each batch.

Product Receipt

Buckeye's specifications and requirements for refined product receipts are summarized as follows:

- 1) Refined Petroleum Products shall have an A.P.I. gravity at 60 Degrees Fahrenheit of not less than 25 Degrees ~~A.P.I.~~ and not more than 80 Degrees ~~A.P.I.~~; have a viscosity not more than 4.3 centistokes at 100 Degrees Fahrenheit; have a vapor pressure not more than 15 P.S.I. Reid; and have a color not darker than No. 3 A.S.T.M. In addition, gasolines shall not have a Reid vapor pressure, oxygen content or benzene content in excess of the "applicable standard" as determined by the United States Environmental Protection Agency or any more stringent state requirement from time to time in effect.

This specification includes the products of petroleum commonly known as gasoline, kerosene, aviation turbine fuel, fuel oil distillate and diesel fuel.

- 2) For gasoline tendered for transportation, Shipper must inform Carrier of the percentage by volume and kind of any blending components used which are not pure hydrocarbons. The use of methanol and ethanol as blending components is prohibited.
- 3) Carrier shall have no obligation to accept Commodities for transportation if such Commodities contain water or other impurities.
- 4) Buckeye will not accept incoming product with a temperature exceeding 100°F.
- 5) The use of biofuels, such as ethanol and biodiesel, is expressly prohibited. Any product containing biofuels will not be accepted for shipment. ~~All Suppliers delivering product into Buckeye's system which has been treated with a Pipeline Drag Reducing Agent (DRA) must specify type and total accumulated polymer concentration prior to delivery. Buckeye has established 7.5 ppm total Drag Reducing Agent (DRA) polymer as the upper acceptable limit on receipts.~~
- 6) Refiners that supply product to Buckeye through "in-line blending" must:
 - Supply an approximate gravity for the product
 - Certify that product will meet Buckeye's listed quality specifications (as described in Section 6.3)
 - Provide for remediation of any product batches which fail to meet Buckeye's listed quality specifications (as described in Section 6.3)

- 7) All refined products except aviation grades must meet a minimum level of corrosion protection, indicated by a minimum rating of B+ as determined by NACE Standard Test Method TM0172-2001 (Determining Corrosive Properties of Cargoes in Petroleum Product Pipelines).

3.1 FUNGIBLE RECEIPT QUALITY ASSURANCE (APPLICABLE TO MOVEMENTS ON THE EASTERN, LONG ISLAND, LAUREL, MIDWEST, NORCO, AND WOOD RIVER PIPELINE SYSTEMS.)

Our fungible quality assurance program is based on two primary features.

- First, each batch must be tested by a qualified laboratory with the results forwarded to our origin facility. This ensures that the batch has received proper blending and preparation. Realizing the swift pace of product movement, these Certificates of Analysis ~~are will not be~~ required to be at the Buckeye point of origin prior to lifting. However, if follow-up Certificates of Analysis are not received as outlined in Item #3 below, the specific shipper may be required to submit a full Certificate of Analysis prior to the lifting of any batch. Shippers are ultimately responsible for providing timely CoAs, although ongoing communication with the source facility may be necessary to prevent delays.
- The second feature is a requirement that product will not be accepted for shipment unless key properties of the batch are faxed to our origin location at least two hours prior to lifting. This ensures that the required testing has occurred and provides critical, observable data about the batch. Buckeye will closely monitor the batch. Any significant deviation observed versus the reported data will cause immediate investigation. This ensures that the batch is being properly handled by the supply facility and Buckeye receipt point.

Explorer Pipe Line deliveries to the following locations do not require Pre-shipment Faxes: EC (East Chicago), HA (Hartford), HD (Hartsdale), and KG (Lake George).

Quality Assurance Program Components:

- 1) **Full Certificates of Analysis** - Shippers tendering fungible product from refineries, blending facilities or trans-shipment terminals must test the batch and provide a Certificate of Analysis meeting the carrier's full fungible specifications. The Fungible Product Grade Specifications are in Section 6.3. A formal signed Certificate of Analysis, indicating the Buckeye batch number, from a qualified laboratory should be sent by fax or mail to Buckeye's originating station. Each measured variable for the fungible product must be fully on test as reported in the Certificate of Analysis. Buckeye will check laboratory qualifications by comparing its random test results against the reported values. Buckeye may also require an audit of laboratory procedures by its Measurement and Quality Control Department. In general, refinery laboratories and independent commercial laboratories are presumed to be qualified.
- 2) **Pre-Shipment Key Properties** - Prior to pumping, the supply facility must provide confirmation that the batch to be pumped meets Buckeye's fungible specifications, must identify the tank or tanks from which the batch is to be supplied, must indicate Buckeye's batch number, and must provide specific test results (**Pre-Shipment key properties**) for each tank comprising the batch. Many shippers have indicated a preference to send this complete Certificate of Analysis

prior to pumping, satisfying Item No. 2 also. This is acceptable provided the information required by Item No. 2 is added to the Certificate of Analysis. A joint document should be clearly labeled Pre-shipment Data and Certificate of Analysis, and must provide the DRA total polymer content of the batch.

