



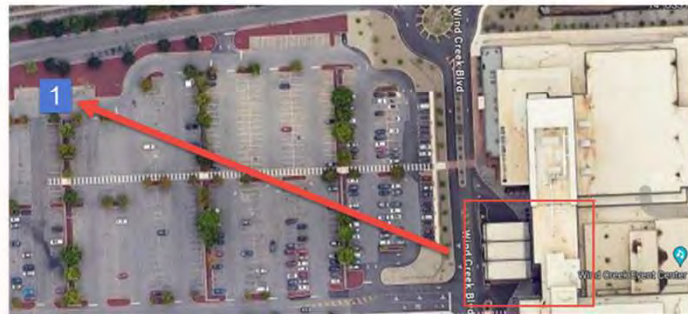
2026



BUCKEYE PARTNERS

Customer Conference

**INTERACTIVE
LEARNING
SESSIONS**



During an emergency, walk to the nearest safe exit and evacuate the building. Do not use the elevators during a fire or weather emergency. If you are in an unfamiliar area follow the exit signs to the nearest safe exit.

Take valuables with you, if in the same room, but do not return to your hotel room.

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Buckeye Safety Share



2026



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THE CHICAGO COMPLEX



THE CHICAGO COMPLEX

An integrated network of terminals
that provides customers
flexible access to Midwest markets
through shared connectivity
and coordinated operations



THE CHICAGO COMPLEX

Our goal for this interactive session -
highlight how the Chicago Complex
and Measurement & Quality Control (M&QC)
work together to support
safe, compliant, and reliable
product movements that help customers
move product efficiently and with confidence.

The CCX Team

Leticia Cabrales

Terminal
Scheduler



Karen Colwell

Terminal
Scheduler



Amanda Lee

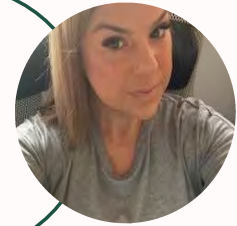
Railroad
Administrator



The CCX Team

Lauren Vasel

Scheduling
Supervisor



Trent Carlson

Senior Director,
Commercial
Operations



Shawn Nutt

Sr. Specialist,
M&QC



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WHAT IS THE CHICAGO COMPLEX?

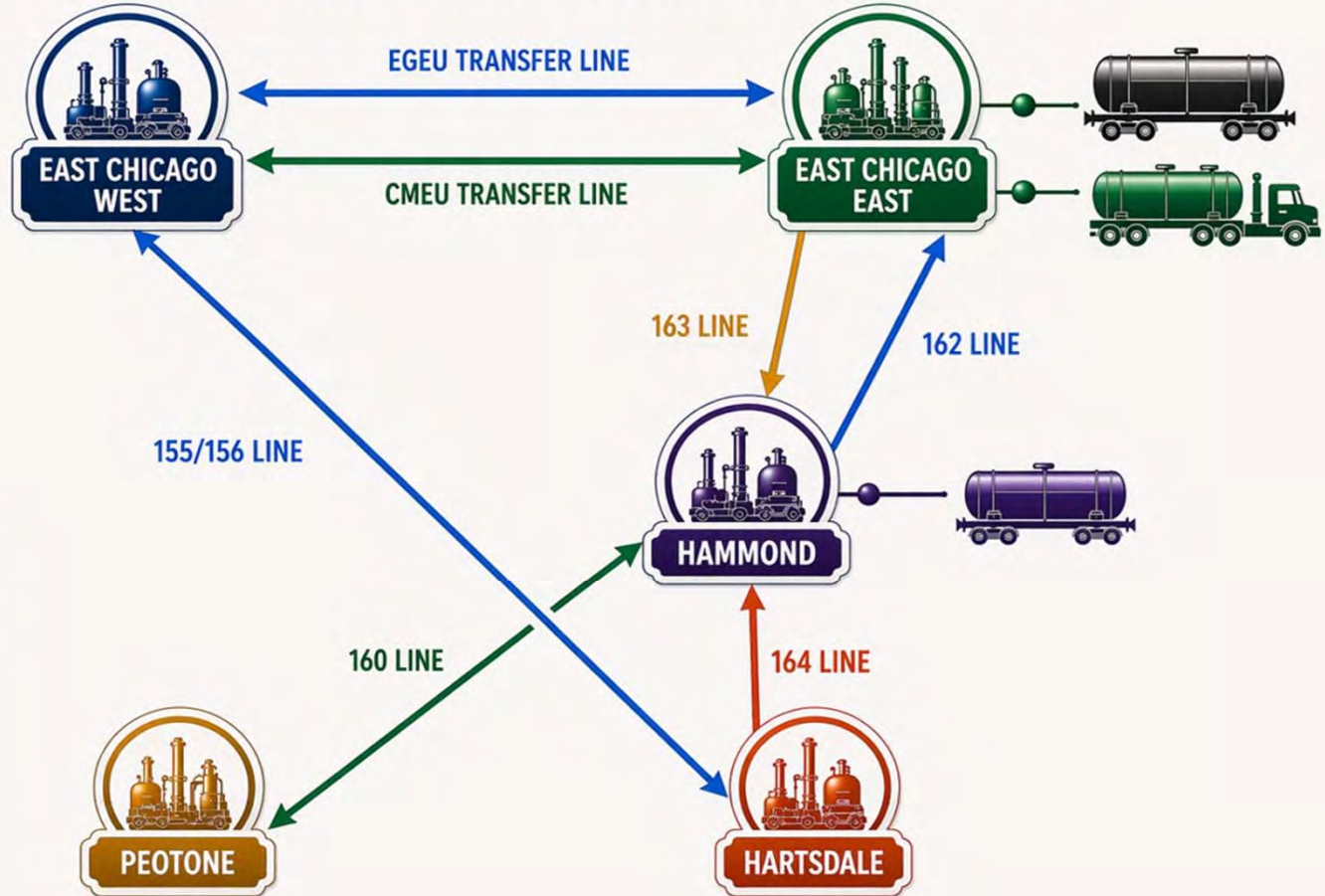
- 5 Interconnected Terminal Facilities
- 8.8 Million Barrels of Storage Capacity
- 35 Inbound/Outbound Pipeline Connections
- A Large Truck Loading Rack
- Large-scale Rail Facilities



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CHICAGO COMPLEX CONNECTIVITY MAP

EAST CHICAGO CONFIGURATION



LEGEND

- EGEU Transfer Line
- CMEU Transfer Line
- 163 Line
- 162 Line
- 155/156 Line
- 160 Line
- 164 Line
- Pipeline Facility

One Complex-Many Ways to Move Product

Pipeline
Truck Rack
Rail

One Complex-Many Ways to Move Product

Pipeline

35 inbound and outbound pipeline combinations

- Wolverine
- Explorer
- West Shore
- Badger

One Complex-Many Ways to move Product

Truck Rack

Conventional Gasoline Grades
Reformulated Gasoline Grades
ULSD
Bio
Red Dye
Cold Flow

E-85
Ethanol Off-loading
24/7
Bio-diesel Off-loading
Monday-Friday
• 7am-3:30pm CST

One Complex-Many Ways to move Product

Rail

100 car yard capacity

Loading:

- Gasoline blend stock
- ULSD



From Request to Execution: How CCX Delivers

- Customer Request
- Alignment & Coordination
- Scheduling & Execution
- Ongoing Support & Flexibility



NOMINATION & SCHEDULE CHANGES

- 3 Business Days
- Notify the terminal/pipeline scheduler prior to making changes
- Changes could have a potential impact on:
 - Pipelines
 - Terminals
 - Customers
 - Operations
 - Rail Operations
- Last minute changes will be handled on a best-effort basis

Pipeline and Terminal Synergy: Virtual Opportunities

A dark green, textured brushstroke graphic located in the bottom right corner of the slide.

Virtual product opportunities are currently available with movements involving:

Argo

Columbus

Clermont

Coraopolis

Cleveland Dry Dock

Toledo

Lima

Huntington

Wood River



Pipeline and Terminal Synergy Virtual Opportunities

- Confirm Commercial Readiness
- Confirm the Opportunity
- Submit the Nomination
- Plan for the Barrels
- Execution by CCX and Pipeline



R
V
P

Measurement & Quality Control



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What is RVP?

RVP = Reid Vapor Pressure

- Measure of gasoline's volatility
- Tendency to evaporate
- Regulated by the EPA to control pollution

But Why is RVP Important?

Volatility plays a pivotal role in several aspects in the automotive and fuel industry

- Engine Performance
- Environmental Impact
- Safety

How does RVP affect our vehicle?

Fuel Economy

RVP affects how fuel vaporizes.

It can influence how smoothly a vehicle runs. Drivers might notice better throttle response or fewer hiccups during startups when the fuel is seasonally appropriate.

How does RVP affect our vehicle?

Warm Weather Starting

In warmer months, lower RVP fuels are required to minimize evaporation and emissions.

How does RVP affect our vehicle?

Cold Weather Starting

Higher RVP helps fuel evaporate more easily, which makes engines easier to start on cold mornings—like when a car fires up faster on a winter day instead of cranking longer

How does RVP affect our vehicle?

Emissions

One reason lower RVP fuel is used in the summer is because higher RVP fuels evaporate more, especially in warm weather. That can lead to more fumes when fueling up or parked, contributing to smog.

Conclusion

We make a big deal out of RVP because its important.

- Customers
- Consumers
- Enviornment

Quality Questions: Reach Out



419-296-2853



Snutt@buckeye.com



www.buckeye.com



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RVP Readiness: A Shared Commitment

Working Together to Get RVP Right

CONVENTIONAL GRADE OPERATIONAL REQUIREMENTS

Inbound Pipeline Receipt Limits

- March 1st-14th 13.3 RVP accepted and no longer accepting 15#
- March 15th-May 1st 8.8# RVP

Inventory Removal Deadlines

- March 1st- all 15# inventory must be removed
- March 21st- all 13.5# inventory should be removed

REFORMULATED GRADE OPERATIONAL REQUIREMENTS

Inbound Pipeline Receipt Limits

- March 1st-14th 13.3 RVP accepted and no longer accepting 15#
- March 15th-May 1st 7.2 w/ 10% ETH

Inventory Removal Deadlines

- March 1st- all 15# inventory must be removed
- March 21st- all 13.5# inventory should be removed

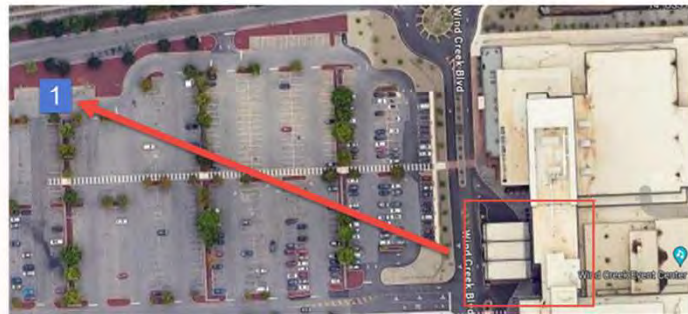
How Customers & Scheduling Work Together for RVP Success



- Plan early for high-RVP inventory
- Coordinate to lift unavailable bottoms
- Support tank turns with compliant inbound barrels
- Maintain clear and frequent communication

The Chicago Complex is designed
to give customers options
- not limitations





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Buckeye Safety Share



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Pipe and On Pipe Terminals with MQC





A More Connected Scheduling Experience

Pipeline to Terminal to Customer = One point of contact

A single point of contact for all scheduling—bringing coordination and communication under one streamlined process.

A blurred background image of industrial machinery, featuring yellow and blue components, likely robotic arms or conveyor systems, in a factory setting.

What this means for our Customers?

- Fewer handoffs and cleaner ownership
- Faster Communication
- Improved Coordination across connected assets

What's Changing – and What's Not

Changing

- A more integrated scheduling approach
- A single point of contact for select locations

What's Changing – and What's Not

No Change

- Safe, reliable, and compliant operations
 - Existing nomination processes
 - Buckeye's service standards

What's Changing – and What's Not

While scheduling coordination is improving,
your nominations, requirements, and standards
remain exactly the same

This is about making it easier to work with us,
not changing how you do business

What lines and terminals are being "synergized"?

Completed

- L700 – Coraopolis, PA (CP) to Pittsburgh Airport
- L710 – CP to Indianola, PA (ND)
- L755 – Portland to Bangor ME
- L162/163/164-CCX transfer lines within Terminal Assets
- Cuyahoga, OH (YH) & Lorain, OH (LR)
- West Toledo, OH (YT)



What lines and terminals are being "synergized"?

