

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.
- 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. These Certificates of Analysis are required to be at the Buckeye point of origin prior to lifting. 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 (CoA), 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.

Certificates of Analysis shall include results from samples that have not surpassed the following time limits:

- **Aviation Grades – CoA based on samples taken not more than 30 days before receipt by Buckeye.**
- **Other refined products (gasolines, diesel, heating oil, etc) – CoA based on samples taken not more than 60 days before receipt by Buckeye.**

- 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

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 later in this section. Multiple batches from a single tank may be listed together.

3) Reserved

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 preceded 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.

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 later in this section.
- 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), sulfur (distillate), RVP (gasoline), ~~etc and VOC Emissions Reduction (REF)~~ 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 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 BLENDSTOCK FOR OXYGENATE BLENDING (CBOB) SUMMER GASOLINE**

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

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

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

In order to enable compliance with federal regulations limiting **summer** 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, please see fungible specifications for exact requirements):

<u>Delivery Location</u>	<u>RVP</u>	<u>Approx Start Date</u>	<u>Approx End Date</u>
Pennsylvania	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
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

Lower RVP limits may apply in March/April. See Section 6.3 for exact limits.

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**~~

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

~~Section Suspended as RFG is not currently being shipped.~~

2) **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:

- Reformulated Blendstock for Oxygenate Blending (RBOB) must comply with all volatility requirements as indicated in relevant RBOB Grade Codes in the Fungible Product Grade Specifications (Section 6.3). This includes maximum RVP limits when blended with 10 volume % Denatured Fuel Ethanol as defined in ASTM D4806.

~~(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.)~~

~~Winter (formerly Non-VOC Controlled) RBOB must comply with the volatility schedule outlined in ASTM D 4814, .~~

~~RBOB will be accepted for shipment by Buckeye only if the shipper provides, by facsimile, a laboratory CoA certifying that specifications established in Section 6.3 are being met for the nominated RBOB grade code.~~

~~In order to monitor compliance with RBOB requirements, incoming RBOB batches at all receipt locations may 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 volume % Denatured Fuel Ethanol.~~

~~b) Summer (formerly 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	End Date
Long Island and East	25.4	April 15	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 volume % Denatured Fuel Ethanol as defined in ASTM D4806.~~

4) **CONVENTIONAL BLENDSTOCK FOR OXYGENATE BLENDING (CBOB)
SUBGRADE GASOLINES FOR NY STATE AND MAINE**
(Eastern Products System, Laurel, and Paulsboro System only)

In order to comply with New York state volatility requirements when blending with ethanol, Buckeye will transport CBOB ~~conventional subgrade~~ product to Eastern Products and Paulsboro System delivery points. Shippers will be responsible to coordinate with the delivery terminal to determine the appropriate product grades for nomination.

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 / Booth / Paulsboro / Malvern Receipt Specs

Grade	Maximum RVP	
	Pre-blend	Post-blend
328	7.8	9.0
327	7.8	9.0

Lower RVP limits may apply in March/April. See Section 6.3 for exact limits.

5) **ULTRA LOW SULFUR DIESEL (ULSD)**

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.

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 and the minimum cetane index is 40, **unless otherwise indicated in Section 6.3**. 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) **LM500 (LOW SULFUR DIESEL)**

In order to comply with federal regulations limiting sulfur and aromatic content of **locomotive/marine** diesel fuels **with sulfur levels up to 500 ppm (LM500)**, Buckeye will implement the following policy:

a) Segregated Batches

Segregated batches that 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.

Segregated grade 032 is established for LM500 (low/sulfur diesel/fuel oil) This grade is restricted and is only available for EPA approved producers/shippers.

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 **LM500 low-sulfur diesel fuel, fuel oil** and various feedstocks.

b) Fungible Batches

Fungible grade 132 is established for LM500 (low/sulfur diesel/fuel oil) This grade is restricted and is only available for EPA approved producers/shippers. Please see Section 6.3 for detailed specifications for this grade. Pre-shipment faxes must provide evidence that the batch meets these criteria.

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.

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

Product shipments may, but are not required to, contain static dissipator/electrical conductivity additive (SDA). The only approved SDAs for use on Buckeye Pipe Line is Innospec Stadis 450 and AvGuard SDA. SDA is prohibited from all jet fuel / aviation kerosene grades. The origin maximum concentration of Stadis 450 or AvGuard SDA is 0.75 mg/l, and the origin maximum conductivity allowed is 250 pS/m at 70°F by ASTM D2624.

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
Flash Point	ASTM D56	104°F minimum	
Millipore Particulate and / or	ASTM D2276	A, B or G color scale; 1, 2 or 3 (DRY)	3-gallon requirement for Millipore test
Millipore Particulate	ASTM D5452	A, B or G color scale; 1, 2 or 3 (DRY)	1-gallon Report color rating and Particulate Contaminant mg/l
Free Water	Aqua-Glo	<15 ppm	500 ML test with a 1-gallon flush

b. Filtration

Failure to meet water and particulate specifications will result in additional filtration charges and/or refusal to transport product. The Shipper will be invoiced for all costs associated with filtering at Everglades Miami, 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.

**EVERGLADES PIPELINE
CERTIFICATION PROGRAM
PRE-SHIPMENT FORM**

Batch Number (s) _____

TANK: _____

DATE: _____

JET FUEL:

API GRAVITY @ 60°F _____

FLASH (TAG) _____

COLOR AND APPEARANCE _____

MILLIPORE COLOR RATING * _____

AQUA-GLO _____
(if available)

COMMENTS _____
(hazy, cloudy, etc.)

SOURCE LOCATION: _____

SIGNED: _____

*Report ASTM Method D-2622 and / or ASTM Method D5452 Filter Membrane Color Rating

This Pre-shipment Form along with a copy of the Full ASTM D-1655 Certificate of Analysis (COA) for each batch should be emailed to : portevergladesquality@buckeye.com two hours before product shipment.

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 (POST E10 BLEND) _____

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 (CBOB) 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 Jet Lines

New Haven, CT	203-466-3135
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 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 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.

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