Pre-Shipment key property information must be communicated by fax to Buckeye's originating pump station. Samples of the Pre-Shipment forms and fax numbers are found on pages 16-20. Multiple batches from a single tank may be listed together. These tests on the pre-shipment fax of key properties must include:

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Gasoline	Reformulated Gasoline/RBOB	Diesel/Heating Oil/Kerosene	Jet Fuel	LPGs
API Gravity @ 60°F	API Gravity @ 60 deg-F	API Gravity @ 60 deg-F	Full D1655 certification required as the pre-shipment fax. Connecting carriers eligible for the Certificate of Analysis waiver will provide a pre-shipment fax including:	Specific gravity
RVP	RVP	Flash Point	Visual appearance in white bucket	Volatility
Octane (R+M/2) Color and Appearance Sulfur, wt. %	Octane (R+M/2) Oxygen Content, wt. % -Aromatics Content, vol. %	Sulfur Content Cetane Index (diesel) Saybolt Color (kerosene)	Gravity at 60 deg-F Flash Point (TAG)	Oil Stain Residue
MTBE, vol. % DRA, ppm total polymer	-E200, vol. % -E300, vol. % -Olefins, vol. % -Sulfur, wt. % -VOC Reduction, % Benzene Content, vol. % Color and Appearance DRA, ppm total polymer	ASTM Color (diesel) Red Dye Content (heating oil) DRA, ppm total polymer Lubricity Improver Type and ppm (diesel and heating oil) Wear Scar (HFRR) (diesel and heating oil)	Water Separation (MSEP) Filter Membrane Aqua-Glo Sulfur	Propane content Butane content

This information must be communicated by fax to Buckeye's originating pump station. Samples of these faxes and fax numbers are found on pages 12-16. Multiple batches from a single tank may be listed together. (Only batches received from Atlantic Pipe Line have Macungie origin.)

- 3) Reserved A formal signed Certificate of Analysis, indicating the Buckeye batch number, from a qualified laboratory should be sent by fax or mail to Buckeye's originating station within three days of batch origination. In the case of jet fuel, this Certificate of Analysis must be received as the pre-shipment fax prior to lifting the batch. Many shippers have indicated a preference to send this complete Certificate of Analysis prior to pumping, satisfying Item No. 2 also. This is acceptable provided the information required by Item No. 2 is added to the Certificate of Analysis. A joint document should be clearly labeled Pre-shipment Data and Certificate of Analysis.

Each measured variable for the fungible product must be fully on test as reported in the Certificate of Analysis. Buckeye will check laboratory qualifications by comparing its random test results against the reported values. Buckeye may also require an audit of laboratory procedures by its Measurement and Quality Control Department. In general, refinery laboratories and independent commercial laboratories are presumed to be qualified.

- 4) Buckeye will maintain records for each batch noting the above information and will check and note gravity and appearance at least hourly during all receipts. If during a receipt, the API gravity varies from the reported value by more than two

degrees, shifts inexplicably by more than two degrees, or if the appearance is different than expected, the receipt will be shut down and investigated.

- 5) Product received from a connecting pipeline that was moved as a fungible batch on that carrier does not need to be ~~followed-proceeded~~ by a certificate of analysis as long as the connecting carrier has demonstrated that it has in place quality assurance procedures satisfactory to Buckeye. Colonial Pipe Line meets these criteria.

Connecting carriers are required to provide a pre-shipment fax of key properties for all fungible batches.

Terminals receiving product from fungible carriers into a terminal prior to shipment to Buckeye are required to provide a pre-shipment fax for each batch; shippers of these batches are required to provide full Certificates of Analysis ~~before pumping to Buckeye~~within 3 days of pumping.

- 6) Buckeye will spot test receipts of fungible shipments for compliance with its published specifications and also will retain physical samples of all receipts. Spot tests will be interpreted as confirming a Certificate of Analysis if the values fall within ASTM reproducibility tolerances. However, Buckeye will notify the shipper and supplier location of all test results outside the fungible specification and will statistically analyze trends for all supply facilities.
- 7) All supply facilities must have equipment in place whereby they can provide gravity and appearance of the stream as it is pumping. They will be expected to provide this information as needed, for example, if Buckeye's observation deviates from the reported pre-shipment data.

Please note, shippers are responsible for the Certificate of Analysis although it may be provided by a supplier or supply facility at the shipper's request. The supply facility is responsible for the pre-shipment batch information.

3.2 SEGREGATED RECEIPT QUALITY ASSURANCE

Product will not be accepted for shipment unless key properties are faxed to our origin location at least two hours prior to lifting. This ensures that the required testing has occurred and provides critical, observable data about the batch. Buckeye will closely monitor the batch. Any significant deviation observed versus the reported data will cause immediate investigation. This ensures that the batch is being properly handled by the supply facility and Buckeye receipt point.

Specifically, the program includes the following components:

- 1) Prior to pumping, the supply facility must identify the tank or tanks from which the batch is to be supplied, must indicate Buckeye's batch number, and must provide specific test results (Pre-Shipment Key properties) for each tank comprising the batch. This information is provided on pre-shipment forms on pages ~~15-19~~16-20.