Completed

- Malvern, PA (MX)
- Springfield, MA (NG) & Wethersfield, MA (WE)
- Lower V System in IA and MO: Cedar Rapids (AR), Ottumwa (OT), Des Moines (OI), Council Bluffs (NB), and Sugar Creek (UG)

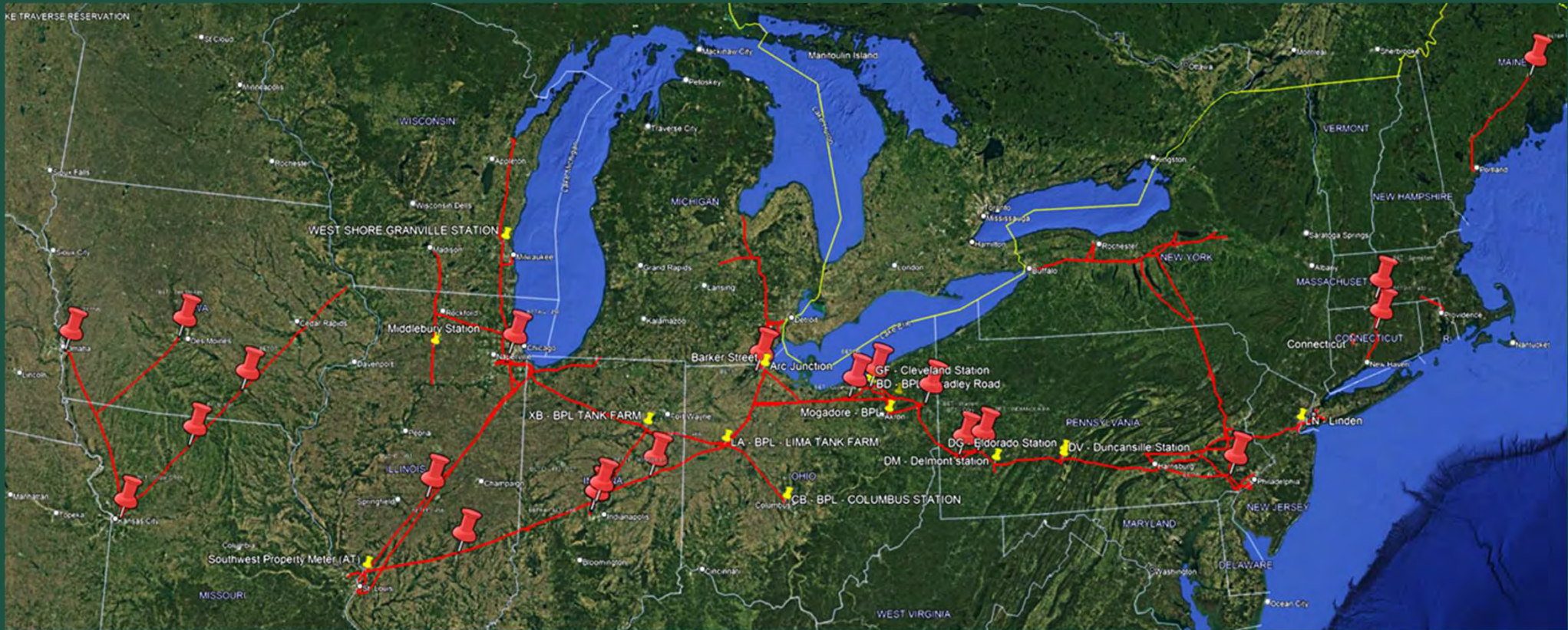


What lines and terminals are being "synergized"?

In progress

- Warren, OH (YO)
- Indianapolis, IN (CL) & Raceway, IN (CL)
- Wood River System in IN and IL: Zionsville (ZI), Muncie (MN), Argo (AG), Effingham (EF), Harristown (HT)

What lines and terminals are being "synergized"?



Scheduling Team: Who do you interact with?

Who's Who?

Monica Gaten

Manager Terminal Scheduling



Charles Troutman

Terminal Scheduler



Dorothy Gasker

Terminal Scheduler



Diana Koch

Terminal Scheduler



Mike Neumann

Terminal Scheduler



Aric Mills

Terminal Scheduler



Ryan Snyder

Terminal Scheduler



Aubrey Roth

Terminal Scheduler



Randy Doty

Terminal Scheduler



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Who's Who?

Piotr Bielunas
Terminal Scheduler



Walter Markowski
Terminal Scheduler



Matthew Wardell
Terminal Scheduler



Thomas Haesche
Terminal Scheduler



Kami Fisher
Terminal Scheduler Specialist



Who's Who?

Trevor Ayer
Pipeline Scheduler



Chad Seibert
Pipeline Scheduler



Erin Healy
Pipeline Scheduler



David Kelly
Pipeline Scheduler



Nick Capozzolo
Pipeline Scheduler



Zak Spess
Pipeline Scheduler



Scott Newhard
Pipeline Scheduler



Doug Pierson
Pipeline Scheduler



Trent Border
Pipeline Scheduler



Who's Who?

Julio Rodriguez
Pipeline Scheduler



Mark Warren
Pipeline Scheduler



Stephanie Gonzalez
Pipeline Scheduler



Shawn Lakits
Pipeline Scheduler



Kaitlin Leininger
Pipeline Scheduler



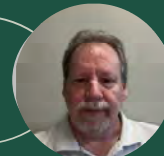
Zachary Stephens
Pipeline Scheduler



John McDonald
Pipeline Scheduler



James Harris
Pipeline Scheduler



Martha Cavell
Pipeline Scheduler



Who's Who?

Kelly Yackenchick
Pipeline Scheduling Specialist



Chad Ringer
Pipeline Scheduling Specialist



Todd Pyhtila
Pipeline Scheduling Specialist



Christina Ahn
Pipeline Scheduling Specialist



Matt Arthur
Pipeline Scheduling Optimizer



Amy Garchinsky
Supv., Pipeline Scheduling



Eric Moyer
Supv., Pipeline Scheduling



SCHEDULING PROCESS – Pipeline to Terminals

Shippers/Customers

Origin Schedulers

Destination Schedulers

Buckeye Schedulers

Terminal Operations

Nomination and Schedule Changes

How does it affect the Scheduling Process??

Potential Impacts: "Ripple Effect"

- Operations (Pipeline, Marine, Rail, Terminal)
- Scheduling forecasting
- Terminal capacity constraints
- After hours or weekend calls
- Impacts to pipelines and our other customers in the terminal

Changes will impact supply outlook so a discussion with the Buckeye Scheduler is key



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Customer Notification Process for Terminal Outage or Supply Disruptions

Examples—Lane/Rack Closures, Short Term Maintenance, Weather Related Outages, Local Community Impacts, etc.

PLANNED Terminal Outages	Downtime Lasting < 24 hours	Downtime Lasting > 24 hours
Buckeye Terminals	Notices sent 72 hours prior to	Notices sent 2 weeks in advance

Unplanned Terminal Outages	Downtime Lasting < 24 hours	Downtime Lasting > 24 hours
Buckeye Terminals	Notice sent ASAP	ASAP w/ updates often

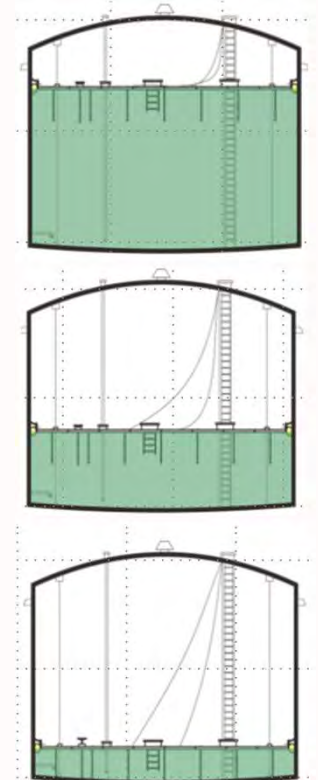
**No matter how
hard you try...**

Some of the ketchup
always gets stuck
inside the bottle.



Available Inventory

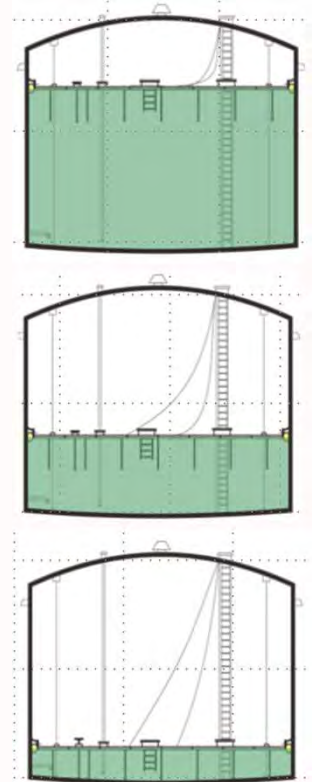
- Current volume ticketed in suppliers' stock that is available to load in the terminal
- Used for bulk movements, in tank transfers (ITTs), and truck rack liftings
- Separate from Unavailable Bottoms aka Tank Heels



Unavailable Bottoms

- Depending on tank and product, it's the physical volume when roof lands or suction is lost
- Established based on a proportional basis for leased storage and/or throughput volumes
- Re-evaluated regularly
- Cannot be used to fill outgoing bulk movements, fulfill ITTs, or for truck rack liftings

Exception! During RVP Phasedown, we must load out bottoms volume to ensure tanks turn.

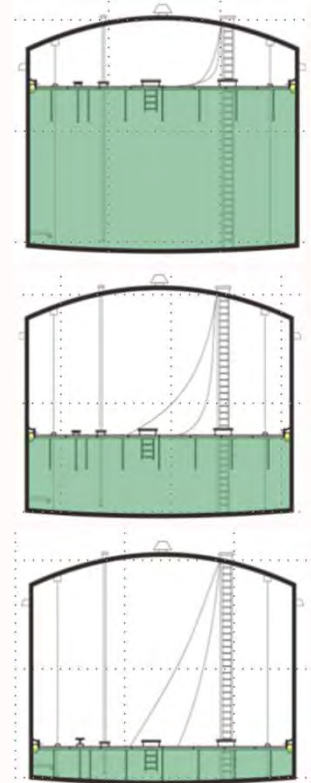


Available Inventory vs. Unavailable Bottoms

In the BTAP Portal, the Unavailable Bottoms account will be your supplier number +1

Examples

- Regular Supplier Number: 123 or 1100
- Unavailable Bottoms Number: 1231 or 1101



RVP Phasedown

Customers will
pull high RVP
inventory to
bottoms



Customers
nominate
low RVP to
turn bottoms

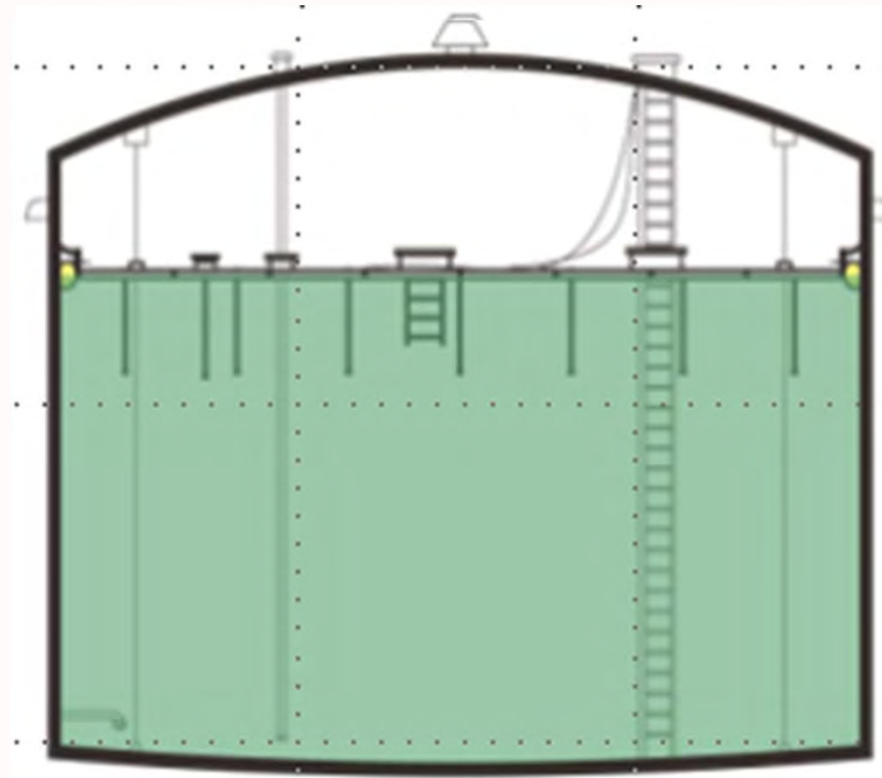
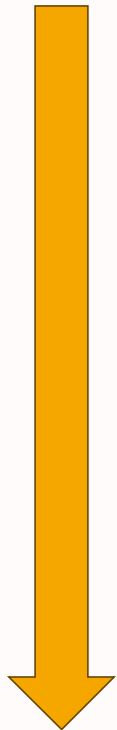


With good
communication &
active participation,
we get to the finish
line together!

Available Inventory vs. Unavailable Bottoms

W
I
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E



S
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M
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R

G
R
A
D
E

Troubleshooting Carrier Issues – Loading Errors

- **Loading or Unloading Issues**
- **Driver Unable to get Authorization to Load**
 - **No Stock Remaining**
 - **No Products Authorized for this Consignee**
 - **Product not on pick list, etc.**
- **Ticket Credited to Wrong Account, or Delayed Entry by Operations**

Troubleshooting Carrier Issues – Loading Errors

What would help us to help you?

Provide us with as much detail as possible on the loading or unloading issue

- **Time they attempted**
- **Account/consignee number**
- **Carrier information**
- **Products attempted to load**
- **Any error messages the driver saw on the screen**





"Hey Diana,
I have a driver
trying to load out of
Buckeye Cuyahoga.

They are getting a
No Stock remaining
message.

Can you assist?"