<i>Gasoline</i>	<i>Reformulated Gasoline/RBOB</i>	<i>Diesel/Heating Oil/Kerosene</i>	<i>Jet Fuel</i>	<i>LPGs</i>
API Gravity @ -60°F	API Gravity @ -60 deg F	API Gravity @ -60 deg F	Visual Appearance in White Bucket	Specific Gravity
RVP	RVP	Flash Point	API Gravity @ -60 deg F	Volatility
Octane (R+M/2)	Octane (R+M/2)	Sulfur Content	Flash Point (Tag)	Oil Stain
Color and Appearance	Oxygen Content, wt. %	Cetane Index (diesel)	Water Separation (MSEP)	Residue
Sulfur, wt. %	Aromatics Content, vol. %	Saybolt Color (kerosene)	Filter Membrane	Propane Content
DRA, ppm total polymer	E200, vol. %	ASTM Color (diesel)	Aqua-Glo	Butane Content
MTBE, vol. %	E300, vol. %	Red Dye Content (heating oil)	Sulfur	
	Olefins, vol. %	Lubricity Improver Type and ppm (diesel and heating oil)		
	Sulfur, wt. %	Wear Scar (HFRR) (diesel and heating oil)		
	VOC Reduction, %	DRA, ppm total polymer		
	Benzene Content, vol. %			
	Color and Appearance			
	DRA, ppm total polymer			

- 2) Buckeye will maintain records for each batch noting the above information and will check and note gravity and appearance at least hourly during all receipts. If during a receipt, the API gravity varies from the reported value by more than two degrees, shifts inexplicably by more than two degrees, or if the appearance, or other key properties are different than expected, the receipt will be shut down and investigated.
- 3) All supply facilities must have equipment in place whereby they can provide gravity and appearance of the stream as it is pumping. They will be expected to provide this information as needed, for example, if Buckeye's observation deviates from the reported pre-shipment data.

Shippers and Suppliers are responsible for alerting Buckeye prior to nomination and shipment of a segregated batch of product properties that could potentially cause health or safety issues during pipeline transportation or potentially contaminate other products in the system, for example, high corrosivity, presence of hydrogen sulfide, high particulate content or high haze/water content.

3.3 QUALITY CONTROL DURING TRANSPORTATION

Our Quality Assurance Program monitors every batch as it moves through our pipeline systems. The key components of our quality oversight are:

- 1) **STREAM OBSERVATION**
Each batch is monitored at every pipeline origin, breakout, and delivery point. Either continuous instrumentation or periodic manual checks observe, record, and communicate API gravity, temperature and physical appearance.
- 2) **SAMPLING**
Samples are taken at each origin, breakout, and delivery points that are not remotely operated. Samples are retained until the batches have reached their delivery point and for approximately two weeks thereafter. (See Table 3.1)
- 3) **TESTING**
Flash point (distillate), red dye (heating oil), sulfur (~~distillatediesel~~), RVP (gasoline), and VOC Emissions Reduction (RFG) are routinely monitored at origin. Operations personnel check to be sure that product characteristics are not changing as the batch progresses throughout the system. Selected batches are chosen and samples are tested for key properties. In this way, we can be sure that our operating procedures are not improperly affecting batch quality as the batch moves through the pipeline system.

~~Incoming gasoline batches may~~ All incoming gasoline batches will be tested for alcohol content. Should the test detect alcohol that was not reported by a supplier and/or approved by Buckeye, the receipt will be immediately terminated.

~~Incoming distillate batches may be tested for biodiesel (FAME). Should the test detect the presence of biodiesel, the receipt will be immediately terminated~~

It is the Shipper's responsibility to make the necessary arrangements to dispose of all unacceptable product that has entered the Buckeye System.

3.4 SPECIAL PROGRAMS

1) **CONVENTIONAL GASOLINE**

In order to comply with federal regulations for transfer documentation on conventional gasoline, Buckeye will require the following statement on all refinery or delivery carrier's tickets:

"This product does not meet the requirements for reformulated gasoline, and may not be used in any reformulated gasoline covered area."

Likewise, Buckeye will include this message on all printed conventional gasoline delivery tickets.

CONVENTIONAL GASOLINE VOLATILITY

In order to enable compliance with federal regulations limiting gasoline volatility, Buckeye Pipe Line Company requires all conventional gasoline receipts to meet a 6.8, 7.8 or 9.0 psi maximum RVP limit (or other) for the applicable pipeline system according to the following schedule (specific dates will be provided by the scheduling department):

<u>Delivery Location</u>	<u>RVP</u>	<u>Approx Start Date</u>	<u>Approx End Date</u>
PA	9.0	2nd Cycle March	1st Cycle Sept.
UpState NY and Bangor, ME			
Subgrades (327/328)	7.8	2nd Cycle March	1st Cycle Sept.
Laurel Pipe Line	9.0	2nd Cycle March	Sept. 15
Laurel Pipe Line (Pittsburgh)	7.8	2nd Cycle March	Sept. 15
Midwest (Pittsburgh)	7.8	April 1	Sept. 15
Note: RVP limit for Pittsburgh is after blend with 10% ethanol			
Midwest (S.E. Michigan)	6.8	April 1	Sept. 15
Midwest (all others)	9.0	April 1	Sept. 15
Wood River	9.0	April 1	Sept. 15
Lower V (Kansas City Area)	6.8	April 1	Sept. 15
Lower V (all others)	9.0	April 1	Sept. 15

Buckeye requires documentation from all connecting pipeline carriers that gasoline being delivered into a Buckeye origin location is in compliance with applicable state and federal gasoline volatility limitations for the geographic area and time period the gasoline is to be dispensed. This certification should be documented on the delivering Carrier's ticket.

Likewise, Buckeye will include documentation on all printed delivery tickets that gasoline has been represented to Buckeye as compliant with federal and state RVP limitations for the time period and geographic area the gasoline is to be dispensed.

In order to monitor compliance with gasoline volatility limitations, incoming batches at Buckeye origin locations will be tested for RVP in accordance with Buckeye's oversight program. Product which does not conform with Buckeye's RVP requirements will not be accepted for shipment, and the appropriate Shipper(s) will be immediately notified.

2) **COMPLEX MODEL REFORMULATED GASOLINE**

~~(Connecticut, Massachusetts, Long Island System and Wood River Only)~~

In order to comply with federal regulations for Reformulated Gasoline (RFG), Buckeye will implement the following policy:

- a) ~~Section Suspended as RFG is not currently being shipped.
Reformulated Gasoline Requirements~~

~~(NOTE: Buckeye Pipe Line Company only delivers RFG to markets in VOC Controlled Regions 1, and 2, as defined by the EPA.)~~

~~Non-VOC Controlled RFG must comply with the volatility schedule outlined in ASTM D 4814.~~

Effective March 15, 1998, RFG will be accepted for shipment by Buckeye only if the shipper provides, by facsimile, a laboratory analysis certifying that:

RVP, psi	ASTM D5194	7.8 max.
Aromatics, vol. %	40 CFR 1, Part 80.46	50.0 max.
Benzene, vol. %	ASTM D3606	1.30 max.
E200, vol. %	ASTM D86	30.0 min. and 70.0 max.
E300, vol. %	ASTM D86	70.0 min. and 100.0 max.
Olefins, vol. %	ASTM D1319	25.0 max.
Sulfur, wt. %	ASTM D2622	0.0080 max.
Oxygen, wt. %	40 CFR 1, Part 80.46	1.5 min. and 2.9 max.

Oxygenates are limited to blends of aliphatic ethers, such as MTBE, ETBE, TAME, or DIPE.

Note: RBOB must be shipped to states requiring reformulated gasoline where MTBE is prohibited.

In order to monitor compliance with RFG requirements, incoming RFG batches at all receipt locations will be tested for RVP (VOC Controlled only), oxygen content, benzene content, olefin content, and aromatic content.

b) VOC Controlled Reformulated Gasoline

In order to enable compliance with federal regulations limiting gasoline volatility, Buckeye Pipe Line Company requires all RFG receipts to meet the VOC emissions reduction according to the following schedule:

Origin System	VOC	Start Date	End Date
Long Island and PA	25.4	April 10	Sept. 15
Jet Lines (CT and MA)	23.4	April 10	Sept. 15
Wood River (Chicago)	25.0	April 10	Sept. 15
Wood River (St. Louis)	23.4	April 10	Sept. 15

3) **COMPLEX MODEL REFORMULATED BLENDSTOCK FOR OXYGENATE BLENDING (RBOB)**

(Connecticut, Massachusetts, Paulsboro System, Long Island System, East System and Wood River Only)

In order to comply with federal regulations for Reformulated Gasoline (RFG), Buckeye will implement the following policy:

a) Reformulated Blendstock for Oxygenate Blending

(NOTE: Buckeye Pipe Line Company delivers RBOB to markets in VOC Controlled Region 1, Region 2 and Adjusted Region 2, as defined by the EPA.)

Non-VOC Controlled RBOB must comply with the volatility schedule outlined in ASTM D 4814.

~~Effective November 10, 2003~~ RBOB will be accepted for shipment by Buckeye only if the shipper provides, by facsimile, a laboratory CoAnalysis certifying⁽⁴⁾ that specifications established in Section 6.3 are being met for the nominated RBOB grade code.