On-Duty Terminal Operators

- Terminal Operators are **REAL-TIME DETECTIVES**
- Up front answers on issues by looking at the user interface while a driver cards in
- On-call operator number posted for after-hours questions

Supply Hotline or Scheduler On-Call for Assistance

- Can assist in addressing DTN TABS or Toptech TDS issues (Set at stockholder level, not with Buckeye).
- Buckeye might have Supplier Allocations Active that need to be reset or removed



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MEASUREMENT QUALITY CONTROL

Pipeline and Terminals – June 2026

Measurement and Quality Control

Introduction

- **Measurement**
- **Quality**
- **Blending & Additives**

M&QC Roles and Responsibilities

Quality Criteria for Ensuring Efficient Operations

- Product Specifications
 - Cut Guidelines and QC protocols
 - The fuels we deliver must meet quality specs outlined in Shippers Manual and by Federal/State/Local requirements
-

M&QC Roles and Responsibilities

Product Measurement

- Metering accuracy & measurement protocols
 - Buckeye is a common products carrier and terminal for hire
 - Buckeye does not own or trade product
 - Must meter out what we meter in
 - Must correctly blend products/additives as required
-

M&QC Roles and Responsibilities

Help fix problems & provide support regarding decisions to deal with upsets

Work with

- Control Center/Scheduling/Volume Accounting
 - Pipeline/Terminal/Marine Field Operations
-

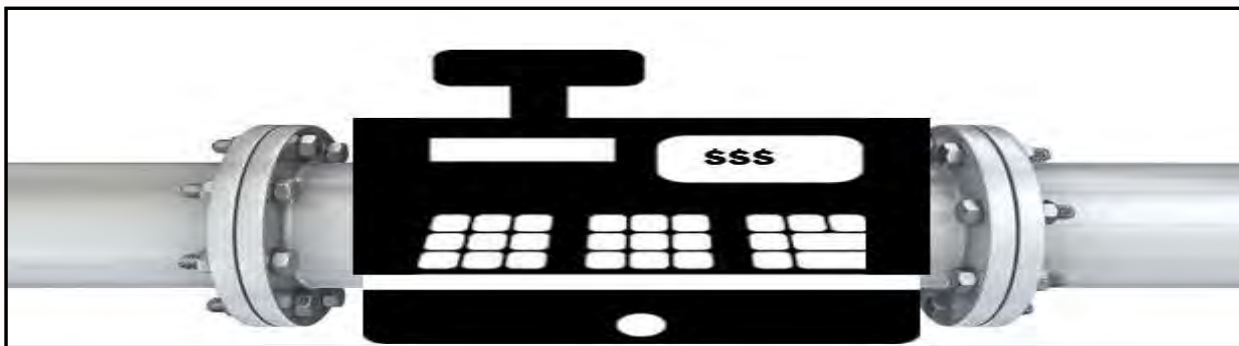
Measurement and Quality Control

Measurement

Metering: Why Do We Measure?



- The basis of how we generate revenue
 - Tariff or volume-based revenue
 - Gain/Loss settlements
- Meet Federal/Corporate Accounting Requirements
- Environmental – Leak Detection
- Provide legally Defendable/Auditable Data
- Discourage Theft
- Facilitate Claims/Negotiations where required



Measurement and Quality Control

Quality



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Product Classification

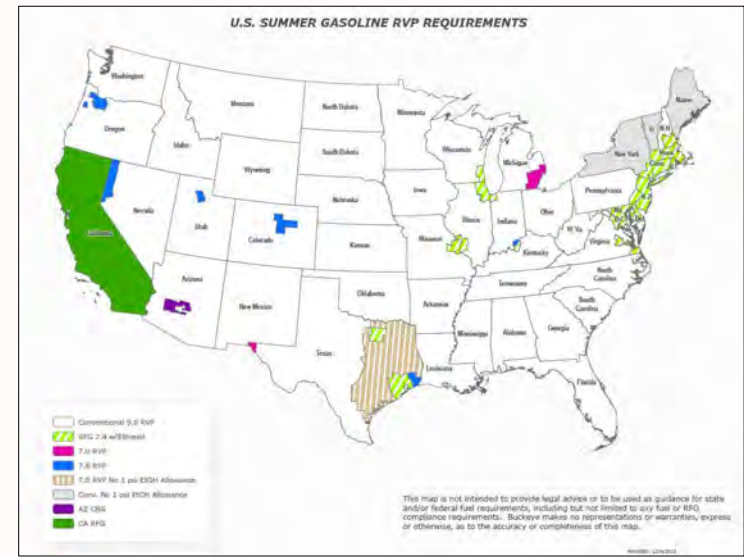
Fungible product meets Buckeye specifications and may be commingled with other batches of the same grade.

Segregated product meets the customers' specifications and may NOT be commingled with other batches.

Gasoline

Gasoline Grades are divided by:

- Minimum Octane
- Volatility (RVP – Reid Vapor Pressure)
- Environmental Requirements
 - (RFG vs. Conventional Gasoline)
 - (Individual State requirements)
- Segregated vs. Fungible



Gasoline

Reformulated vs Conventional

Reformulated gasoline (RFG) used in major metropolitan areas

- NYC Area, NJ, Chicagoland, Philadelphia, St Louis, Baltimore/DC, CT, MA, RI, Louisville, Chesapeake/Richmond
- Reformulated Blendstock for Oxygenate Blending (RBOB)
- 7.4 E10 RVP in summer (May 1 thru Sept 15)
 - Estimated 6.2 RVP Neat
- RBOB + Ethanol = RFG

Conventional gas used at other locations

- CBOB

Distillates & Jet Fuel

Ultra Low Sulfur Diesel Motor Vehicle, Non-road, Locomotive, Marine (MVNRLM))

- ULS = Max sulfur of 15 ppm

LM500 - Low Sulfur Diesel (From transmix processor: Locomotive, Marine)

- Must be <500 ppm (LSD)

Kerosene – 15 ppm; 400 ppm; Jet fuel max = 3,000 ppm sulfur

- Can be either aviation or non-aviation
- Non-aviation used for home heating or diesel blending
- Aviation used for jet fuel

Distillates & Jet Fuel

Fuel Oil (Home Heating) aka Non-Transportation Diesel Fuel (NTDF)

- All Northeast States now require ULS Heating Oil (<15 ppm)
- Specs are identical to ULSD
- ULSHO and ULSD can be comingled if ULSHO is designated as NTDF
 - Tax implications between NTDF and MVNRLM
- Dyed Red to 13.0 ppm dye at the rack

Airports: Serviced by Buckeye

Direct Airport Delivery

O'Hare

JFK

Newark

Detroit

LaGuardia

St. Louis (Lambert)

Pittsburgh

Indianapolis

Milwaukee

Columbus, OH

Bradley, CT

Greenville/Spartanburg, SC

Rockford, IL

Indirect Airport Delivery

Philadelphia

Midway (Chicago)

Cleveland

Buffalo

Rochester

Syracuse

Green Bay

Binghamton

McArthur (Long Island)

Transmix

Results from mixing of gasoline and distillate

- Byproduct of normal operations
 - Primarily created through P/L cuts with incompatible products
 - API gravity
 - Ranges from gasoline to fuel gravity
 - Typically estimated 35% gasoline / 65% distillate
-

Transmix

Disposal:

- Blend back into product streams (<0.5%)
 - Ship to re-processor
 - BPL Grade 075 (HS created/cuts) / 077 (HS scheduled/batch on P/L)
 - BPL Grade 073 (ULS created/cuts) /074 (ULS scheduled/batch on P/L)
 - Segregated from HS at some locations
 - Worth more to reprocessors
-

LPG (Liquid Petroleum Gas)

Propane

- Pipeline - Liquid under pressure
- BDL Caverns – Huntington and Tuscola

Butane

- One component of gasoline - High RVP

Propylene

- East Chicago Rail
 - Corpus Christi – Refrigerated
 - Butane, Propane
-



Measurement and Quality Control

Blending and Additives



Ethanol Blending

Blended at Terminal – Prohibited on Pipeline

- EPA allows ethanol content in gasoline between 9 - 15%
- **E0** – neat gasoline (RecFuel) – is permitted, provided octane is sufficient
- **E15** – Restricted by EPA in the summer and restricted by some states
- **E85** – FlexFuel – is permitted in most states

Buckeye has 21 terminals with FlexFuel recipes

Biodiesel Blending

Blended at Terminal – Prohibited on Pipelines

- Must be delivered to terminals via truck or rail
 - Currently blending at 20+ terminals with more in planning stages
 - Biodiesel usage driven by:
 - Tax credits and RIN's for customers
 - Flexibility in injection rates (B2, B5, B10, B20)
 - State mandates in the works for up to B50 by 2030 - Northeast
-

Biodiesel Blending

Biodiesel usage driven by:

- Tax credits and RIN's for customers

Flexibility in injection rates (B2, B5, B10, B20)

- State mandates in the works for up to B50 by 2030 - Northeast
-

Additives

- Gasoline Intake Valve Detergent (IVD)
 - Lubricity/Conductivity
 - Cold Flow Improver
 - Red Dye
 - Jet Fuel Additives
 - Drag Reducing Agent (DRA)
 - Customer Proprietary Additives at Terminal
-



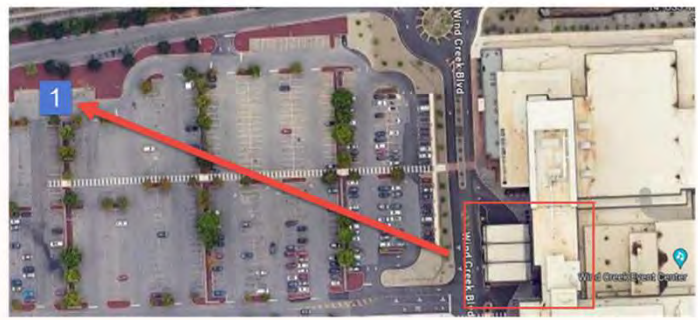
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Exits Marked by Red Arrow

Muster Point location in Parking Lot



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**3rd Party Pipe &
Off Pipe Terminals with MQC**

Who's Who?

Monica Gaten

Manager Terminal Scheduling



Charles Troutman

Terminal Scheduler



Dorothy Gasker

Terminal Scheduler



Diana Koch

Terminal Scheduler



Mike Neumann

Terminal Scheduler



Aric Mills

Terminal Scheduler



Ryan Snyder

Terminal Scheduler



Aubrey Roth

Terminal Scheduler



Randy Doty

Terminal Scheduler



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Terminal Scheduler



Walter Markowski
Terminal Scheduler



Matthew Wardell
Terminal Scheduler



Thomas Haesche
Terminal Scheduler



Kami Fisher
Terminal Scheduler



Amanda Lee
Railroad Administrator



Who's Who?

Nathanael Brown
Terminal Scheduler



Orlando Rodriguez
Terminal Scheduler



Zach Anderson
Supv. Terminal Scheduling



Hammond Rail

- 100-Car Capacity Yard
- Chicago Complex Access
- High-throughput Capability
- Flexible rail operations



Woodhaven Rail

- Located minutes outside Detroit, MI
- 30 Loading spot rack
- Gas and ULSD
- Direct Access to Canadian National



Port Reading Rail

- Located in New Jersey
- Part of NY Harbor
- 10 Butane Offloading Spots
- Single Manifest Cars



Why Choose Buckeye Rail?

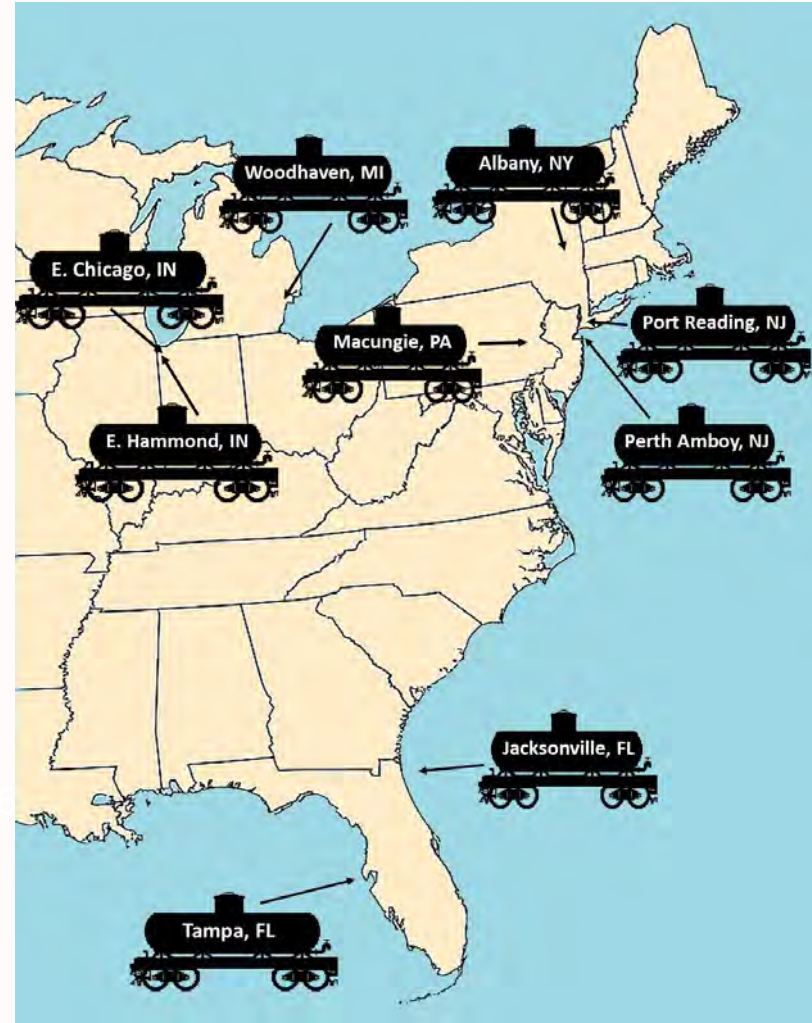
Customer-Focused Execution

Unmatched Rail Access

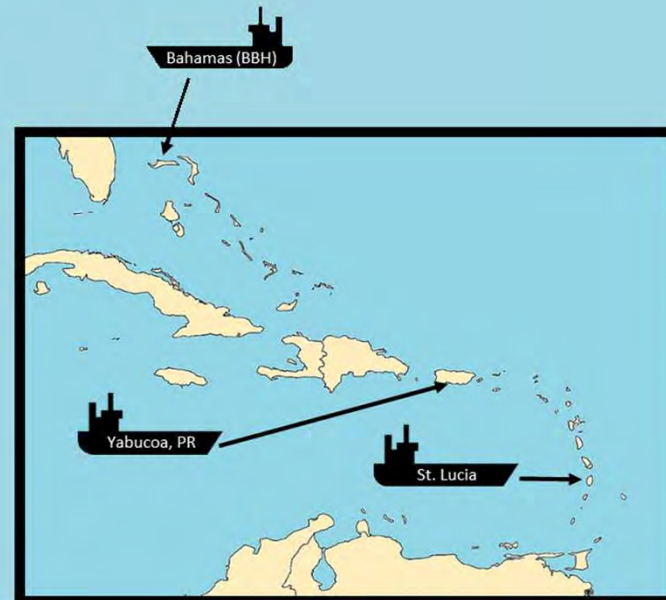
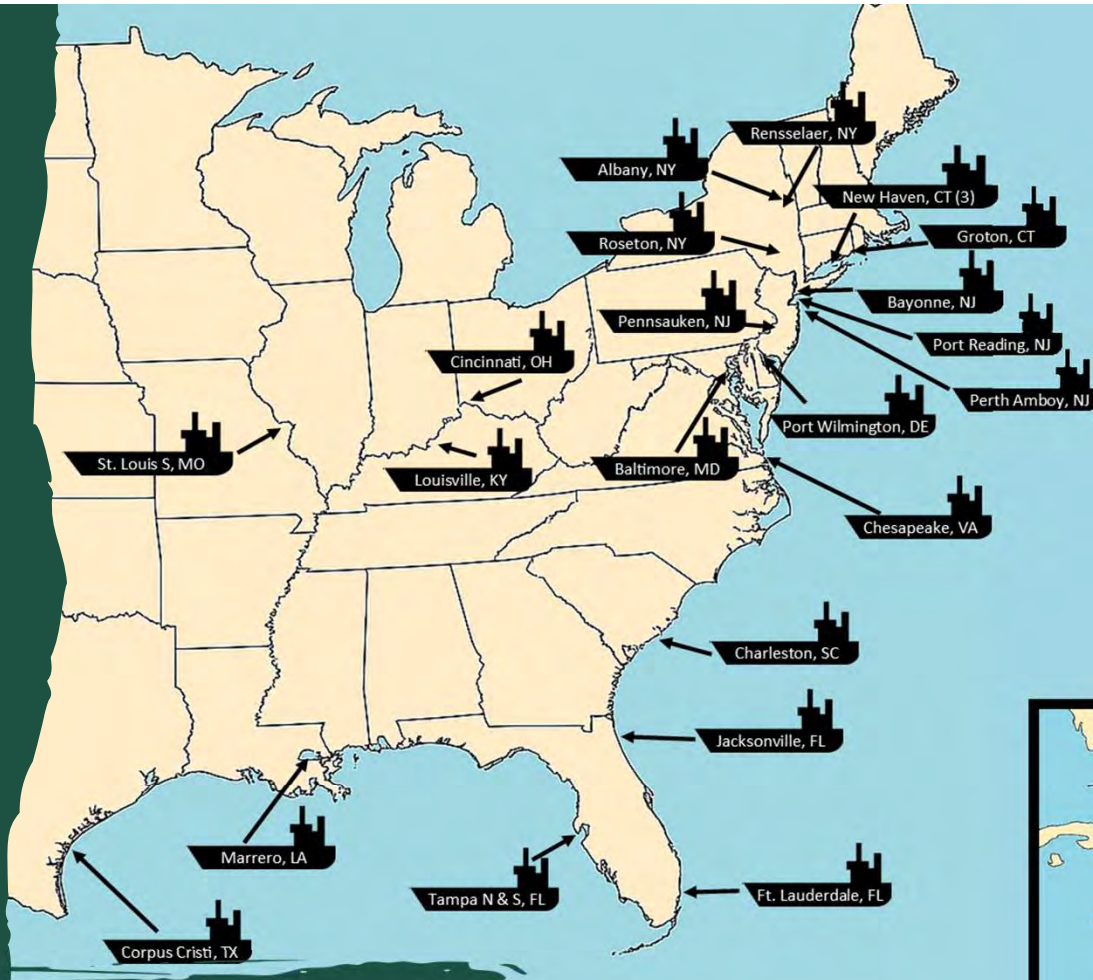
Built for Flexibility



Other Rail Locations:



Marine Terminals





Marine Vessel Vetting

THE Q88 FORM

Provides most up-to-date information for assessing vessel suitability & risk

Version 1

Q88 Standard Barge Questionnaire

1. VESSEL DESCRIPTION

1.1	Date updated:	May 29, 2024
1.2	Barge Name:	Gm 11103
1.3	Registered number (IMO/LR, ENI, VIN or other):	IMO: 9308209 Official: 1170699
1.4	Vessel's previous name(s) / date(s) of change:	Not Applicable
1.5	Date delivered (built):	Not Applicable
1.6	Builder (where built):	Not Applicable
1.7	Date rebuilt:	Not Applicable
1.8	Builder (where rebuilt):	Not Applicable
1.9	If rebuilt, list what changes were made:	Not Applicable
1.10	Flag:	Jun 30, 2005
1.11	Port of Registry:	Toledo Ship Repair Co.
1.12	Call sign:	Not Applicable
1.13	Vessel's satcom phone number:	Not Applicable
1.14	Vessel's mobile number:	United States
1.15	Vessel's fax number:	Houston, TX
1.16	Vessel's email address:	WDG9360
1.17	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):	Not Applicable
1.18	Trading area:	(046) 753-1452
1.19	Trading area (inlets as documented on the vessel's certificate):	713-943-9322
1.20	Type of barge:	GM 11103@gerip.com
1.21	If barge is Non-powered or Other, it can be:	Not Applicable
1.22	Type of cargoes vessel is certified to carry:	Inland and Oceangoing
1.23	ADNR type (Inland Europe):	Oceans
1.24	Type of hull:	Articulated Tug and Barge (ATB)

Assigned Tug (if known)

1.25	Tug name:	Pushed and Towed
1.26	Registered number (IMO/LR, ENI, VIN or other):	Grade A and lower
1.27	Is the tug permanently assigned to this barge?	Not Applicable
1.28	Date tug assigned:	Double Hull

Classification

1.29	Classification society:	Genesis Eagle
1.30	Class notation:	IMO Number: 9117260
1.31	Date of last dry-dock / date of next dry-dock:	No
1.32	Place of last dry-dock:	Aug 19, 2022
1.33	Date of last special survey / date of next special survey:	American Bureau of Shipping

Dimensions

1.34	Length Overall (LOA):	A1, Oil Tank Barge
1.35	Extreme breadth (Beam):	Jul 07, 2022
1.36	Moulded depth:	Jun 30, 2027
1.37	Keel to Masthead (KTM):	Amelia, LA
1.38	Maximum air draft in normal ballast:	Jul 28, 2019
1.39	Parallel Body Distance:	Jun 29, 2024

Tonnages

1.40	Net Registered Tonnage (NRT):	Forward to mid-point manifold	119,4562 Metres
1.41	Gross Tonnage (GT):	41.36 Metres	23.77 Metres
		41.36 Metres	11.43 Metres
		41.36 Metres	19.78 Metres
		41.36 Metres	26.822 Metres
		41.36 Metres	82.72 Metres
		41.36 Metres	82.72 Metres

Loadline Information

1.42	Loadline	5.130
	Summer:	8.343
	Normal Ballast Condition:	16,169 Metric Tonnes
	FWA at summer draft:	6.312 Metric Tonnes
	TPC immersion at summer draft:	19,885 Metric Tonnes
		9,793 Metric Tonnes

Freeboard

	Freeboard	2.72 Metres
	Draft	8.71 Metres
		4.73 Metres
		191 Millimetres
		26,001 Metric Tonnes

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THE Q88 FORM

Provides most up-to-date information for assessing vessel suitability & risk

- **Must be CURRENT** (cannot exceed 30 days)
- Over 170 points of data
- Will it fit? Any restrictions??
- Certificates
- USCG Inspections
- Safety and Environmental
- All Documentation Verified & Accurate
- Maintenance

Q88 Standard Barge Questionnaire				Version 1	
1. VESSEL DESCRIPTION					
1.1	Date updated:	May 29, 2024			
1.2	Barge Name:	Gm 11103			
1.3	Registered number (IMO/LR, ENI, VIN or other):	IMO: 9308209 Official: 1170699			
1.4	Vessel's previous name(s) / date(s) of change:	Not Applicable			
1.5	Date delivered (built):	Jun 30, 2005			
1.6	Builder (where built):	Toledo Ship Repair Co.			
1.7	Date rebuilt:	Not Applicable			
1.8	Builder (where rebuilt):	Not Applicable			
1.9	If rebuilt, list what changes were made:	Not Applicable			
1.10	Flag:	United States			
1.11	Port of Registry:	Houston, TX			
1.12	Call sign:	WDG9360			
1.13	Vessel's satcom phone number:	Not Applicable			
1.14	Vessel's mobile number:	(846) 753-1452			
1.15	Vessel's fax number:	713-943-9322			
1.16	Vessel's email address:	GM.11103@genip.com			
1.17	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):	Not Applicable			
1.18	Trading area:	Inland and Oceangoing			
1.19	Trading area limits as documented on the vessel's certificate:	Oceans			
1.20	Type of barge:	Articulated Tug and Barge (ATB)			
1.21	If barge is Non-powered or Other, it can be:	Pushed and Towed			
1.22	Type of cargoes vessel is certified to carry:	Grade A and lower			
1.23	ADNR type (Inland Europe):	Not Applicable			
1.24	Type of hull:	Double Hull			
Assigned Tug (if known)					
1.25	Tug name:	Genesis Eagle			
1.26	Registered number (IMO/LR, ENI, VIN or other):	IMO Number: 9117260			
1.27	Is the tug permanently assigned to this barge?	No			
1.28	Date tug assigned:	Aug 19, 2022			
Classification					
1.29	Classification society:	American Bureau of Shipping			
1.30	Class notation:	A1, Oil Tank Barge			
1.31	Date of last dry-dock / date of next dry-dock:	Jul 07, 2022	Jun 30, 2027		
1.32	Place of last dry-dock:	Amelia, LA			
1.33	Date of last special survey / date of next special survey:	Jul 28, 2019	Jun 29, 2024		
Dimensions					
1.34	Length Overall (LOA):	119.4562 Metres			
1.35	Extreme breadth (Beam):	23.77 Metres			
1.36	Moulded depth:	11.43 Metres			
1.37	Keel to Masthead (KTM):	19.78 Metres			
1.38	Maximum air draft in normal ballast:	26.822 Metres			
1.39	Parallel Body Distance:	Forward to mid-point manifold	Aft to mid-point manifold	Parallel body length	
	Normal ballast condition:	41.36 Metres	41.36 Metres	82.72 Metres	
	Summer DWT condition:	41.36 Metres	41.36 Metres	82.72 Metres	
Tonnages					
1.40	Net Registered Tonnage (NRT):	5,130			
1.41	Gross Tonnage (GT):	8,343			
Loadline Information					
1.42	Loadline	Deadweight	Displacement	Freeboard	Draft
	Summer:	16,169 Metric Tonnes	19,885 Metric Tonnes	2.72 Metres	8.71 Metres
	Normal Ballast Condition:	6,312 Metric Tonnes	9,793 Metric Tonnes	6.55 Metres	4.73 Metres
1.43	FWA at summer draft:				191 Millimetres
1.44	TPC immersion at summer draft:				26.001 Metric Tonnes
Q88.com					
Page 1 / 5					

THE Q88 FORM

Provides most up-to-date information for assessing vessel suitability & risk

Terminal Specific Restrictions (Dock, Tankage, Timing)

- Dock Access Agreements
- Number of Mooring Lines
- Gangway Restrictions
- Crane Availability
- Manifold location

Q88 Standard Barge Questionnaire				Version 1	
1. VESSEL DESCRIPTION					
1.1	Date updated:	May 29, 2024			
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1.3	Registered number (IMO/LR, ENI, VIN or other):	IMO: 9308209 Official: 1170699			
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1.17	Vessel's MMSI No. (Maritime Mobile Selective Call Identity Code):	Not Applicable			
1.18	Trading area:	Inland and Oceangoing			
1.19	Trading area limits as documented on the vessel's certificate:	Oceans			
1.20	Type of barge:	Articulated Tug and Barge (ATB)			
1.21	If barge is Non-powered or Other, it can be:	Pushed and Towed			
1.22	Type of cargoes vessel is certified to carry:	Grade A and lower			
1.23	ADNR type (Inland Europe):	Not Applicable			
1.24	Type of hull:	Double Hull			
Assigned Tug (if known)					
1.25	Tug name:	Genesis Eagle			
1.26	Registered number (IMO/LR, ENI, VIN or other):	IMO Number: 9117260			
1.27	Is the tug permanently assigned to this barge?	No			
1.28	Date tug assigned:	Aug 19, 2022			
Classification					
1.29	Classification society:	American Bureau of Shipping			
1.30	Class notation:	A1, Oil Tank Barge			
1.31	Date of last dry-dock / date of next dry-dock:	Jul 07, 2022	Jun 30, 2027		
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Q88.com					
Page 1 / 5					

PSIX (Port State Information Exchange)



USCG Maritime Information Exchange
Port State Information Exchange



- USCG database of documents and certificates
- History of Vessel Incidents
 - Groundings
 - Collisions
 - Loss of life
- Vessel Deficiencies
- Safety
- Mechanical
- Cross check Vessel Inspection against Q88
- Additional approval is needed if the vessel has been in a significant incident or has unresolved deficiencies

Activity Number	Case Number	Responsible Unit's USCG Zone/Port	Incident Date	Activity Type
7829901	Not Associated with a Case	STATEN ISLAND, New York	Friday, December 1, 2023	Vessel Inspection
Deficiency Information				
System		SubSystem	Component	
11 - Life Saving Appliances		N/A - No Subsystem	11110 - Stowage and provision of liferafts	
Cause		Action	Action Code	
Not Available		50 - Rectify deficiencies w/in 30 days	c - To the satisfaction of the Coast Guard	
Description of Deficiency				
During the vessel's construction and when any modification to the lifesaving arrangement is done after construction, a vessel owner must obtain acceptance of lifesaving arrangements from the Commandant (Marine Safety Center(MSC)). The current lifesaving arrangement aboard the vessel must be reviewed by MSC before being accepted as a permanent arrangement for compliance with NVIC 2-81 Ch-2. You have submitted your request for MSC to review this modification. Notify local OCMI when approval is granted or if any further modifications are recommended by MSC. You are being given 30 days to receive final approval from MSC.				
Due Date		Resolved	Resolved Date	
Not Available		False	Not Available	
Resolution Description				
Not Available				



The COE: Certificate of Entry

 Steamship Mutual

CERTIFICATE OF ENTRY AND ACCEPTANCE

This is to certify that the ship below has been entered for insurance in Steamship Mutual Underwriting Association Limited for

Class 1 - Protection and Indemnity

With effect from

Noon G.M.T 20/02/2024 to Noon G.M.T 20/02/2025

until sold, lost, withdrawn or the entry is terminated in accordance with the Rules, to the extent specified and in accordance with the Act, Bye-Laws and the Rules from time to time in force and the special terms specified overleaf.