RVP, psi	ASTM D5191	7.8 max. _____
Aromatics, vol. %	40 CFR 1, Part 80.46	50.0 max. _____
Benzene, vol. %	ASTM D3606	1.30 max.
E200, vol. %	ASTM D86	30.0 min. and 70.0 max.
E300, vol. %	ASTM D86	70.0 min. and 100.0 max.
Olefins, vol. %	ASTM D1319	25.0 max.
Sulfur, wt. %	ASTM D2622	0.0080 max.
Oxygen, wt. %	40 CFR 1, Part 80.46	1.5 min. and 4.0 max. _____

~~(4) Certification of these specifications will be made after the RBOB has been blended with 10.0 volume % Denatured Fuel Ethanol (96.1% Purity) as defined in ASTM D4806.~~

~~Oxygenates are limited to blends of aliphatic ethers, such as ETBE, TAME, or DIPE. The intentional blending of MTBE is prohibited. The minimum level of MTBE is 0.3 volume % at origin.~~

In order to monitor compliance with RBOB requirements, incoming RBOB batches at all receipt locations will be tested for RVP (VOC Controlled only), oxygen content, benzene content, olefin content, and aromatic content after the receipt sample has been blended with 10.0 volume % Denatured Fuel Ethanol.

b) VOC Controlled Reformulated Blendstock for Oxygenate Blending (RBOB)

In order to enable compliance with federal regulations limiting gasoline volatility, Buckeye Pipe Line Company requires all RBOB receipts to meet the VOC emissions reduction* according to the following schedule (please note that dates are approximate (see Scheduling Calendar for exact dates)):

Origin System	VOC	Approx Start Date	Approx End Date
Long Island and East	25.4	April 10	Sept. 15
Jet Lines (CT and MA)	25.4	April 10	Sept. 15
Paulsboro System (Malvern)	25.4	April 10	Sept. 15
Wood River (Chicago)	23.4	April 10	Sept. 15
Wood River (St. Louis)	27.0	April 10	Sept. 15

The VOC emissions reduction must be met after the RBOB has been blended with 10.0 volume % Denatured Fuel Ethanol (96.1% Purity) as defined in ASTM D4806.

4) **CONVENTIONAL SUBGRADE GASOLINES**
(Eastern Products System and Paulsboro System only)

In order to comply with New York state volatility requirements when blending with ethanol, Buckeye will transport conventional subgrade product (~~83 octane and 91 octane~~) to Eastern Products and Paulsboro System delivery points. ~~Both subgrade products (83 octane and 91 octane) and full-octane products (87 octane and 93 octane) will transport through the pipeline systems.~~ Shippers will be responsible to coordinate with the delivery terminal to determine the appropriate product grades for nomination. ~~Subgrade products should be nominated only for terminals that plan to tank those specific product grades; full-octane products should be nominated only for terminals that plan to tank those specific product grades.~~

a) Summer RVP Control Period

New York State does not provide a 1.0 psi waiver for ethanol blends of 10%. Therefore, the base RVP of the gasoline must allow sufficient room for the expected increase when adding ethanol. Therefore, the following product grades will be moved on those systems that are capable of supplying New York terminals:

New York Harbor / Macungie Receipt Specs

Grade	Maximum RVP		Minimum Octane	
	Pre-blend	Post-blend	Pre-blend	Post-blend
302	9.0	N/A	87.0	N/A
305	9.0	N/A	93.0	N/A
328	7.8	9.0	83.0	87.0
327	7.8	9.0	91.0	93.0

Paulsboro / Malvern Receipt Specs

Grade	Maximum RVP		Minimum Octane	
	Pre-blend	Post-blend	Pre-blend	Post-blend
328	7.8	9.0	83.0	87.0
327	7.8	9.0	91.0	93.0

5) **ULTRA LOW DIESEL**

In order to comply with federal regulations limiting sulfur and aromatic content of diesel fuels for highway vehicles, Buckeye will implement the following policy:

a) Segregated Batches

Segregated batches that are refined to meet the ultra low sulfur diesel requirements will be accepted for shipment by Buckeye only if the shipper provides, by "fax", a laboratory analysis certifying that the sulfur content (ASTM D5453 or other ASTM D975 approved method) is 11 ppm or less and the cetane index is 40 or greater. ~~All other finished products similar to diesel fuel (except aviation kerosene and low sulfur diesel), must be visibly dyed red with 3.9 pounds per thousand barrels of standard solvent Red 26 or with 5.6 pounds per thousand barrels of solvent Red 164.~~

b) Fungible Batches

Fungible grade 190 has been established for ultra low sulfur diesel fuel. This grade meets the EPA specifications for diesel fuel for highway vehicles. The maximum allowable sulfur content at receipt (ASTM D5453 or other ASTM D975 approved method) is 11 ppm ~~from a refinery~~ and the minimum cetane index is 40. Pre-shipment faxes must provide evidence that the batch meets these criteria for consideration of shipping. Product must meet the applicable sulfur receipt specification at point of custody transfer; otherwise product may be downgraded to protect the fungible pool.

c) Connecting Pipe Line Carriers

Buckeye requires documentation from all connecting pipe line carriers that diesel fuel being delivered into a Buckeye origin location is in compliance with applicable federal regulations. This certification should be documented on the delivering carrier's ticket. Buckeye will include similar documentation on its delivery tickets. The maximum allowable sulfur content at receipt (ASTM D5453 or other ASTM D975 approved method) is 11 ppm at the custody transfer point. Product must meet the applicable sulfur receipt specification at point of custody transfer; otherwise product may be downgraded to protect the fungible pool.