For the account of:

Genesis Marine, LLC (Owner)
and **Joint Members, if any, under Rule 9 (i) as listed overleaf**
whose names have been entered in the Register of Members of the Club as a Member.

Vessel Name: **"GENESIS EAGLE"**
Gross Tonnage: **682** Built: **1996**
Class: **ABS** IMO no: **9117260**
Port of Registry: **HOUSTON**

THIS CERTIFICATE OF ENTRY IS EVIDENCE ONLY OF THE CONTRACT OF INDEMNITY INSURANCE BETWEEN THE ABOVE NAMED MEMBERS AND THE ASSOCIATION AND SHALL NOT BE CONSIDERED AS EVIDENCE OF ANY UNDERWRITING, FINANCIAL OR OTHERWISE, ON THE PART OF THE ASSOCIATION TO ANY OTHER PARTY.
IN THE EVENT THAT A MEMBER TENDERS THIS CERTIFICATE AS EVIDENCE OF INSURANCE UNDER ANY APPLICABLE LAW RELATING TO FINANCIAL RESPONSIBILITY, OR OTHERWISE SHOWS OR OFFERS IT TO ANY OTHER PARTY AS EVIDENCE OF INSURANCE, SUCH USE OF THIS CERTIFICATE BY THE MEMBER IS NOT TO BE TAKEN AS ANY INDICATION THAT THE ASSOCIATION THEREBY CONSENTS TO ACT AS GUARANTOR OR TO BE SAID DIRECTLY IN ANY JURISDICTION WHATSOEVER. THE ASSOCIATION DOES NOT SO CONSENT.

NOTES

1. REFERENCE IS DIRECTED TO THE RULES AS TO THE CIRCUMSTANCES OF ENTRY BEING CANCELLED AND AS TO THE CIRCUMSTANCES OF AN ALTERATION IN THE RULES OR BYE LAWS.

2. THE RULES ARE PRINTED ANNUALLY IN BOOK FORM, INCORPORATING ALL PREVIOUS ALTERATIONS AND A COPY IS SENT TO EACH MEMBER. ALTERATIONS CAN BE MADE BY ORDINARY RESOLUTION FOLLOWING A GENERAL MEETING NOTIFIED TO ALL MEMBERS.

3. THIS CERTIFICATE OF ENTRY SUPERSEDES ANY PREVIOUS CERTIFICATE OF ENTRY IN RESPECT OF THESE RISKS AND ENTERED SHIPS. SAVE AS OTHERWISE EXPRESSLY PROVIDED HEREIN ANY SUCH PREVIOUS CERTIFICATE OF ENTRY SHALL REMAIN IN FULL FORCE AND EFFECT UP TO THE DATE OF THIS CERTIFICATE OF ENTRY.

STEAMSHIP INSURANCE MANAGEMENT SERVICES LIMITED. Date - 02/02/2024
MANAGERS

Page: 1 Certificate Number - 146704/ 1



- Confirms the pollution and liability coverage limits
- \$500 million minimum for ships
- \$100 million minimum for barges and tugs
- Required to be from an approved Protection & Indemnity Club
- Must be valid while the vessel is at our terminal
- We can also accept a Certificate of Insurance, but must be approved by the Buckeye Insurance Dept.



- Foreign Flag Vessels need to be vetted for OFAC sanctions as an additional step
- Sanctions List Search
- Exhibit A and COO (Certificate of Origin) for the cargo is required before a ship can be brought to the dock
- Cargo originating from countries on the U.S. Embargo List will need to be cleared by our legal department

Marine Nominations

- Minimum of 48 hours notice
 - Can vary by terminal, please coordinate with scheduler for prompt moves
- Copy all relevant parties on the nominations
- Communicate the full plan/order of operations
 - Ensure any special instructions are relayed to Scheduler/Operations team
- Confirm all necessary specs are provided prior to vessel arrival
 - Ask your scheduler
 - Refer to the “Terminal Product Quality Information” section of the Buckeye Shipper Notebook

How to get your Vessel Vetted Quickly

Q88

- Updated within the last 30 days
- No Missing Required Data/Info
- No Expired Certificates

COE

- Check to ensure Expiration Date is valid
- Full Document
- Pollution Liability Coverage Confirmed

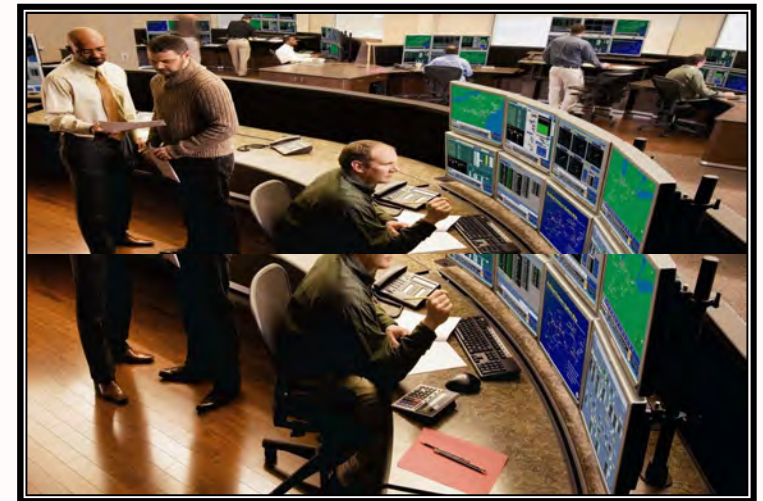
Foreign Flag Vessels

- Not on Embargo List
- Exhibit A
- COO for the Cargo



Buckeye Terminals - Operations, Scheduling, and Customers

- Utilize our #1 resource, **OUR PEOPLE**, to provide the best customer service possible to our customers
- Open and effective communication is crucial to operating and scheduling successfully
- **Together, we can go further.** While our efforts lay the foundation, working collectively with our customers to build a safer, more efficient, and positive future.

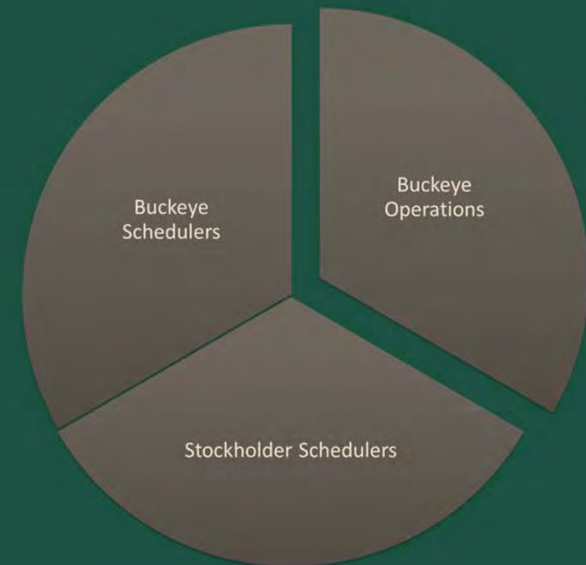


BUCKEYE PARTNERS

Customer Conference

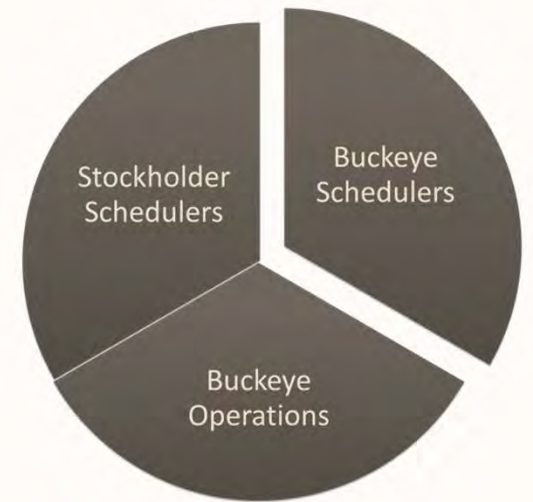
TERMINAL OPERATIONS

- They are crucial to our supply optimization
- Relay Terminal and Pipeline info to Buckeye Terminal Schedulers
- There to help your carriers!
- Provide us with valuable hands-on experience and terminal knowledge



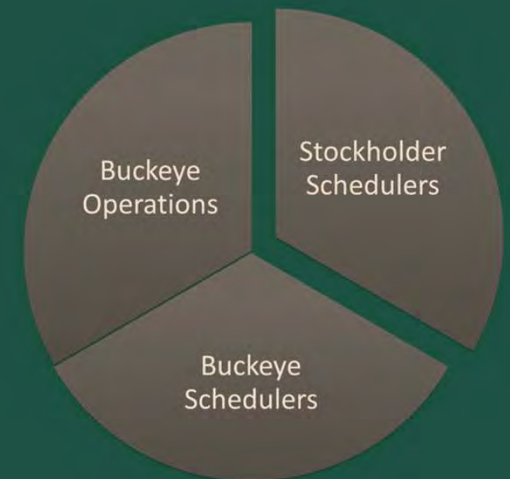
Buckeye Terminal Schedulers

- Liaisons between our Operations Team and Customers
- Forecast demand patterns watch market trends to assist customers with nomination decisions
- Assist with allocation or customer issues, and involve our CTD team as needed
- Review all schedule updates and communicate potential impacts to customers
- Proactively communicate planned maintenance, outages, etc. Give immediate notice of any unplanned outage notifications from Operations



Stockholder Schedulers i.e. Buckeye's Customers

- Forecast Supply and Demand at Buckeye Terminals
- Control Retail, Wholesale, Spot Business through TABS
- Utilize Buckeye Reports for Stock Summary and Receipt Information
- Provide updates for supply disruptions and changes in allocations to the marketing and logistics teams to ensure zero disruptions to the business
- Communicates on business growth opportunities to ensure terminal capacity is available
- Initiate ITT requests



SE TERMINAL SCHEDULING PROCESS - CPL & PPL

- Shippers Nominate via 3rd party Systems
- Pipeline Partner generates/builds a schedule and post for review
- Customer Scheduling and Buckeye Scheduling use schedules posted for forecasting
 - Changes are made proactively to improve supply optimization and avoid containment issues

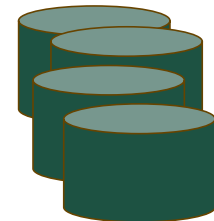


Origins

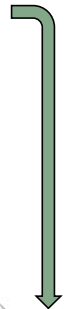
CPL & or PPL



Buckeye
Terminals



Available Supply to Customers



Nomination and Schedule Changes

How does it affect the Scheduling Process??

Changes affect Terminal the Overall Supply forecast

Potential Impacts: "Ripple Effect"

- Operations (Pipeline, Marine, Rail, Terminal)
- Scheduling forecasting
- Terminal capacity constraints
- After hours or weekend calls
- Impacts to pipelines and our other customers in the terminal

We all have responsibility to proactively communicate to avoid major impacts

Customer Notification Process - Terminal Outage or Supply Disruption

PLANNED Terminal Outages	Downtime Lasting < 24 hours	Downtime Lasting > 24 hours
Buckeye Terminals	Notices sent 72 hours prior to	Notices sent 2 weeks in advance

Unplanned Terminal Outages	Downtime Lasting < 24 hours	Downtime Lasting > 24 hours
Buckeye Terminals	Notice sent ASAP	ASAP w/ updates often

Terminal Scheduling – Happy to Help!!!

Provide customers with a "Can Do" attitude and provide superior customer service when called upon

Stay Ahead of Obstacles

Flexible Options

Growing with Buckeye



BUCKEYE PARTNERS

2026

Customer Conference

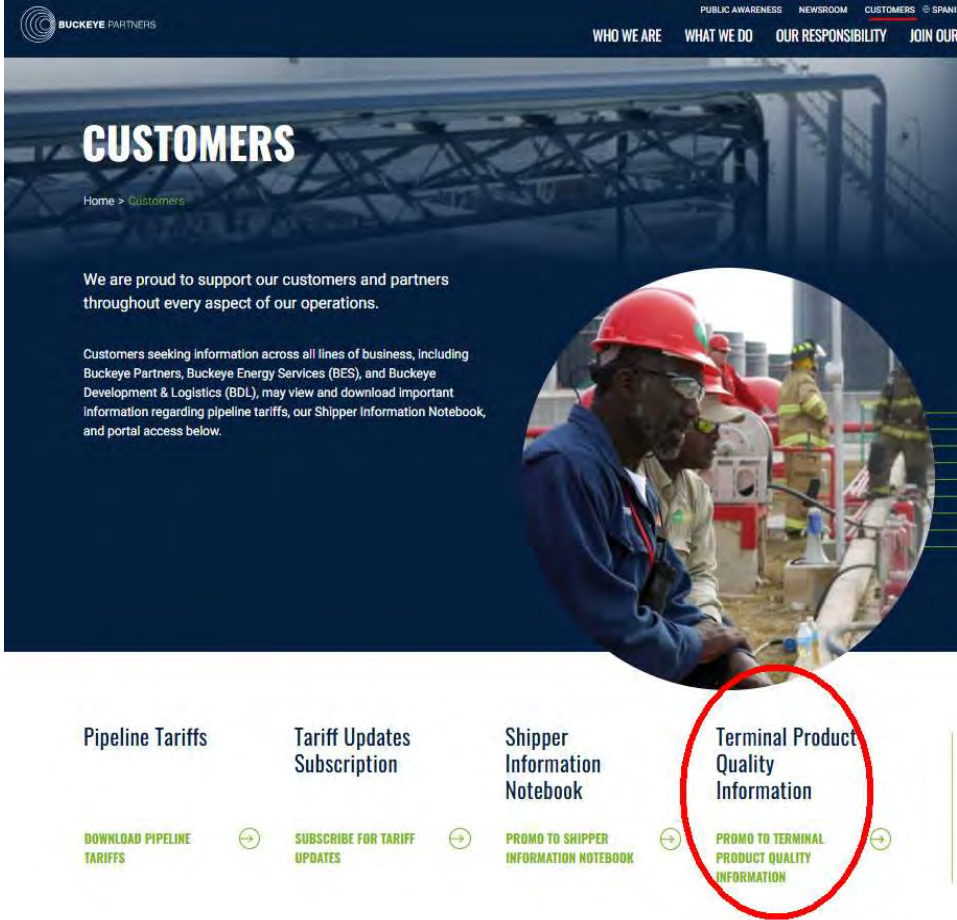
Terminal Specifications

Terminal Specifications- Pipeline, Truck and Marine

Customer Web Page

From the **Customer web page** you can access :

Terminal Product Quality Information



Terminal Product Quality Information

This section contains specifications for products which are delivered into a Buckeye terminal via Truck, Rail and Vessel (Marine). The products include which is handled on a fungible and segregated stream. This section covers:

- Terminal Product Specifications- Products via truck and rail into fungible system.
- Marine Acceptance Protocol and specification- Products via Marine into fungible and segregated system.
- Terminal Segregated Storage Tank Low Suction Movement Policy
- Hydrogen Sulfide (H2S) Guidelines For Customers/Third Parties



Shipper
Information
Notebook

Terminal Product
Quality
Information

PROMO TO SHIPPER
INFORMATION NOTEBOOK

PROMO TO TERMINAL
PRODUCT QUALITY
INFORMATION



For specific product specifications and guidelines, please view the documents below.

SECTION	TITLE	UPDATED
7.0	Terminal Product Specifications	Aug 2024
	2025 Chicago Complex RVP Calendar	Jan 2025
7.1	Marine Acceptance Protocol	Aug 2024
	Table I – Marine Product Receipt Specifications	Aug 2024
	Table II – Vessel Testing Specifications	Aug 2024
7.2	Terminal Segregated Storage Tank Low Suction Movement Policy	Oct 2018
8.0	Hydrogen Sulfide (H2S) Guidelines For Customers/Third Parties	Apr 2017

Marine Product Acceptance Protocol

These Marine Product Acceptance Guidelines cover the receipt and acceptance of petroleum products being delivered to Buckeye owned or operated terminals via Marine- Ship or Barge.

- **It details what product quality COA is required prior to the vessel arriving at Buckeye Terminal.**
- **If COA/test results are unavailable before arrival, Buckeye may allow sampling at the dock, depending on berth availability.**
- **This section provides guidance on what type of COA's are acceptable:**
 - **A full slate COA based on Marine Terminal Product Receipt Specifications - Table I ("Table I") from Vessel or a load tank.**
 - **A shorter slate COA based on Marine Terminal Product Receipt Specifications - Table II ("Table II") from Vessel.**
- **What type of COA is required for Domestically and Internationally sourced vessels.**
- **For Internationally sourced vessel a full slate COA must be provided from vessel samples taken once the vessel has arrived in U.S. waters.**



Table I and Table II Specifications

SECTION	TITLE	UPDATED
7.0	Terminal Product Specifications	Oct 2025
	2026 Chicago Complex RVP Calendar	Oct 2025
7.1	Marine Acceptance Protocol	Aug 2024
	<u>Table I – Marine Product Receipt Specifications</u>	Apr 2026
	<u>Table II – Vessel Testing Specifications</u>	Aug 2024
7.2	Terminal Segregated Storage Tank Low Suction Movement Policy	Oct 2018
8.0	Hydrogen Sulfide (H2S) Guidelines For Customers/Third Parties	Apr 2017

<p>BUCKEYE PARTNERS, L.P.</p> <p>BUCKEYE TERMINALS, LLC</p> <p>BUCKEYE PIPE LINE HOLDINGS, L.P.</p>		
<p>TABLE I</p> <p>MARINE TERMINAL PRODUCT RECEIPT SPECIFICATIONS</p>		
Albany, NY	Baltimore, MD	Bahamas Hub
Bayonne, NJ	Charleston, SC	Chesapeake, VA
Cincinnati, OH	Corpus Christi, TX	FL Lauderdale, FL
Groton, CT	Jacksonville, FL	Louisville, KY
Marrero, LA	New Haven, CT	Pennsauken, NJ
Perth Amboy, NJ	Port Reading, NJ	Pt Wilmington, DE
Rensselaer, NY	Roseton, NY	
S. Portland, ME	St. Louis, MO	St. Lucia
Tampa North, FL	Tampa South, FL	Yabucoa, PR

Table – II
FUNGIBLE TANKAGE RECEIPTS

Fungible Product	Ship / Barge analysis requirements if Table I was not based on the delivering vessel
ULSD / ULSHO	API Gravity (30 Min) Sulfur (15ppm Max) - (11ppm at sites sourcing pipelines) Flash point (130 F Min) Appearance (Clear & Bright) Imports require full EPA certification of Ship Sample. See Table I
Jet Fuel	Full Jet Fuel Slate – See Table I
Kerosene (Non-aviation)	API Gravity (37 Min to 51 max) Sulfur (15ppm Max for ULSK or 400 ppm for heating kerosene) Flash point 108F min (Pennsauken 123F Min) Appearance (Clear & Bright) Imports require full EPA certification of Ship Sample. See Table I
Biodiesel	API Gravity (Report) Sulfur (15 ppm Max) Appearance (Clear & Bright) Imports require full EPA certification of Ship Sample. See Table I
Gasoline all Grades	API Gravity Appearance RVP Imports require full EPA certification of Ship Sample. See Table I

Contact us



M&QC@buckeye.com



www.buckeye.com

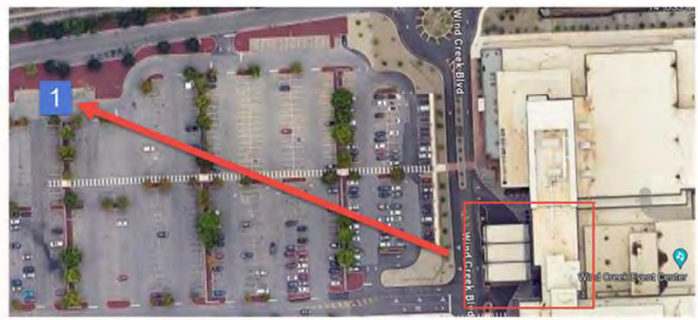


BUCKEYE PARTNERS



Exits Marked by Red Arrow

Muster Point location in Parking Lot



During an emergency, walk to the nearest safe exit and evacuate the building. Do not use the elevators during a fire or weather emergency. If you are in an unfamiliar area follow the exit signs to the nearest safe exit.

Take valuables with you, if in the same room, but do not return to your hotel room.

Once outside, assemble at muster point in parking lot.

Do not re-enter the building until you have been notified all clear.

Buckeye Safety Share



2026



BUCKEYE PARTNERS

Customer Conference

The Strong Silent Team

The Strong Silent Team

Control Center

- **Brian Hausknecht** – Console Lead

Pipeline Analytics

- **Blake Jones** – Scheduling Analyst

Terminal Volume Accounting

- **Bonnie Reppert** – Terminal Volume Accounting Supervisor

Control Center

Inside view of the Lehigh Valley Control Center




BUCKEYE PARTNERS

Customer Conference

Two Control Centers



Controllers Main Job Accountabilities

- **Communicating** – Coordinating with field operations, customers, schedulers, and internal support teams
 - **Operating** – Managing day-to-day pipeline and terminal operations safely and efficiently
 - **Monitoring** – Continuously watching system conditions, alarms, flows, and pressures
 - **Accounting** – Tracking volumes, movements, and inventory for accuracy and reconciliation
 - **Reporting** – Documenting operations, events, and performance for compliance and visibility
- 



Communications

Who do we communicate with?

Field Operations:

Customers:

Buckeye Scheduling Team:

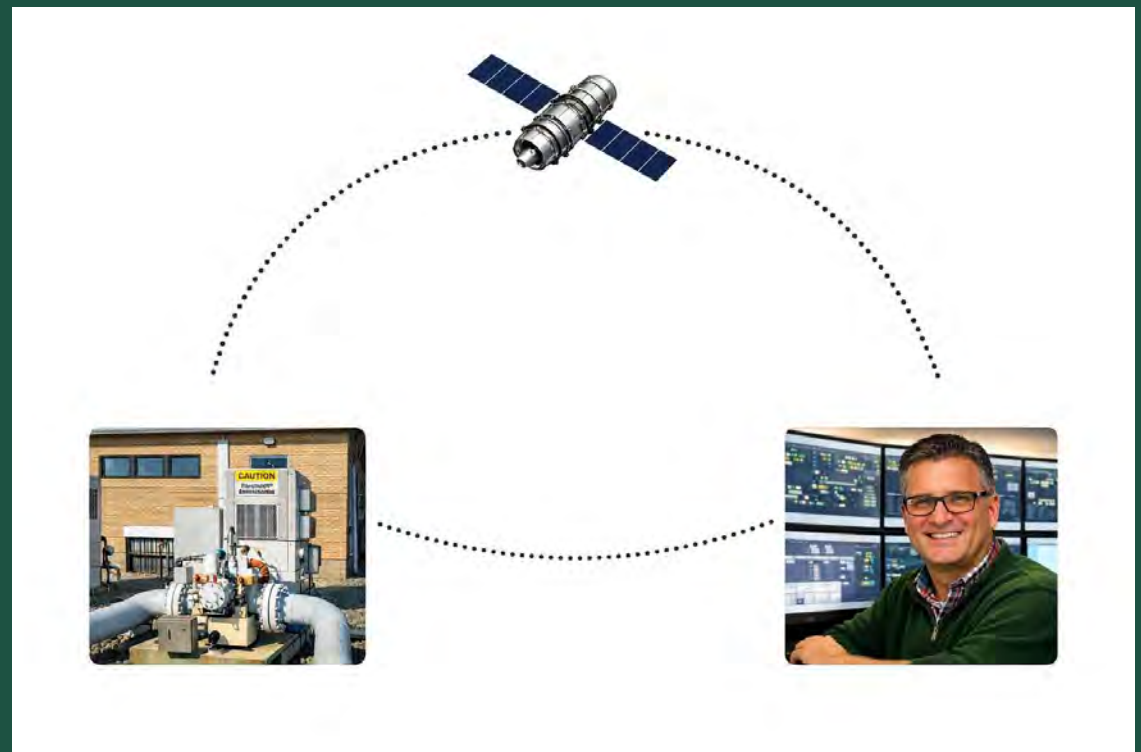
Internal Support Teams:

Item	Count of
Commands Issued	451,934
Phone calls	110,985
Minutes on the phone	117,530

Operating

Controllers remotely operate

- Valves
- Pumps/Boosters
- Tanks
- Injections
- Control Center issued
 - 504,012 commands
 - 751,388 alarms acknowledged



Monitoring



Reporting



Documenting Operations for compliance with State and Federal agencies.



Performance on the pipeline status



Notify people of unscheduled downtime due to issues on pipeline

Accounting



1

Ensure that ticketing information is correct (Batch ID, product code..)