Buckeye has established an oversight program to ensure compliance with these regulations and policies. In the event that product is identified by Buckeye to be non-compliant with incoming sulfur specifications, the supplier of the product will be notified. Additional samples will be taken and tested by Buckeye. In the event of a testing dispute between supplier and Buckeye, a certified third-party lab will be used as a referee at the request of the supplier.

6) LOW SULFUR DIESEL

In order to comply with federal regulations limiting sulfur and aromatic content of diesel fuels ~~for highway vehicles~~, Buckeye will implement the following policy:

a) Segregated Batches

Segregated batches that ~~are refined to~~ meet the low sulfur diesel requirements will be accepted for shipment by Buckeye only if the shipper provides, by "fax", a laboratory analysis certifying that the sulfur content (ASTM D2622 or other ASTM D975 approved method) is .0420 wt. % or less and the cetane index is 40 or greater. ~~All other finished products similar to diesel fuel except aviation kerosene, must be visibly dyed red with 3.9 pounds per thousand barrels of standard solvent Red 26 or with 5.6 pounds per thousand barrels of solvent Red 164.~~

Intermediate feedstocks that are to be further refined or blended into low sulfur diesel fuel but do not meet those specifications will be accepted for shipment without the red dye. These feedstocks must be clearly identified. The shipper must indicate the destination and the disposition of the feedstock in writing to Buckeye prior to delivery into Buckeye's custody. Buckeye has established special operating controls to prevent these feedstocks from inadvertently being released into commerce.

Separate grade codes have been established for low sulfur diesel fuel, fuel oil and various feedstocks.

b) Fungible Batches

Fungible grade 130 and 132 have been established for low sulfur diesel/fuel oil. These grades meet the EPA specifications for ~~diesel fuel for highway vehicles LM500. Please see Section 6.3 for detailed specifications for these grades. The maximum allowable sulfur content (ASTM D2622 or other ASTM D975 approved method) is .0420 wt. % and the minimum cetane index is 40.~~ Pre-shipment taxes must provide evidence that the batch meets these criteria.

~~Fungible fuel oil grades 159, 160, 161 and 162 require red dye. Fungible grades 130 and 132 should be used for low sulfur diesel/fuel oil intended for Off Road use. These grades will move undyed; however, they must be dyed at the rack prior to use by the end consumer.~~

~~Please see Section 6.3 for detailed specifications for these grades.~~

c) ~~Connecting Pipe Line Carriers~~

~~Buckeye requires documentation from all connecting pipe line carriers that diesel fuel being delivered into a Buckeye origin location is in compliance with applicable federal regulations. This certification should be documented on the delivering carrier's ticket. Buckeye will include similar documentation on its delivery tickets.~~

~~Buckeye has established an oversight program to ensure compliance with these regulations and policies. In conformance with EPA's intents to allow an enforcement discretion (tolerance) downstream of the refinery.~~

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7) PIPELINE DRAG REDUCING AGENT (DRA)

Buckeye has used DRA for several years on certain line segments and has found the product to be very effective in providing increased pipeline capacity during periods of heavy demand. Buckeye will use DRA as needed on all shipments except aviation products (1-K Kerosene, Aviation Kerosene and Military Jet Fuel) without prior notification to shippers. Buckeye will limit the concentration of DRA usage to 15 ppm of polymer. ~~All connecting carriers delivering product into Buckeye's system which has been treated with a Pipeline Drag Reducing Agent (DRA) must specify type and total accumulated polymer concentration prior to delivery.~~

~~All Suppliers delivering product into Buckeye's system which has been treated with a Pipeline Drag Reducing Agent (DRA) must specify type and total accumulated polymer concentration prior to delivery. Buckeye has established 7.5 ppm total polymer as the upper acceptable limit on receipts.~~

~~Product received from connecting carriers may contain DRA injected in the form of a slurry (Conoco Liquid Power, Baker FLO XL).~~

8) DETERGENT ADDITIVES

Buckeye prohibits the use of Port Fuel Injector (PFI) and Intake Valve Detergents in all grades of gasoline. Under the EPA Detergent Additive Regulations, gasoline moved on Buckeye Pipe Line systems is classified as "Base Gasoline - Not for Sale to the Ultimate Consumer."

9) MMT (Methyl-cyclopentadienylmanganese tricarbonyl)

Buckeye prohibits the use of MMT octane enhancing additives in all fungible grades of gasoline. MMT is permitted in 2xx series segregated conventional gasoline up to the EPA maximum limit of 8.3 mg Mn/liter.

10) DCPD (Dicyclopentadiene)

Due to shipper concerns about gasoline performance, odor, stability, and health effects, any gasoline containing more than 0.50 wt.% of DCPD will not be accepted for shipment.

11) STATIC DISSIPATOR ADDITIVE (SDA) OR CONDUCTIVITY IMPROVER

The use of static dissipator additive in fungible shipments is prohibited to prevent possible contamination of aviation fuel shipments.

Use of static dissipator additive or conductivity improver in segregated shipments must be reported to scheduling prior to shipment. In certain situations, an unadditized buffer may be required to protect aviation fuel.