2

Verify that meter factor is the best selection for the conditions

3

Track volume of product pumped per day used for daily inventory

4

These items will tie into Bonnie and Blake



BUCKEYE PARTNERS
Customer Conference



PIPELINE ANALYTICS



BUCKEYE PARTNERS

Customer Conference



The Team

Bill Roschetz

Senior Advisor Scheduling Analytics

Angel Vazquez

Advisor Scheduling Analytics

Rachel Oehmke

Scheduling Analyst II

Blake Jones

Scheduling Analyst II



BUCKEYE PARTNERS

Customer Conference

Key Responsibilities

1 Inventory reconciliations and Variance Resolution

2 Ticketing Review

3 End-of-Month Close Management

4 Pipeline Allocation

5 Pipeline Analysis



How Synergy Works For You

Customers

- Always provide exceptional customer service
- Communicate any changes regarding tickets or nominations



CONTROL CENTER

- Receive/review operating sheets from each pipeline
- Communicate on potential ticketing adjustments/issues



Pipeline Schedulers

- Review published schedules to ensure ticketing accuracy
- Constant communication on ticketing concerns/corrections



Commercial/Business Development

- Provide data analysis for specific pipeline locations

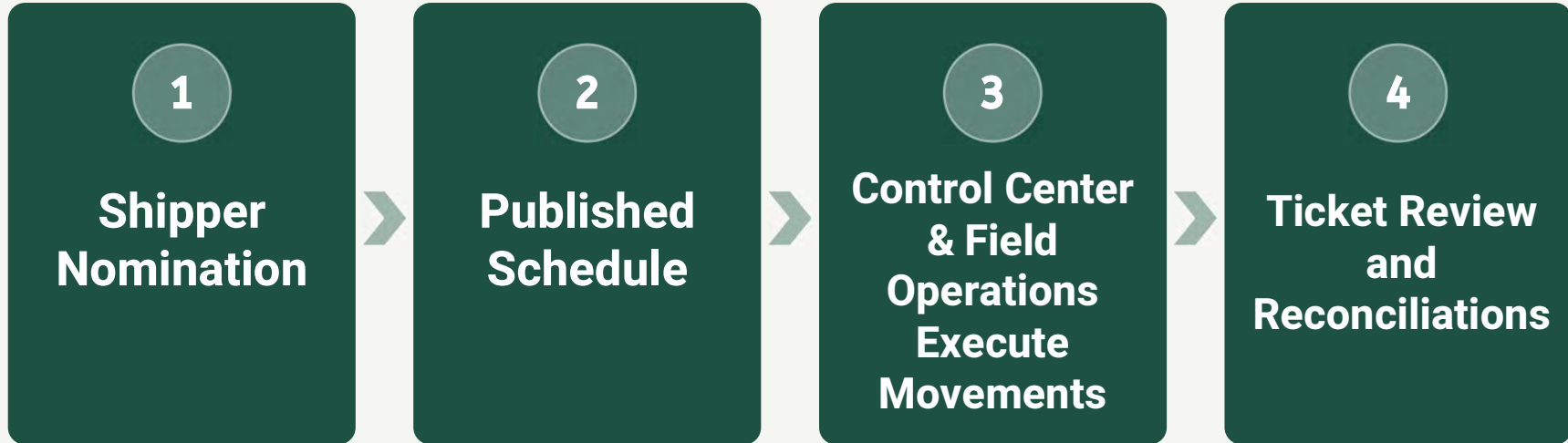


Terminal Schedulers/Accounting

- Assist on questions regarding pipeline moves affecting terminal locations



Pipeline Process



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TICKETING

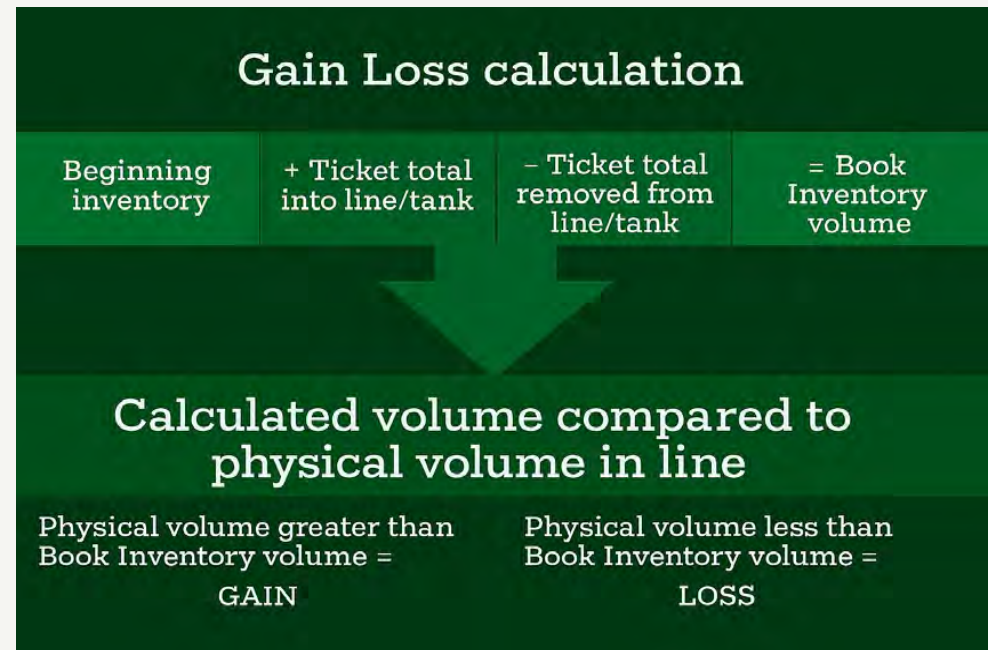
- Ensure accurate and timely processing of movements and corrections based off Pipeline Schedules and Control Center operating sheets
- Identify and communicate ticket validation/errors to Schedulers, Field Operations, and Control Center
- Support customers on any concerns/questions they have regarding their batches and tickets
- Responsible for correcting tickets incorrectly scheduled/entered



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End of Month Close

- Identify and resolve physical inventory variances through coordination with Schedulers, M&QC, Control Center, and Field Operations
- Investigate shipper gain/loss variances to ensure accurate shipper inventory balances



Pipeline Allocation



Why we allocate

- Total volume nominated for shipment through a segment is in excess of available capacity
- An amount or portion of pipeline capacity assigned to a shipper based on history

Pipeline Allocation

Initial Nominations



- Due at midnight on 15th of the prior month
 - Additional nominations may be accepted after the 15th on lines not allocated (contact scheduler before adding)
- If initial noms are above capacity, binding nom bulletin gets published

Pipeline Allocation



Binding Nominations

- Shippers have 2 business days to make changes
- If allocated, shippers have 2 business days to adjust to allocated amount

Importance of Volumetric Data

- Accurate volumetric data is essential for correct billing, revenue recognition, and regulatory reporting
- Timely and precise volume data ensures correct customer invoicing
- Inaccurate data could lead to financial distortions, manual corrections, other potential ticketing issues
- Integrating accounting with operations can help identify and resolve volumetric discrepancies early and improve control





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Gain Loss calculation

Beginning inventory

+ Ticket total into line/tank

- Ticket total removed from line/tank

= Book Inventory volume

Calculated volume compared to physical volume in line

Physical volume greater than Book Inventory volume =
GAIN

Physical volume less than Book Inventory volume =
LOSS

EOM CLOSE

- Identify and resolve physical inventory variances through coordination with Schedulers
- Investigate shipper gain/loss variances to ensure accurate shipper inventory balances

Contact us

 Schedulinganalystmailgroup@buckeye.com

 www.buckeye.com



Terminal Volume Accounting

20



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The Team

Bonnie Reppert

Manager, Term Sett & Customer Data
breppert@buckeye.com



Jennifer Mest

Terminal Volume Accounting Specialist
jmest@buckeye.com



Main Responsibilities for Terminal Volume Accounting

- Over/short invoice
- Transaction adjustments/fixes
- Terminal over/short analysis
- Transmix invoicing
- Additive analysis
- Contract/tariff review
- Buckeye Portal
- Terminal Volume reporting to the Government



BUCKEYE PARTNERS

Collaborative Groups Across Buckeye

What We Do With Each Group

Operations

- Assist with inventory management challenges
- Escalate and communicate exceptional circumstances, including invoicing considerations
- Communicate and align on operational changes

Terminal Schedulers

- Address and discuss issues related to specific product movements
- Communicate project or tank work that could affect our inventory
- Communicate the reasoning for any inventory adjustments

Suppliers

- Work through and resolve ticket specific issues
- Communicate through any invoicing or inventory questions
- Assist with any portal related questions and troubleshooting
- Complete and submit required inventory confirmations requested by auditors

Commercial Representatives

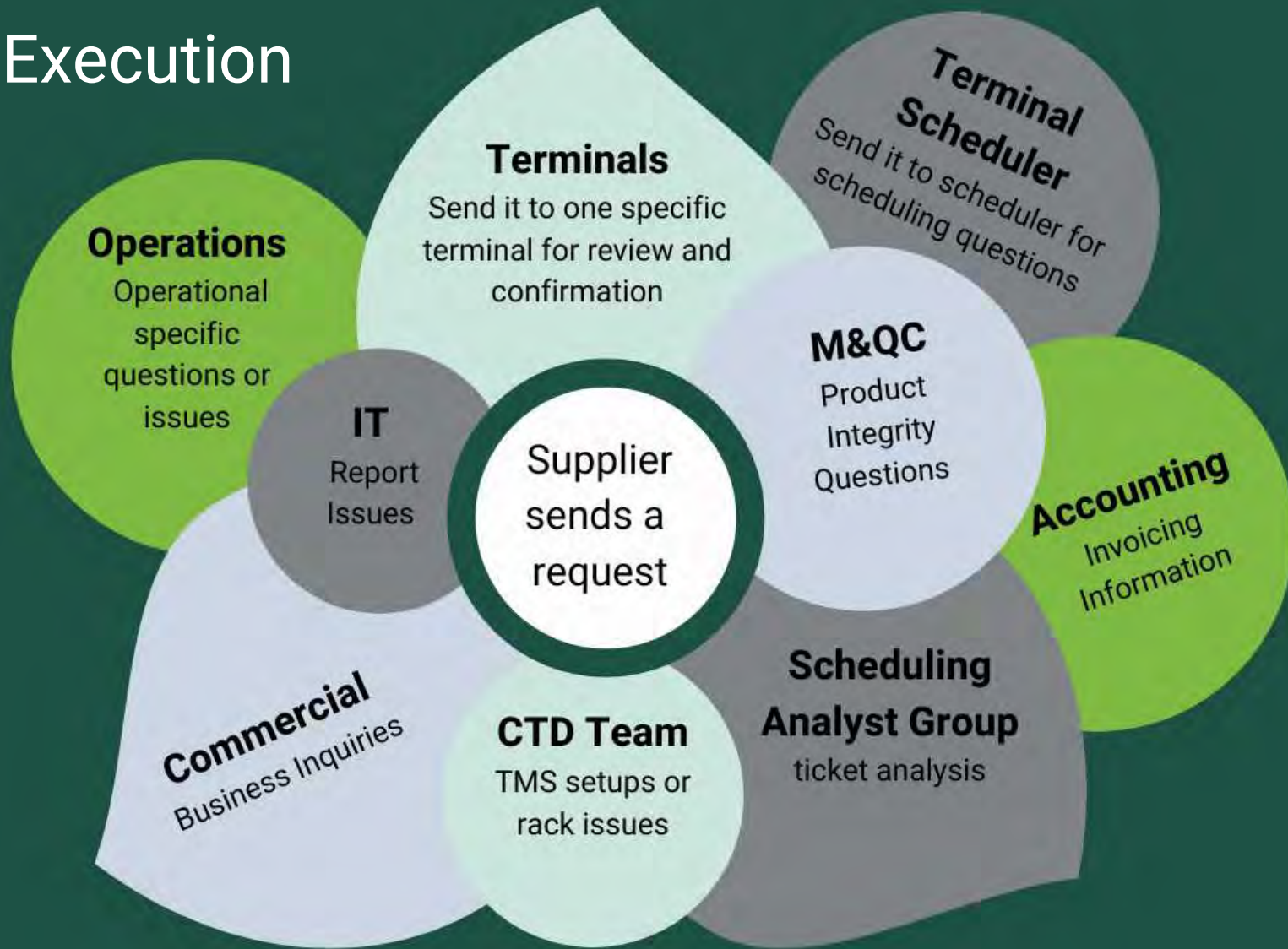
- Discuss how new product or supplier contracts should be invoiced
- Collaborate on solutions for any unusual or unexpected issues that arise

Scheduling Ticket Analyst Group

- Review any discrepancies with pipeline tickets into our terminals

From Entry to Execution

The Impact & Cost of Inaccurate Inventory Data



Day One Of Close

For all our suppliers and internal groups to process close

- Terminals must close their “End of Month (EOM)” folio

All settled products must be

- Reviewed
- Analyzed
- Investigated

What We Review

- Folios with gains or losses that are larger than normal
- Significant gains or losses occurring on the first or last folio of the month (which may be offsets from a different reporting month)
- How the gain/loss percentage compares to previous years
- Comments or explanations from the Operations team that provide context for the activities observed

Behind The Scenes

Continuous Preparation for Month-End Close

Tariff Review

Contract Review

New Product Setup

Invoicing For Transmix

Suppliers can choose the following

- Buckeye negotiates a price and invoices on the supplier's behalf to the transmix processor
- The Supplier negotiates a price and invoices the transmix processor themselves