12) LUBRICITY IMPROVER

The use of lubricity improver in fungible and segregated shipments is prohibited.

13) BIOFUELS PROHIBITION POLICY

The use of biofuels, such as ethanol and biodiesel, is expressly prohibited. Any product containing biofuels will not be accepted for shipment.

Biofuel Components (e.g. biodiesel, FAME) are not permitted. Certain grades of distillates must be tested for FAME content (see Section 6.3 for further requirements).

14) RENEWABLE DIESEL

For certain designated Grade Codes, Buckeye is allowing up to 5.0% Renewable Diesel to be present. Renewable diesel is a liquid fuel derived from 100% hydrotreated biomass that meets the registration requirements for fuels and fuel additives established by the EPA under Section 211 of the Clean Air Act and the requirements of ASTM D975. Fuel containing fatty acid esters (FAME, FAEE, or other esters) is prohibited. Hydrotreated renewable diesel is NOT considered biodiesel. All biodiesel remains prohibited on the pipeline.

15) **EVERGLADES PIPELINE QUALITY GUIDELINES**

a. Specifications

All product shipped via the Everglades Pipeline must be certified to meet all of the following requirements prior to shipment:

Requirement	Test Method	Specification	Notes
ASTM D1655	Various	All Table 1 specifications	Latest version of D1655
Millipore Particulate	ASTM D2276	A, B or G color scale; 1, 2 or 3 (DRY)	3-gallon requirement for millipore test
Free Water	Aqua-Glo	<15 ppm	500 ML test with a 1-gallon flush

b. Filtration

Jet fuel batches are not required to be filtered prior to shipment; however, failure to meet water and particulate specifications will result in additional filtration charges and/or refusal to transport product. Everglades Pipeline will continue to operate its pre-filters at the Miami delivery terminal upon request of the Shipper at the Shipper's expense. The Shipper will be invoiced for all costs associated with filtering, including but not limited to: cost of filters, manpower to initiate filtration, manpower to replace filters. Cost recovery from the supplying facility must be resolved between the Shipper and the supplying facility.

c. Compliance with Product Specifications

Responsibility for compliance of all specifications and providing the appropriate documentation is that of the batch Shipper. Responsibility to meet the appropriate water and particulate tests during shipment of product is that of the supplying facility at Port Everglades. If product does not meet the minimum specifications, the receiving terminal will notify the Shipper and/or the supplying facility at Port Everglades. Any remediation and/or costs associated with product failing to meet specifications will be resolved directly between the delivery terminal and the Shipper and/or supplying facility at Port Everglades.

BUCKEYE CERTIFICATION PROGRAM

PRE-SHIPMENT

Batch Number(s) _____

TANK: _____

DATE: _____

REFORMULATED BLENDSTOCKS (RBOB):

API GRAVITY @ 60° F _____ AROMATICS, vol. % _____

POST-BLEND OCTANE (R+M/2) _____ E200, vol. % _____
E300, vol. % _____

RVP _____

OXYGEN CONTENT, wt. % _____ OLEFINS, vol. % _____

BENZENE, vol. % _____ SULFUR, wt. % _____

VOC REDUCTION, % _____

COMMENTS (hazy, cloudy, etc.) _____

THIS GASOLINE COMPLIES WITH EPA STANDARDS FOR REFORMULATED GASOLINE (RFG) OR REFORMULATED BLENDSTOCK FOR OXYGENATE BLENDING (RBOB) AS OUTLINED BY BUCKEYE PIPE LINE IN THE SHIPPING INFORMATION NOTEBOOK AND QUALITY ASSURANCE PROGRAM NOTEBOOK

YES

SOURCE LOCATION: _____

PRODUCED BY: _____
(If different)

SIGNED: _____

This should be faxed to the origin location two hours before product lifting.

For Jet Lines

New Haven, CT 203-466-3135

For Long Island and East

Linden, NJ 908-862-8094

For Paulsboro

Paulsboro, NJ 856-224-1127

For Laurel

Booth, PA 610-358-9317

For Wood River

Wood River, IL 618-251-4520

Argo, IL 708-563-6346

Hartford, IL 618-254-8408

Hammond, IN 219-989-8612

BUCKEYE CERTIFICATION PROGRAM

PRE-SHIPMENT

Batch Number(s) _____

TANK: _____

DATE: _____

CONVENTIONAL GASOLINE:

API GRAVITY @ 60°F _____

PRE-BLEND OCTANE (R+M)/2 _____

POST-BLEND OCTANE (R+M/2) _____

RVP _____

SULFUR, Wt. % _____

COMMENTS (hazy, cloudy, etc.) _____

SOURCE LOCATION: _____

PRODUCED BY: _____
(If different)

SIGNED: _____

This should be faxed to the origin location two hours before product lifting.

For the Midwest

East Chicago, IN 219-397-0855
Griffith, IN 219-924-3996
Huntington, IN 260-356-8221
Lima, OH 419-221-3653
Toledo, OH 419-698-8187
Detroit, MI 313-382-2949
Woodhaven, MI 734-676-4105

For East, Long Island, Laurel, Paulsboro

Linden, NJ 908-862-8094
Booth, PA 610-358-9317
Macungie, PA 610-966-4896
Coraopolis, PA 412-264-0856
Paulsboro, NJ 856-224-1127

For Norco

East Chicago, IN 219-397-3940
Hartsdale, IN 219-322-4818
Toledo, OH 419-698-9411

For Wood River

Wood River, IL 618-251-4520
Hartford, IL 618-254-8408
Argo, IL 708-563-6346
Hammond, IN 219-989-8612

BUCKEYE CERTIFICATION PROGRAM

PRE-SHIPMENT

Batch Number(s) _____

TANK: _____ DATE: _____

HEATING OIL / DIESEL FUEL / 1-K / KEROSENE:

API GRAVITY @ 60°F _____

FLASH (PM or TAG - Specify) _____

SULFUR _____

CETANE INDEX (Diesel Only) _____

COLOR (Saybolt - Kerosene) _____

COMMENTS (hazy, cloudy, etc.) _____

RED DYE CONTENT (heating oil) _____ (if dyed)

FAME (Biodiesel content) _____

COLOR AND APPEARANCE (White bucket – kerosene only) _____

SOURCE LOCATION: _____

PRODUCED BY: _____
(If different)

SIGNED: _____

This should be faxed to the origin location two hours before product lifting.

For the Midwest

East Chicago, IN	219-397-0855
Griffith, IN	219-924-3996
Huntington, IN	260-356-8221
Lima, OH	419-221-3653
Toledo, OH	419-698-8187
Detroit, MI	313-382-2949
Woodhaven, MI	734-676-4105

For Everglades

Port Everglades, FL	954-522-0056
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For Wood River

Wood River, IL	618-251-4520
Hartford, IL	618-254-8408
Argo, IL	708-563-6346
Hammond, IN	219-989-8612

For Jet Lines

New Haven, CT	203-466-3135
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For East, Long Island, Laurel

Linden, NJ	908-862-8094
Booth, PA	610-358-9317
Macungie, PA	610-966-4896
Coraopolis, PA	412-264-0856

For Norco

East Chicago, IN	219-397-3940
Hartsdale, IN	219-322-4818
Toledo, OH	419-698-9411

For Paulsboro

Paulsboro, NJ	856-224-1127
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**BUCKEYE CERTIFICATION PROGRAM
PRE-SHIPMENT
(Connecting Carrier Eligible for C of A Waiver Only)**

Batch Number (s) _____

TANK: _____

DATE: _____

JET FUEL:

API GRAVITY @ 60°F _____

FLASH (TAG) _____

COLOR AND APPEARANCE _____
(White Bucket)

SULFUR _____

FILTER MEMBRANE _____ (if available)

MICROSEP _____ (if available)

AQUA-GLO _____ (if available)

COMMENTS _____
(hazy, cloudy, etc.)

ADDITIVES _____

SOURCE LOCATION: _____

PRODUCED BY: _____
(If different)

SIGNED: _____

This should be faxed to the origin location two hours before product lifting.

For the Midwest

East Chicago, IN	219-397-0855
Griffith, IN	219-924-3996
Huntington, IN	260-356-8221
Lima, OH	419-221-3653
Toledo, OH	419-698-8187
Detroit, MI	313-382-2949
Woodhaven, MI	734-676-4105

For Everglades

Port Everglades, FL	954-522-0056
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For Wood River

Wood River, IL	618-251-4520
Hartford, IL	618-254-8408
Argo, IL	708-563-6346
Hammond, IN	219-989-8612
Decatur, IL	217-877-0066
East Chicago, IN	219-397-0706

For Jet Lines

New Haven, CT	203-466-3135
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For East, Long Island, Laurel

Linden, NJ	908-862-8094
Booth, PA	610-358-9317
Macungie, PA	610-966-4896
Coraopolis, PA	412-264-0856

For Norco

East Chicago, IN	219-397-3940
Hartsdale, IN	219-322-4818
Toledo, OH	419-698-9411

For Paulsboro

Paulsboro, NJ	856-224-1127
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BUCKEYE CERTIFICATION PROGRAM

PRE-SHIPMENT

Batch Number (s) _____

TANK: _____

DATE: _____

LPGs (PROPANE AND BUTANE):

APPEARANCE _____

SPECIFIC GRAVITY @ 60° F _____

VOLATILITY (Weathering test) _____ (propane)

OIL STAIN _____ (propane)

RESIDUE _____ (propane)

PROPANE CONTENT _____ (if available)

BUTANE CONTENT _____ (if available)

PROPYLENE CONTENT _____ (if available)

Please attach GC Reports to preshipment fax, if available.

SOURCE LOCATION: _____

PRODUCED BY: _____
(If different)

SIGNED: _____

This should be faxed to the origin location two hours before product lifting.

For the Midwest

East Chicago, IN	219-397-0855
Griffith, IN	219-924-3996
Huntington, IN	260-356-8221
Lima, OH	419-221-3653
Toledo, OH	419-698-8187
Detroit, MI	313-382-2949
Woodhaven, MI	734-676-4105