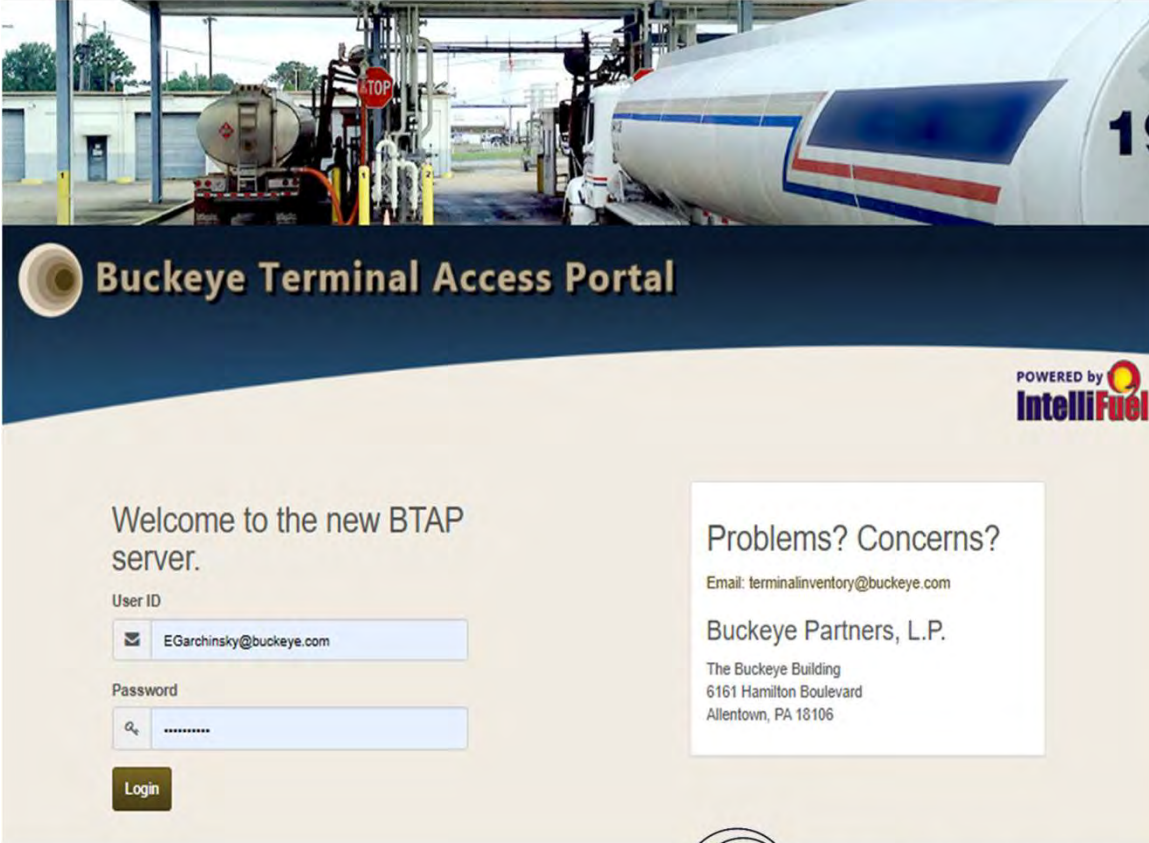
Invoicing on Behalf Of Suppliers

- Buckeye Negotiates a price and discount with Mix Processor
- Buckeye invoices Transmix processor on Suppliers' behalf and charges a nominal fee for handling

**Gallon Volume x Buckeye Negotiated Terms
(Settlement Price – Location Discount - .005 per gallon) = Invoice Amount**

Buckeye Portal

- Rack BOL Images
- Transactional Information
 - PDF and Excel
- Stock Information
 - PDF and Excel
- Summary Reports
- Tank Reports
- Automatic Reports sent at a specific time



Buckeye Terminal Access Portal

POWERED by **IntelliFuel**

Welcome to the new BTAP server.

User ID

Password

Login

Problems? Concerns?
Email: terminalinventory@buckeye.com

Buckeye Partners, L.P.
The Buckeye Building
6161 Hamilton Boulevard
Allentown, PA 18106



Examples



BUCKEYE PARTNERS, L.P.

MTD STOCK SUMMARY - GALLONS
 0007048 - ALBANY GEORGIA
 000000100 - BUCKEYE TERMINALS LLC

BY: EGarchinsky@buckeye.com
 PRINTED: 06/24/2025 11:11
 ACTUAL: 05/01/2025 - 05/31/2025

Start Period	End Period	Open Book	Receipts	Bulk Disposals	Rack Disposals	Transfers	Adjustments	Other	Close Book	Close Inventory	Gain/Loss
05/01/2025 00:11	05/02/2025 00:01	26284	0	0	0	0	0	0	26284	26284	0
05/02/2025 00:01	05/05/2025 00:05	26284	0	0	0	0	0	0	26284	26284	0
05/05/2025 00:05	05/06/2025 00:12	26284	0	0	0	0	0	0	26284	26284	0
05/06/2025 00:12	05/07/2025 00:01	26284	0	0	0	0	0	0	26284	26284	0
05/07/2025 00:01	05/08/2025 00:09	26284	0	0	0	0	0	0	26284	26284	0
05/08/2025 00:09	05/09/2025 00:13	26284	2054	0	0	0	0	0	28338	28338	0
05/09/2025 00:13	05/12/2025 00:01	28338	0	0	0	0	0	0	28338	28338	0
05/12/2025 00:01	05/13/2025 00:01	28338	0	0	0	0	0	0	28338	28338	0
05/13/2025 00:01	05/14/2025 00:01	28338	0	0	0	0	0	0	28338	28338	0
05/14/2025 00:01	05/15/2025 00:03	28338	0	0	0	0	0	0	28338	28338	0
05/15/2025 00:03	05/16/2025 00:05	28338	0	0	0	0	0	0	28338	28338	0
05/16/2025 00:05	05/19/2025 00:01	28338	0	0	0	0	0	0	28338	28338	0
05/19/2025 00:01	05/20/2025 00:03	28338	0	0	0	0	0	0	28338	28338	0
05/20/2025 00:03	05/21/2025 00:03	28338	0	0	0	0	0	0	28338	28338	0
05/21/2025 00:03	05/22/2025 00:07	28338	0	0	0	-74	0	0	28264	28264	0
05/22/2025 00:07	05/23/2025 00:05	28264	0	0	0	0	0	0	28264	28264	0
05/23/2025 00:05	05/27/2025 00:11	28264	0	0	0	0	0	0	28264	28264	0
05/27/2025 00:11	05/28/2025 00:01	28264	0	0	0	0	0	0	28264	28264	0
05/28/2025 00:01	05/29/2025 00:13	28264	0	0	0	0	0	0	28264	28264	0
05/29/2025 00:13	05/30/2025 00:07	28264	0	0	0	0	0	0	28264	28264	0
05/30/2025 00:07	05/31/2025 23:59	28264	0	0	0	0	0	0	28264	28213	-51
Totals		26284	2054	0	0	-74	0	0	28264	28213	-51



BUCKEYE PARTNERS, L.P.

PRODUCT SUMMARY REPORT
 0007048 - ALBANY GEORGIA
 000000100 - BUCKEYE TERMINALS LLC

BY: EGarchinsky@buckeye.com
 PRINTED: 06/24/2025 11:09
 ACTUAL: 05/01/2025 - 05/31/2025
 RANGE: 05/01/2025 - 05/31/2025

Product	Open Book	Receipts	Bulk Disposals	Rack Disposals	Transfers	Adjustments	Other	Close Book	Close Inventory	Gain/Loss
000190 ULTRA LSD 2 15 PPM	-400	0	0	0	400	0	0	0	-126	-126
000195 RUL SUB	1566	0	0	0	-1566	0	0	0	1789	1789
000360 PUL 91	119	0	0	0	-119	0	0	0	462	462
005482 ETHANOL (DENAT ALCOHOL)	76	0	0	0	-76	0	0	0	124	124
008159 BUTANE	0	0	0	0	0	0	0	0	0	0

Product	Open Book	Receipts	Bulk Disposals	Rack Disposals	Transfers	Adjustments	Other	Close Book	Close Inventory	Gain/Loss
000190 ULTRA LSD 2 15 PPM	-16788	0	0	0	16788	0	0	0	-5286	-5286
000195 RUL SUB	65770	0	0	0	-65770	0	0	0	75138	75138
000360 PUL 91	4985	0	0	0	-4985	0	0	0	19418	19418
005482 ETHANOL (DENAT ALCOHOL)	3192	0	0	0	-3192	0	0	0	5214	5214
008159 BUTANE	0	0	0	0	0	0	0	0	0	0

Product	Open Book	Receipts	Bulk Disposals	Rack Disposals	Transfers	Adjustments	Other	Close Book	Close Inventory	Gain/Loss
017000 LUBRICITY ADDITIVE	29305	0	0	0	0	0	0	29305	29388	83
017060 GENERIC GAS ADDITIVE	26284	2054	0	0	-74	0	0	28264	28213	-51
017438 [REDACTED]	0	0	0	0	0	0	0	0	0	0
017442 [REDACTED]	0	0	0	0	0	0	0	0	0	0
002783 RED DYE ADDITIVE	1537	0	0	0	0	0	0	1537	1522	-15

BILL OF LADING #: 0000249964 Folio:05/008	Safety Data Sheets (SDS) are made available at all Buckeye Terminals		
Shipment Origin: Buckeye 275 North 2750 West Rd. Kankakee, IL 60901	EPA #: 0456481956		
Supplier: 000000100 BUCKEYE TERMINALS LLC	Trans Type: 530	Trans Seq #: 0003	PO #:
Customer: 000000100 BUCKEYE TERMINALS LLC	Gate Entry Date:	Gate Entry Time: 00:00	Tractor #:
Account: 000000100 BUCKEYE TERMINAL LLC	Load Start Date: 05/10/2023	Load Start Time: 04:44	Trailer #1:
Destination:	Load End Date: 05/10/2023	Load End Time: 04:54	Trailer #2:
Address:	Petrodex:	Vessel:	Carrier Name: BUCKEYE TERMINALS, LLC
INDIANAPOLIS IN,			SCAC: Driver: 00007971 Mike Burkhardt

PRODUCT	GROSS		NET		FOOTNOTES
	GALLONS	GRAVITY	GALLONS	METER	
UN1203, GASOLINE, 3, PG II, 1 Cargo Tank, ERG 128	1332		1332		104,116,140,EO
RUL SUB (COMPLIANT)					

PRODUCT	OCTANE	GROSS	TEMP	GRAVITY	NET	METER	COMPARTMENT
000206 RUL SUB (COMPLIANT)	83	1332	59.9	61.7	1332		BAY-01
RUL SUB (COMPLIANT)		1332	59.9	61.7	1332		03-01

Footnotes

104 BARE GASOLINE, NOT FOR SALE TO THE ULTIMATE CONSUMER.

116 THIS PRODUCT MEETS ILLINOIS STATE SPECIFICATIONS FOR GASOLINE BLENDED WITH 10% ETHANOL.

140 THIS PRODUCT CONTAINS LESS THAN 87 OCTANE.

EO EO: CONTAINS NO ETHANOL.

EMERGENCY CONTACT: Chemtrec 1-800-424-9300 / +1 703-527-3887 CCN 3359

BOL #: *0000249964*	TCN #: *T36113313*	This is to certify that the above named materials are properly classified, described, packaged, marked, and labeled, and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.	
Driver/Agent: <i>Mike Burkhardt</i>		The carrier certifies that the container supplied for this shipment is a proper container for the transportation of the products described. The driver acknowledges that the ERG guidebook or the appropriate SDS is on board the vehicle.	

termid	termname	transid	ticket	comments	BOL	transre	prodid	prodna	gross	net	temper	gravde	supplie	suppna	startda	grb	netb	transda	cvr	folio_m	folio_n
7060	NASHVILLE I	502	1528766		158435	1.63E+09	5482	ETHANOL	8094	8094	60	50.6	1	ABC Suppl	03/01/202	193	193	3/1/2026		3	1

Auto Reports – Save Time



Select User: Merle Mohn - Portal Training

Enable	Report To Run	Email Address	Terminal(s)	Parameters	Test after saving
<input checked="" type="checkbox"/>	RACK ACTIVITY portal-buk-ra-rpt	To: Mmohn@buckeye.com Cc: <input type="text"/> From: BTAP Test: Mmohn@buckeye.com	0003140 - BUFFALO 0003149 - BINGHAMTON 0003183 - MALVERN 0004327 - SOUTH BEND 0006003 - ARGO	Hour: 8 AM Day: DAILY Type: MTD Previous Day Previous Day - Skip Weekends Previous Week MTD Previous MTD Previous 24 Hours	<input type="checkbox"/>
<input checked="" type="checkbox"/>	MTD STK EXPORT portal-buk-mtdstkexport-rpt	To: Mmohn@buckeye.com Cc: <input type="text"/> From: BTAP Test: <input type="text"/>	ALL - ALL TERMINALS 0000024 - DECATUR 0000025 - KANKAKEE 0000026 - EAST CHICAGO 0000027 - HARTSDALE		<input type="checkbox"/>
<input type="checkbox"/>	Product Activity Export portal-buk-productexport-rpt	To: Mmohn@buckeye.com Cc: <input type="text"/> From: BTAP Test: <input type="text"/>	0003140 - BUFFALO 0003149 - BINGHAMTON 0003183 - MALVERN 0004327 - SOUTH BEND 0006003 - ARGO		<input type="checkbox"/>

- You can setup Auto Reports to automatically send at any time.
- You must pick a location, a time, a type of report, and who you want the report to be sent to.
- Make sure to press “Enable” for the report to run

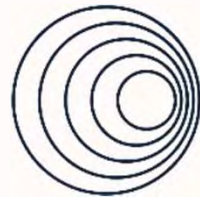
Contact us



Terminalinventory@buckeye.com



<https://buckeye-portal.intellifuel.net/>



BUCKEYE PARTNERS

Final Questions



Thank you for joining us for the
2026 Buckeye Partners
Pipeline & Terminals
Customer Conference

